DRAFT ENVIRONMENTAL IMPACT STATEMENT

208 Business Center

Route 208
Village of Monroe, Orange County, New York

Lead Agency:
Village of Monroe Planning Board

Project Sponsor:
208 Business Center, LLC

Prepared by:
Tim Miller Associates, Inc.

September 26, 2023

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208 BUSINESS CENTER

Route 208 near Gilbert Street Extension
Village of Monroe, Orange County, New York

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Lead Agency Acceptance Date: September 26, 2023

Date of Public Hearing: November 28, 2023
(Written comments on the DEIS will be accepted for at least 10 days following the close of the Public Hearing)

September 26, 2023

208 BUSINESS CENTER

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1.0 EXECUTIVE SUMMARY

Introduction

This Draft Environmental Impact Statement (DEIS) has been prepared in response to a Positive Declaration issued by the Village of Monroe on February 23, 2021, in connection with a Mixed-Use Site Plan application by 208 Business Center LLC, the "Applicant" and owner of the subject property. The proposed project is located on Route 208 and Gilbert Street Extension in the Village of Monroe, Orange County, New York.

In connection with a site plan application, the Village of Monroe identified the proposed development as a Type I Action and declared itself to be Lead Agency for a SEQRA coordinated review. Given no objection to the Lead Agency declaration by other involved agencies, the Planning Board adopted a Positive Declaration on February 23, 2021 and circulated the applicant's SEQRA Draft Scoping Document to all involved and interested agencies. A Public Scoping Session was held on March 23, 2021 with written comments on the Draft Scoping Document accepted until April 2, 2021. The Final Scoping Document was adopted on May 25, 2021. The adopted scoping outline is included as Appendix A of this DEIS.

This DEIS has been prepared to evaluate potential environmental impacts associated with the proposed mixed-use development and to identify mitigation measures to avoid or reduce adverse impacts and to consider all reasonable alternatives to the action. The DEIS has been prepared in accordance with the New York State Environmental Quality Review Act (SEQRA) and Part 617 of the regulations implementing SEQRA.

1.1 Brief Description of the Proposed Action

The applicant (208 Business Center LLC) proposes a new mixed-use retail and office building with a footprint of approximately 47,500 s.f. on the 5.08-acre property. The first floor is proposed to consist of approximately 47,500 s.f. of leasable space to be used for retail uses with the balance of the first-floor area being common areas. The second floor is proposed to consist of an additional approximately 25,000 s.f. of office space. The total square footage of the development is approximately 72,500 s.f. The proposed building will be two-stories with a height of 35 feet, consistent with the zoning code. A complete full-sized set of the Site Plan drawings are attached to this DEIS and provided in Appendix L – Site Plans. The Site Plan drawings are part of this DEIS.

Parking is provided consistent with the zoning code with 260 spaces provided. The code requirement for retail uses are 3.97 spaces per 1,000 s.f. of building area. The code requirement for office uses are 2.79 spaces per 1,000 s.f. of building area. The parking calculations are provided on the Cover Sheet of the attached Site Plan Drawings (see Appendix L). The majority of the parking will be provided south and east of the building.

The proposed building will be located in the northern portion of the approximately 5.08 acre site with parking and access driveways surrounding the building. The building setbacks meet the requirements of the zoning code as provided in the bulk table provided in the Site Plan drawings. The proposed plan provides building lot coverage of 21.5 percent, less than the maximum 25 percent lot coverage allowed by the by the zoning code.

A single loading area is proposed for the building, located at the northwest corner of the building. A 26-foot-wide driveway is provided at the north and west side of the building for truck deliveries

to the building. A single refuse collection area is provided at the north side of the building. No outdoor storage areas are proposed. No commercial kitchens are proposed for the property, but space for small office kitchens for use by office tenants will be provided.

Internal driveways, 26 feet in width, are provided for the two entrances, surrounding the building and as parking aisles to provide for safe vehicle circulation throughout the site. The site entrance on Route 208 and on Gilbert Street Extension will be 26 feet in width, consistent with the requirements of the Village Site Plan criteria.

Objectives and Project Purpose Need and Benefits

The applicant, 208 Business Center, Inc. propose a mixed-use retail and office building to provide needed retail and office space for residents of the Village of Monroe, Town of Monroe and Town of Palm Tree. The building will provide attractive retail and office space in a modern building at a location convenient to Route 17 / Route 6 and to Route 208, and at northern edge of the Village of Monroe. A grocery store is a potential tenant for the building. The proposed food store would be distinct from other chain supermarkets in the Village, such as the nearby ShopRite on NY Route 17M or the Stop and Shop further south on NY Route 17M. The grocery store would carry specialty foods catering to the local community and not typically available in larger chain stores, including Kosher foods. The Village Comprehensive Plan identified a high demand for a large Kosher food store in the discussion of retail opportunities in the Village[1]. The proposed 208 Business Center seeks to address that purpose and need.

The applicant believes there is a strong local market for the proposed retail space. The complimentary office space is located in a prime location convenient to Route 17 / Route 6 and proximate to the Village of Monroe, the Town of Monroe and the Village of Kiryas Joel / Town of Palm Tree.

The Project Site is located within the GB Zoning District. Commercial and retail uses are permitted in the GB Zoning District by site plan and or special use permit, including the proposed office and retail stores or shops.

1.2 Summary of Existing Conditions, Potential Impacts and Proposed Mitigation

1.2.1 Topography, Soils, and Geology

Existing Conditions

Geology

The project site is located in the eastern section of the New England physiographic province, more specifically the northern edge of the Hudson Highlands, which is characterized topographically by broad gentle valleys and a moderate pattern of ridges. The bedrock identified on and near the project site is a combination of the Skunnemunk formation and Fellvale Formation, located in the Hamilton Group. This rock consists of arkose, mudstone and conglomerate rocks.

[1] Village of Monroe NY Comprehensive Plan, 2014, p. 77.

The Geotechnical Site Assessment, provided in Appendix G, describes the complex bedrock mapped in the vicinity of the site. The project geotechnical engineer has identified the bedrock on the site as a gray mudstone (shale), probably of the lower Devonian age Esopus formation.

Bedrock is exposed on the project site along the fenceline and at the property line between the northern parcel and the southwest parcel near the YMCA property. The bedrock can be described as dark brown to grey mudstone. The bedrock is weathered and fractured, but does not have distinct bedding planes found in shale rock. It appears the hillside to the south was cut in the vicinity of the property line to level the northern parcel and thereby exposing the bedrock. No other bedrock outcrops were observed on the property.

According to the Surficial Geologic Map of New York, Lower Hudson Sheet (1989), the surficial deposits in the area of the project site consist of glacial tills. Tills are described as variable in texture (e.g. clay, silt-clay, boulder clay), that were deposited adjacent to melting glaciers. Glacial tills and the soils that derive from them predominate in the lower Hudson Valley.

Soils

On-site soils have been mapped and described by the USDA Soil Conservation Service (SCS) in the Soil Survey of Orange County, New York, issued in 1981. Generally, the site comprises one soil type, Mardin gravelly silt loam. The soil is described as deep, moderately well drained soils formed in glacial till deposits. These mapped soils mentioned above are not considered hydric soils.

The project engineer, Kirk Rother, P.E., completed soil test pits to determine soil conditions and depth to bedrock and groundwater. The results of the test pit excavation is provided on the Soil Test Pit Map (see Appendix G).

The project geotechnical engineer Kevin Patton P.E. has inspected the site, reviewed the test pit results as well as background maps and studies and has provided a Geotechnical Site Assessment report for the site (see Appendix G).

Topography

Topography in the vicinity of the site consists of rolling topography with no stark topographic features, as can be seen in Figure 3.1-2 Local Topography Map. Local topography reflects the underlying bedrock formation and local drainage patterns. Topography and slopes on the subject site are generally level or gently sloping as shown on Figure 3.1-3 Existing Onsite Slopes Map. A majority of the site is characterized with slopes ranging from 0-10 percent. Slopes that are mapped as 10-15 percent and greater than 15 percent are located in the northeastern corner of the site and the southern portion of the site near Gilbert Street Extension. The central portion of the site, the proposed location of the building is primarily 0-10 percent slopes.

Potential Impacts

Soils

The entire site is mapped as having the Mardin Gravelly Silt loam soil type. An estimated 4.98 acres of the entire site is proposed to be disturbed. The site will be improved with a two-story building, parking area, driveways, and landscaping.

Grading is required to construct the internal driveway network, parking area, install site utilities, prepare level areas for the commercial building, and to create a stormwater management system.

Summary of Geotechnical Site Assessment

According to the *Geotechnical Site Assessment*, the test pits indicate that in the east half of the building this excavation will be entirely in soil, while at the west end of the building it will be entirely in rock, with a cut depth of approximately 14 feet. Generally, excavation of the west half of the building is expected to encounter about one to five feet of soil and three to twelve feet of rock, with a total excavation depth of seven to sixteen feet.

Three subsurface stormwater control features are proposed; test pits in and near the north and east controls indicate that suitable soils are present to sufficient depth for their construction. Test pits had not been excavated near the south stormwater control area, due to the presence of occupied structures. That system will be installed to a depth of about two to seven feet below existing grade, and it appears likely that acceptable soils will be found there.

The investigation did not indicate that any unusual construction challenges should be expected. The soils and bedrock are suitable for the use of shallow foundations and slabs-on-grade, and will provide an allowable bearing capacity of at least 3000 psf for conventional spread footings, which could likely be increased following further site investigation work, e.g. soil borings. The soils can be excavated using conventional heavy equipment such as excavators and bulldozers, and most of the soils should be suitable for use as general site fill and backfill. Shallow sump pits should be adequate for the control of groundwater seepage during construction; while occasional veins or lenses of 'bank run' sand and gravel may be encountered, most of the soils are dense and somewhat silty, and slow seepage rates are expected following initial drain-down of the excavations.

Bedrock excavation can probably be performed entirely by mechanical methods, i.e. by splitting with hydraulic hoe-rams and by ripping. According to the Geotechnical Assessment, the scope of the project, its setback from adjacent properties, the topography, soil type and bedrock conditions are such that the project can be executed without any significant geotechnical impacts on adjacent properties. Additional investigation needs to be performed to verify suitable conditions in the proposed south subsurface stormwater control area, and should also be performed to determine the rock hardness relative to excavation. Soil borings or additional test pits are also recommended to more accurately determine the bearing capacity in areas where foundations will be supported on soil. A thorough examination of the existing rock cut on the YMCA property should be made prior to performing mechanical excavation on the project site, and particularly prior to any blasting.

Based upon preliminary engineering estimates, development of the Site Plan would involve a gross cut of approximately 22,500 cubic yards and gross fill of approximately 9,650 yards, resulting in a net cut of approximately 12,900 cubic yards. Approximately 8,800 cubic yards of excavated material is from the building foundation and basement area. The project engineer has estimated approximately 725 cubic yards of rock will require removal. The excess material would require off-site export and disposal and no material would need to be imported to the site.

The estimated 12,900 cubic yards of material to be exported equates to approximately 717 truckloads, assuming 18 cubic yards per truck. The conservative estimate of material cut would result in approximately 717 truckloads of soil being exported from the site. Assuming approximately 290 working days per year (excluding Sundays and holidays), the soil transport

would result in approximately 2 to 3 truckloads per day over a one-year construction period (for site grading activity).

The majority of construction traffic is expected to utilize US Route 17, which connects to regional highways such as Interstate 84 to the north/west and Interstate 87 (The Thruway) to the south/east. Therefore, it is anticipated that most construction related traffic will access NYS Route 208 entering the site, and Gilbert Street Extension to Schunnemunk Street to northbound North Main Street to exit the site.

Deep hole testing conducted by the project engineer on the site indicated no groundwater in any of the 13 tests that were done. Nine of the tests exhibited soils deeper than 72 inches with no indication of water or seepage. The other four tests encountered bedrock but not water at shallower depths. Therefore, no special construction techniques will be required as it relates to shallow groundwater conditions.

Locations of shallow bedrock found in the footprint of the proposed building indicate that it is likely that blasting will be required in the building footprint, especially in the southwest corner of the building where cuts of 10 to 15 feet are required. The project engineer has estimated approximately 725 cubic yards of rock will require removal. The Geotechnical Site Assessment, indicates that bedrock excavation can probably be performed entirely by mechanical methods, i.e. by splitting with hydraulic hoe-rams and by ripping. Bedrock will be removed by mechanical means to the extent practical.

Drainage patterns will be altered with the development and the introduction of stormwater management facilities. Currently, stormwater flows via overland sheet-flow across the relatively level site to the property edges, generally to the north and to the south of the site. A portion of any stormwater will percolate through the relatively well draining on-site soil. Following development, the majority of stormwater will be collected from impervious surfaces and directed to three underground stormwater management facilities. Stormwater will be discharged at controlled rates either to soils or to discharge pipes at the north and south of the site. Since stormwater from impervious surfaces will be discharged to soil or at controlled rates from underground chambers, thermal impacts from stormwater are not anticipated. No stormwater will be directly discharged directly to streams or watercourses.

Topography

The site contains mostly level or gently sloping topography with steeper slopes in the southern portion and at the edges of the site. The limited areas of 15 percent slopes in the southern portion of the site near Gilbert Street Extension will be graded for parking and the proposed access drive. The following is a summary of the area of disturbance for each slope category:

3.91 ac. or 78.5% = 0 to 10 percent slopes
0.60 ac. or 12% = 10 to 15 percent slopes
0.47 ac. or 9.5% = >15 percent slopes

Total disturbance = 4.98 ac.

Due to steeper slopes at the edges of the site and the need for level parking areas, retaining walls are proposed in three areas. The proposed retaining wall at the northern edge of the site will be an estimated 8.5 feet in height. The proposed wall at the southeastern border will be

approximately 3 feet in height. The two proposed walls at the western border shared with the YMCA will be 10 to 12 feet in height.

Potential Soil Erosion

As a result of soil disturbance and vegetation removal, there is an increased potential for siltation to occur both on-site affecting watercourses and wetlands and in areas downgradient of the subject site. The control of stormwater runoff during construction will be important to minimize construction-related soil erosion and sediment impacts especially downstream of the project site and to prevent any erosion to Orange and Rockland Lake. With proper construction, installation and maintenance, soil erosion control measures will minimize potential on-site and off-site impacts. The northern portion of the site drains offsite to Orange and Rockland Lake located in the adjacent park. Drainage of the central portion and the southern portion of the site drains south towards Route 208 and into a series of drainage pipes and ditches that carry the water off-site.

The project will be constructed in one continuous phase since the project is disturbing less than 5 acres (an estimated 4.98 acres).

Proposed Mitigation Measures

The greatest potential impact associated with this project relative to site construction operations would be from erosion and sedimentation during construction. A Stormwater Pollution Prevention Plan (SWPPP) has been prepared by Kirk Rother, PE, PLLC is attached in Appendix D. The SWPPP and accompanying project plans identify erosion and sediment control measures to be implemented during and after construction to minimize potential sediment and erosion impacts. All construction mitigation measures are to be undertaken, managed, and financed by the applicant.

The primary objective of the plan is to reduce soil erosion from areas exposed during construction and prevent silt from reaching off-site water bodies and areas downstream. All soil erosion and sediment control practices would be designed and installed in accordance with "best management practices" or "BMPs" recommended by the New York State Department of Environmental Conservation and integrated into the SWPPP. In adherence to the project specific SWPPP construction stormwater will be maintained on-site to prevent off-site discharge to Orange and Rockland Lake.

Prior to the disturbance of soils, erosion and sediment control measures would be installed in accordance with the specifications of the SWPPP. The construction contractor will be required to install all sediment and erosion control measures prior to ground disturbance and maintain them throughout the entire construction process. The project will be constructed in one continuous phase since the project is disturbing less than 5 acres (and estimated 4.98 acres).

The proposed plan minimizes the areal extent of soil exposure to the greatest extent practicable in accordance with the applicable Erosion and Sediment Control Guidelines of the NYSDEC SPDES General Permit (GP-0-20-001). Erosion and sedimentation will be controlled during the construction period by temporary devices according to the SWPPP developed specifically for this project.

The project engineer competed test pits on the site in thirteen locations. No groundwater was found in any test pit to indicate a need for the management of groundwater during or after construction.

Blasting

As described, it is likely that blasting will be required for the removal of bedrock in the footprint of the building. Bedrock will be removed by mechanical means to the extent practical, by scraping weathered bedrock with backhoes or by hammering. The Geotechnical Site Assessment, indicates that bedrock excavation can probably be performed entirely by mechanical methods, i.e. by splitting with hydraulic hoe-rams and by ripping. Blasting is often faster and less intrusive than extensive use of hammer drills for rock removal.

If Blasting is required, it will be completed according to Village of Monroe and New York State requirements for blasting. *Section 76 – Blasting Operations* of the Village of Monroe Code provide the requirements for blasting operation in the Village.

A Blasting Plan including the notification procedures and measures to be implemented to protect existing structures is provided in Section 3.13 Short Term Impacts – Construction.

The applicant will provide a comprehensive Blasting Protocol to the Planning Board for review and approval during the Site Plan review process.

Materials Management

The location for the disposal of excavated excess soil and bedrock from the site has not yet been identified. The soil will be transported and disposed of following all NY State requirements for materials transport. It is anticipated that importing material to the site will not be required, and therefore the testing of imported fill materials will not be required. Since the building will be constructed on native soil or bedrock no provisions for soil settlement, compaction or shear failure will be required. The gravel subgrade for the foundation and for paved areas will be compacted according to standard construction procedures.

Construction activities on the project site may generate airborne or fugitive dust during ground clearing and excavation activities. Throughout the construction period, passage of delivery trucks and other vehicles could also generate fugitive dust. On-site mitigation measures are proposed as part of the project during construction to limit the dispersal of dust.

Paved areas will also be kept clear of loose dirt that can be re-entrained into the air during vehicle passage. The use of stone tracking pads at access points to the site or washing of vehicle tires will greatly lessen the tracking of soil onto adjacent roadways.

Water Quality Protection

The project SWPPP has been designed to protect water quality both during construction and post construction. Stormwater management and quality is described in Section 3.3 Stormwater Management. The Stormwater Management section describes methods to avoid impact to Orange and Rockland lake, during and post construction. Stormwater drainage from the site during construction will be strictly managed to avoid off-site impacts. A key aspect in the maintenance of stormwater quality and the control of soil erosion is the proper sequencing of construction. All structural sediment and erosion control features will be installed prior to the commencement of grading and earthwork.

The post-development stormwater management system will store and discharge stormwater via underground chambers and infiltration. This captured stormwater will infiltrate through soils to

groundwater and will not be lost to evapotranspiration. Impervious surfaces, including parking areas and driveways have been minimized to the extent practicable, and provide the parking for the commercial / office building as required by the Zoning Code. Typically, new commercial development is required to provide on-site parking and therefore, shared off-site parking for the development has not been explored by the applicant. Underground parking to reduce impervious surface is not considered practical for this development.

The mitigation measures described herein, including the site specific SWPPP are intended to reduce and minimize impacts to on-site soil and geology.

1.2.2 Wetlands and Surface Water

Existing Conditions

There are no State or federally regulated wetlands or waterbodies on the 208 Business Center property (See DEC and NWI maps, Figures 3.2-1 and 3.2-2). The 73.2 acre Orange and Rockland Lake, a portion of which is a designated Town of Monroe park, is located north of and adjacent to the proposed development. The lake is divided into three sections by Orange and Rockland Road and Route 6. While there are some narrow fringing wetlands on the perimeter of the southern part of lake, the majority of this water feature is open water, and it is described in the National Wetland Inventory as a lacustrine wetland.

Orange and Rockland Lake was visited on 9/13/2012 by NYSDEC as part of the New York State Lake Classification and Inventory. The only available data from that visit was that the sampling location was 2 meters deep and Secchi disk reading in the southwest pond was 0.7 meters. It is not known what part of the lake was sampled. It is known that this sampling did not result in listing of the lake as an imperiled water body.

There are no on-site waterbodies or wetlands. Based on the site plan and mitigation measures proposed as they relate to stormwater quality and quantity, it is expected that there will be no impacts to the various best uses as described in the DEC's water quality standards and classifications.

Orange and Rockland Lake (listed as waterbody 862-156) is classified as a Class B waterbody. Classification B indicates a best usage for swimming and other recreation, and fishing. The best usages of Class B waters are primary and secondary contact recreation and fishing. These waters shall be suitable for fish, shellfish and wildlife propagation and survival. A search of recreational fishing websites concluded that largemouth bass, catfish, crappie, yellow perch, chain pickerel and sunfish have been caught in the lake.

Orange and Rockland Lake is identified as Water Index Number H- 89-17-P239d on the current Waterbody Inventory/Priority Waterbodies List prepared by the DEC (Figure 3.2-4). The "Stream and Watershed layer of the Hudson Valley Natural Resource Mapper shows Orange Rockland Lake as an "impaired" waterbody, but provides no data as to how this conclusion was reached (Figure 3.2-5). The DEC Division of Water fact sheet for the lake lists the assessment of best uses for the lake, including fishing, secondary and primary contact recreation (Figure 3.2-6). The DEC identified pollutants of concern for Orange Rockland Lake include ammonia, dissolved oxygen and pH. Recent water quality testing included sampling for these three constituents; the tests came back within healthy parameters (See lab results in Appendix J). The lake is not identified on the State list of Imperiled Waters.

Orange Rockland Lake meets the current water quality standards and supports the three listed best uses. Algal blooms caused by nutrient loading and summer temperatures have been observed, but may be local to certain parts of the lake where sediment loading is highest and the water is shallow. Chemical oxygen demand, which is an indicator high organic loading, is on the high end of the scale and may contribute to the algal blooms.

According to New York State DEC aquifer mapping, the site is not located over a designated aquifer (See Figure 3.2-7).

Deep hole testing conducted by the project engineer on the site indicated no groundwater in any of the 13 tests that were done. Nine of the tests exhibited soils deeper than 72 inches with no indication of water or seepage. The other four tests encountered bedrock but not water at shallower depths. Therefore no special construction techniques will be required as it relates to shallow groundwater conditions.

A Drainage easement was granted by the Town of Monroe as a means of accessing the lake on Town property for future drainage improvements in May of 2006 (see easement language in Appendix B, Correspondence). The purpose of the easement was to allow for the construction of a “buried 15” diameter HDPE culvert pipe across its lands within the bounds of a 20’ wide drainage easement.” The applicant does propose to install the drainage pipe allowed by the conditions of the easement to convey overflow from the stormwater management system to Orange Rockland Lake.

Potential Impacts

The development of an undeveloped parcel and the creation of impervious surfaces, including parking areas, roofs, sidewalks etc., has the potential to add nutrient other contaminants to the stormwater generated from the site. Specifically, nitrogen phosphorus, BOD and metals contamination are potential impacts if not appropriately captured and treated before discharge off site.

The southernmost edge of Orange Rockland Lake is between 130 and 140 feet from the northern property line of the subject site. This strip of parkland between the subject site and Orange Rockland Lake is densely wooded and provides a functional buffer between the subject property and the lake. Runoff entering the lake is filtered through vegetation, leaf litter and other pervious surfaces before entering the lake. The DEC standard for a vegetated filter strip is 100 feet, so this “buffer” exceeds that requirement.

Although the New York State DEC and the EPA no longer require pollutant loading calculations for coverage under a general stormwater permit, a qualitative discussion of potential pollutant loading and possible impacts to Orange and Rockland Lake are included in Section 3.3, Stormwater Management, and the Stormwater Pollution Prevention Plan (SWPPP, DEIS Appendix D.) The SWPPP provides pollutant loading calculations for both pre and post development conditions using the Simple Method (see SWPPP Appendix D). The basis for the preparation of a SWPPP in accordance with the State requirements is that a project that meets these standards will not in fact impact a waterbody or wetland of concern.

As noted above, there are no on site wetlands or waterbodies.

The SWPPP (see Appendix D) provides a plan to capture and treat all storm related runoff, and meets the requirements of the State's Stormwater General Permit. No potential impacts to off-site waterbodies are expected.

The area of the site that will be vegetated following construction will be limited to 0.4 acres, and this area will be landscaped primarily with native plants that need only minor care. The applicant proposes to fully restrict the use of all pesticides, herbicides or inorganic fertilizers. Only organic fertilizers will be utilized.

The parking areas will be plowed and maintained by a private commercial service. It is expected that deicing agents will only be needed for pedestrian areas. Runoff from the site, including snow melt, will be conveyed to infiltration practices. The only direct discharge of water to the design points will be during the highest intensity storms, when deicing agents if present will be highly diluted.

Proposed Mitigation Measures

As noted above, no direct or indirect impacts to Orange and Rockland Lake are anticipated from this project. A detailed Erosion and Sedimentation Control Plan has been prepared to offset any potential construction impacts, and a Stormwater Pollution Prevention Plan (SWPPP) that meets the criteria of the New York State DEC stormwater general permit has been prepared to capture and treat all site runoff before it leaves the site.

The Monroe Commons development has been designed to minimize impervious surface to the extent practical. The proposed plan meets the Village code bulk requirements for the "GB" zoning district, and lot coverage at 21.5 percent is less than the maximum allowed 25 percent. The number of parking spaces provided is 261 spaces compared to 258 spaces required, thereby not providing greater parking than necessary. To help protect groundwater quality and recharge, the underground infiltration system described above will be used to effectively discharge all runoff up to and in excess of the water quality volume (WQv) into the ground. Flows in excess of this volume will be detained within the system to reduce the offsite flow rate and then be discharged to the same design points as pre-development. These runoff volumes from the higher intensity storms will be pre-treated and therefore flow offsite as clean surface runoff. The process of collecting, treating, and discharging post-development stormwater from impervious surfaces to underground infiltration is intended to protect on-site groundwater recharge rates and quality as well as off-site surface water quality and flows.

The Erosion and Sediment Control Plan requires daily and weekly inspections. Erosion control measures will be routinely inspected daily by a "Trained Contractor" to be employed by the excavation company. The SPDES Permit requires that a review and report by a "Qualified Inspector" be performed at least once every seven days.

The applicant proposes to fully restrict the use of all pesticides, herbicides, or inorganic fertilizers. Only organic fertilizers will be utilized.

The Scoping Document for this DEIS required "a plan for water quality testing during and post construction to identify adverse impacts as a result of development and mitigation measures for same". The applicant proposes to collect one water quality sample during project construction, and one sample once the development is operational. These samples will be collected in the 24-hours following a storm event with a minimum of one-half inch or precipitation.

The results of the water quality sampling and analysis will be compared to the pre-development sampling results and will be provided to the Planning Board in a summary letter report. Should the construction or post-development water quality sampling results exceed the NYCDEP stream standard values (see Table 3.2-1), the applicant or successor will discuss potential appropriate mitigation measures with the Planning Board.

The SWPPP includes a plan to capture and treat the Water Quality Volume in three infiltration practices. Since there are no wetlands on site, there will be no impacts to federally regulated wetlands and therefore no proposed mitigation plan.

The applicant, 208 Business Center LLC or its successor(s) are the responsible party for the management and maintenance of the stormwater treatment plan during and following construction.

1.2.3 Stormwater Management

Existing Conditions

The 208 Business Center lies entirely within the Ramapo River watershed. The site lies west of the Hudson River so is not within an AAS watershed. A review of SPDES Permit appendices reveal the project is not tributary to a Total Maximum Daily Load (TMDL) watershed or 303d impaired water body. There are no State or Federal waters on the property. National wetland Inventory Map and DEC Environmental Resource Map can be found in Appendix E. The property does lie within an area of flood hazard as depicted on FEMA Flood Hazard maps which are also located in Appendix E. For the hydrologic analysis the pre-developed wooded areas were taken to be in good vegetative condition. The Mardin type soils that make up the site are of hydrologic soil Group D.

Run-off from the site is generally split with the northerly portions of the site discharging to the north toward Orange and Rockland Lake and the southerly portions of the site discharging to the south and east into existing drainage infrastructure lying in the Route 208 and Gilbert Street Extension rights-of-way. For the purposes of the hydrologic analysis, these three points were considered to be the analysis point.

Water quality objectives for 208 Business Center are based on the 90% rule as set forth in Chapter 4 - Unified Sizing Criteria in the *NYS Stormwater Design Manual* (the Manual). The specific goal is to capture and treat run-off from 90% of the 24-hour rainfall events that can be expected to occur at a site. The volume of water to be treated is directly proportional to the area that is tributary to the practice and the corresponding amount of impervious cover. The 90th Percentile – 24-hour Rainfall value for the 208 Business Center project, as interpolated from the *NYS Stormwater Design Manual* (the Manual) Figure 4.1, is taken to be 1.4 inches. The resultant water quality volume, or WQv, as computed using the Unified Sizing Criteria, was found to be 21,111 cubic feet.

Runoff Reduction is a component of the water quality objective with the goal being to reduce the post-developed volume of run-off to near pre-developed levels. The Runoff Reduction goal set forth by the Design Manual is to reduce 100% of the computed water quality volume.In areas of highly infiltrative soils this goal is typically met. Site constraints however, such asseasonal high groundwater, shallow depth to bedrock or soils with low permeability, may preclude the use of infiltration practices thereby impeding the site's ability to reduce of 100% of the water quality volume.

The SWPPP considered the contributing runoff condition of the existing site condition as a combination of impervious or low permeability areas and woods or grass. The combined runoff coefficient of 83 reflects this combination of conditions, weighted towards a majority of woods or grass cover in good condition. As noted above, highly permeable sand and gravel were identified in several areas of the site, contributing to a relative low level of runoff in the existing condition.

Potential Impacts

Pursuant to Section 402 of the Federal Clean Water Act, stormwater discharges from certain construction activities to waters of the United States are unlawful unless they are authorized by a national or state permit program. New York's State Pollutant Discharge Elimination System (SPDES) is a federally-approved program which permits such discharges when they occur in strict accordance with New York State Environmental Conservation Law. Discharges of pollutants to all other "waters of New York State" such as wetlands and groundwater are also unlawful unless authorized by a SPDES permit. Operators of construction activities that propose to disturb one acre or more require a SPDES permit. An applicant is required to prepare a Stormwater Pollution Prevention Plan (SWPPP) which is a detailed, site-specific plan for controlling runoff and pollutants from a site during and after construction. The final SWPPP must be prepared in order to submit a Notice of Intent (NOI) and gain coverage under a NYSDEC SPDES General Permit.

Chapter 168 – Stormwater Management of the Village of Monroe Code provides requirements for stormwater management and erosion and sediment control for developments in the Village. The purpose of the code is to establish minimum stormwater management requirements and controls to protect and safeguard the general health, safety, and welfare of the public residing within the Village. In adhering to the NYSDEC SPDES General Permit, the project's SWPPP will address the requirements of Chapter 168 of the Village Code.

Design features have been incorporated into the project plans in order to minimize off-site water quality impacts from the project, as per the requirements of the applicable NYSDEC General Permit for Stormwater Discharges from Construction Activity.

Adding pavement and impervious surfaces to the project area has the potential to increase pollutant contributions to local water resources, such as sand, silt, salts, oil, grease, pesticides and fertilizers. The addition of pavement and stormwater collection systems also has the potential to increase the rate of stormwater flow from the site. These potential impacts are being avoided or mitigated by structural stormwater controls and "best management practices".

Post developed peak flow rates are at or below pre- developed levels for all storm events. Attenuation of the peak discharge rates for the aforementioned storms will satisfy SPDES permit requirements for Channel Protection (Cpv), Overbank Flood Control (Qp) and Extreme Flood Control (Qf). Post-development drainage conditions will mirror the pre-development conditions.

All flow rates leaving the site are reduced for the existing condition due to the sizing and detention capabilities of the underground chamber systems. As such, the conveyances (existing pipe network and swales that carry runoff) will not be over-burdened. The size and capacity of the Orange and Rockland Lake system are vast compared to the relatively small increase in volume during intense storm events. It is noted that all runoff up to and beyond the WQv is captured and infiltrated, sharply reducing the volume of water that enters the surface system during the most frequent storms.

Given the nearby presence of Orange and Rockland Lake, portions of which are a Class B water body, the Village of Monroe Planning Board, via their SEQR review, asked that a pollutant loading analysis be performed using the Simple Method as promogulated in *Controlling Urban Runoff: A Practical Manual for Planning and Designing Urban BMP's.* A spreadsheet depicting the Simple Method calculations for both the existing and post developed condition can be found in Appendix D of the SWPPP. The project site is not within a mapped FEMA floodplain (see Figure 3.3-3). The proposed SWPPP will not result in an increase in runoff leaving the site so will not exacerbate flooding on local roads.

The parking areas will be plowed and maintained by a private commercial service. It is expected that deicing agents will only be needed for pedestrian areas. Runoff from the site, including snow melt, will be conveyed to infiltration practices. The only direct discharge of water to the design points will be during the highest intensity storms, when deicing agents if present will be highly diluted.

Ownership and maintenance of the proposed drainage system will be the responsibility of 208 Business Center LLC or its successors.

Proposed Mitigation Measures

The project engineer proposes the use of underground infiltration systems in conjunction with extended detention chambers to mitigate the increases in stormwater quantity and address the water quality volume. These practices are distributed throughout the site and will reduce flow rates to below that of current conditions. The use of infiltration practices for volumes at and above the water quality volume (WQV) will ensure that groundwater recharge and water quality are protected to the highest level. Overflow from the system in high intensity storms will only occur after the WQV has been treated.

NRCS mapping indicates that the soils found on the 208 Business Center site are entirely comprised of Mardin type soil hydrologic soil Group D. Multiple soil tests performed at the site reveal the presence of a highly infiltrative sand and gravel in the north and east portions of the site.

Three underground infiltration systems have been designed using StormTech MC-4500 chambers. The systems were designed to accommodate the Water Quality Volume for the respective tributary area. Given the high infiltration rates, 100% pre-treatment is provided by means of isolation rows providing a volume equal to the minimum water quality volume.

Since 100% of the water quality volume will be reduced via the infiltration systems, minimum run-off reduction volume is not applicable. Based on the above, the 208 Business Center site will reduce 100% of the computed water quality volume and meet the objectives set forth by the Unified Sizing Criteria.

Various measures have been incorporated into project plans which are intended to offset potential impacts to surface water resources. These relate specifically to the temporary mitigation practices during construction period and to the constructed project elements as long-term mitigation, incorporated into the following:

1. Erosion control measures appropriate to the proposed construction activities shall be specified in accordance with the *NY Standards and Specifications for Erosion and Sediment Control* so as to minimize erosion during the construction phase.

2. Stormwater quantity and quality control measures designed in accordance with the *NYS Stormwater Design Manual* so as to appropriately manage stormwater in the built project. These measures are specified in the project-specific Stormwater Management Plan (Appendix D).

Structural sediment and erosion control features include: the construction of temporary swales, earthen dikes and use of temporary sediment basins for control of stormwater. Temporary construction accesses will be provided, and a sequencing plan that includes the use of silt fence, inlet protection, temporary soil stockpiles and other practices is described in the SWPPP. At the conclusion of construction, the sediment basins will be cleaned and all sediment will be properly disposed.

The applicant proposes to fully restrict the use of all pesticides, herbicides or inorganic fertilizers. Only organic fertilizers will be utilized.

Following development, the majority of the site will be converted to impervious surface. Impervious surface for the proposed development has been minimized to the extent practical to implement the mixed-use commercial project and provide the required parking, driveways and circulation around the building. To help protect groundwater quality and recharge, the underground infiltration system described above will be used to effectively discharge all runoff up to and in excess of the water quality volume (WQv) into the ground. Flows in excess of this volume will be detained within the system to reduce the offsite flow rate and then be discharged to the same design points as pre-development. These runoff volumes from the higher intensity storms will be pre-treated and therefore flow offsite as clean surface runoff. The process of collecting, treating, and discharging post-development stormwater from impervious surfaces to underground infiltration is intended to protect on-site groundwater recharge rates and quality as well as off-site surface water quality and flows.

1.2.4 Vegetation and Wildlife

Existing Conditions

Vegetative Characteristics

As required for compliance with the State Environmental Quality Review Act (SEQRA) process by the Village of Monroe (i.e., the Scoping Document for the Draft Environmental Impact Statement), an ecological assessment was completed to determine if habitats conducive to the existence of state and/or federally-listed Endangered, Threatened and/or Rare (ETR) species of flora and fauna exist on the subject property. North Country Ecological Services, Inc. (NCES) was retained by the project sponsors to assess the property for the presence of individual ETR species and/or other significant ecological communities, as identified by direct consultation with the New York State Department of Environmental Conservation (DEC) Natural Heritage Office (NHO) and the United States Fish and Wildlife Service (USFWS). The ecological review of the subject property included the following activities:

1. An in-house review of literature sources and direct consultations with regulatory agencies regarding records of known occurrences of state and/or federally listed ETR species of flora and fauna for the subject property and surrounding area.

2. An on-site field review of the existing ecological communities, habitats and indigenous flora/fauna present within the project area to determine the likelihood of endangered, threatened and/or rare species presence. The on-site work was conducted in November of 2020 and August of 2021.

The subject property is located at the intersection of NYS Rt. 208, North Main Street, and Schunnemunk Street, in the Town of Monroe, Orange County, New York. The centralized coordinates of the property are 41º 20' 14.85" N Latitude and 74º 11' 23.61" W Longitude.

The Site can be characterized as an abandoned, former developed parcel of land that is now in fallow, early successional growth of shrubs and small trees. The interior of the property contains young growth trees, shrubs, and grasses where the land clearing previously occurred. A review of historic aerial photos shows the land cleared as recently as 2007 (Figures 3.4-1 through 3.4-3). The 2021 aerial (Figure 3.4-4) shows the beginning of brush and small tree growth on the site since the prior maintenance activities were stopped. Only along the periphery of the property and surrounding the homes, are older aged and mature trees. Land immediately surrounding the Site is highly developed. The Orange & Rockland Lake property is found immediately to the north, the YMCA of Middletown is found immediately to the west, existing residential and commercial buildings to the south, a gas station along NYS Rt. 208 to the east.

During the review, NCES identified three (3) different ecological communities within the boundaries of the Site. These ecological communities include: Successional old field, Successional southern hardwoods, and Mowed lawn with trees. The dominant species of vegetation observed within each of the ecological communities are identified in Section 3.4.

Resident and Transient Species

During the assessments, NCES did not observe any Endangered, Threatened, or Species of Special Concern as identified by the *New York Rare Animal and Rare Plant Lists* established by the DEC. The majority of the Site contains habitat types that are indicative of previously developed lands and it exists as early successional habitat or lawn that is associated with residential housing. As a result, the subject property is limited in its overall species diversity and habitat suitability for sensitive fauna. Some of the species of vegetation, such as the Japanese knotweed (*Follopia japonica*), and tree of heaven are considered invasive species and typically become established after ground disturbance. Wildlife observed included development tolerant species such as white-tail deer (*Odocoileus virginiana)*, cottontail rabbit (*Sylvilagus floridanus)*, woodchuck (*Marmota monax)*, grey squirrel (*Sciurus carolinensis*), and a variety of songbirds.

Based on the vegetative community types that were identified on the property, it can be contemplated what species of wildlife would temporarily occupy the property on a seasonal migration. Since the property is fairly landlocked from other forested, and other more natural ecosystems, the transient species would be primarily be songbirds. Based on the species composition, tree and sapling size, and general age of the species present at the time of NCES's surveys, it can be assumed that the interior of the land was fairly clear of trees and shrubs 10± years ago. As time passes, and the vegetation goes through successional growth/change, the species of fauna will change to those that prefer to that specific tree and shrub density, species composition, and canopy cover, or a lack of canopy.

Endangered, Threatened, Special Concern, and Rare (ETR) Plants and Wildlife

NCES visited the Site on November 5, 2020, November 16, 2020 and again in August 6, 2021 to obtain species composition for two (2) separate seasons. During these assessments, NCES traversed the property to document the existing ecological communities. In addition, NCES evaluated each of the ecological communities in an attempt to identify whether or not they contain habitat that would be deemed conducive to the presence of the species referenced by the NHO and/or the USFWS. During the assessments, NCES also reviewed the Site for the presence of other endangered, threatened, or rare species of flora and fauna that was not included in the agency responses.

To conduct the assessments, NCES utilized opportunistic visual survey methodologies. NCES visually scanned each of the ecological communities, assessed general condition and documented species presence. Specific habitat assessments for the species referenced within the NHO and USFWS consultation letters are provided below:

Indiana and Northern Long-eared Bat Habitat Assessment

NCES reviewed the property in search of habitats that exhibit the criteria for potential summer roosting sites and suitable summer foraging habitat for the Indiana and Northern Long-eared Bat. NCES also searched the Site for any caves, mines or other man-made structures that could be used as a potential roost or as an over-wintering hibernaculum. NCES completed the review utilizing information obtained from the USFWS, including the "*Indiana Bat Project Review Fact Sheet"* and the "*Northern Long-eared Bat Fact Sheet*", which defines criteria of potential habitat for both species of bats. Being that Indiana and Northern Long-eared Bats occupy similar habitats, NCES conducted the habitat analysis following the recommended procedures outlined by the USFWS and DEC protocols for Indiana Bat surveys.

As a result of the review, NCES did identify (7) trees on the Site that exhibit the characteristics of potential roosting sites for Indiana and/or Northern Long-eared Bats. These trees included several locust trees that possess cracks or defoliating bark surfaces where bats could roost, as well as a damaged elm tree that possess loose, defoliating bark. All other remaining trees appeared healthy and did not exhibit any exfoliating or defoliating bark, cracks, holes, or crevices. It is noted that these trees will be removed during the time window (April through mid-November) established by the DEC and Fish and Wildlife Service to prevent any possible loss of bats that might be utilizing the trees for summer roosting.

Phase 1 Bog Turtle Habitat Assessment

NCES conducted a Phase 1 habitat assessment for potential Bog Turtle habitat following the *Guidelines for Bog Turtle Surveys* (last revised April 29, 2020) as referenced within the U.S. Fish and Wildlife Services "Bog Turtle Northern Population Recovery Plan" (Klemens, 2001) (the "BTNPRP"). According to the BTNPRP, suitable habitat for bog turtles includes Palustrine emergent or scrub-shrub wetlands that contain a relatively open canopy. Because there are no vegetated wetlands or bogs on the subject property, there is no habitat for Bog turtles. There are no aquatic resources on the subject property. The small wetland fringes associated with the nearby southern part of Orange Rockland Lake do not exhibit these characteristics.

Small Whorled Pogonia Assessment

Small whorled pogonia is a perennial wildflower that possesses 1 or 2 yellowish flowers found on a stem that rises above a whorl of 5 or 6 green leaves (Niering and Olmstead, 1979). During the site assessment, NCES evaluated the site for habitat that could support Small whorled pogonia plants. As a result, it was determined that the majority of the site could be discounted as potential habitat for the plant, as it has been previously cleared, graded and portions have been developed for residential homes.

Wetlands

No wetlands were observed or identified on the project site. There are wetland fringes associated with the Town owned portion of Orange and Rockland Lake to the north of the site. These wetlands are more than 150 feet from the project limits.

DEC Biodiversity Mapping

The site has been identified as being within a "Known Important Area for Rare Terrestrial Animals", an "Important Bat Foraging Area," and a "Significant Biodiversity Area in the Hudson River Valley" by the DEC as part of its Hudson Valley Biodiversity Mapping program.

As defined by the DEC, "The dataset for 'Known Important Area for Rare Terrestrial Animals' identifies areas of importance for sustaining known populations of rare animals based on occurrence records from the New York Natural Heritage Program (NYNHP) database. Due to their large spatial extent, 'Important Bat Foraging Areas' are shown separately from the Important Areas for rare terrestrial animals." (DEC Hudson Valley Natural Resource Mapper, 2022).

These biodiversity blocks include a significant portion of eastern Orange County and the west side of the Hudson Valley. The project site is included in the larger blocks for both rare terrestrial animals and bat foraging. These blocks are typically configured of circles with a one mile radius of a known observation of what is considered to be a rare or threatened animal or plant species. As described above, the 5.1 acres of the project site have neither unique habitat characteristics nor suitable vegetative cover to be considered important habitat. The site evaluation and inventories conducted show that the project site is in fact a formerly developed site that is in successional growth of vegetation and consists almost entirely of nuisance or invasive vegetation. A habitat evaluation for the rare or threatened species known to be within some proximity of the site demonstrated that there is no suitable habitat for most of these species. The evaluation did identify a limited number of locust trees with peeling bark that could present some summer roosting habitat for bats.

Figure 3.4-8 shows the site as it relates to the larger SBA as mapped. Located between the YMCA facility, two gas stations and Route 208 and the maintenance shed on the Town of Monroe Park property, the site is not known to contribute to significant biodiversity. In such an urban context, development of this specific site within the SBA will not result in fragmentation and connectivity to important habitat areas. Because the site is primarily successional, opportunistic vegetation after past disturbances, with a few large landscape trees around the existing residences, no loss of "forested areas" will occur. The vegetation inventory that was completed for the site does not indicate the presence of any rare or unusual species or habitat for such, nor does the site provide a functional buffer to known SBAs. As noted above, there are seven trees on the site that could potentially be used as short term seasonal roosting habitat for listed bats.

Orange & Rockland Lake

Orange and Rockland Lake, as a large urban waterbody, has the potential to support fish and aquatic reptiles. It is reported by others that the lake supports largemouth bass, catfish, crappie, yellow perch, chain pickerel and sunfish. It may also support common turtle and snake species, including painted turtles and northern water snake. The banks of the lake, while mostly maintained as managed lawn, may provide habitat for wading birds and small mammals, including woodchuck, beaver and muskrat. White tailed deer is the largest species likely to use the lake as a drinking water source. Waterfowl, including ducks, geese and cormorants. The location of the lake between several major roads and developed residential and industrial areas likely limits its use by rare or sensitive species.

Potential Impacts

The proposed action will result in the clearing of five acres of trees and brush, including the demolition of two existing residences and associated lawn and maintained areas. As noted above in the description of existing conditions, the site is not known to provide suitable habitat for any other than common species that are adapted to urban/suburban landscapes. Once construction begins, this resident wildlife will move or disperse across the landscape once the existing vegetated areas are removed.

The change from vegetated cover to impervious surfaces comes with the possibility of impacts to water quality of receiving waters. As discussed in Section 3.3, Stormwater Management, the entire site ultimately drains to the Orange and Rockland Lake. Without capture and treatment, approximately half of the proposed impervious surface would drain to the north over the parkland and into the lake. The eastern and southern parts of the site would drain through a more circuitous route, flowing to existing swales along Gilbert Street Extension to the watercourse behind and between the commercial buildings on Route 17M. It is recognized that untreated runoff from new impervious surfaces will potentially affect the water quality of receiving waters both as a drinking water source for wildlife as well as aquatic and edge habitat.

Potential Impacts to Endangered, Threatened, Special Concern, Rare Species

In the event that Indiana bats or northern longeared bats do utilize the property for summer roosting, the removal of suitable trees on the site would result in the loss of some potential habitat for these species. No other RTE species were identified on or near the site.

Impacts to "Significant Biodiversity Area"

As noted above, while the State mapping shows the site within the designated Significant Biodiversity Area, this does not exhibit any characteristics that would make it eligible for consideration as significant habitat or a property with significant biodiversity. There are no forested areas on this small property, although there are a few notable trees on the existing residential properties that will be developed. A large part of the property consists of vegetation that is all less than 20 years old.

Section 200-32.E of the Village Zoning Law

Section 200-32.E of the Village Zoning Law, "Trees and Landscaping", provides a checklist for information to be provided during the SEQRA review regarding existing trees, tree removal and

replacement. A point by point compliance assessment is provided in Section 3.4 Vegetation and Wildlife.

All trees on the site 8" in diameter or greater have been identified on the Tree Survey (Sheet 15 of the Site Plan set, attached and provided in Appendix L). A total of 120 trees were tagged and surveyed.

Due to slopes constraints and grading requirements for a project of this type, it is expected that none of the existing trees on site will remain after site clearing and grading. The engineer will explore whether several existing trees in good condition around the southern entrance on Gilbert Street Extension can be saved. The existing trees on the slope behind the gas station in the northeast corner of the site will be removed given that the majority of these trees are black locust trees.

It is noted that the survey shows that at least 53 of the 120 trees are non-native invasive species that at listed as undesirable species that should be removed. Specifically, black locust (*Robinia pseudoacacia*) and Norway maple (*Acer platanoides*) will be removed, both of which are designated as invasive species by the Lower Hudson Partnership for Regional Invasive Species Management. When this is considered, it can be concluded that less than 67 "desirable" trees will be removed from the site.

A total of 72 new trees will be planted on the site, including 50 deciduous trees (red maple, honey locust, Callery pear, flowering cherry and linden) and 22 evergreen trees (Green Giant Arborvitae). The current landscape plan therefore does not meet the requirements of the Zoning Code relative to the 1:1 replacement of trees. The applicant will seek waivers from the Planning Board for this requirement due to limited space on the site for the placement of additional trees. A consideration in the request for less than 1:1 replacement of trees is that approximately 53 of the 120 trees to be removed are non-native invasive species.

Proposed Mitigation Measures

No sensitive, rare or threatened species or ecological communities have been identified on the site. Due to the potential of some of the trees on the site to provide summer roosting habitat for listed bat species, tree cutting will occur during the November to April window established by the DEC and FWS.

The most critical aspect of this development as it relates to environmental impacts is its proximity to Orange Rockland Lake. The proposed stormwater pollution prevention plan has been designed to capture and treat through infiltration all runoff from the new impervious surfaces, thereby preventing any sediment or nutrient loading to the lakes.

Based on the surrounding land uses and urban character of the surrounding properties, the development as proposed will not significantly change the potential for the site or adjoining properties to provide valuable habitat or enhance regional biodiversity. Therefore no additional mitigation measures are proposed.

Following development, the majority of the site will be converted to impervious surface. Impervious surface for the proposed development has been minimized to the extent practical to implement the mixed-use commercial project and provide the required parking, driveways and circulation around the building. The proposed plan meets the Village code bulk requirements for the "GB" zoning district, and lot coverage at 21.5 percent is less than the

maximum allowed 25 percent. The number of parking spaces provided is 261 spaces compared to 258 spaces required, thereby not providing greater parking than necessary. To help protect groundwater quality and recharge, the underground infiltration system described above will be used to effectively discharge all runoff up to and in excess of the water quality volume (WQv) into the ground. Flows in excess of this volume will be detained within the system to reduce the offsite flow rate and then be discharged to the same design points as pre-development. These runoff volumes from the higher intensity storms will be pre-treated and therefore flow offsite as clean surface runoff. The process of collecting, treating, and discharging post-development stormwater from impervious surfaces to underground infiltration is intended to protect on-site groundwater recharge rates and quality as well as off-site surface water quality and flows.

1.2.5 Cultural Resources

Existing Conditions

Under Section 106 of the National Historic Preservation Act and Section 14.09 of the New York State Historic Preservation Act, the State Historic Preservation Office (SHPO) reviews applications to consider potential historical and cultural impacts or effects on eligible or listed properties during the planning process. All projects that will require any type of permit from a New York State agency require a review by SHPO.

The Scoping Document for the project requested that a Phase 1A/1B Archeological Investigation be prepared for the site. A Phase 1A/1B Archaeological Investigation was prepared by TRACKER Archeology, Inc., dated October, 2020. The Phase 1A/1B report is included in this DEIS as Appendix H. Between September 22 and October 1, 2020, TRACKER Archaeology, Inc. conducted a Phase IA documentary study and a Phase IB archaeological survey for the proposed 208 Business Center.

The purpose of the Phase IA documentary study was to determine the prehistoric and historic potential of the project area for the recovery of archaeological remains. The Phase IA was implemented by a review of the original and current environmental data, archaeological site files, other archival literature, maps, and documents. In addition, the study area was visited by the author and visually assessed.

Environment

The property is approximately 5 acres. The property is located at the northwest corner of the NYS Route 208 and Gilbert Street Extension intersection. The study area is located in the southeast portion of New York State in the central part of Orange County. This region of New York lies within the Ridge and Valley Physiographic Province. The predominant forest community in this area was probably the Oak Hickory. This forest is a nut producing forest with acorns and hickory nuts usually an obvious part of the leaf litter on the forest floor. At the time of the Phase IB field work, the project area consisted an overgrown wooded area and grassy residential areas.

Pre-Historic Sensitivity

The Project Area is considered to have a higher than average potential for the recovery of pre-historic sites. This assessment is based upon the following: The project site is located approximately 230 feet south of Orange - Rockland Lakes, which drain northward to the Slattery Creek and Moodna Creek. The property is situated on level to moderately sloped terrain with well drained soils and prehistoric sites were recorded in the vicinity of the property. The closest

identified prehistoric site is located approximately 1680 feet and four known pre-historic sites were identified within one-mile radius from the study area.

Historic Sensitivity

The Project Area is considered to have higher than average potential for the recovery of historic sites. The type of site encountered could be a nineteenth to early twentieth century structure or midden associated with the A. Carpenter house.

Five historic properties were identified within a one-mile radius from the subject property. The closest historic property is the Julius-Smith-Ryder-Webb house, an early Monroe residence and blacksmiths shop located approximately 0.85 miles from the project site. Historic maps from 1875 and from 1902 show a house either on or immediately adjacent to the subject property, identifying A. Carpenter as the property owner.

Phase 1B Field Testing

Field Testing Results

Field testing of the project property included the initial excavation of 84 shovel tests between 25 and 50 foot intervals. One prehistoric isolated artifact (tertiary flake) was encountered at ST 48. Eight additional radial ST's were excavated around it in a star shape at 1and 3 meters with negative results. The soil associated with ST 48 was an anomaly, a wet, darker soil overlying bedrock. No historic artifacts were recovered. Cut mammal long bone and clam shell were noted on the hard-packed surface between the 2 driveways of the dwellings along Gilbert St. Extension (road).

The Phase 1B archeological field investigation by TRACKER Archeology. Inc. found one prehistoric isolated artifact (tertiary flake). Following additional radial testing in the vicinity of the artifact, no other artifacts were found. No historic artifacts were recovered. Based upon the survey results, no further archeological work was recommended.

Potential Impacts

A Phase 1A cultural resources investigation and a Phase 1B archeological field investigation was performed for the property. The Phase 1A investigation found no existing historic resources in close proximity (within one-quarter mile) of the property. Five historic properties were identified within a one-mile radius from the subject property. The closest historic property is the Julius-Smith-Ryder-Webb house, an early Monroe residence and blacksmiths shop located approximately 0.85 miles from the project site.

The Phase 1B archeological investigation found a single prehistoric isolated artifact (tertiary flake). No other prehistoric or historic artifacts were recovered in the investigation. Based upon the lack of historic resources on or near the property, the proposed 208 Business Center project is not expected to have any impact on historic or archeological resources.

Mitigation Measures

Based upon the results of the Phase 1A and 1B cultural resource investigation, no further archeological work was recommended. Therefore, no mitigation for cultural resources is warranted or proposed.

1.2.6 Visual Resources

Existing Visual Character

The Subject property is in the northern portion of the Village of Monroe and has a general elevation of 612 to 618 ft. The topography in the vicinity of the site and a 1,500 foot radius with a potential viewshed of the Property is shown in Figure 3.6-1. As shown in the Figure, the elevations of land and public roadways the vicinity of the site (within 500 feet) are similar to the subject site. The project site has elevations generally between 615 and 620 feet. For reference, Orange and Rockland Lake has an elevation of approximately 597 feet. Northwest and northeast of the site are wooded, mostly undeveloped hills with higher elevations. The property is not located in a visually prominent location such as a hilltop or ridge.

The property has frontage on Route 208 on the east and on Gilbert Street Extension to the south. Currently two existing single-family homes are located in the southern portion of the site. Further to the south of the site across Gilbert Street Extension are two office buildings and wooded land.

The northern edge of the property borders and Orange and Rockland Park which includes a lake, areas of maintained lawn with picnic facilities and wooded areas at the edge of the park. The western edge of the site borders the Monroe YMCA facility. The YMCA building is within 25 feet of the property line at the west side of the site and portions of the adjoining YMCA property are parking areas.

The property is bordered to the east by Route 208, which connects Route 17 on the north to Highway 17M and the Village of Monroe to the south and its downtown business district. The northeast corner of the site borders an Exxon gasoline service station. The southeast corner of the site borders a former single-family home that operates as a bicycle shop. Across Route 208 is a triangular shaped property with a Mobile gasoline service station. The Mobile station is at the northwest corner of the busy intersection of North Main Street and Schunnemunk Street. East of North Main Street are several office buildings and supporting parking areas and the Mombasha Fire Station.

According to the approved Scoping Document, a radius of 1,500 feet was specified to assess local aesthetic resources and special areas of concern for which the project may be visible. No aesthetic resources of statewide significance are located within 1,500 feet of the subject site. The project site may be considered an aesthetic resource of local significance based upon the recommendations of the Village Comprehensive Plan. The project site is located in a visually prominent area for drivers entering the Village from the north and this area is recommended for changes to “beautify intersections at major Village Gateways”. Two local parks with views of landscaping, trees and ponds are located within a 1,500 foot radius: Orange and Rockland Park to the north and Crane Park, approximately 750 feet south of the site.

Views from Nearby Locations

Views of the site from the nearby roads vary depending on the topography, vegetation and intervening development. The existing conditions at seven (7) potential viewpoints from area roads and public recreation areas were photographed, in both summer and winter conditions. A key map for the evaluated view locations is provided as Figure 3.6-2 Photo Key.

Potential Impacts

Change in Visual Character

The proposed project would convert the existing vacant, partially wooded northern portion of the site to a two-story modern commercial and office building and parking areas. The southern portion of the site is currently occupied by two single family residences and mature trees and lawn and this would be converted to parking areas and landscaped islands. The proposed commercial / office development would change the visual character of the site. Clearing of trees and grading for construction and the addition of two-story commercial / office building would allow views of the proposed development from the surrounding nearby public streets and from Orange and Rockland Park.

The proposed mixed-use retail and office building will be an attractive, modern building that is designed to be compatible with surrounding and nearby development, in the opinion of the applicant. The building will have a varied façade with alternating walls, windows and entrances. Three architectural renderings of the proposed building are provided in Section 3.6 Visual Resources. A full-sized architectural Elevation drawing is attached to the Site Plan set (see attached and Appendix L).

A Landscape Plan has been prepared to provide landscaping and vegetation at the edges of the development and in the parking areas and in a landscaped island at the front of the building. The Landscape Plan is intended by the applicant to enhance the views into the property and provide an attractive setting for visitors and workers at the 208 Business Center. The Landscape Plan is included in the full-sized set of Site Plan drawings (Sheets 13 and 14) attached to this DEIS and in Appendix L. The landscape Plan shows screening and street trees planted in the 15 to 30 foot frontage along NYS Route 208. Deciduous trees include Linden and Callery Pear. Evergreen trees include Arborvitae. Shrubs and street trees are proposed along the edge of the parking lot. Plantings would include a row of Maple trees, as well as shrubs planted along the property frontage on Gilbert Street Extension. Trees and shrubs are proposed in tree islands in the main parking area south of the building.

Signage at the development will be minimal to provide for traffic safety including “Stop”, “No Parking" and “Handicapped Parking” signs. A single entrance sign is proposed for NY Route 208 entrance.

Balloons were used to assess the locations of the building corners and how the proposed building will be observed within the visual setting and landscape. Weather balloons were placed at the four building corners at an elevation of 35 feet above the proposed first floor elevation of the building (616 feet). Photographs were taken from prominent vantage points for the proposed building and development. The visibility of the proposed building from local vantage points is described in Section 3.6.

Site Lighting

The introduction of lighting on the property will change the nighttime visual character of the Property. Currently the northern portion of the site is undeveloped and has no lighting. The southern portion of the site has two residences with residential lighting inside and outside of the homes. Properties and streets surrounding the subject site currently have nighttime lighting, except for the Orange and Rockland Park to the north. The YMCA and Gilbert Street Extension

have 24-hour safety lighting. The Exxon service station, the Mobile service station, the Mombasha Fire Station and other commercial properties along Route 208 and Route 208 have 24 hour lighting.

The project engineer has prepared a Conceptual Lighting Plan for the development and the plan is provided as Sheet 6 in the

Site Plan drawings. Safety lighting is provided on pole mounted lights at the perimeter of the parking areas and occasional pole mounted lights interior to the site. The light poles will be 15 feet in height with the exception of a single pole in the center of the parking lot at 25 feet in height. Wall mounted lights will be provided on the building and these will be downward directed with "cut-offs" to prevent off-site glare. All pole mounted lighting will be downward directed and "night-sky" compliant. The lighting plan shows that light from poles at the perimeter of the parking areas will be limited to the site and will not extend off-site.

Lighting in the parking areas will be dimmed by timers when the retail spaces are closed, but will not be turned off to maintain safety and security for the building. Blue tinted light will be avoided.

Proposed Mitigation Measures

Site Design

The proposed mixed-use retail and office building will be an attractive, modern building designed to l be compatible with surrounding and nearby development, in the opinion of the applicant. The building will have a varied façade with alternating walls, windows and entrances. The site design for the proposed development would locate the mixed use commercial / office building well interior to the site, approximately 160 feet from Route 208 and 280 feet from Gilbert Street Extension. In placing the proposed building further from street frontage, it reduces the visual prominence and scale of the building.

A Landscape Plan has been prepared to provide landscaping and vegetation at the edges of the development and in the parking areas and in a landscaped island at the front of the building. The Landscape Plan is intended by the applicant to enhance the views into the property and provide an attractive setting for visitors and workers at the 208 Business Center. The Landscaping Plan provides for street trees and shrubs planted along the street frontages of NYS Route 208 and along Gilbert Street Extension, and along the west and east side of the property. This landscaping is intended to address the Village Zoning Code Article XI Parking and Loading, Section 200-44(J) Screening. The screening plan (Landscape Plan) requires review and approval by the Planning Board. The applicant is responsible to install and finance the landscaping and the applicant or their successor(s) are responsible for the maintenance of the landscaping for the development. The Landscape Plan is included in the full-sized set of Site Plan drawings attached to this DEIS and provided in Appendix L (Sheets 13 and 14). A reduced scale version of the plan is provided as Figure 2-4.

Lighting

Lighting for the project has been designed to limits the glare from lighting to the property and prevent off-site light spillage. A conceptual lighting plan is provided as Sheet 6 of the site plan drawings. The proposed pole mounted and wall mounted lighting is dark sky compliant and all downward directed to prevent off-site light spillage potential impacts to the public and neighbors.

The commercial and office space is expected to operate during normal commercial and office hours (for example 7:00 am to 10:00 pm). The grocery store is proposed to be open 24-hours per day. The design of the lighting, as described herein, and the landscaping at the perimeter of the development will minimize the off-site impacts of lighting.

1.2.7 Transportation

Study Methodology

Project Site

As has been described in the Project Description and the Land Use section, the Primary arterial roadway in this area is NYS Route 208 connecting Route 17M in the Village of Monroe, NY continuing north to New Paltz, intersecting with Interstate 86 in Montgomery, NY.

A Traffic Impact Study (located in Appendix C of this DEIS) was prepared by Creighton Manning Engineering, dated August 16, 2022. This report summarizes the results of a Traffic Impact Study for the proposed 208 Business Center located on NY Route 208 in the Village of Monroe, Orange County, New York. The project site is shown on Figures 2-1 and 2-2.

The Traffic Impact Study was prepared to discuss existing traffic conditions; to evaluate intersections where the level of service with respect to traffic may be impacted by the proposed project; and to identify an appropriate program of recommended improvements to achieve acceptable operating conditions along NY Route 208.

In conducting the Traffic Impact Study, Intersection turning movement counts were compiled from a number of sources. Counts were conducted at the study area intersections during typical weekday morning and afternoon peak periods (7-9 am and 4-6 pm), and Saturday mid-day peak period (11 am to 1 pm) on the dates summarized in Table 2.1 to coincide with peak traffic conditions and operations of the site. An automatic traffic recorder was placed on the Route 208 slip ramp and collected hourly volumes and speeds from Friday, February 22, to Wednesday, February 27, 2019.

It is noted that due to altered travel and employment patterns resulting from the Covid-19 Pandemic, counts conducted in 2021 were factored in accordance with the Traffic Data Collection Guidance during Covid-19 Pandemic memo published by the New York State Department of Transportation (NYSDOT) in August 2020. These factored volumes were then balanced to the 2019 count data in order to reflect typical 2019 Existing Traffic volumes.

The Traffic Impact Study assesses the impacts of the older original proposed development for the property, anticipating the construction of up to 80,430 square-feet (SF) of retail uses with access to the NY Route 208 slip ramp and Gilbert Street Extension. The Proposed Action is for a smaller development with a total 72,500 SF (47,500 SF of retail space and 25,000 of office space) as shown on the submitted. Rather than revised the TIS with the smaller 72,500 SF development, the original traffic volume assumptions for the 80,430 SF development were carried forward in the TIS to offer a conservative analysis. A comparison of the trip generation estimates between the two plans is provided in Table 3.1 (page 11) of the TIS (see Appendix C). As a 72,500 SF retail/office use, the project is expected to generate approximately 65 fewer new trips in the AM peak hour, 200 trips in the PM peak hour, and 237 trips in the Saturday peak hour, as compared to the original 80,430 SF plan. The proposed project is expected to be completed in 2024.

The Existing Traffic Volumes were projected to the 2024 Design Year to take into account other proposed projects and background traffic growth to obtain the Year 2024 No-Build Traffic Volumes.

The Existing, No-Build and Build Traffic Volumes were compared to roadway capacities based on the procedures from the Highway Capacity Manual to determine existing and future Levels of Service and operating conditions.

Recommendations for improvements were made where necessary to serve the existing and/or future traffic volumes. As described in more detail in the Traffic Impact Study, specific long-term improvements were identified.

Existing Conditions

Based on the Final Scoping Document, dated May 25, 2021, as adopted by the Lead Agency and a review of the proposed project and potential influence areas concerning traffic, the project study area includes the following intersections:

1. NY Route 208/NY Route 17M
2. NY Route 208/Gilbert Street Extension
3. North Main Street (NY Route 208)/Schunnemunk Street
4. North Main Street (NY Route 208)/U-Turn/Copy Center Driveway
5. NY Route 208/Oreco Terrace/Orange and Rockland Road
6. NY Route 208/ NY Route 17 Eastbound Ramps

The potential traffic impact of the proposed project was determined by documenting the existing traffic conditions in the study area (noted above), projecting future traffic volumes, including the peak hour trip generation of the site, and determining the operating conditions of the study area intersections after development of the proposed project.

The following observations are evident from the traffic count data:

- The AM, PM, and Saturday peak hours varied through the study area, but generally occurred from 8:00 to 9:00 a.m. from 4:45 to 5:45 p.m. and from 12:00 to 1:00 p.m. respectively.

- The two-way traffic volume on NY Route 208 near the project site are approximately 1,460 vehicles during the AM peak hour, 1,675 vehicles during the PM peak hour, and 1,030 vehicles during the Saturday peak hour.

- The directional distribution of traffic volumes on NY Route 208 are fairly even. Southbound traffic accounts for approximately 52% of traffic during the AM peak hour. This trend is reversed in the PM peak hour in which northbound traffic accounts for approximately 52% of traffic. Saturday peak hour traffic volumes are generally greater in the northbound direction, accounting for 53% of traffic.

- Heavy vehicles and buses accounted for about 5% of two-way traffic on NY Route 208 during the AM peak hour. During the PM peak hour, heavy vehicles account for about 2% of two-way traffic. During the Saturday peak hour, heavy vehicles account for about 1% of two-way traffic.

Potential Impacts

No-Build Traffic Volumes

To evaluate the impact of the proposed development, traffic projections were prepared for the expected year of completion. A comparison was then made between the future traffic volumes with and without the proposed *208 Business Center*. It is estimated that the project will be fully completed and occupied in 2024.

Historical traffic volume data found in the latest version of the *Traffic Data Report* published by NYSDOT indicates that traffic volumes in the vicinity of the site have remained relatively stable or even decreased over the last several years; however, in order to provide a conservative background growth estimate, the Existing 2019 traffic volumes were increased by a 0.5% per year growth rate for five years. In addition to general background traffic growth, vehicle trips associated with other developments in the project area were considered when developing the No-Build traffic volumes. The Village and Town of Monroe indicated that the following other known developments could contribute to future background traffic volumes:

- YMCA – 21,190 SF of recreational community center added to the existing YMCA on Gilbert Street Extension
- 24 Gilbert St Extension – Conversion of existing building into mortgage and real estate business; 30 trips peak hour trips were assumed to be generated by the site
- 324 Route 208 – Conversion of existing warehouse into a 30,000 SF mixed use building consisting of retail, office, and medical uses.
- 326-328 RT 208 Warehouse (Threetel) - Assumed 15,000 SF of renovated warehouse south of NY Route 208
- 310 Schunnemunk – 21 single family homes with access to Schunnemunk Street.
- Clovewood – Proposed residential development consisting of 600 single family homes and 600 accessory apartments located on the east side of NYS Route 208 and Clove Road (CR 27).
- 424-434 N. Main Street – 11,600 SF office building located on the east side of NY Route 208 with access to NY Route 208 and the Print Center driveway.

Trip Generation

Trip generation determines the quantity of traffic expected to travel to and from a given site. The Institute of Transportation Engineers (ITE) collects actual traffic counts from similar land uses and publishes them in *Trip Generation*, *11th Edition*, which is the industry standard used for estimating trip generation for a proposed land use. The trip generation was estimated for the proposed project based on ITE Land Use Code LUC 821 – Shopping Plaza with Supermarket. Not all traffic to the project will be new traffic. Some trips will be generated from traffic passing by the site, of which some drivers will choose to use the services of the site, while on their way to the primary destination. These are referred to as pass-by trips, an example of which is someone traveling from work to home and stopping by the grocery store on their way. The shopping plaza is estimated to generate 228 new trips in the AM peak hour, 442 new trips in the PM peak hour, and 516 trips in the Saturday peak hour.

Trip Distribution

Trip distribution describes where traffic originates or where traffic is destined. Traffic generated by the proposed project was distributed at the study area intersections based on the existing travel patterns and probable travel routes of customers and employees of the project. In general, it is expected that approximately 30% of traffic generated by the site will access the site to/from the north and to/from the west, with 25% to/from the east and 15% to/from the south.

Due to the location of the site and configuration of roads around the area, traffic from the east on Schunnemunk Street and south on N. Main Street, have no reasonable way to access the site. Drivers would have to use the u-turn area north of the Mobil Station, make a u-turn from N. Main Street onto the slip ramp, or make a right turn from Schunnemunk Street onto Gilbert Street. Given NYSDOT desire to close the u-turn area, trips from the east and south were assigned to Schunnemunk Street, making a right turn onto Gilbert Street Extension.

Build Traffic Volumes

The results of the site generated traffic assignment were added to the appropriate No-Build traffic volumes to develop the Build traffic volumes. The Build traffic volumes are shown on Figure 3.6 of the TIS and represent conditions in the study area that would exist *after* development of the proposed 208 Business Center.

Capacity/Level of Service Analysis

Intersection Level of Service (LOS) and capacity analysis relate traffic volumes to the physical characteristics of an intersection. Intersection evaluations were made using the latest version of Synchro (Version 11) which automates the procedures contained in the *Highway Capacity Manual, 6th Edition*. Levels of service range from A to F with LOS A conditions considered excellent with very little delay while LOS F generally represents conditions with very long delays. Appendix C of the traffic report contains detailed descriptions of LOS criteria for signalized and unsignalized intersections and copies of the detailed HCS Level of Service reports. The relative impact of the proposed project can be determined by comparing the levels of service during the 2024 design year for the No-Build and Build traffic volume conditions.

In summary, the project will have significant traffic impacts on an area that currently experiences peak hour congestion during the weekdays, specifically, the N. Main St (NY-208)/Schunnemunk Street intersection. Traffic mitigation measures should be evaluated to prevent the significant increase in delay associated with full build out.

Improvements

The proposed project was also analyzed with a potential Route 208/Schunnemunk Street/Main Street redesign alternative that includes converting the Route 208 southbound slip lane to two-way traffic. This change will remove the northbound Route 208 traffic that intersects the Schunnemunk Street/N. Main Street intersection to make a left turn, and move it to Route 208 as a through movement. Details include signalizing the Gilbert St Extension/NY-208 and NY-208/U-turn/Site Driveway 1 intersections. Gilbert Street Extension/NY-208 and NY-208/U-turn/Site Driveway 1 would operate as a coordinated system. Left turn only lanes would be added to northbound and southbound approaches at both intersections. These improvements were analyzed for the AM, PM, and Saturday peak hours. The results are summarized in the Traffic

Impact Study and a figure showing the proposed improvement is included. The ability to construct these improvements, namely the available right-of-way and funding still needs to be determined.

- NY – 208 / Site Driveway 1 The Build with improvement conditions are expected to operate at an overall LOS A/B during the peak hours with the eastbound site driveway approach operating at LOS C.
- N Main Street (NY-208)/Schunnemunk Street – With the addition of network improvements to the Build with Improvement condition as well as changes to the traffic signal timing (cycle length and split times), all approaches operate at LOS D or better during the AM and PM peak hours. In the Saturday peak hour, all approaches operate at LOS C or better. Queuing at the intersection is reduced significantly, such that it does not affect the adjacent intersections.
- Gilbert Street Extension/NY Route 208 –The Build with Improvement conditions are expected to operate at an overall LOS A/B during the peak hours with the eastbound Gilbert Street Extension and westbound Schunnemunk Street approaches operating at LOS C or better.

The existing congestion experienced in the area, along with the projects traffic impacts can potentially be mitigated with the implementation of traffic flow modifications and redesign of the triangle area, contingent upon the ability to construct these improvements. The applicant is engaged in discussions with the Village, Orange County, and NYSDOT regarding these improvements and will be obtaining additional survey and developing a preliminary plan of the improvements. Given the public benefit from the improvements, it is recommended that any project (current and future) help contribute to completing these improvements.

Construction Analysis

Per the scoping document, an assessment of construction activity was conducted to determine potential impacts to the roadway system. Construction is anticipated to occur over approximately 16 months, anticipating completion in 2024. In general, construction activity is anticipated between 7:00 a.m. and 4:00 p.m. and will typically peak during certain phases of construction. Specifically, the pouring of foundations, parking lot grading and paving would generate the highest flow of trucks to the site. Regardless, the number of construction workers and deliveries will be a fraction of that generated after the opening of the project. Further, the additional traffic generated by the construction of the project will be temporary and dissipate at it's completion. Since construction traffic will be less than the traffic generated by the project as analyzed above, traffic impacts will be less than what was analyzed assuming buildout of the site; therefore, no additional construction related improvements are necessary.

Accident Analysis

A full discussion of accident history and a crash summary are provided in the Traffic Impact Study. Crash data was requested from NYSDOT to determine accident trends at the study area intersections and on the roadway segments between the intersections. Crash summaries and details were provided by the NYSDOT Safety and Information Management System for the latest three years of available data prior to the Covid-19 pandemic from the period between January 1, 2017, and December 31, 2019 and are included in Attachment E of the TIS.

According to NYSDOT's Post Implementation Evaluation Systems (PIES), changes to the old traffic signal (improving the signal timing, phasing, etc.), could potentially reduce crashes by 16 to 38%, while the two-way slip ramp and traffic signals with turn lane improvements could have a 22 to 40% reduction, which could result in a decrease of 18 to 20 crashes.

Multi-Modal Connectivity and Circulation

In addition to benefits to vehicular traffic, the triangle area improvement concept will also improve multi-modal connectivity in the study area for pedestrians, cyclists, and transit riders. Specifically, the concept includes construction of crosswalks across NY Route 208 at the Gilbert Street Extension and Site Driveway intersections as well as across the west and north legs of the Schunnemunk Street/N. Main Street intersection, all of which would connect to potential sidewalks on N. Main Street and Schunnemunk Street.

Bus transit service near the project site is available but limited. The Town of Monroe operates the "Monroe Express Route" a bus that serves residents on a fixed route to major grocery stores, Harriman Commons shopping center including Walmart and the Village of Monroe center. This fixed route bus does not travel near the project site. A dial-a-bus service is also available through the Town of Monroe. The Village of Kiryas Joel also operates local buses to shopping destinations for local residents. The applicant can coordinate with the Town of Monroe, the Village of Monroe and the Village of Kiryas Joel to provide future bus transit service to the project site. Such service would reduce individual vehicle trips, thereby reducing traffic through local intersections.

Mitigation Measures

Conclusions and Recommendations

Based on the results of this Traffic Impact Study completed for the proposed *208 Business Center*, the following conclusions and recommendations are offered:

- The proposed project is estimated to generate a total of 228 new vehicle trips during the AM peak hour, 442 new vehicle trips during the PM peak hour, and 516 new vehicle trips during the Saturday peak hour at the completion of the project.
- The level of service analysis indicates that the study area intersections, the primary of which is the Schunnemunk Street/N. Main Street intersection, will degrade because of the traffic impacts from the project. Traffic from this intersection will queue back into upstream intersections and negatively affect operations. Improvements will be necessary to accommodate the projected traffic flows.
- In order to mitigate existing poor traffic operations as well as impacts of the 208 Business Center it is recommended that the Village work with NYSDOT and Orange County in order to implement the improvements shown in Figure 3.7-1 (following Section 3.7). These include converting the one-way Route 208 slip ramp to two-way traffic and adding signals at the Gilbert Street Extension and Site Driveway 1 intersections with Route 208. This option mitigated the existing congestion in the triangle area and impacts from the project. Additional investigation (on-going) is needed to determine if adequate right-of-way and funding is available for these improvements. Since this improvement mitigates impacts from the project, existing conditions, and impacts from other developments included in the analysis, the Village, as lead agency, should require a fair-share participation in funding the improvements.

- The Village, NYSDOT, OCTC, applicants, and elected officials should collaborate to determine potential funding sources for the improvements.

The sight distance at the site driveway to the NY Route 208 slip ramp are less than desirable but not critically limited according the NYS Supplement to the MUTCD. The sight distance from the site driveways on Gilbert Street Extension are adequate looking to the east, but are limited looking to the west. Clearing of vegetation along Gilbert Street Extension and regrading may be necessary.

1.2.8 Land Use and Zoning

Existing Land Use

Project Site

Land use in the Village of Monroe is composed of a mix of commercial retail, office, residential and Village Municipal uses. The Route 208 Business Center project site is located on the Gilbert Street Extension in close proximity to US Route 6/ Interstate 86. The site has generally level topography. The project site currently has two single family residences and a vacant residential building that was most recently used for bicycle sales and repair.

The site of the proposed Monroe 208 Business Center development is comprised of four existing tax parcels. The Monroe 208 Business Center parcels are identified on the Village of Monroe Tax maps as Section 201 Block 2 Lots 3,4,7 and 8.

Nearby Land Uses

The project site is located in a mixed-use Village setting with nearby residential, commercial, institutional (YMCA) and recreational (Orange and Rockland Park) uses. Figure 2-2 shows the existing setting and character of the project site and surrounding area within one-quarter mile from the site.

Land Use within One-Half Mile of Project Site

As shown in Figure 2-2. outside of the ¼ mile perimeter around the site, the land use transitions to more typical Village land use and is predominantly residential in combination with a concentration of municipal and retail uses in the Village center, as shown in Figure 2-2. The area within the heart of the Village center is focused on the Mill Ponds. The presence of these ponds provides a recreational and aesthetic resource to the Village center.

Land use within ½ mile include the Orange & Rockland Park located north of the site and the Orange County Heritage Trail. The adjacent Orange & Rockland Park is owned and maintained by the Town of Monroe and includes three lakes, lawn and picnic areas for passive recreation and occasional community events.

Orange County Heritage Trail

The Orange County Heritage Trail is a 10-foot wide paved pathway that runs from Goshen to Monroe within the right of way of the Erie Railroad. This path currently extends to the south to River Road in the Village of Harriman, where there is a small parking area. The Heritage Trail was

identified by the public as a significant strength and economic development opportunity within the Village. The Orange & Rockland Park and Heritage Trail is located approximately 350 feet west of the 208 Business Center, bordering the YMCA parking lots. There is no direct connection between the 208 Business Center and the Park or Trail. However, access is available within walking or biking distance along Gilberts Street Extension.

Project Site Zoning

As shown in Figure 2-2, the subject site is located on the north side of Gilbert Street Extension and west of Route 208 in the Village of Monroe. The site consists of four parcels in the northeastern portion of the Village. The proposed mixed use project is located on 5.08 acres including the following Tax Lots, as shown on the tax map of the Village of Monroe:

- 201-3-3
- 201-3-4
- 201-3-7
- 201-3-8

The subject site is located in the GB – General Business zoning district. Nearby zoning districts in the Village include the SR-10 Suburban Residential district located southeast of the site along North Main Street south of Schunnemunk Street. Mapped areas of the VR- Village Recreational district are located east of the site abutting Route 17 / Route 6, as well as southwest of the site near the intersection of Route 208 and Route 17M, the location of Airplane Park.

The proposed 208 Business Center is anticipated to consist of approximately 47,500 square foot of retail development, including a 35,000 square foot food store plus other smaller retail uses on the first floor. The second floor will provide approximately 25,000 square feet of office space, for a combined total of approximately 72,500 square feet. As noted above, these proposed uses are permitted on the Project Site within the GB zoning district.

The proposed food store would be distinct from other chain supermarkets in the Village, such as the nearby ShopRite on NY Route 17M or the Stop and Shop further south on NY Route 17M. The food store would carry specialty foods catering to the local community and not typically available in larger chain stores, including Kosher foods. The applicant believes there is a strong local market for the proposed retail space. The complimentary office space is located in a prime location convenient to Route 17 / Route 6 and proximate to the Village of Monroe, the Town of Monroe and the Village of Kiryas Joel / Town of Palm Tree.

A sustainable balance of uses can be viewed as uses that meet the needs of the local residents and uses that complement existing retail establishments within the Village and will thus remain as viable retail operations continuing into the future.

The Villages assessed valuation will increase by $2,487,895 resulting in an annual increase in taxes totaling $550,445, at today's tax rates. Of this total the Village will directly receive an annual increase in tax revenue of $109,313 and the school district's budget will realize a positive increase of an additional $348,121 annually. The increase taxes will offset the potential costs for the Village to service the site with emergency services such as police, fire and emergency medical service. The applicant is not seeking any payments in lieu of taxes (PILOT) or other tax exemptions.

The Village has two commercial zones, Central Business (CB) and General Business (GB). The mixed-use commercial- residential Central Business (CB) Zoning District is centrally located

within the Village and encompasses all land around the Millponds, along Maple Avenue and properties on the westside of Route 17M from Bridge Street to Knight Street. Purely residential uses are generally required to meet the requirements of the SR-10 (quarter-acre) Residential District.

Moving out from the CB district along Route 17M to the north and south, land is zoned for General Business (GB). General Business permits most of the same uses as of right as the CB District. However, the GB district requires that uses be located on lots with setbacks, and significant open space. Accessory apartments are not permitted in the GB, although, like in the CB district, existing residential uses are permitted to continue. It is noted that the GB district includes areas of the Village previously zoned for light industry, so warehousing, storage and research facilities are permitted. Manufacturing and processing are not permitted anywhere in the Village. Generally, the areas of the Village zoned GB are all purely commercial areas. One noted exception to this is a portion of Elm Street, which has remained predominantly residential in character.

Permitted Use As-of-Right

The proposed 208 Business Center is an as-of-right permitted use located in the GB zoning district. The proposed development complies with all applicable bulk regulations for Office and Retail uses as put forth in the Village Zoning Code and therefore no area variance are required. The bulk regulations are the same for Office and Retail, as shown on the Villages Table of District Uses and Bulk Regulations, GB District.

ZBA Determination

It is envisioned the development will include a food store plus other retail uses on the first floor, as well as office space on the second floor. A review was conducted by the Village Zoning Board of Appeals (ZBA) and a determination was made that this development does not constitute a shopping center, as defined by the zoning code. The ZBA determination, dated July 14, 2020, is included in Appendix B, Correspondence, for reference.

Former Site Uses

The project site currently has two single family residences and a vacant residential building that was most recently used for bicycle sales and repair. The two residences are located at 23 and 25 Gilbert Street Extension in the southern portion of the site and the former bicycle repair shop at 401 Route 208 at the eastern side of the site. According the New York State historical photos the site has remained either residential or undeveloped.

Site Survey and Easements

A site survey has been completed for the subject property by a licensed land surveyor, Edward T. Gannon, PLS (dated October 28, 2019), and is attached with the Site Plan drawings (see appendix L). The property is approximately 5.08 acres in size and consists of four tax lots, as described. According to the survey, there are no easements, rights-of-way or legal restrictions affecting the property's development potential. An off-site drainage easement is provided to the benefit of 208 Business Center at the northwest corner of the property. The easement crosses land owned by the Town of Monroe.

Potential Impacts

Impacts to Land Use

The proposed Route 208 Business Center consists of a single two-story building including 47,500 square feet of retail space on the first floor and an additional 25,000 square foot of office space on the second floor. The site plan shows two entrance/exit locations and 259 parking spaces including 12 handicapped spaces.

Consistent with goals stated in the Village Comprehensive Plan, the mixed use office and retail development is being proposed to increase the amount of retail and office space available to the Village, the Town, and the greater Orange County region. As identified above, the Project is consistent with the Village Comprehensive Plan given that it will provide additional commercial, office and retail uses as permitted in the GB zoning district. Importantly, it will also provide significant traffic improvements for the intersections surrounding the Project Site, which will alleviate an existing traffic problem within the Village. This will allow residents and visitors to safely access the Project Site and other areas of the Village and Town leading to increased economic development. The Village Comprehensive Plan's recommendations related to housing and recreation are largely in applicable given that housing is not permitted in the GB zoning district and that, because no housing is proposed, the existing recreational areas within the Village will not be stressed as a result of the Project.

Route 208 is the roadway that connects Route 17/Interstate 86 with the center of the Village of Monroe. Route 208 serves as the main thoroughfare in Blooming Grove; and Regionally it connects Monroe with Washingtonville, Maybrook, Interstate 84 and Wallkill continuing north to New Paltz, NY.

The project proposes no new easements, authority for conveyance, or potential restrictions for the property.

Zoning Compliance

The Project Site is located within the GB Zoning District. Commercial and retail uses are permitted in the GB Zoning District by site plan and or special use permit, including the proposed office and retail stores or shops.

The Project Sponsor has proposed a mixed-use retail and office building. At this time, no tenants have been identified for the Project. In this market, while demand for retail and commercial space is high, potential tenants are unwilling to sign lease agreements until all local approvals are obtained given the time it takes to obtain local approval and the turbulence of the process.

The uses that will occupy the Project are those that are permitted in the Zoning Code for the GB zoning district. The site plan and special use permit review criteria within the Zoning Code does not require a finding related to a market demand. As noted above, permitted uses within the GB zoning district have already been identified by the Village Board as being in harmony with the general zoning plan and will not adversely affect the neighborhood and the Planning Board shall

not speculate as to the Project's inevitable success.[2] The Landscaping Plan, prepared by Esposito & Associates, demonstrate the proposed use and compliance with the standards and requirements as required by the Zoning code:

- Section 200-26.5D(2)(b) – Screening through the planning of 6' to 10' trees
- Section 200-32 – Tree & Landscaping Plan showing landscaping along road frontage
- Section 200-45 J – Parking Lot Landscaping Plan includes 10% Landscaping
- Section 200-50 – Other Landscaping Requirements – Innovative Site Design, parking

The proposed Site Plan drawings, including the Landscape Plan and the Lighting Plan have been developed to comply with Section 200-72 of the zoning code, which provides the procedure for the review of site plan applications, regardless of district.

The proposed 208 Business Center Site Plan has been designed to comply with the intent and specifics of the Village site plan review requirements (Section 200-72D). It is the applicant's opinion that the proposed plan complies with the site plan review requirements as provide in Section 200-72D of the zoning code.

Potential Impacts to Zoning

The Route 208 Business Center is an as of-right development project, located in an area of mixed-use commercial development. There are no zoning changes being requested. The development is fully compliant with the bulk regulations as put forth in the Village of Monroe Zoning Code for the General Business (GB) zone. There are no impacts to zoning anticipated.

Consistency with Village and Regional Plans

Consistency with the Village of Monroe Comprehensive Plan

The proposed project is consistent with goals stated in the Village of Monroe Comprehensive Plan, entitled A New Comprehensive Plan for Monroe in the 21st Century, dated February 14, 2014. The proposed Route 208 Business Center would help to meet the stated goal of improvements to the commercial area serviced by the Route 17M Commercial corridor and encouraging new commercial development within the Village.

As identified above, the Project is consistent with the Village Comprehensive Plan given that it will provide additional commercial, office and retail uses as permitted in the GB zoning district. Importantly, it will also provide significant traffic improvements for the intersections surrounding the Project Site, which will alleviate an existing traffic problem within the Village. This will allow residents and visitors to safely access the Project Site and other areas of the Village and Town leading to increased economic development

Consistency with the Town of Monroe Comprehensive Plan

The proposed project is consistent with goals stated in the 2017 Town of Monroe Comprehensive Plan Update; especially of encouraging development in the Villages and leaving the more rural areas of the Town, undeveloped.

[2] *See Bongiorno v. Plan. Bd. of Inc. Vill. of Bellport,* 143 A.D.2d 967, 968 (2d Dep't 1988) (holding that "it was improper for the planning board to deny final approval because the petitioner's proposed businesses might run contrary to the objectives of the soon to be completed Bellport Master Plan.").

Consistency with the Orange County Comprehensive Plan

The proposed project is consistent with goals stated in the Orange County 2018 Update to the Comprehensive Plan; especially of encouraging sustainable development in the Priority Growth Areas to encourage preservation of the more rural areas of Orange County.

Proposed Mitigation Measures

Overall, the proposed action would be compatible with surrounding land use patterns in the vicinity of the project site. The construction of the proposed development would increase the availability of retail and office commercial space in the Village of Monroe and would serve to expand the Village tax base with additional ratables. As confirmed by a local realtor, no impacts to the existing Village downtown area are anticipated. No significant adverse impacts are expected from the proposed action on adjacent land uses.

The proposed mixed use development will result in the property's change in use from its current residential use and vacant retail space (former residence that was a bicycle shop). The existing residences are somewhat dilapidated and could be renovated. The residential use of the property is not consistent with the goals of the applicant and cannot recoup the significant time and funds expended to date to realize a mixed use office and retail development for the property.

The Village Zoning Board of Appeals made two determinations regarding the proposed development; one related to its designation as a "shopping center" under the Village zoning code and the second regarding a determination of the Building Inspector as to the applicable front yard setbacks for a structure located with frontage along NYS Route 208 and Gilbert Street. In the first decision, the ZBA determined that the proposed development is not considered a "shopping center" and therefore not subject to the regulations in Village Code 200-50 relating to shopping Centers. The second determination from the ZBA confirmed the front yard setback from both NY Route 208 and from Gilbert Street. Those determinations are described in Section 2.0 Project Description and the ZBA resolutions are provided in Appendix B - Correspondence. These determinations resulted in no conditions of approval or compliance conditions.

The Project will provide large scale traffic improvements for the intersections nearby the Project Site (please refer to Section 3.7 [Transportation] of the DEIS). Please note that these traffic improvements will be mitigation related to potential traffic impacts, but will also serve to mitigate compliance with the Village's Comprehensive Plan given that it will create safer vehicle and pedestrian access to the Project Site and the Village and surrounding areas.

No significant land use impacts are anticipated. In addition, the project is consistent with the goals of the Comprehensive Plans of the Village, the Town and the County, and no impacts on public policy are anticipated. With regard to zoning impacts, the project is fully compliant with the GB Zone bulk and use regulations. All necessary permits and approvals from Orange County and other agencies will be secured prior to final site plan approval.

1.2.9 Utilities – Water

Existing Conditions

The project site and nearby properties on Route 208 and Gilbert Street Extension are served by municipal water and sewer service, and by private gas, electrical, telephone and cable service. Water service and the project's potential impacts to the Village water system are described below.

Water supply for 208 Business Center will be provided by connection to the Village of Monroe municipal water system. The Village water system serves a population of approximately 9,000 within the Village and Town of Monroe districts, through approximately 3,000 service connections.

The Village of Monroe water system is supplied by the Mombasa Lake reservoir and one ground water well. The reservoir has a surface area of approximately 340 acres and a storage capacity of approximately 1.4 billion gallons. The permitted production capacity from the reservoir is 1.0 MGD (million gallons per day). The supplemental well, known as well as well #4, is approximately 40 feet deep and has a demonstrated yield of 300 gallons per minute. The well is currently pumped at a rate of 250 gallons per minute which is the equivalent of 360,000 gallons per day. The resultant total capacity of the village system is approximately 1.36 MGD.

Based on information provided by the Orange County Department of Health, the average daily production of the Village system for calendar year 2020 was approximately 1.03 MGD resulting in an available surplus capacity of approximately 330,000 gallons per day. According to a 2012 Village Water Master Plan and Rate Study, the 3,109 accounts included 2209 residential and 385 commercial accounts in the Village. An additional 515 accounts provided water service to properties in the Town of Monroe through individual and bulk accounts.[3]

Potential Impacts

The 208 Business Center site is located in the Village district service area, as shown in Figure 3.9-1. No expansion of the district or off-site improvements are necessary to serve the site. The Village's water distributions system is present at the site in both New York State Route 208 and Gilbert Street Extension. In discussing the project with the Village of Monroe Water Department it was expressed that connection should be made to the main lying in Gilbert Street Extension. The main within Gilbert Street Extension lies on the north side of the road, adjacent to the 208 Business Center property and is comprised of 8-inch ductile iron pipe. Pressure just downstream of the project at Well #4 is stated to be in approximately 135 psi. As such, the Water Department indicated that pressure for the 208 Business center project would not be a concern. Given the adequate pressure for the building, no pumps will be necessary for building service. A connection will be made to the 8-inch main and extended to the proposed building.

The connection to the Village water supply system will require approval by the Village of Monroe Water Department. Any required tap in fee will be provided to the Village as part of the connection approval. The Property owner will be responsible for the long-term maintenance of the on-site infrastructure including the water service connection to the building.

The 208 Business Center is estimated to require 7,250 gallons per day of water. This volume is based upon factors provided in the *NYS Design Standard for Intermediate Sized Wastewater Treatment Systems, March 2014.* The factor used was 0.1 gpd per square foot for Shopping Center/Grocery Store/Department Store. The estimated volume of 7,250 gpd represents less than one percent of the average daily volume and approximately 2.2 percent of the current Village of Monroe Water District daily surplus capacity.

[3] Water Master Plan and Rate Study, Village of Monroe, NY, Delaware Engineering, P.C., 2012

Proposed Mitigation Measures

The 208 Business Center project site is located within the Village of Monroe water district and no extension of the district is necessary. An eight-inch water main is available in Gilbert Street Extension for water service to the site. The Applicant is funding all of the costs associated with the connection to the Village water supply lines in Gilbert Street and for the required tap in fees. The applicant or their successor will pay for the on-going cost for water based upon the Village schedule for water fees and will pay taxes to the Village which, in part, will fund Village services, such as water infrastructure. The proposed development will require approximately 7,250 gpd of Village water supply, and will not result in a significant impact to the Village of Monroe water district. No mitigation measures are warranted or proposed.

1.2.10 Utilities – Wastewater

Existing Conditions

The project site and nearby properties on Route 208 and the Gilbert Street Extension are served by Village of Monroe water service, Orange County sewer service, and by private gas, electrical, telephone and cable service. Wastewater service and the project's potential impacts to the Orange County sewer system are described below.

The 208 Business Center is located in the service area of the Orange County Sewer District #1 (OCSD No. 1). The Harriman Wastewater Treatment Plant, located in the Village of Harriman serves the Orange County Sewer District No. 1 (OCSD No. 1) and the Moodna Basin Southern Region (MBSR).

The Harriman Wastewater Treatment Plant (HWWTP) is a 6.0 million gallon per day (mgd) facility that serves the Orange County Sewer District No.1 and the Moodna Basin Southern Region in Orange County, New York, and is operated by the Orange County Department of Environmental Facilities and Services (OCDEFS). The HWWTP has two treatment trains, a 2.0 mgd conventional activated sludge (CAS) system constructed in 1974 and a 2.0 mgd oxidation ditch system constructed in 1987. Upgrades (Phase I) completed in 2006 at the HWWTP increased the capacity of the facility to 6.0 mgd through the construction of a new 2.0 mgd CAS system. Continued residential and commercial growth has prompted the County to plan for additional treatment capacity, above the 6.0 mgd[4].

A letter from the Orange County Department of Public Works, Division of Environment Facilities & Services, dated April 11, 2022 is provided in Appendix B – Correspondence. The letter provides a discussion of available treatment capacity in the Orange County Sewer District No. 1. The letter indicates that "As of February 28, 2022, the remaining available treatment capacity ("RATC") for district users at this facility was 359,623 gpd." The letter describes current facility maintenance issues and allocation commitments that limit the current treatment capacity for OCSD No. 1. The letter also describes plans to increase the capacity of the HWWTP, but those upgrades and treatment capacity may not be available until 2027.

It is understood that capacity is constantly changing and that capacity is not reserved for any particular project until an actual building lateral sewer construction permit is issued by the District.

[4] - Harriman Wastewater Treatment Facility Membrane Bioreactor Pilot Study, NYSERDA and Camp Dresser & McKee, Inc. October 2006.

Potential Impacts

The 208 Business Center site is located in the Village OCSD No. 1 service area, as shown in Figure 3.10-1. No expansion of the district or off-site improvements are necessary to serve the site. The OCSD No. 1 sewer collection system is present at the site in both New York State Route 208 and Gilbert Street Extension. Connection to the sewer will require approval from the Orange County Division of Environmental Facilities and Services.

The project engineer has contacted the Orange County Division of Environmental Facilities and Services regarding the proposed 208 Business Center and connection to the OCDEFS sewer lines in Gilbert Street Extension. According to Anthony Griffen, P.E., Principal Engineer of the OCDEFS, the 208 Business Center qualifies for a permit to construct three (3) six-inch diameter Building Lateral Sewers[5]. Each of the laterals will be approximately 300 linier feet, and will be 6 inch PVC pipe. The material of the existing sewer main in Gilbert Street Extension is PVC. The existing residential laterals will be abandoned by removal up to the right-of-way line with the remaining stub to be capped according to OCSD #1 policy.

The Property owner will be responsible for the long-term maintenance of the on-site infrastructure including the building lateral sewer connections.

The 208 Business Center is estimated to require 7,250 gallons per day of sewer treatment capacity at the Harriman Wastewater Treatment Plant. This volume is based upon factors provided in the *NYS Design Standard for Intermediate Sized Wastewater Treatment Systems, March 2014.* The factor used was 0.1 gpd per square foot for Shopping Center/Grocery Store/Department Store. The estimated maximum day flow is 14,500 gpd. The Peak hour flow is estimated at four times the average flow or approximately 20.1 gpm.

Connection to the OCSD No. 1 will require coordination with both the Village of Monroe and the OCSD No. 1 during the Village Building Permit review process. The available treatment capacity of OCSD No. 1 and approval to connect to the system by OCSD No. 1 will be reviewed at the time of application for the connection.

Proposed Mitigation Measures

The 208 Business Center project site is located within the Orange County Sewer District No. 1 service area and no extension of the district is necessary. A sewer line is available in Gilbert Street Extension for sewer collection service for the site. The proposed development will require approximately 7,250 gpd of sewage treatment capacity at the Harriman Wastewater Treatment Plant, and will not result in a significant impact to the OCSD No. 1. No mitigation measures are warranted or proposed.

1.2.11 Community Facilities

The Project Sponsor proposes to develop a commercial building with a total of 72,500 square feet of commercial space, envisioned to include 47,500 square feet of retail space on the first floor and 25,000 square feet of office space on the second floor. The site is approximately 5.1 acres off Route 208 in the Village of Monroe, Orange County, New York. The project is known as “The Route 208 Business Center”. The development site adjoins the existing YMCA of Middletown

[5] E-mail communication from Anthony Griffin, P.E. (OCDEFS) to Kirk Rother, P.E. Consulting Engineer, February 15, 2022 (see Appendix B – Correspondence).

facility. The location of the site is shown on Figure 2-1. The site currently has 3 structures on it with the remainder of the site vacant wooded land and is served by public water and sewer service.

Existing Conditions – Community Services

Existing Conditions - Police Protection

The Village of Monroe Police Department is a "full service" department and participates in many community crime prevention and awareness programs in addition to its normal law enforcement tasks. The department operates 24/7 and has 12 patrol cars and a canine patrol. The Village of Monroe Police headquarters are located across the street from Village Hall at 104 Stage Road in the Village center, less than 2 miles from the project site.

The full-service department presently consists of the police chief, an administrative Sargent, three patrol supervisors, two detectives, eleven sworn police officers including one K9 officer and seven school safety officers. According to Sargent Haley[6], the Village of Monroe Police Department handled 18,589 calls for service in 2021.

According to the US Census 2019 American Community Survey data, the Village population was 8,586 persons. The current ratio of Village of Monroe full time police officers (18) to population (8,586) is above the ULI recommended standard of 1 officer to 1,000 persons. The typical response time of the police department, depending on the type of call, call volume, weather conditions and time of day, is from three to thirty minutes.

The New York State Police provide coverage and mutual assistance in emergencies for the local police departments in Orange County. The nearest NYS Police facility is located at 369 Nininger Road, in the Town of Monroe, approximately 3 miles from the project site. The Monroe facility is part of Troop F, which serves Greene, Orange, Rockland, Sullivan and Ulster Counties in New York. There is a helipad on the police station property. The state police are available 24/7 and have several patrol vehicles in the Monroe area at all times. Response time to the site is estimated at five to ten minutes.

The Orange County Sheriff's Office is located at 110 Wells Farm Road in Goshen New York. The Sheriff's Office is located approximately 14 miles west of the site with an estimated response time of 20 minutes. The Sheriff's Office provides police coverage, investigation and emergency response throughout Orange County. Staffing and facility information was not available for the Orange County Sherrif's Office.

Existing Conditions – Fire Protection

In 2011, the three fire companies serving the Town of Monroe (Mombasha Fire Company, Harriman Engine Company, and Lakeside Fire and Rescue Company) merged to create the Monroe Joint Fire District. The three fire companies respond together for all calls within the boundaries of the Joint Fire District.

[6] Phone call with Administrative Sargent Haley, March 9, 2022.

There are fire stations at four locations;

- Mombasha Station 1 - 526 St Route 17M, Monroe, NY 10950
- Mombasha Station 1A – 406 N Main Street, Monroe, NY 10950
- Harriman Station 2 – 7 Short Street, Harriman, NY 10926
- Lakeside Station 3 – 147 West Mombasha Road, Monroe, NY 10950

By combining resources, the Monroe Joint Fire District is able to provide a wide range of fire and rescue services as part of a consolidated Department.

The Department is a fully volunteer organization. Collectively, there are approximately 75 active members who serve the community by providing Fire, Rescue, Disaster Relief and Emergency Medical Services to anyone in need. The Monroe Joint Fire Department is also dedicated to community service by supporting other local charities and participating in fireman's parades throughout the region.

These units are staffed by the 75 active volunteer members who respond from the stations listed above. The Monroe Joint Fire Department typically responds to approximately 650 alarms annually. These alarms consist of structural fires, motor vehicle accidents (MVA's), automatic alarms, vehicle fires, mutual aid, and various other calls for assistance.

Existing Conditions - Emergency Medical Services

Ambulance

The Monroe Volunteer Ambulance Corp (MVAC) provides emergency ambulance service to the project area. The MVAC currently has 100 active members and typically responds to approximately 1,500 calls for service annually. According to the CVAC website, the corps currently operates (3) Type I ambulances, (1) BLS first response vehicle, (1) Rehab Unit, (2) UTVs and (1) Special Operations. The Corps also has a fully equipped first response vehicle. Each ambulance response is staffed by a crew chief who is a New York State Certified Emergency Medical Technician, and a driver. The Monroe VAC main facility is located at 100 Ramapo Street, Monroe, NY and response time to the subject property is approximately 5 minutes.

Hospital

The primary hospital serving the project area is the Garnet Health Center, previously known as Orange Regional Medical Center, located in Middletown, 15 miles north of the Project site. Garnet Health Medical Center, formerly known as Orange Regional Medical Center, was formed by the merger of Arden Hill Hospital and Horton Medical Center, Garnet Health Medical Center moved the two campuses into a single-site, new, state-of-the-art facility on August 5, 2011.

This is the first new hospital built in New York State in over 20 years and boasts seven floors of state-of-the-art technology and provides 383 beds and employs over 2,400 healthcare professionals. More than 600 doctors have privileges at the hospital and treat thousands of area families.

Potential Impacts – Community Services

Potential Impacts – Police Protection

The development of 72,500 square feet of commercial area on the project site would create a demand for additional police services. The proposed project consists of construction of 72,500 square feet of new retail and office space which will include an increase in the Villages number of employees.

Utilizing the 3.3 employees per 1,000 square foot of office/retail space, the Monroe 208 Business Center development has the potential to add approximately 239 new jobs to the Village's employment base.

Based on planning standards contained in the Development Impact Assessment Handbook published by the Urban Land Institute (ULI), 2.0 police personnel should be provided per 1,000 residents which further breaks down to 1.5 for residential uses and 0.5 officers for 1,000 employees in non-residential space. Using this standard, the projected increase of 72,500 square feet from the Route 208 Business Center has the potential to increase police staffing needs by approximately 0.1 police personnel. Tax revenue generated by the Route 208 Business Center would be available help to cover any additional expenses as necessary.

Potential Impacts – Fire Protection

Calls for fire/medical emergencies from the proposed development would be routed through the emergency 911 system, where dispatchers would notify the Monroe Joint Fire Department. The closest station, the Mombasha 1A station, located at 406 N Main Street is less than 0.5 miles from the subject site. Based upon location, response time to the project site is estimated to be approximately 3 minutes. The proposed building is less than 35' high. All proposed buildings would be constructed with sprinklers and all operations would be permitted in accordance with the provisions of the State Fire Prevention Code. Buildings and operations of the development are subject to inspection by the Village Building Inspector. The adequacy of construction materials used, building design and material storage practices.

Water pressure in the vicinity of the 208 Business Center is approximately 135 psi, according to the Village Water Department. This pressure is sufficient for firefighting requirements. Given the adequate pressure for the building, no pumps will be necessary for building service. A connection will be made to the 8-inch main and extended to the proposed building. Fire flow rates, and water system capacity would be assessed by the Fire Department during the site plan approval process.

Entrances for the proposed development will be provided on NY Route 208 and Gilbert Street, which currently can accommodate emergency service vehicles such as fire trucks and EMS vehicles. The project engineer has coordinated with the Monroe Joint Fire District regarding site access and circulation.

As noted above, the Proposed Action would potentially increase the Villages employee population by 239 persons. Based on planning standards contained in the Urban Land Institute's Development Impact Handbook, it is estimated that 1.65 fire personnel and 0.2 vehicles per 1,000 population is required to serve a new population. The anticipated increase in population of 372 persons could generate a demand for 0.4 additional fire personnel and less than 0.1 additional fire vehicles.

Potential Impacts – Emergency Medical Services

Ambulance

Based on planning standards contained in the Development Impact Assessment Handbook published by the Urban Land Institute, 36.5 calls per 1,000 population per year would be the multiplier used to project the increase in Emergency Medical Service (EMS) calls for new development. Based upon the ULI multiplier, the projected 239 employees that are expected to work at the Route 208 Business Center could increase EMS calls by approximately 9 annually.

Hospital

Based on planning standards contained in the Development Impact Assessment Handbook, four (4.0) hospital beds should be provided per 1,000 persons. Based on this standard, the projected 239 employee population associated with the proposed development has the potential to increase the need for beds in hospitals serving area by less than 1 bed. This is not considered a significant impact.

Proposed Mitigation Measures - Community Services

As described, the 208 Business Center has been designed or provide the necessary access for police, fire and EMS personnel to respond to any emergencies at the site. A Truck Turning Plan has been prepared by the project engineer to demonstrate adequate access for emergency service vehicles, including fire trucks (see Sheet 12). The project engineer has coordinated with the Monroe Joint Fire District, regarding the Site Plan and that coordination will continue during the Site Plan review process. As required, the Site Plan is designed to meet NYS Building Code and Fire Code requirements, including with respect to elevator access for stretchers, and the location of fire hydrants and sprinkler standpipes. Adequate pressure for fire demand is available for the site and will be demonstrated in final site plan documents.

Fiscal Resources

Current and Projected Assessed Value

The current assessed value of the total project site is $222,000. According to a review of the 2022 tax bills for the subject parcel, the municipal taxes paid to the Village of Monroe are $9,754. The property is also located in the area that is the Town, outside the Village as such, the total annual property taxes generated by the project site and paid to the Town of Monroe are $3,870. The municipal taxes paid to Orange County are $4,429. Thus, the combined municipal taxes paid are $18,054 while the annual property taxes currently paid to the Monroe-Woodbury School District are $31,064.

Based upon the income value of the proposed commercial development, the market value of the project, is projected to be $15,405,882. Using the current 2022 equalization rate of 17.59 percent, the total Assessed Value of the project used for this analysis is $2,709,895.

Current and Projected Revenues

Table 3.11-1 compares the revenues generated currently by the property to the revenues to be generated after the Route 208 Business Center is complete. Revenues are based on 2022 municipal tax rates and the 2021-2022 tax rate for the Monroe-Woodbury School District.

According to the Village of Monroe's annual budget, the Village's tax rate includes governmental services, Justice Court, police protection, Sewer and water capital expenses, refuse collection, street maintenance, public parking, lighting and parks & recreation.

Upon completion of the proposed development, at today's tax rates, annual revenues to the Village of Monroe would be approximately $119,067; annual revenues to the Town of Monroe would be approximately $47,245. The project-generated annual revenues to Orange County would be approximately $54,064 annually.

Annual revenues to the Monroe-Woodbury School District would be approximately $379,185. The proposed commercial development will generate $348,121 above current taxes, without incurring any additional cost to the School District.

The combined net increase in revenues to each jurisdiction, is projected, in total to be more than $550,000 annually.

Municipal Costs Associated with the Proposed Project

An approximate estimate of costs to the Village of Monroe associated with the Route 208 Business Center development may be determined by obtaining a reasonable composite of current costs per employee and multiplying this amount by the anticipated number of new employees from the proposed project.

The discussion below identifies that municipal costs were derived using the Proportional Valuation Method A review of the Villages assessment roll was conducted that indicates that 72.9% of the Villages Assessed valuation is residential and the remaining 27.1% includes the Villages commercial development. The discussion below utilizes these factors in combination with a review of the Village's budget to determine a cost per employee for municipal services. This is a cost-effective method of estimating municipal expenses for commercial development.

The 72,500 square foot of commercial space, would generate approximately 239 new employees. Based on a per employee expenditure of $61, the additional costs to the Village of Monroe are projected to be up to approximately $14,579. As presented in Table 3.11-1, the revenues to the Village from the proposed Route 208 Business Center would amount to a minimum of $119,067, thus, the project will result in a net benefit to the Village. The increase in tax revenue to the Village, upon completion of development is projected to increase by $109,313 compared to existing tax revenues. The applicant is not seeking any payments in lieu of taxes (PILOT) or other tax exemptions.

The Applicant is funding all of the costs associated with the connection to the Village water supply lines in Gilbert Street and for the required tap in fees. The applicant or their successor will pay for the on-going cost for water based upon the Village schedule for water fees and will pay taxes to the Village which, in part, will fund Village services, such as water infrastructure.

Fiscal Benefits

In the long-term, the projected 239 new employee population would introduce consumer demand for retail and service establishments located within the Village of Monroe, as well as the larger commercial area within the region.

In the short term, the project will induce construction employment. The construction value of the proposed project would total approximately $15 million. Construction of the project would require a commitment of person hours of labor, which can be viewed as beneficial to the community, the local economy, and the construction industry with respect to the generation of jobs. Based on labor hour estimates published by the Urban Land Institute, and accounting for secondary employment resulting from the construction, this project would generate 85 full time equivalent jobs in the various construction trades associated with this project.

It is anticipated that a number of construction workers would come from Orange County and nearby counties in the region. These workers are expected to have a positive impact on existing local businesses that provide such services as food, convenience shopping, gasoline, etc.

1.2.12 Greenhouse Gases & Climate

Existing Conditions

Currently, the project site is mostly undeveloped but contains two occupied, older homes. Greenhouse gases are generated at the residences through the energy use of the homes. The energy source for heating the homes is not known but is likely fuel oil, propane or electric service, or a combination of these sources. The use of fuel oil and/or propane would result in on-site combustion and generation of greenhouse gases, primarily CO2. Indirect emissions would result from the use of electricity on-site. Given the age of the residences, heating and cooling the homes would be less efficient create a greater demand for energy than more energy efficient modern structures.

Potential Impacts

The NYSDEC *Guide for Assessing Energy Use and Greenhouse Gas Emissions in an Environmental Impact Statement*, provides guidance to users and agencies reviewing a DEIS that includes a discussion of energy use or greenhouse gas (GHG) emissions. The SEQRA Handbook provides guidance for the evaluation of the use and conservation of energy resources. Those recommendations were used in the discussion of greenhouse gases and climate change provided below.

Energy consumption will occur during construction and occupancy of the proposed commercial and office space. During construction, energy will be used to power equipment and construction vehicles. The commercial space and office space will consume energy for space heating, air conditioning, lighting, equipment and other electrical devices once occupied. The commercial / office building will have electrical service for lighting and possibly heating and cooling.

Electricity for the 208 Business Center development will be provided by Orange and Rockland Utilities from overhead utilities in the vicinity of the site that will be extended to the building. Assuming heating, cooling and lighting will be provided by electricity, no direct emissions from stationary sources, such as the combustion of fuel oil, will be generated on the site.

Greenhouse gases related to energy consumption for the development can be classified as “indirect emissions from stationary sources”. The off-site production of electricity for the project will result in the indirect emissions of greenhouse gases. The proposed commercial space is estimated to use approximately 12.3 kWH of electricity per square foot annually, according to

survey data by the US Energy Information Administration.[7] The office space is estimated to use approximately 14.6 kWH per square foot annually. This electricity usage for the commercial space is estimated to result in 253 metric tons of CO2 annually[8]. Electricity use for the office space is estimated to result in 158 metric tons of CO2 annually.

In addition to the indirect generation of CO2 through energy use, the development of the site will result in the loss of existing mature trees on the site, which will result in the loss of carbon stored in those trees. The project site is a combination of secondary growth trees and brush which have grown over the last 30 year in the northern portion of the site, and lawn and mature trees which have grown around the two existing homes, and the former residence, now a vacant commercial space. According to the US EPA Greenhouse Gases Equivalency Calculator, US Forest Service estimates indicate that forests store about 85 metric tons of carbon per acre. Assuming one half of the site (approximately 2.5 acres) is composed of mature trees, the loss of those trees as a result of the development will produce an additional net increase of 213 metric tons of CO2.

The commercial / office development will also result in indirect emissions from mobile sources or the vehicle trips generated by both the office and commercial component. The traffic generated by the development will result in energy consumption and greenhouse gas emissions that are an unavoidable impact and beyond the control of the applicant. Energy efficiencies and potential reductions in greenhouse gases for the project can be attained by the design of the proposed building, materials used and energy efficient heating and cooling systems.

Proposed Mitigation Measures

The Scoping Document requires the applicant to review the list of suggested mitigation measures, as provided in the DEC's "Guide for Assessing Energy Use and Greenhouse Gas Emissions in an Environmental Impact Statement", and discuss which mitigation measures are proposed, which will be considered for the project, and which will be rejected along with the reasons for rejection. According to the DEC Guide, examples are provided of measures that can increase energy efficiency, reduce energy demand, and reduce GHG emissions from proposed projects. The NYS Energy Code also requires that water and air cooling and heating mechanical systems and equipment comply with code, and compliance is dependent on the type of mechanical equipment proposed.

In terms of lighting standards, the NYS Energy Code requires:

- manual or automatic controls or switches that allow occupants to dim lights and turn them on or off when appropriate. The Code identifies control, switching, and wiring requirements that apply to all buildings.

- total connected loads for indoor lighting systems that do not exceed power allowances for a building. The Code demonstrates how to comply with interior-lighting power limits.

- energy-efficient exterior lighting. The Code specifies criteria for complying with exterior-lighting requirements.

The 208 Business Center project will comply with the requirements of the NYS Energy Conservation Construction Code through the installation of high efficiency lighting fixtures.

[7] https://www.eia.gov/consumption/commercial/data/2012/c&e/cfm/c21.php

[8] Epa.gov – Greenhouse gas equivalencies calculator

The design and heating and cooling systems for the proposed mixed-use building are still under development. The applicant will work with the Planning Board for building efficiencies to reduce energy consumption and the generation of greenhouse gases.

1.2.13 Short-Term Impacts – Construction

Existing Conditions

The Site can be characterized as a mostly vacant, formerly developed parcel of land that is now in fallow, early successional growth of shrubs and small trees. Two existing homes and a vacant business that was converted from a residence occupy a portion of the property. The interior of the property contains young growth trees, shrubs, and grasses where the land clearing previously occurred. A review of historic aerial photos shows the land cleared as recently as 2007. The 2021 aerial shows the beginning of brush and small tree growth on the site since the prior maintenance activities were stopped. Only along the periphery of the property and surrounding the homes, are older age and mature trees. Land immediately surrounding the Site is highly developed. The Orange & Rockland Lake property is found immediately to the north, the YMCA of Middletown is found immediately to the west, existing residential and commercial buildings to the south, and a gas station along NYS Rt. 208 to the east.

Potential Impacts

Construction Period Anticipated

The duration of the construction is anticipated to be approximately 16 months, beginning in Summer 2023 and completed in Fall 2024. The development will be constructed as one continuous project and will not be completed in phases. In general, construction activity is anticipated between 7:00 a.m. and 4:00 p.m. Construction can occur weekdays from 7:00 AM to 9:00 PM, weekdays and 9:00 AM to 9:00 PM on Saturdays and Sundays according to the Village of Monroe regulations. No construction activity will occur on holidays.

The following describes the general sequence of activities that would occur to construct the project.

1. Install temporary erosion controls
2. Remove trees and stumps
3. Demolish on-site residences
4. Strip and stockpile topsoil
5. Rough grading
6. Install utilities and stormwater facilities
7. Stabilize disturbed areas with paving or permanent erosion control measures
8. Construct commercial / office building per approved plans
9. Construct parking areas, driveways and entrances, including work in Village ROW
10. Construction of off-site traffic improvements (concurrent with on-site construction)
11. Complete final landscaping.

Initial construction activities such as site preparation and tree removal will occur in the first six-months (tasks 1 to 5). Installation of utilities, stormwater facilities and construction of the building will occur over the next one-year period of construction. The final parking and entrance construction, paving and landscaping will occur in the final three to six months of construction.

Due to the potential presence of threatened or endangered bats in onsite trees, the applicant will limit tree cutting and clearing to the time period typically required by the NYSDEC; November 1 through March 31.

Connection on-site infrastructure to off-site utilities such as water and sewer will likely occur near the end of construction, with the construction of the project entrances and connection to Gilbert Street Extension and NY Route 208. Connection to utilities and the driveway improvements extending off-site will be required for building operations and occupancy.

Other off-site traffic improvements described in the Traffic Impact Study are required to be largely completed prior to the occupancy and operation of the Route 208 Business Center. Access into and out of the property will require recommended off-site improvements such as the traffic signal at the NY Route 208 entrance. The applicant is engaged in discussions with the Village, Orange County, and NYSDOT regarding these improvements and will be obtaining additional survey and developing a preliminary plan of the improvements. The applicant is committed to facilitating the off-site improvements in order to allow the Route 208 development to proceed.

Erosion and Sediment Controls During Construction

The project documents for permitting and construction will include detailed erosion and sedimentation control plans, details and notes designed in accordance with Village and State requirements for stormwater management. Erosion and sediment controls will include implementation and maintenance of temporary measures throughout the duration of the construction activities and installation of structural measures for the permanent stabilization of the site. The project SWPPP is provided in Appendix D.

Construction Staging, Parking Areas and Construction Traffic Routes

Construction material and staging areas will be maintained on the site. Areas for equipment staging and soil stockpiling within the site will need to be designated prior to commencement of construction activities. Erosion controls will be utilized around all areas selected for material storage and equipment staging. The construction equipment entrance will be stabilized with crushed stone and perimeter silt fencing will be installed around all construction areas.

Construction traffic will arrive at the beginning of the construction period, primarily consisting of trucks delivering equipment and building materials, and daily trips of construction workers. Large construction equipment will include bulldozers, graders, excavators and dump trucks. This equipment is typically brought to the site on tractor trailers and generally is kept at the site for the duration of site preparation activities.

As indicated, the project engineer will endeavor to balance cut and fill through the re-use of excavated material on-site and minimize the transport of material to and from the site. Based upon conservative preliminary estimates, up to 12,900 cubic yards may need to be exported from the subject property. The 12,900 cubic yards equates to approximately 717 truckloads, assuming 18 cubic yards per truck. Within the area of the building excavation rock is expected to be encountered. Approximately 725 cubic yards of rock is expected to be removed from the site. This amount of material is included in the total cubic yards of material estimated above.

The conservative estimate of needed material cut would result in approximately 717 truckloads of soil being exported from the site. Assuming approximately 290 working days per year (excluding

Sundays and holidays), the soil transport would result in approximately 2 to 3 truckloads per day over a one-year construction period (for site grading activity). The number of truck trips per day is likely to vary depending upon the specific construction activity. Truck trips will occur throughout the day and therefore only a limited number of trips will occur during the morning peak traffic periods. To the extent practical, deliveries will be scheduled to avoid peak morning and afternoon traffic periods.

The majority of construction traffic is expected to utilize US Route 17, which connects to regional highways such as Interstate 84 to the north/west and Interstate 87 (The Thruway to the south/east. Therefore, it is anticipated that most construction related traffic will access NYS Route 208 entering the site, and Gilbert Street Extension to Schunnemunk Street to northbound North Main Street to exit the site. Construction vehicles will follow the posted speed limits and no speed restrictions will be put in place. Construction bonds will be posted with the Village to ensure that local roads are maintained during construction and any damage related to the project repaired.

Construction staff flaggers will assist all large trucks to safely exit the site onto Route 208 or Gilbert Street Extension. In using construction staff flaggers and sign personnel, it is not anticipated that Village of Monroe police staff will be required for construction traffic safety. The Village of Monroe Police have indicated they are available as necessary to assist with traffic flow during construction.[9] While the construction activity is ongoing, construction materials will be brought in throughout the 16-month construction period.

Proposed Mitigation Measures

As noted above, potential construction related impacts could result as the result of the Project. Possible impacts could include sedimentation of surface water resources, construction activities that would increase noise, dust and/or traffic. Mitigation measures as outlined below have been incorporated into the Project to offset these potential impacts.

Blasting Plan

Based upon initial soil testing and the proposed Site Plan layout, it is anticipated that rock will require removal to construct the proposed building. If rock is encountered, mechanical means of rock removal such as ripping and hammering with a back hoe would be considered. A permit for Blasting will be obtained by the applicant, if it is required during construction. The applicant will prepare a Blasting protocol, for review and approval by the Planning Board, during the site plan review process.

The Village of Monroe has regulations regarding blasting in Chapter 76: Blasting Operations in the Village Code. The Code requires a blasting permit from the Village Clerk prior to any blasting operations as well as a person licensed by the State of New York to perform blasting. The Code provides blasting procedures, hours of blasting operations and insurance requirements.

Air Quality

The potential air quality impacts associated with the cars and trucks generated by the construction activities at the site were evaluated. To mitigate any potential impacts, the Applicant will implement best management practices including regular application of water to control fugitive dust emissions at the site. No significant impacts to air quality are anticipated due to construction

[9] Phone call with Administrative Sargent Haley, March 9, 2022.

associated with the Project. The carbon footprint associated with fossil fuel powered equipment will be mitigated through different green building techniques. All construction equipment will be well maintained and in good working order. Idle times of the equipment will be reduced by turning machinery off while not in active use.

Construction Solid Waste

Solid waste from construction will be minimized to the extent practical, following best practices and green building techniques. Solid waste from the new building construction can be reduced by segregating and recycling waste material. During the construction of the 208 Business Center removed trees will be sold for lumber and processing. Tree stumps will be ground and can be reused as woodchips or mulched. Segregating wood, metal and plastic waste during construction in separate roll-off containers will allow for greater recycling potential. Scrap metal is recyclable and is marketable.

1.2.14 Noise

Existing Conditions

Noise Background

Noise can be defined as undesirable or "unwanted sound". Even though noise is somewhat subjective, and should be considered when considering impact of development. Most of the sounds heard in the environment are not composed of a single frequency, but are a band of frequencies, each with a different intensity or level. Levels of noise are measured in units called decibels. Since the human ear cannot perceive all pitches or frequencies equally well, these measures are adjusted or weighted to correspond to human hearing.

This adjusted unit is known as the A-weighted decibel, or dBA. The dBA is useful for gauging and comparing the subjective loudness of sounds. Since dBA describes a noise level at just one instant and since ambient noise levels are constantly varying, other ways of describing noise levels, especially over extended periods, are needed. A commonly used descriptor is the Leq.

The Leq noise level is the level of a constant noise source which has been averaged over a period of time, based upon a measurement over a certain time period. A one decibel change in noise is the smallest change detectable by the human ear under suitable laboratory conditions. Under normal conditions, a change in noise level of two or three decibels is required for the average person to notice a difference. Ten dBA represents a doubling or halving of the perceived loudness of sound.

According to the NYS Department of Environmental Conservation (NYSDEC) *Assessing and Mitigating Noise Impacts* (Rev. 2001), the goal for any permitted operation should be to minimize increases in sound pressure level above ambient levels at the chosen point of sound reception. Increases ranging from 0-3 dB should have no appreciable effect on receptors.

Village of Monroe Noise Ordinance

Chapter 145 of the Village of Monroe Code describes the intent of the noise ordinance and specific prohibited activities and exceptions.

Prohibited acts that apply to the proposed development include construction outside of certain hours, including:

> *The erection, excavation, demolition, alteration or repair of any building other than between the hours of 7:00 a.m. and 9:00 p.m., prevailing time, weekdays and between the hours of 9:00 a.m. and 9:00 p.m., prevailing time, Saturdays and Sundays, except in cases of urgent necessity in the interest of public safety as determined by the Building Inspector or other applicable laws in the Code of the Village of Monroe.*

Therefore, construction is permitted between 7:00 a.m. and 9:00 p.m. weekdays and between the hours of 9:00 a.m. and 9:00 p.m. Saturdays and Sundays. In addition, the following operational noise is deemed not a violation of the noise code:

> *Between the hours of 7:00 a.m. and 9:00 p.m., sounds created in the exercise of any trade, industry, business or employment, provided that it is not conducted in such a manner as to create any unreasonable, unnecessary or unusual noise of an unreasonable extent and duration.*

Federal and NY State Criteria

The United States Department of Housing and Urban Development (HUD) has adopted environmental criteria, and guidelines for determining acceptability of federally assisted projects (24 CFR Part 51 – Environmental Criteria and Standards). The standards consider an exterior noise level of 65 dBA to be acceptable for residential uses. These standards reflect an EPA goal that continuous exterior noise levels do not exceed 65 decibels. The exterior noise goal for exterior uses established by HUD and the EPA is 55 decibels (see Title 24 CFR, Section 51.101A(8)).

The NYSDEC publication *Assessing and Mitigating Noise Impacts (Rev. Feb. 2, 2001),* does not have specific noise criteria for residential settings but does reference EPA's "Protective Noise Levels" of 55 dBA, as sufficient to protect public health and welfare.

Sensitive Noise Receptors

Sensitive noise receptors are locations and uses where excessive noise may affect the operation or enjoyment of those locations. Sensitive receptors may include: residences, public parks, schools, hospitals, licensed daycare centers group homes, nursing homes and retirement communities. For this assessment, sensitive receptors within 1,500 feet of the project site or slightly more than one-quarter mile were identified. The sensitive receptors are shown in Figure 3.14-1 Noise Monitoring Map. Those locations closest to the site would be most affected by short-term construction noise or operational noise since on-site noise will lessen with distance from the site or attenuate. Sensitive noise receptors closest to the site include:

- Orange and Rockland Park (adjacent)
- YMCA of Southern Orange County / Inspire Kids Preschool (adjacent)
- Crystal Run Healthcare (700 feet northwest)
- Residences on North Avenue (closest residence, 250 feet east-southeast)
- Luke and Friends Preschool (650 feet southwest of site)
- Crane Park (725 feet southwest)
- North Main Street School (1350 feet southeast)

Ambient Noise Conditions

Vacant portions of the project site do not generate noise. Noise is generated from the existing two residences onsite. Residential noise may include vehicles, lawn maintenance equipment (mowers, blowers), and barking dogs.

Ambient sources of noise at the site are primarily from vehicle traffic on Route 208, on Gilbert Street Extension and further from the site on North Main Street, Schunnemunk Road to the east and Route 17M to the west. These local roads have relatively heavy traffic volumes during morning and afternoon peak traffic periods.

Tim Miller Associates, Inc. monitored ambient noise levels on the project site on December 13 and 14, 2022. Three representative locations were selected, representing locations closest to sensitive receptors, and locations where future operational activity on the site will occur including traffic circulating in parking areas and around the building. The noise monitoring locations are shown in Figure 3.14-1.

Location 1 is located near the project entrance on Route 208, Location 2 near the northern property line and the adjacent Orange and Rockland Park and Location 3 near the western property line and the adjacent YMCA.

Noise measurements were collected using Casella 63X measuring units, programmed to collect A-weighted and octave band sound pressure measurements on a continuous basis. The measurements were collected continuously from approximately 1:00 p.m. on October 13, 2021 until 10:30 a.m. on October 14, 2021. This represents approximately 21.5 hours of continuous monitoring. While noise levels were monitored continuously, periods were selected for peak morning and afternoon traffic times and at a nighttime period (9:00 to 11:00 p.m. to provide representative periods during the day and night.

During the set-up and removal of the noise monitoring equipment, the dominant ambient sounds were of traffic on Route 208 and North Main Street and to a lesser extent from Gilbert Street Extension, the YMCA and Route 17M to the west.

Although noise measurements were collected for a continuous approximate 21 hour period, the Scoping Document specified collecting noise measurements during peak morning and peak afternoon hours, related to off-site traffic volumes. The noise levels for the 6:00 to 8:00 am period, intended to represent the peak morning period, were averaged logarithmically to develop an LeqA for that period (for example, 60.3 dBA at location 1). Existing noise levels for two hour evening period were averaged to provide existing conditions for that period.

The existing on-site noise levels are below the EPA standard of 65 dBA for exterior noise levels acceptable for residential uses. The existing noise levels were at or exceeded the NYSDEC referenced EPA Protective Noise Level of 55 dBA at all locations in the morning peak hour. Existing noise levels at Location 1 were at or exceeded that noise level at the three selected time periods.

Potential Impacts

Short Term Construction-related Noise

Local daytime ambient noise levels will increase both on and off of the project site during construction of the proposed 208 Business Center. Construction activities and the operation of construction equipment are an expected and required consequence of any new construction project and cannot be avoided. Therefore, some noise impacts from construction would be expected. It is important to note that noise resulting from construction activities is a temporary impact, and will cease upon completion of the project.

Noise levels from construction activity will reduce over distance from the source. At a distance of 1000 feet, noise levels from certain equipment is in the range of ambient noise conditions measured in the vicinity of the site. As described, sensitive receptors near the subject property are between 50 (adjacent) and 1,300 feet from the site, resulting in lower sound levels from construction at greater distance from the site.

Construction activity will be limited to the periods specified in the Village noise code, or between the hours of 7:00 a.m. and 9:00 p.m. weekdays and between the hours of 9:00 a.m. and 9:00 p.m. Saturdays and Sundays.

Blasting

Pile driving is not anticipated for the building construction, based upon geotechnical testing, although blasting and rock removal is anticipated. Bedrock was found at the surface in the western edge of the site and at shallow grades in the footprint of the proposed building. Limited blasting and rock removal may be required for the building foundation. Blasting will be limited in extent and duration.

The Village of Monroe has regulations regarding blasting in Chapter 76: Blasting Operations in the Village Code. The Code requires a blasting permit from the Village Clerk prior to any blasting operations. The Code provides blasting procedures, hours of blasting operations and insurance requirements. The applicant will prepare a Blasting Protocol, for review and approval by the Planning Board, during the site plan review process. The protocol will include procedures for notification of residents and businesses before a blasting event.

Long-Term Operational Noise Effects

The 208 Business Center will generate noises typical of commercial properties with retail and office uses. Noise from the operation of the commercial development will result from both mobile sources (vehicles) and stationary sources (equipment).

The primary operational noise resulting from the 208 Business Center will be vehicles entering and exiting the development. The majority of the vehicle trips will be passenger cars, but trucks will enter and exit the site for deliveries. According to the Traffic Impact Study, the project is expected to generate 228 new trips in the AM peak hour, 442 new trips in the PM peak hour and 516 new trips in the Saturday peak hour. This increase in traffic will increase noise on the project site and incrementally on nearby local roads including Route 208, North Main Street and Schunnemunk Street. Current residents (sensitive receptors) on nearby streets will experience an incremental increase in noise as traffic volumes increase.

The increase in activity and circulating vehicle traffic on the site will increase noise levels for sensitive receptors near the site including the YMCA and Orange and Rockland Park. It is noted that the highest traffic levels on the site will occur during daytime periods, when general traffic volumes are high on nearby roads, such as Route 208 and Route 17M. The overall noise levels from on-site traffic is mitigated somewhat by the necessarily low speeds of vehicles circulating on-site and parking. Noise from traffic is substantially affected by vehicle speed.

Potential Noise Increases for Nearby Receptors

The sensitive noise receptors closest to the subject property are: 1) Orange and Rockland Park (adjacent to the north) 2) the YMCA of Southern Orange County (adjacent to the west), and 3) the single family residences on the west side of North Main Street near its intersection with Schunnemunk Street (closest, 200 feet southeast). The closest noise receptors for on-site activity are shown in Figure 3.14-2. Sound levels decrease over the distance between the source and the receptor. According to the NYSDEC Noise Program Policy, every doubling of the distance produces a 6 dB reduction in the sound[10]. Based upon an analysis of parking lot activity and off-site noise receptors, off-site sensitive receptors are not expected to experience any significant increases in noise levels from the proposed development.

The heating, ventilation and cooling equipment (HVAC) for the proposed building will be a stationary source of noise for nearby receptors. Commercial HVAC systems for multi-floor buildings will vary in design and in the location of the heating and cooling units. Many commercial units are placed on building roofs for aesthetics and maintenance. The HVAC equipment will likely be located on the roof of the building and screened from view with a low parapet wall. The design of the building HVAC system has not yet been completed. Such equipment is not expected to create substantial or excessive noise for nearby sensitive receptors such as the Orange and Rockland Park and the YMCA.

Mitigation Measures

Construction activities will comply with the Village noise ordinance. Construction activity will be limited to the periods specified in the Village noise code, or between the hours of 7:00 a.m. and 9:00 p.m. weekdays and between the hours of 9:00 a.m. and 9:00 p.m. Saturdays and Sundays. It is likely that construction will be limited to a greater degree by typical contractor work periods, such as 7:00 a.m., to 5 p.m.

Construction equipment will be well maintained and proper mufflers and sound reducing equipment will be used to reduce noise levels from machinery and heavy equipment during construction. The construction contractor will be responsible to maintain equipment during construction.

Deliveries to the development will be limited to daytime periods to reduce potential truck traffic before and after typical business hours (7:00 a.m. to 6:00 p.m.).

The on-site HVAC equipment will likely be located on the roof of the building and screened from view with a low parapet wall. The design of the building HVAC system has not yet been completed. Shielding the HVAC equipment will reduce the equipment noise for nearly receptors including the Orange and Rockland Park and the YMCA. The applicant will be responsible for the selection of HVAC equipment and project design.

[10] *Assessing and Mitigating Noise Impacts, NYSDEC, revised* 2001.

1.2.15 Cumulative Impacts

Potential Impacts

The cumulative impacts of the project generated traffic are thoroughly assessed the Traffic Impact Study that is a part of this DEIS. That study assessed the existing traffic conditions in the area affected by the above projects in the Village and Town of Monroe, the future traffic without the project (no-build), and the traffic conditions with the project combined with other pending projects, or the cumulative impacts (see Section 3.7 Transportation).

The following conclusions and recommendations were made based on the results of the Traffic Impact Study completed for the proposed *208 Business Center.*

1. The proposed project is estimated to generate a total of 228 new vehicle trips during the AM peak hour, 442 new vehicle trips during the PM peak hour, and 516 new vehicle trips during the Saturday peak hour at the completion of the project.

2. The level of service analysis indicates that the study area intersections, the primary of which is the Schunnemunk Street/N. Main Street intersection, will degrade because of the traffic impacts from the project. Traffic from this intersection will queue back into upstream intersections and negatively affect operations. Improvements will be necessary to accommodate the projected traffic flows.

3. In order to mitigate existing poor traffic operations as well as impacts of the 208 Business Center it is recommended that the Village work with NYSDOT and Orange County in order to implement the improvements shown in Figure 3.7-1 – Triangle Improvement Concept. These include converting the one-way Route 208 slip ramp to two-way traffic and adding signals at the Gilbert Street Extension and Site Driveway 1 intersections with Route 208. This option mitigated the existing congestion in the triangle area and impacts from the project. Additional investigation (on-going) is needed to determine if adequate right-of-way and funding is available for these improvements. Since this improvement mitigates impacts from the project, existing conditions, and impacts from other developments included in the analysis, the Village, as lead agency, should require a fair-share participation in funding the improvements.

4. The Village, NYSDOT, OCTC, applicants, and elected officials should collaborate to determine potential funding sources for the improvements.

The applicant is engaged in discussions with the Village, Orange County, and NYSDOT regarding these improvements and will be obtaining additional survey and developing a preliminary plan of the improvements. Further detail is provided in Section 3.7 Transportation and the TIS provided in Appendix C.

The cumulative impacts to the Village of Monroe Water District and the Orange County Sewer District #1 are described in Section 3.9 Utilities Water and 3.10 Utilities Wastewater of this DEIS. The analysis of the cumulative impacts to Village water supply assessed those projects from the traffic study, that are in the Village water district. The projects include:

- YMCA of Monroe – 22,000 s.f. expansion
- 24 Gilbert Street – 12,000 s.f. conversion of existing building to office
- 324 Rt. 208 – 30,000 s.f. of mixed-use office, retail and medical
- 326-328 Rt. 208 (Threetel) – 15,000 s.f. warehouse
- 310 Schunnemunk Rd. – 21 single family homes
- 424-434 North Main Street – 11,600 s.f. office

The factors and calculations for estimating the cumulative water usage is provided in Appendix I. The pending projects that may be added to the water demand for the Village, in addition to the proposed project total an estimated 19,315 gallons per day. The volume above with the estimated usage for the project will total approximately 26,565 gallons per day.

The pending (No-Build) projects that may be added to the sewage treatment capacity demand for the HWWSTP, in addition to the proposed project total an estimated 19,315 gallons per day. The volume above with the estimated usage for the project will total approximately 26,565 gallons per day. This estimate is consistent with the cumulative water demand estimate described in Section 3.9 Utilities – Water.

Currently, sufficient capacity exists for both sewer and water services with the project and other pending projects in the Village and Town of Monroe.

The increase in demand for police, fire and emergency response services resulting from the project is incremental and will be cumulative with the completion of other pending projects in the Village. The future demand for community services will occur over a period of years and Village community services will adjust their capabilities and budgets based, in part, upon demand. The tax revenue generated by the proposed commercial and office development will offset this future demand.

The energy use by the proposed action and resultant greenhouse gas emissions is a cumulative impact, which although local is a global issue. The “No-Build” projects listed above are expected to generate greenhouse gas emissions proportional to the specific size, design and nature of those projects.

Mitigation Measures

The Traffic Impact Study provides recommendations for traffic improvements to address existing and future traffic problem areas in the local network. As described in the study, accomplishment of the proposed improvements will require coordination between the applicant, Village of Monroe, NYSDOT and Orange County, as well as sponsors of other pending projects.

The estimated tax revenue to be provided to the Village and various taxing jurisdictions will offset the demand for community services such as police, fire and emergency medical services.

1.3 Alternatives

The alternatives considered in this DEIS are described in Section 5.0 Alternatives. The Alternatives, which were compared to the proposed action, include the following:

A. **No Action Alternative** as per 6 NYCRR 617.9(b)(5)(v).
In accordance with SEQRA regulations, the No Action Alternative must evaluate the adverse or beneficial impacts that would occur in the reasonably foreseeable future in the absence of the proposed action. For purposes of this analysis, the No Action alternative assumes that the proposed project site would remain with two existing residences and an empty residence formerly used as a bicycle shop.

The No Action alternative would be inconsistent with the objectives of the applicant. Under the No-Action alternative, none of the impacts identified in this report, whether adverse or beneficial, would occur.

The No Action alternative would result in no grading disturbance to the 5.08 acre site and the excavation of soil and rock to facilitate the development. The alternative would not result in the alteration of drainage patterns on the project site nor the introduction of up to in an increase of approximately 3.9 acres of new impervious surface. There would be no construction of stormwater management systems on the site. No disturbance or removal of up to 4.98 acres of second growth brush and woods. The site would continue to provide habitat and cover for local suburban wildlife.

The No-Action alternative would leave approximately 5 acres of prime real estate along Route 208 mostly undeveloped and would retain the existing two residences on the property. Without the development there would be no increase in tax revenues to the Village and the School District. There would be no increase in the demand placed on community services and facilities as a result of the No Action alternative. There would be no increased demand placed on water supply, wastewater treatment facility capacity, electric or gas.

Under the no-build condition, there would be no increase in traffic volume from the 208 Business Center project, although background growth and traffic from other area developments would likely still occur, as described in the Traffic Impact Study.

The site would remain developed with two residences and a vacant business building, although a new business may occupy the vacant bicycle shop. Existing views of the site from Route 208, Gilbert Street Extension and the Orange and Rockland Park would remain the same. There would be no increase in the use of energy resources.

B. **Two Building Alternative** on existing separate tax parcels as per 6 NYCRR 617.9(b)(5)(v)(d).
A conceptual two building alternative plan was previously discussed with the Planning Board. This alternative considers a building on the northern tax lot and a second building on the southern three lots.

This plan would provide a single entrance at NY Route 208, and does not provide a second access point at Gilbert Street Extension, as the preferred plan provides. The entrance at NY Route 208 would be a right-turn in and right-turn out entrance.

This plan would involve somewhat less impervious surface than the proposed plan (approximately 3.93 acres instead of 4.53 acres) and therefore less volume of treated stormwater. The plan

provides for an approximate 20,000 s.f. area adjacent to the YMCA parcel that could be landscaped or some existing trees retained. This area for the property was previously cleared and graded.

In terms of land uses, this alternative would provide potentially similar commercial and retail shopping opportunities, but would not provide the mixed-use office component provided with the proposed project. The commercial retail square footage in the two-building alternative would be slightly greater than for the proposed project (53,100 s.f. as compared to 47,500 s.f.), but the difference is not significant in terms of the overall commercial space provided and fiscal impacts to the Village.

Given the smaller overall commercial space, as compared to the proposed multi-use plan, the two building alternative would generate somewhat less traffic with 324 trips in the peak p.m. hour, as compared to 442 trips in the same period for the proposed action.

This alternative was evaluated by the applicant and did not meet the objectives of providing a mixed-use development with office space. The single entrance on NY Route 208 limits access to the site from the south and does not provide the flexibility of two entrances.

C. **Prior 208 Monroe Plaza Alternative** as per 6 NYCRR 617.9(b)(5)(v)(f).
In 2005, the Planning Board considered a commercial shopping center proposal on the northern portion of the site consisting of 2.6 acres. The proposal involved two attached one-story commercial buildings with a combined area of 16,152 s.f.. The project was proposed by a different property owner / applicant and the plan prepared by a different engineer.

This commercial project would result in a substantially smaller development than the proposed project, approximately one quarter the square footage of the proposed action. This alternative would result in the disturbance and introduction of impervious surface over nearly the entire 2.6 acre property. The shopping center entrance would be in the approximate same location as the proposed project, but no access to Gilbert Street Extension would be provided. The two residences and the former bicycle shop, part of the current property would remain off-site and unconnected to this development. In terms of land uses, this alternative would provide potentially similar commercial and retail shopping opportunities, but would not provide the mixed-use office component provided with the proposed project.

The applicant currently owns 5.08 acres in a prominent location in the Village with access from both Route 208 and Gilbert Street extension. It would not be reasonable or practical to leave approximately one-half of the property undeveloped to proceed with the development of the Prior 208 Monroe Plaza Alternative.

D. **Reduced Scale Alternative** [as per 6 NYCRR 617.9(b)(5)(v)(c)] that is feasible, considering the objectives and capabilities of the project sponsor, and designed to avoid, lessen, or minimize identified environmental impacts on the site including to on-site natural and cultural resources affected by the project, and to avoid, lessen, orminimize environmental impacts on surrounding lands, neighborhoods, and the Village and Town.

The Reduced Scale Alternative, as described in the Scoping Document, is an alternative that is feasible considering the objectives and capabilities of the applicant, and designed to avoid, lessen or minimize identified environmental impacts on the site including the on-site natural and cultural resources affected by the project and to lessen environmental impacts to surrounding properties and the Village and Town.

A Reduced Scale Alternative has been developed which reduces the footprint of the proposed building from 47,500 s.f. to 36,250 s.f. a reduction of 11,250 s.f.. Under this alternative, the lot coverage would be reduced from 21.5 percent to 17 percent. The reduction in the size of the building is the result of making the first and second floors of the building the same size at 36,250. The first floor would contain 36,250 s.f. and the second floor would contain 25,000 s.f. of office, the same as the proposed plan, but 11,250 s.f. of retail would be added to the second floor. Retail space on the second floor is not preferable for many retail tenants, but such a layout is found in certain settings.

The primary benefit of this alternative is the reduction of impervious surface on the property, approximately 11,250 s.f. and the related opportunity for landscaping. Under this alternative, the stormwater from approximately 11,250 s.f. of the property would not require stormwater treatment and would infiltrate naturally in landscaped areas. An area of approximately 25 to 30 feet along the northern and eastern borders of the property could be landscaped.

The traffic generated by the development would be the same as for the proposed action. The demand for community services and water and sewer treatment demand would remain consistent with the proposed project. Annual taxes generated for the Village and School District would be similar to the proposed project. Energy demand would remain the same as the current action.

E. **Phasing alternative** [as per 6 NYCRR 617.9(b)(5)(v)(e)] that is coordinated with construction and use of any required road and street modifications, necessary for accommodating the additional traffic generated by the proposed action.

This alternative relates to off-site road and street modifications, some of which are specific to the project, such as access driveways, and others that may occur whether the development proceeds or not. This alternative evaluates the timing of the off-site transportation improvements.

Local traffic in the area of the site including on North Main Street, Schunnemunk Street and Route 208 is a known issue of concern for the Village of Monroe and the NYSDOT. The Traffic Impact Report provided in this DEIS discusses the existing conditions, future conditions without the project (No-Build scenario) and future conditions with the project. Various off-site local traffic improvements are proposed, including a proposed Schunnemunk Street connector road proposed by the Village of Kiryas Joel. The proposed 208 Business Center will require a NYSDOT permit to construct the entrance on Route 208.

The approval and timing of the larger traffic improvements recommended in the TIS are not under the control of the applicant and will only be realized by the involvement and agreement by the applicant working collaboratively with the Village of Monroe, the NYSDOT, the Town of Monroe and Orange County. The 208 Business Center project cannot be implemented and operational without a majority of the local traffic improvements recommended in the TIS having been built. The project is not dependent upon the proposed Forrest Road Extension, although the Traffic Impact Study indicates that this connector road would allow traffic travelling to points west and to the Route 17 / NY Route 208 interchange to bypass the triangle area, reducing traffic volumes in the vicinity of the site. If the connector road was built, visitors to the Route 208 Business Center could continue to use Schunnemunk Road and Route 208 to access the site from the north. Access from the east and south through North Main Street or NY Route 208 would be unaffected by the Forrest Road Extension.

The applicant is engaged in discussions with the Village, Orange County and NYSDOT regarding the triangle redesign improvements and recommends that any current and future project in the area pay a fair share contribution to help complete the improvements and also recommends collaboration amongst stakeholders to determine potential funding sources for the improvements.

1.4 Approvals, Reviews and Permits

As the Lead Agency, the Village of Monroe Planning Board has primary responsibility for reviewing the Site Plan application, considering a Special Use Permit conducting a SEQRA coordinated review with other involved and interested agencies. The proposed action will require approvals from the involved agencies listed below:

Table 1-1
Involved and Interested Agencies

Involved Agencies	
Agency	**Approval Required**
Village of Monroe Planning Board (Lead Agency) 7 Stage Road Monroe, NY 10950	Planning Bd. Approval Site Plan / Special Permit
Village of Monroe Village Board 7 Stage Road Monroe, NY 10950	Gilbert St. Improvements/ Right-of-way dedication
Village of Monroe Zoning Board of Appeals 7 Stage Road Monroe, NY 10950	Interpretation of designation as shopping Center (completed July 14, 2020)
Village of Monroe Water Department 7 Stage Road Monroe, NY 10950	Water Service Application
Monroe Joint Fire District 406 North Main Street Monroe, NY 10950	Fire District Boundary
Town of Monroe Town Board 1465 Orange Turnpike Monroe, NY 10950	Drainage Improvements – Maintenance Easement Agreement Compliance w/ Town Code (Sect.45)
Town of Monroe Planning Board 1456 Orange Turnpike Monroe, NY 10956	Site Plan for Drainage improvements
Orange County Department of Planning 1887 County Building 124 Main Street Goshen, NY 10924	GML 239 Review
Orange County Sewer District #1 OC DPW Div. of Environmental Facilities 2455-2459 Route 17M PO Box 637 Goshen, NY 10924	Lateral Connection
NYS Dept. of Transportation Regional Permit Coordinator 4 Burnett Blvd. Poughkeepsie, NY 12603	Entrance – Road Improvements
NYS Dept. of Transportation Permit Engineer – Residency 8-5 3233 Route 6	Road Improvements

Middletown, NY 10940	
NYS Department of Environmental Conservation Region 3 21 South Putt Corners Road New Paltz, NY 12561	SPDES General Permit for Stormwater Discharge
NYS Office of Parks Recreation & Historic Preservation Field Service Bureau-Peebles Island PO Box 189 Waterford, NY 12188	Determination on Historic/Cultural Resources
Village of Monroe Department of Public Works 124 Maple Avenue Monroe, NY 10950	Gilbert Street Improvements
Interested Agencies	
Orange County Department of Health 124 Main Street #3 Goshen, NY 10924	
Orange County Department of Public Works PO Box 637 Goshen, NY 10924	
Town of Palm Tree Village Hall 51 Forest Road, Suite 340 Monroe, NY 10950	
Monroe Police Department 104 Stage Road Monroe, NY 10950	
Monroe Volunteer Ambulance PO Box 841 Monroe, NY 10949	
Village of Kiryas Joel Village Hall 51 Forest Road, Suite 340 Monroe, NY 10950	
U.S. Army Corps of Engineers 26 Federal Plaza, Ste 2113 New York, NY 10278	

2.0 DESCRIPTION OF THE PROPOSED ACTION

This Draft Environmental Impact Statement (DEIS) has been prepared in response to a Positive Declaration issued by the Village of Monroe on February 23, 2021, in connection with a Mixed-Use Site Plan application by 208 Business Center LLC, the "Applicant" and owner of the subject property. The proposed project is located on Route 208 and Gilbert Street Extension in the Village of Monroe, Orange County, New York.

In connection with a site plan application, the Village of Monroe identified the proposed development as a Type I Action and declared itself to be Lead Agency for a SEQRA coordinated review. Given no objection to the Lead Agency declaration by other involved agencies, the Planning Board adopted a Positive Declaration on February 23, 2021 and circulated the applicant's SEQRA Draft Scoping Document to all involved and interested agencies. A Public Scoping Session was held on March 23, 2021 with written comments on the Draft Scoping Document accepted until April 2, 2021. The Final Scoping Document was adopted on May 25, 2021. The adopted scoping outline is included as Appendix A of this DEIS.

This DEIS has been prepared to evaluate potential environmental impacts associated with the proposed mixed-use development and to identify mitigation measures to avoid or reduce adverse impacts and to consider all reasonable alternatives to the action. The DEIS has been prepared in accordance with the New York State Environmental Quality Review Act (SEQRA) and Part 617 of the regulations implementing SEQRA.

2.1 Regional Site Location

The project site is located in the incorporated Village of Monroe, contained within the Town of Monroe, Orange County, New York. Orange County is located on the west side of the Hudson River in the lower Hudson Valley region. The Village of Monroe is located in the southerly portion of the County. Monroe adjoins the Village of Kiryas Joel to the northeast, the Town of Monroe to the south and west, the Village of Harriman to the east, and the Village of South Blooming Grove to the north.

The project site is south of Route 6/17 and west of Interstate 87 (the New York State Thruway) (see Figure 2-1).

2.2 208 Business Center Site Location

As shown in Figure 2-2, the subject site is located on the north side of Gilbert Street Extension and west of Route 208 in the Village of Monroe. The site consists of four parcels in the northeastern portion of the Village. The proposed mixed use project is located on 5.08 acres including the following Tax Lots, as shown on the tax map of the Village of Monroe:

- 201-3-3
- 201-3-4
- 201-3-7
- 201-3-8

Figure 2-2 shows the existing setting and character of the project site and surrounding area within one-quarter mile from the site. Land uses in the vicinity of the site are further described below.

Project Site Zoning

The subject site is located in the GB – General Business zoning district. Nearby zoning districts in the Village include the SR-10 Suburban Residential district located southeast of the site along North Main Street south of Schunnemunk Street. Mapped areas of the VR- Village Recreational district are located east of the site abutting Route 17 / Route 6, as well as southwest of the site near the intersection of Route 208 and Route 17M, the location of Airplane Park.

In November 2019 the Village of Monroe Building Inspector issued a letter stating that the Applicant's proposed project is considered a "Shopping Center" under the Village Code. In December 2019 the Applicant appealed the Building Inspector's opinion to the Zoning Board of Appeals (ZBA). Following discussion and deliberation, the Zoning Board of Appeals provided a determination on August 24, 2020 to overturn the Building Inspector's determination that the application was a "Shopping Center" since it did not propose a "group of buildings planned as a whole and intended for one or more establishments for retail or allied purposes." Village Code Section 200-5. A copy of the ZBA determination is provided in Appendix B.

In a separate decision signed by the Zoning Board of Appeals on February 11, 2022, the Board determined the applicable front yard setbacks for the project. A copy of the ZBA determination is provided in Appendix B. Given the determination of the setbacks by the ZBA, the current proposed plan meets all zoning code requirements for setbacks and does not require any variances. A table showing the Village of Monroe Bulk Requirements for the General Business zoning district is provided on the Site Plan Cover Sheet and is reproduced in Table 2-1, below. A full sized set of the Site Plan drawings are attached to this DEIS and the plans are a part of the Draft Environmental Impact Statement (DEIS)(see Appendix L).

Table 2-1
Village of Monroe Bulk Requirements
(GB Zoning District)

Requirements	**Minimum Required**	**Proposed**
Lot Area (sf)	20,000	221,120
Lot Width (ft)	50	280
Front Setback (ft)	60	62
Rear Setback (ft)	40	41
One Side Setback (ft)	50	55
Total Side Setbacks (ft)	80	NA
	Maximum Allowed	
Building Height (ft)	35[1]	35
Lot Coverage	25	21.5
[1] The maximum building height shall be the lesser of 35 feet or two stories with a basement.		

Former Site Uses

The project site currently contains two single-family residences and a vacant residential building that was most recently used for bicycle sales and repair. The two residences are located at 23 and 25 Gilbert Street Extension in the southern portion of the site and the former bicycle repair shop at 401 Route 208 at the eastern side of the site. According historical aerial photos of the

property, the site has remained either residential or undeveloped, with the exception of the former bicycle shop.

Site Survey

A site survey has been completed for the subject property by a licensed land surveyor, Edward T. Gannon, PLS (dated October 28, 2019), and is attached with the Site Plan drawings (see attached and Appendix L). The property is approximately 5.08 acres in size and consists of four tax lots, as described. According to the survey, there are no easements, rights-of-way or legal restrictions affecting the property's development potential. An off-site drainage easement is provided to the benefit of 208 Business Center at the northwest corner of the property. The easement crosses land owned by the Town of Monroe. This drainage easement is shown on the Cover Sheet (Sheet 1) of the full sized Site Plan drawings (see attached and Appendix L – Site Plans). A copy of the drainage easement is provided in Appendix B – Correspondence.

Nearby Land Uses

The project site is located in a mixed-use Village setting with nearby residential, commercial, institutional (YMCA) and recreational (Orange and Rockland Park) uses. Figure 2-2 shows the land uses within one quarter mile of the site and they are described, as follows:

North - The property is bordered to the north by the Town of Monroe Orange and Rockland Park. This park is approximately 1.4 acres in size and contains the southern end of Orange and Rockland Lake. The park has lawn and picnic areas. A gasoline service station is located at the northeast corner of the site, and the station has frontage onto Route 208. A residential subdivision is located northeast of the site around Orecco Terrace.

East - The site is bordered to the east by Route 208, which provides access from NYS Route 17/6, north of the site to the Village center to the south. The Route 208 / North Main Street split is directly east of the property (see Figure 2-2). A home improvements business is operated from a former residence at the southeast corner of the site. A Mobile gasoline service station is located east of the site in a triangle formed by Route 208, North Main Street and Schunnemunk Road. Several office buildings are located on the east side of Route 208. Several residences and undeveloped land are located further to the east on Schunnemunk Street.

South - The Gilbert Street Extension borders the site to the south. Two office buildings border the site between the Gilbert Street Extension and Route 208 / Schunnemunk Road. South of Schunnemunk Road are several office and industrial buildings. Residences are located southeast of the site along North Main Street and a Village park is located to the southwest. Airplane Park located on Millpond parkway includes a play area and Korean War memorial.

West - The YMCA of Monroe is located directly west of the site, including its parking lots. The Long Trail lies to the west of the YMCA building. In the Village of Monroe, the Long Trail consists of a paved multi-use path, on a converted rail bed. West of the Long Trail are commercial businesses along Highway 17M, including the Crystal Run Healthcare Monroe facility.

The two project entrances, one at Route 208 and the second at Gilbert Street Extension will require improvements in the public right-of-way, specifically driveway pavement and curbing. Permits for this work will be necessary from NYS Department of Transportation (Route 208) and from the Village of Monroe Department of Public Works (Gilbert Street Extension). This work will be finalized towards the end of construction, as final paving is completed. The Traffic Impact Study

(TIS) described in Section 3.7 Transportation describes existing traffic problems in the vicinity of the site, including poor levels-of-service at the signalized intersection of Schunnemunk Street and North Main Street. The Gilbert Street Extension intersection with NYS Route 208 also functions poorly. The proposed 208 Business Center development is anticipated to exacerbate these existing traffic issues. The proposed action envisions off-site traffic improvements necessary to provide safe access to and from the project site and adequate traffic flow on surrounding roads. These traffic improvements are described in Section 3.7 Transportation.

An overflow stormwater drainage pipe will be installed from the northwest corner of the site to nearby Orange and Rockland Lake. This off-site improvement will require approval from the Village of Monroe Department of Public Works. All off-site improvements are part of the proposed development and will be funded by the applicant.

The infrastructure serving the site includes Village water service, sewer service provided by Orange County, and private electric service provided by Orange & Rockland. These utilities are located from Route 208 and from Gilbert Street Extension.

2.3 Potential Project Impacts

This DEIS evaluates, the existing conditions on and near the subject site, the potential impacts of the proposed mixed-use development and mitigation measures proposed to reduce, minimize or eliminate those potential impacts. As indicated above, the DEIS evaluates those topics identified in the Final Scoping Document. Section 3.0 of the DEIS includes the following topics and evaluation of those topics:

- Topography, Soils and Geology
- Wetlands and Surface Waters
- Stormwater Management
- Vegetation and Wildlife
- Cultural Resources
- Visual Resources
- Transportation
- Land Use and Zoning
- Utilities – Water
- Utilities – Wastewater
- Community Facilities and Services
- Greenhouse Gases and Climate Change
- Short Term Impacts - Construction
- Cumulative Impacts
- Adverse Impacts that Cannot be Avoided
- Alternatives
- Irretrievable and Irreversible Commitment of Resources

The alternatives considered in this DEIS are described in Section 5.0 Alternatives. The Alternative were compared to the proposed action, which is fully described below. The Alternatives include the following:

A. No Action Alternative as per 6 NYCRR 617.9(b)(5)(v).
In accordance with SEQRA regulations, the No Action Alternative must evaluate the adverse or beneficial impacts that would occur in the reasonably foreseeable future in the absence of the

proposed action. For purposes of this analysis, the No Action alternative assumes that the proposed project site would remain with two existing residences and an empty residence formerly used as a bicycle shop.

B. Two Building Alternative on existing separate tax parcels as per 6 NYCRR 617.9(b)(5)(v)(d).

A conceptual two building alternative plan was previously discussed with the Planning Board. This alternative considers a building on the northern tax lot and a second building on the southern three lots.

C. Prior 208 Monroe Plaza Alternative as per 6 NYCRR 617.9(b)(5)(v)(f).

In 2005, the Planning Board considered a commercial shopping center proposal on the northern portion of the site consisting of 2.6 acres. The proposal involved two attached one-story commercial buildings with a combined area of 16,152 s.f.. The project was proposed by a different property owner / applicant and the plan prepared by a different engineer.

D. Reduced Scale Alternative [as per 6 NYCRR 617.9(b)(5)(v)(c)] that is feasible, considering the objectives and capabilities of the project sponsor, and designed to avoid, lessen, or minimize identified environmental impacts on the site including to on-site natural and cultural resources affected by the project, and to avoid, lessen, orminimize environmental impacts on surrounding lands, neighborhoods, and the Village and Town.

The Reduced Scale Alternative, as described in the Scoping Document, is an alternative that is feasible considering the objectives and capabilities of the applicant, and designed to avoid, lessen or minimize identified environmental impacts on the site including the on-site natural and cultural resources affected by the project and to lessen environmental impacts to surrounding properties and the Village and Town.

E. Phasing alternative [as per 6 NYCRR 617.9(b)(5)(v)(e)] that is coordinated with construction and use of any required road and street modifications, necessary for accommodating the additional traffic generated by the proposed action.

F. This alternative relates to off-site road and street modifications, some of which are specific to the project, such as access driveways, and others that may occur whether the development proceeds or not. This alternative evaluates the timing of the off-site transportation improvements.

2.4 Description of Proposed Action

The applicant (208 Business Center LLC) proposes a new mixed-use retail and office building with a footprint of approximately 47,500 s.f. on the 5.08-acre property. The first floor is proposed to consist of approximately 47,500 s.f. of leasable space to be used for retail uses with the balance of the first-floor area being common areas. The second floor is proposed to consist of an additional approximately 25,000 s.f. of office space. The total square footage of the development is approximately 72,500 s.f. The proposed building will be two-stories with a height of 35 feet, consistent with the zoning code. The proposed Site Plan is shown in Figure 2-3. A complete full-sized set of the Site Plan Drawings are attached to this DEIS and are provided in Appendix L. The Site Plan drawings are a part of this DEIS.

The proposed building is similar in size and scale as other buildings in the GB – General Business District. The adjacent YMCA building has two stories and a footprint of approximately 41,900

square feet. The Crystal Run Healthcare Monroe facility located west of the site has a footprint of approximately 37,300 square feet and two stories. A warehouse building south of the site, at Route 208 and has a footprint of approximately 53,600 square feet, larger than the proposed retail / office building.

Parking is provided consistent with the zoning code with 260 spaces provided. The code requirement for retail uses are 3.97 spaces per 1,000 s.f. of building area. The code requirement for office uses are 2.79 spaces per 1,000 s.f. of building area. The parking calculations are provided on the Cover Sheet of the attached Site Plan Drawings. The majority of the parking will be provided south and east of the building. Section 200-46 Parking and Loading, of the Village Code describes the number of parking spaces required for different uses, specifically:

> *A. Number required. Accessory off-street parking spaces, either outdoors or enclosed, shall be provided according to the standards cited in the most recent edition of the Institute of Transportation Engineers' publication Parking Generation (see Chart No. 2 in Section 200-46), or as determined by the Planning Board, upon consideration of all factors entering into the parking demands of each and every use proposed, whichever is less. To assist the Planning Board in this determination the applicant shall complete the applicable portions of Chart No. 1 (see Section 200-46).*

One of the factors to assist the Planning Board in the decision to require less parking than the ITE recommendations is number of employees, among other factors. The project engineer has utilized the ITE parking generation rates, as provided in the Site Plan drawings, and summarized above. These rates, based upon surveys of different uses incorporate employees.

Electric vehicle charging stations are provided in the parking area in the northeast portion of the site (see attached Site Plan drawing, Sheet 3)). An example of the sign for the electric vehicle charging station, as required by the Approved Scoping Document, is provided on Sheet 9 of the Site Plan Drawings (Attached and Appendix L).

The proposed building will be located in the northern portion of the approximately 5.08 acre site with parking and access driveways surrounding the building. The building setbacks meet the requirements of the zoning code as provided in the bulk table provided in the Site Plan drawings (attached) and in Table 2-1, above. The proposed plan provides building lot coverage of 21.5 percent, less than the maximum 25 percent lot coverage allowed by the by the zoning code.

A single loading area is proposed for the building, located at the northwest corner of the building. A 26-foot-wide driveway is provided at the north and west side of the building for truck deliveries to the building. A single refuse collection area is provided at the north side of the building. No outdoor storage areas are proposed. No commercial kitchens are proposed for the property, but space for small office kitchens for use by office tenants will be provided. No food trucks will be permitted on the property.

Internal driveways, 26 feet in width, are provided for the two entrances, surrounding the building and as parking aisles to provide for safe vehicle circulation throughout the site. The site entrance on Route 208 and on Gilbert Street Extension will be 26 feet in width, consistent with the requirements of the Village Site Plan criteria. As shown in the Site Plan (Sheet 3, Appendix L) , the two entrances have been designed to accommodate Type SU-30 Truck and WB-50 Truck turning travel paths. The project engineer has consulted with the Monroe Joint Fire District regarding on-site access for the District's largest trucks, and confirmed that the aisle width is adequate (see e-mail December 5, 2022, Appendix B – Correspondence). Since Route 208 is one-way southbound, the Route 208 driveway is designed as a southbound entrance and exit

only. The entrance at Gilbert Street Extension is designed for both right and left turn entrance and exits.

Concrete sidewalks are proposed for the southern, eastern and northern side of the building, where entrances are proposed. Pedestrian crosswalks are provided across internal driveways for the eastern and southern parking areas. The Site Plan drawing (Sheet 3, Appendix L) provides the location of pedestrian crosswalks and vehicle signage. No specific signs for pedestrian or bicycle circulation are proposed. Sidewalks are not extended off-site to Route 208 or Gilbert Street Extension since no sidewalks currently exist on these streets. The closest municipal sidewalks to the site are on North Main Street, south of Schunnemunk Street. Bicycle racks will be provided adjacent to the proposed building.

A Grading and Utility Plan is provided as Sheet 4 in the Site Plan drawings set (see Attached and Appendix L). Grading for the proposed development is fully described in Section 3.1 Topography, Soils and Geology. An estimated 4.98 acres of the entire site is proposed to be disturbed. The site will be improved with a two-story building, parking area, driveways, and landscaping and the stormwater management system. Based upon preliminary engineering estimates, development of the Site Plan would involve a net cut of approximately 12,900 cubic yards of material, of which approximately 8,800 cubic yards is from the building foundation and basement area.

A Lighting Plan is provided as Sheet 6 (see attached and Appendix L). Site lighting is further described in Section 3.6 Visual Resources. Safety lighting is provided on pole mounted lights at the perimeter of the parking areas and occasional pole mounted lights interior to the site. The light poles will be 15 feet in height with the exception of a single pole in the center of the parking lot at 25 feet in height. Wall mounted lights will be provided on the building and these will be downward directed with “cut-offs” to prevent off-site glare. All pole mounted lighting will be downward directed and “night-sky” compliant. The lighting plan shows that light from poles at the perimeter of the parking areas will be limited to the site and will not extend off-site.

A Landscape Plan prepared by a landscape architect is provided with the Site Plan drawings (Sheets 13 and 14, attached and Appendix L). A Landscape Plan has been prepared to provide landscaping and vegetation at the edges of the development and in the parking areas and in a landscaped island at the front of the building. A reduced scale version of the plan is provided as Figure 2-4. The Landscape Plan shows screening and street trees planted in the 15-to-30-foot frontage along NYS Route 208. Shrubs and street trees are proposed along the edge of the parking lot. Plantings would include a row of Maple trees, as well as shrubs planted along the property frontage on Gilbert Street Extension. Trees and shrubs are proposed in tree islands in the main parking area south of the building.

A tree survey has also been completed and submitted with the plan set. This plan shows that 120 trees have been identified, tagged and survey on the subject property. Due to the required site grading and earth movement it is unlikely that any of these trees can be preserved. However, at least 53 of the surveyed trees are of species listed as non-native invasive species and thus considered to be undesirable from an ecological and landscape standpoint. Therefore less than 67 “desirable” trees will be cut, and replaced with a minimum of 73 trees as part of the proposed landscaping plan.

The proposed mixed-use retail and office building will be, in the opinion of the applicant, an attractive, modern building that is intended to be compatible with surrounding and nearby development. The building will have a varied façade with alternating walls, windows and entrances. Four architectural renderings of the proposed building are provided as Figures 2-5

through 2-7B. A full-sized architectural Elevation drawing is attached to the Site Plan drawings (attached and Appendix L) and the building elevations are also provided as Figure 2-8. Figure 2-7B Building Rendering Southwest Corner shows the proposed western building façade. This view is not representative of future views from the YMCA property since the YMCA building is relatively close to the property line. See Figure 2-3 for the comparative building locations on both properties. The building floor plans are being developed by the project architect.

No on-site easements, rights-of-way, restrictions or other legal devices affecting the property's development potential have been identified for the property. The deeds for each of the four parcels which comprise the subject property are provided in Appendix B – Correspondence.

Section 200-72 Site Plan and Special Permit Review provides the Village requirements for Site Plan submittals and the objectives and design requirements. Specifically, Section 200-72(D) provides the objectives and requirements for Site Plan review, as follows:

> *Objectives and design requirements. In reviewing site plans, consideration shall be given to the public health, safety and welfare; the comfort and convenience of the public in general and of the residents or users of the proposed development as well as of the immediate neighborhood; and appropriate conditions and safeguards as may be required to further the expressed intent of this chapter and the accomplishment of the following objectives:*

The Code provides fifteen objectives related to: project design, conformance with the Village Comprehensive Plan, traffic, parking, lighting, signs, mechanical equipment, stormwater and emergency services, among others. Section 200-72(I) provides specific requirements for Site Plan information as provided by the applicant's legally qualified engineer. The Applicant believes the Site Plans provided as part of this DEIS meet the objectives and specific requirements of the Village Code. Details regarding the plan and modifications to the plan will be provided to the Planning Board as part of the Site Plan and Special Permit review process.

Utilities

The subject property is served by Village of Monroe Water department and a water service application will be reviewed by that department for approval to connect to service lines. The sewer service is provided by Orange County Sewer District No. 1. Approval will be required from Orange County Sewer District No. 1 to connect to the sewer lines in Route 208. Plans for water and sewer service are further discussed in Sections 3.9 – Utilities Water and 3.10 – Utilities Wastewater.

Electrical service is provided in the Village by Orange and Rockland Utilities, Inc. The Village and the site are not served by natural gas. Cable and internet service are provided by private carriers in the Village.

Stormwater management will be completed on-site and will be maintained by the property owner. The Stormwater Pollution Prevention Plan (SWPPP) prepared by the project engineer provides the details of stormwater management (see Appendix D). Stormwater management is summarized in Section 3.3 Stormwater Management.

Environmental Site Assessment

A Phase 1 Environmental Site Assessment was not conducted for the property. Historical information including aerial photographs dating to 1940 indicate that the property uses have been

limited to either residential or a bicycle shop that occupied a former residence. An environmental database for the property was reviewed to assess whether any spills or environmental concerns were associated with the property. The database of local, New York State and federal environmental records indicate no environmental reports or concerns with the subject property. The Village's planning consultant indicated that the adjacent Exxon gasoline service station at 425 NY Route 208, is the subject of a New York State Department of Environmental Conservation (NYSDEC) administrative enforcement order (DEC File No. R3-20181213-215). The order relates to eight (8) gasoline stations owned by Alta East, Inc., including the Exxon station adjacent to the project site, where petroleum impact has been found and has not been adequately investigated or remediated. The administrative enforcement order lists the petroleum spill reported for the Exxon station as Spill No. 1507104.

The online NYSDEC Spills Database does not provide details regarding the spill or remediation status. The environmental database reviewed did not list the Exxon station at 425 NY Route 208 as the location of spills or leaking tanks. A Freedom of Information (FOIL) request was sent to the NYSDEC regarding the status of the Enforcement Order and DEC Spill No. 1507104. The results of the FOIL inquiry will be provided to the lead agency upon receipt.

2.5 Objectives and Project Purpose Need and Benefits

The applicant, 208 Business Center, Inc. propose a mixed-use retail and office building to provide needed retail and office space for residents of the Village of Monroe, Town of Monroe and Town of Palm Tree. The building will provide attractive retail and office space in a modern building at a location convenient to Route 17 / Route 6 and to Route 208, and at northern edge of the Village of Monroe. A grocery store is a potential tenant for the building. The proposed food store would be distinct from other chain supermarkets in the Village, such as the nearby ShopRite on NY Route 17M or the Stop and Shop further south on NY Route 17M. The grocery store would carry specialty foods catering to the local community and not typically available in larger chain stores, including Kosher foods. The Village Comprehensive Plan identified a high demand for a large Kosher food store in the discussion of retail opportunities in the Village[2]. The proposed 208 Business Center seeks to address that purpose and need.

The applicant believes there is a strong local market for the proposed retail space. The complimentary office space is located in a prime location convenient to Route 17 / Route 6 and proximate to the Village of Monroe, the Town of Monroe and the Village of Kiryas Joel / Town of Palm Tree.

The Project Site is located within the GB Zoning District. The following commercial and retail uses are permitted in the GB Zoning District by site plan and or special use permit:

- Bank or financial institution
- Car wash
- Day care
- Drive-through and drive-up establishment
- Food service sales – no wait staff
- Funeral and interment service
- Garden center
- Neighborhood shopping center
- Office

[2] Village of Monroe NY Comprehensive Plan, 2014, p. 77.

- Personal service with floor area per establishment no less than 1,000 SF
- Recreational facility, indoor with a floor area per establishment of no less than 1,000 SF
- Restaurant with a floor area per establishment of no less than 1,000 SF
- Retail stores or shops with a floor area per establishment of no less than 1,000 SF
- Shopping center

Here, the Project Sponsor has proposed a mixed-use retail and office building. The total square footage of the development is approximately 72,500 s.f. The first floor is proposed to consist of approximately 47,500 s.f. of leasable space to be used for retail uses with the balance of the first-floor area being common areas. The second floor is proposed to consist of an additional approximately 25,000 s.f. of office space. The proposed building will be two-stories with a height of 35 feet, consistent with the zoning code. At this time, no tenants have been identified for the Project. In this market, while demand for retail and commercial space is high, potential tenants are unwilling to sign lease agreements until all local approvals are obtained given the time it takes to obtain local approval and the turbulence of the process.

We have annexed hereto in Appendix B a letter from Loop Realty, a real estate professional, outlining the demand for retail and office space in the Village, which may include a grocery store. As set forth in the market demand letter, because of the over 4,000 households that are being developed in and around the Village, the need for retail and office space has also grown. This will result in new businesses, or expansions of existing businesses, to utilize the Project. The Project is not expected to result in existing businesses moving to the Project location and leaving stores vacant. Also, because of this high demand for retail and office space, the Project is not expected to be vacant but will be utilized by the increased demand in retail and commercial space.

Notwithstanding the above, as represented herein, the Project will be inclusive of the above-mentioned permitted uses within the Village's Zoning Code for the GB zoning district. In New York, "[t]he inclusion of the permitted use in the ordinance is tantamount to a legislative finding that the permitted use is in harmony with the general zoning plan and will not adversely affect the neighborhood." *N. Shore Steak House, Inc. v. Bd. of Appeals of Inc. Vill. of Thomaston*, 30 N.Y.2d 238, 243 (1972). Further, the issuance of a permit is a "duty" of the municipality once all review criteria has been met. *See Knight v. Bodkin,* 41 A.D.2d 413, 417 (2d Dep't 1973) (holding that "[t]he issuance of such a permit is a duty, imposed upon the zoning board once it is shown that the proposed use meets the standards prescribed by the ordinance.). Lastly, the Planning Board cannot "speculate" as to whether the Project is in furtherance of a market demand. *See Rendely v. Town of Huntington,* 44 A.D.3d 864, 866 (2d Dep't 2007) (holding that concerns based solely on "conjecture and speculation" are inappropriate).

Here, the uses that will occupy the Project are those that are permitted in the Zoning Code for the GB zoning district. The site plan and special use permit review criteria within the Zoning Code does not require a finding related to a market demand. As noted above, permitted uses within the GB zoning district have already been identified by the Village Board as being in harmony with the general zoning plan and will not adversely affect the neighborhood and the Planning Board shall not speculate as to the Project's inevitable success. *See Bongiorno v. Plan. Bd. of Inc. Vill. of Bellport,* 143 A.D.2d 967, 968 (2d Dep't 1988) (holding that "it was improper for the planning board to deny final approval because the petitioner's proposed businesses might run contrary to the objectives of the soon to be completed Bellport Master Plan.").

The proposed development will provide needed additional ratables and tax revenue to the Village of Monroe, and the various tax jurisdictions. The Villages assessed valuation will increase by $2,487,895 resulting in an annual increase in taxes totaling $550,445, at today's tax rates. Of this

total the Village will directly receive an annual increase in tax revenue of $109,313 and the school district's budget will realize a positive increase of an additional $348,121 annually. The increase taxes will offset the potential costs for the Village to service the site with emergency services such as police, fire and emergency medical service. The applicant is not seeking any payments in lieu of taxes (PILOT) or other tax exemptions.

2.6 Construction

Construction Period Anticipated

The duration of the construction is anticipated to be approximately 16 months, beginning in Spring 2023 and completed in Fall 2024. The development will be constructed as one continuous project and will not be completed in phases. Construction activity will occur weekdays from 7:00 AM to 9:00 PM, weekdays and 9:00 AM to 9:00 PM on Saturdays and Sundays in conformance with the Village of Monroe regulations. No construction activity will occur on holidays.

The following describes the general sequence of activities that would occur to construct the project.

1. Install temporary erosion controls
2. Remove trees and stumps
3. Demolish on-site residences
4. Strip and stockpile topsoil
5. Rough grading
6. Install utilities and stormwater facilities
7. Stabilize disturbed areas with paving or permanent erosion control measures
8. Construct commercial / office building per approved plans
9. Construct parking areas, driveways and entrances, including work in the Village ROW
10. Construction of off-site traffic improvements (concurrent with on-site construction)
11. Complete final landscaping.

Initial construction activities such as site preparation and tree removal will occur in the first six-months (tasks 1 to 5). Installation of utilities, stormwater facilities and construction of the building will occur over the next one-year period of construction. The final parking and entrance construction, paving and landscaping will occur in the final three to six months of construction.

Erosion and Sediment Controls During Construction

The project documents for permitting and construction will include detailed erosion and sedimentation control plans, details and notes designed in accordance with Village and State requirements for stormwater management. Erosion and sediment controls will include implementation and maintenance of temporary measures throughout the duration of the construction activities and installation of structural measures for the permanent stabilization of the site. The project SWPPP is provided in Appendix D.

Site excavation will entail excavation and earth removal. Test-pits completed by the project engineer has indicated that blasting will likely be required in the footprint of the proposed building. Earthwork and grading will be conducted in accordance with applicable Village and NY State requirements. No on-site rock crushing is proposed and any excavated rock will be either used on-site as backfill, without processing, or transported off-site. A Grading and Utility Plan is provided with the Site Plan drawings attached to this DEIS (see Sheet 4, and Appendix L). A

further discussion of construction and excavation is provided in Sections 3.1 Topography, Soils and Geology and Section 3.13 Short Term Impacts – Construction.

A stabilized gravel construction access pad will be installed at the construction entrance point identified on the erosion control plans to limit soil transport onto the local roadways from trucks leaving the site. The erosion and sediment control plans specify measures to manage stormwater during construction. Details of the proposed erosion and sediment controls are specified in the site plan drawings and further described in Section 3.3 Stormwater Management.

Construction Staging and Parking Areas

Construction material and staging areas will be maintained on the site. Areas for equipment staging and soil stockpiling within the site will need to be designated prior to commencement of construction activities. Erosion controls will be utilized around all areas selected for material storage and equipment staging. The construction equipment entrance will be stabilized with crushed stone and perimeter silt fencing will be installed around all construction areas.

Existing impervious area on the site is estimated to be approximately 0.72 acres. The total amount of post developed impervious area is computed to be approximately 4.6 acres resulting in an increase of approximately 3.9 acres of impervious surface. All parking is to be provided on-site and no shared parking with adjoining uses is proposed. No banked parking spaces are proposed.

Construction Solid Waste

Solid waste from construction will be minimized to the extent practical. A survey of office, retail and public building construction in 2003 resulted in an average of 4.34 lbs. of construction waste per square foot of new construction.[3] Therefore, the proposed commercial building is anticipated to result in 157 tons of construction waste. Solid waste from construction can be reduced by segregating and recycling material. During the construction of the 208 Business Center removed trees will be sold for lumber and processing. Tree stumps will be ground and can be reused as woodchips or mulched. Segregating wood, metal and plastic waste during construction in separate roll-off containers will allow for greater recycling potential. Scrap metal is recyclable and is marketable.

2.7 Operations

Currently, the applicant has not identified any specific tenant or uses for the property. A neighborhood grocery store may be a retail tenant occupying a portion of the first floor. Office tenants also have not yet been identified. No common areas have been designated, but certain utility and maintenance areas for the building will be separate from the tenant space. The commercial and office space is expected to operate during normal commercial and office hours (for example 7:00 am to 10:00 pm). The grocery store is proposed to be open 24-hours per day.

Construction activity will occur weekdays from 7:00 AM to 9:00 PM, weekdays and 9:00 AM to 9:00 PM on Saturdays and Sundays in conformance with the Village of Monroe regulations.

[3] Estimating 2003 Building-Related Construction and Demolition Material Amounts, USEPA, 2003.

2.8 Approvals, Reviews and Permits

As the Lead Agency, the Village of Monroe Planning Board has primary responsibility for reviewing the Site Plan application, considering a Special Use Permit conducting a SEQRA coordinated review with other involved and interested agencies. The proposed action will require approvals from the involved agencies listed below:

Table 2-2
Involved and Interested Agencies

Involved Agencies	
Agency	**Approval Required**
Village of Monroe Planning Board (Lead Agency) 7 Stage Road Monroe, NY 10950	Planning Bd. Approval Site Plan / Special Permit
Village of Monroe Village Board 7 Stage Road Monroe, NY 10950	Gilbert St. Improvements/ Right-of-way dedication
Village of Monroe Zoning Board of Appeals 7 Stage Road Monroe, NY 10950	Interpretation of designation as shopping Center (completed July 14, 2020)
Village of Monroe Water Department 7 Stage Road Monroe, NY 10950	Water Service Application
Monroe Joint Fire District 406 North Main Street Monroe, NY 10950	Fire District Boundary
Town of Monroe Town Board 1465 Orange Turnpike Monroe, NY 10950	Drainage Improvements – Maintenance Easement Agreement Compliance w/ Town Code (Sect.45)
Town of Monroe Planning Board 1456 Orange Turnpike Monroe, NY 10956	Site Plan for Drainage improvements
Orange County Department of Planning 1887 County Building 124 Main Street Goshen, NY 10924	GML 239 Review
Orange County Sewer District #1 OC DPW Div. of Environmental Facilities 2455-2459 Route 17M PO Box 637 Goshen, NY 10924	Lateral Connection
NYS Dept. of Transportation Regional Permit Coordinator 4 Burnett Blvd. Poughkeepsie, NY 12603	Entrance – Road Improvements
NYS Dept. of Transportation Permit Engineer – Residency 8-5 3233 Route 6 Middletown, NY 10940	Road Improvements
NYS Department of Environmental Conservation Region 3 21 South Putt Corners Road	SPDES General Permit for Stormwater Discharge

New Paltz, NY 12561	
NYS Office of Parks Recreation & Historic Preservation Field Service Bureau-Peebles Island PO Box 189 Waterford, NY 12188	Determination on Historic/Cultural Resources
Village of Monroe Department of Public Works 124 Maple Avenue Monroe, NY 10950	Gilbert Street Improvements
Interested Agencies	
Orange County Department of Health 124 Main Street #3 Goshen, NY 10924	
Orange County Department of Public Works PO Box 637 Goshen, NY 10924	
Town of Palm Tree Village Hall 51 Forest Road, Suite 340 Monroe, NY 10950	
Monroe Police Department 104 Stage Road Monroe, NY 10950	
Monroe Volunteer Ambulance PO Box 841 Monroe, NY 10949	
Village of Kiryas Joel Village Hall 51 Forest Road, Suite 340 Monroe, NY 10950	
U.S. Army Corps of Engineers 26 Federal Plaza, Ste 2113 New York, NY 10278	

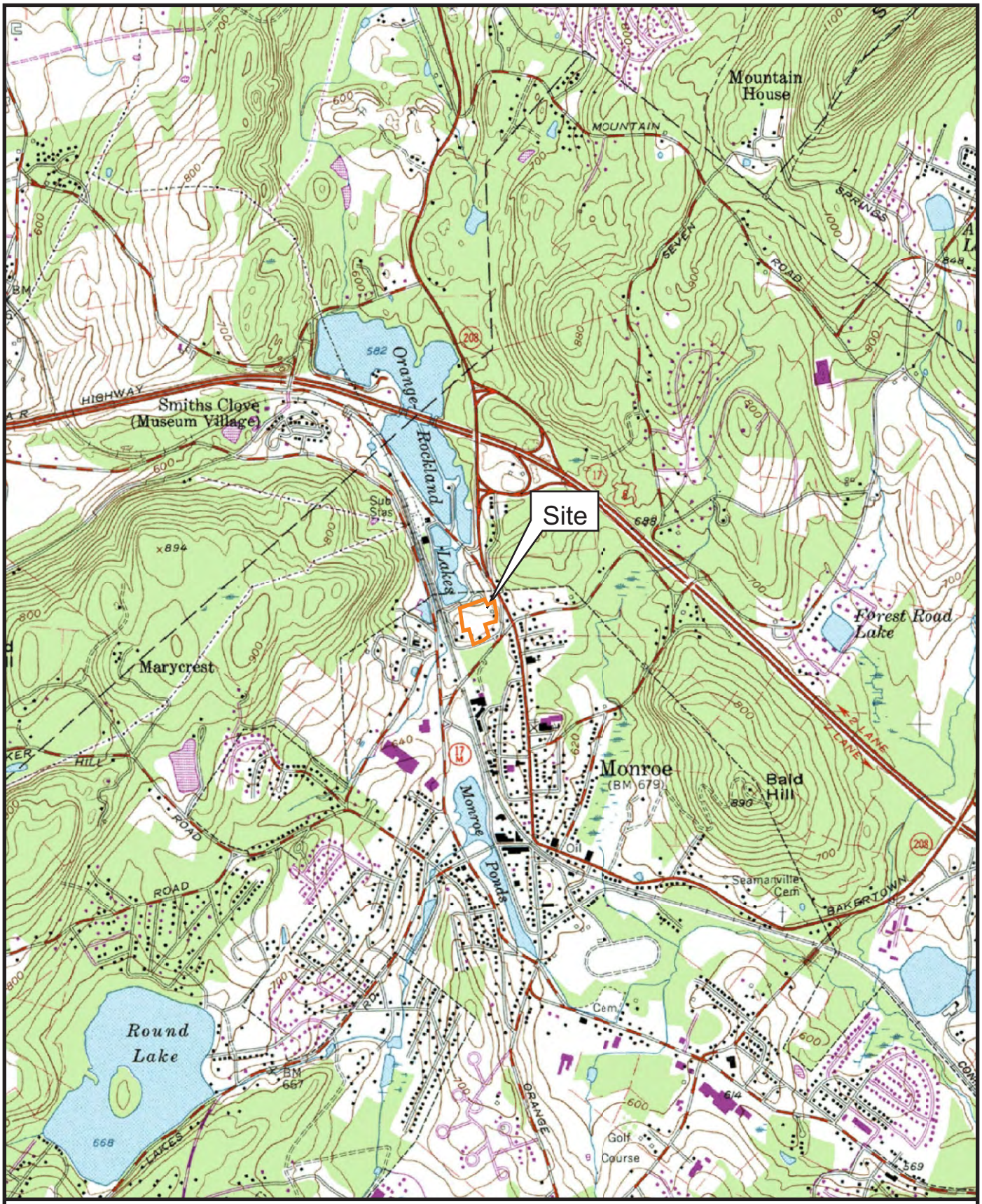

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Figure 2-1: Location Map

Monroe 208 Business Center
Village of Monroe, Orange County, New York
Base Map: Terrain Navigator

File 21032 09-30-2021

Tim Miller Associates, Inc.,10 North Street, Cold Spring, New York 10516 (845) 265-4400 Fax (845) 265-4418

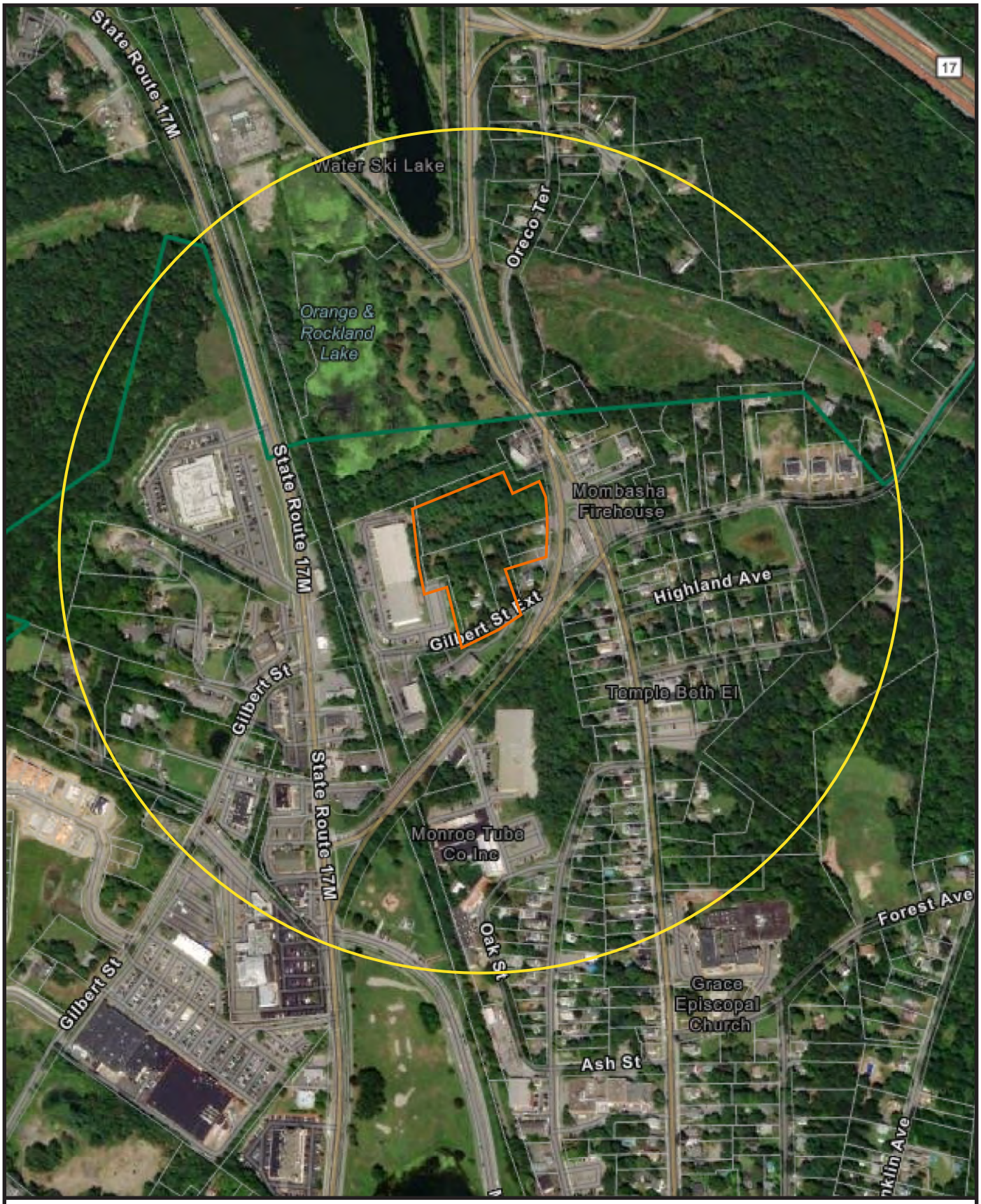

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Figure 2-2: One-Quarter Mile Radius Map

208 Business Center
Village of Monroe, Orange County, New York
Base Map: Orange County GIS
Approx. Scale: 1 in. = 510 ft.

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Tim Miller Associates, Inc.,10 North Street, Cold Spring, New York 10516 (845) 265-4400 Fax (845) 265-4418

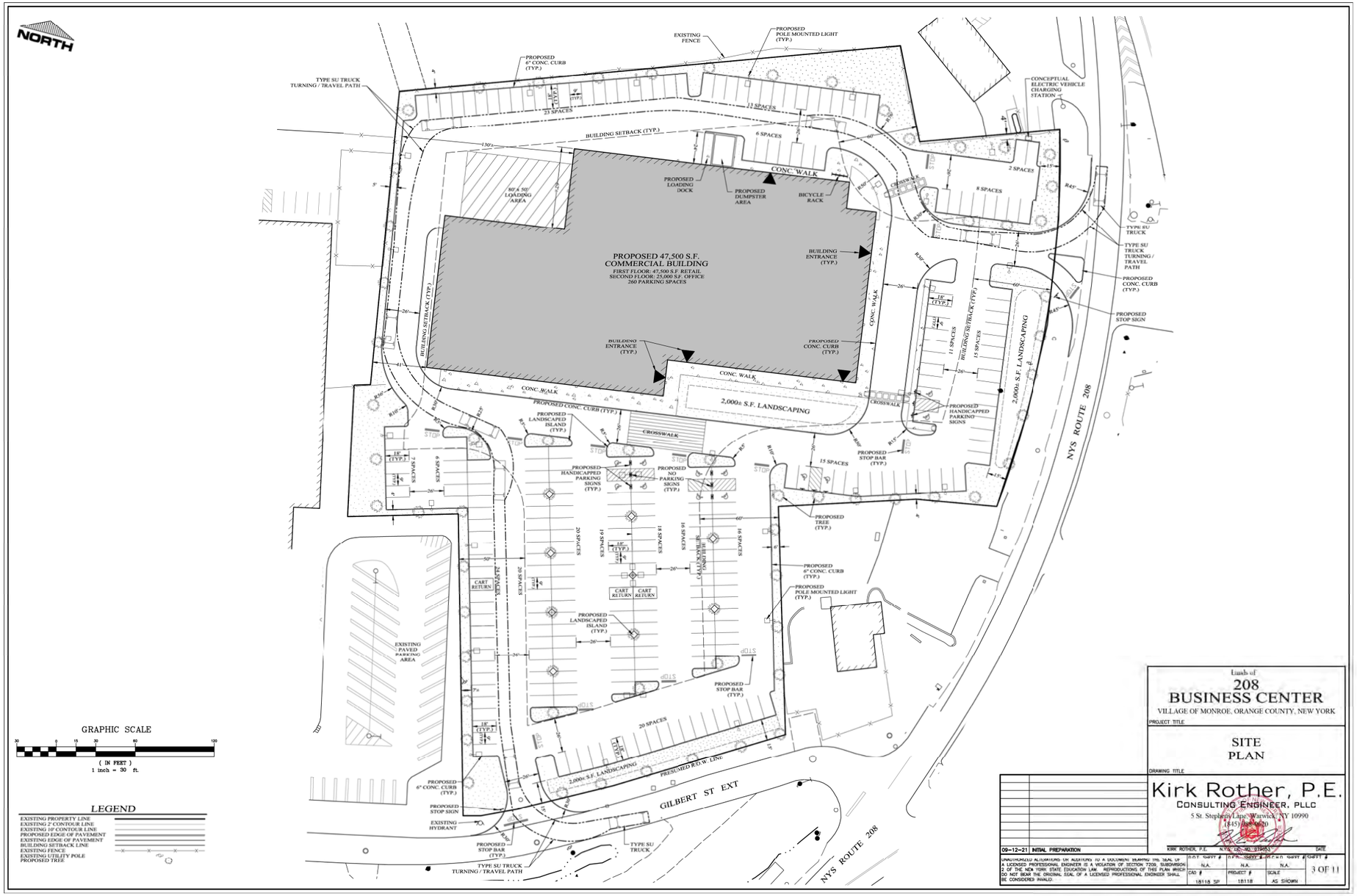

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Figure 2-3: Proposed Site Plan
208 Business Center
Village of Monroe, Orange County, NY
Source: Kirk Rother, PE, Consulting Engineer, PLLC, 2022

Tim Miller Associates, Inc.,10 North Street, Cold Spring, New York 10516 (845) 265-4400 Fax (845) 265-4418

SYMBOL	TYPE	KEY	QTY	BOTANICAL NAME	COMMON NAME	MIN. SIZE	REMARKS
	DECIDUOUS TREES	Ao	X	Acer Rubrum "October Glory"	October Glory Red Maple	3"-3-1/2" c	B&B
		Gt	X	Gleditsia Triacanthos "Inermis"	Skyline Thornless Honeylocust	3"-3-1/2" c	B&B
		Pc	X	Pyrus Calleryana "Whitehouse"	Whitehouse Callery Pear	2"- 2-1/2" c	B&B
		Px	X	Prunus x Yedoensis	Yoshino Cherry	2-1/2"-3" c	B&B
		Tc	X	Tilia Cordata "Greenspire"	Greenspire Linden	3"-3-1/2" c	B&B
	EVERGREEN TREES	Ts	X	Thuja Standishii x Plicata "Green Giant"	Green Giant Arborvitae	6' - 7' hgt	B&B
	EVERGREEN SHRUBS /GROUND COVERS	Bm	X	Buxus Microphylla Japonica"Winter Gem"	Winter Gem Boxwood	30" - 34"	Container
		Jc	X	Juniperus Chinensis "Gold Coast"	Gold Coast Juniper	30" - 34"	Container
		Jh	X	Juniperus Horiz. "Bar Harbor"	Bar Harbor Juniper	2 gal.	B&B
		Rp	X	Rhododendron "PJM"	PJM Rhododendron	30" - 34"	B&B
		Vr	X	Viburrium Rhytidophyllum	Leather Leaf Viburnum	34" - 36"	B&B
	DECIDUOUS SHRUBS	Sj	X	Spirasa Japonica	Little Princess Spiraea	24" - 30"	Container
		Sp	X	Syringa Patula "Miss Kim"	Miss Kim Lilac	30" - 34"	Container
	GRASSES	Pa	X	Pennisetum Alopecuroides"Hamein"	Dwarf Fountain Grass	24" oc	2 gal.
	PERENIALS	An	X	Aster Novi-Belgii	New York Aster	24" oc	1 gal.
		La	X	Lavandula Angustifolia	English Lavander	24" oc	1 gal.

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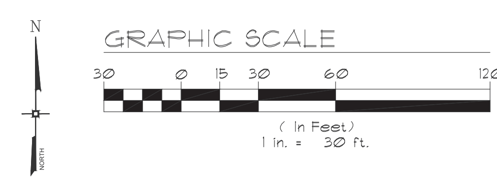

Date	Description
09-15-22	Date of Origin

ESPOSITO & ASSOCIATES
262 GREENWICH AVENUE
GOSHEN NY, 10924
845.294.0558 Fax 845.294.0580

ESPOSITO
ARCHITECT
Signature

208 BUSINESS CENTER
VILLAGE OF MONROE
ORANGE COUNTY, NY

LANDSCAPE PLAN

DRAWING TITLE:

Unauthorized alteration or addition to a plan bearing a Licensed Land Surveyor's or Professional Engineer's seal is a violation of section 7209, subdivision 2 of the NY State Educational Law.

Scale:	Drawing No.:	Project No.:
1"=30'	1 of 2	#22120
CAD Reference: .dwg	O.C.H.D. Sheet No.: of	D.E.C. Sheet No.: of

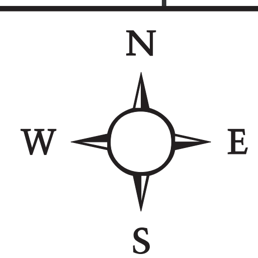

Figure 2-4: Landscape Plan
208 Business Center
Village of Monroe, Orange County, New York
Source: Esposito & Associates

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Figure 2-5: Building Rendering - Southeast Corner
208 Business Center
Village of Monroe, Orange County, New York
Source: MAX Space Designs

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Figure 2-6: Building Rendering - Front from Southeast
208 Business Center
Village of Monroe, Orange County, New York
Source: MAX Space Design

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Figure 2-7: Building Rendering - Front from Southwest
208 Business Center
Village of Monroe, Orange County, New York
Source: MAX Space Design

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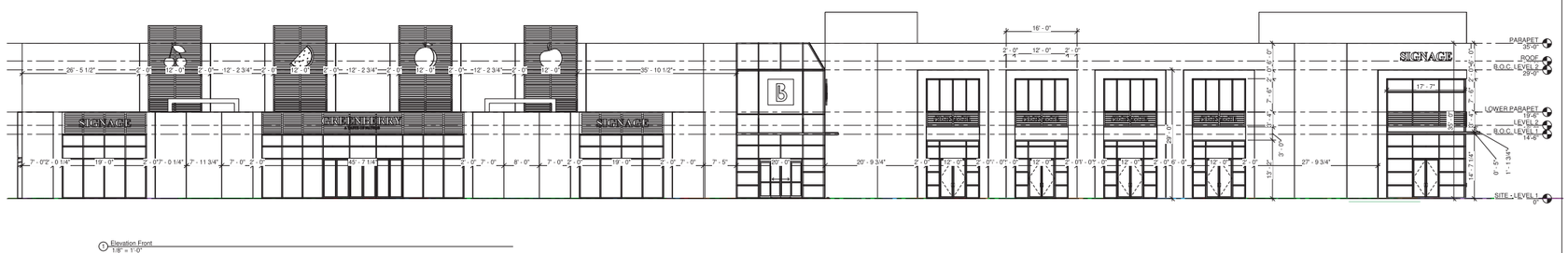
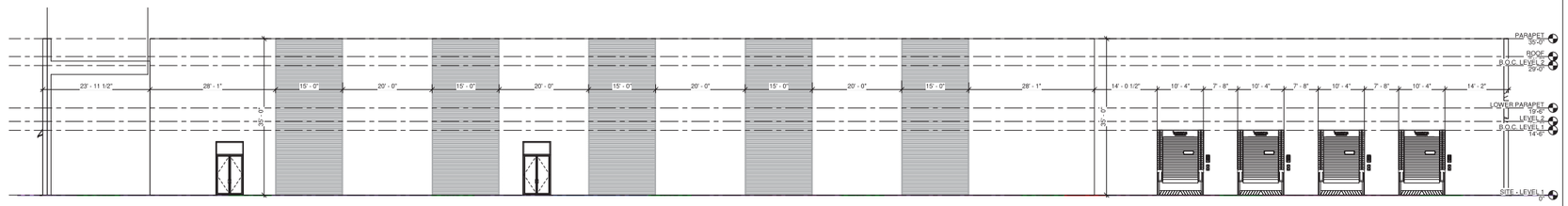
Note: The rendering shows the proposed western building wall facade. This view is not a typical future view from the YMCA property due to the YMCA building layout. See Figure 2-3 - Proposed Site Plan for adjoining property.

Figure 2-7B: Building Rendering - Southwest Corner
208 Business Center
Village of Monroe, Orange County, New York
Source: MAX Space Design

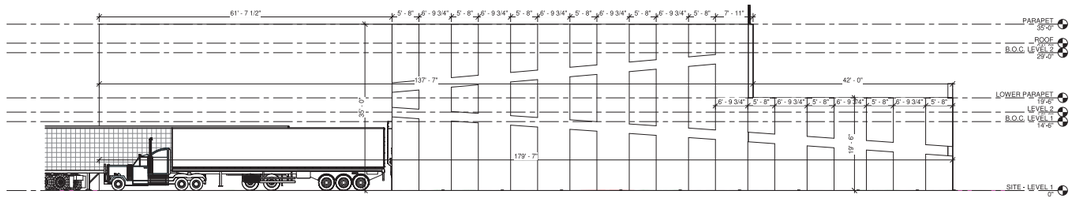


Elevation Front
1/8" = 1'-0"



Elevation Rear
1/8" = 1'-0"

Elevation Right
1/8" = 1'-0"



Elevation Left
1/8" = 1'-0"

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Architectural Designers
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Brooklyn, NY, 11218
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No.	Revision	Date

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Project number	190113
Date	3/31/2023
Drawn by	Author
Checked by	Checker

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Scale 1/8" = 1'-0"

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Figure 2-8: 208 Business Center - Elevations
208 Business Center
Village of Monroe, Orange County, New York
Source: MAX Space Design

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Figure 2-9: Example Electrical Vehicle Charging Station
Monroe 208 Business Center
Village of Monroe, Orange County, New York
Source: TMA Photo

File 21032 09-30-2021

3.1 Topography, Soils and Geology

3.1.1 Existing Conditions

Geology

The project site is located in the eastern section of the New England physiographic province, more specifically the northern edge of the Hudson Highlands, which is characterized topographically by broad gentle valleys and a moderate pattern of ridges. Local and regional geology has been mapped by the State of New York and is depicted on the Geologic Map of New York Lower Hudson Sheet (reprinted 1995). The bedrock identified on and near the project site is a combination of the Skunnemunk formation and Fellvale Formation, located in the Hamilton Group. This rock consists of arkose, mudstone and conglomerate rocks.

The Geotechnical Site Assessment, provided in Appendix G, describes the complex bedrock mapped in the vicinity of the site. The project geotechnical engineer has identified the bedrock on the site as a gray mudstone (shale), probably of the lower Devonian age Esopus formation.

Bedrock is exposed on the project site along the fenceline and at the property line between the northern parcel and the southwest parcel near the YMCA property. The bedrock can be described as dark brown to grey mudstone. The bedrock is weathered and fractured, but does not have distinct bedding planes found in shale rock. It appears the hillside to the south was cut in the vicinity of the property line to level the northern parcel and thereby exposing the bedrock. No other bedrock outcrops were observed on the property.

According to the Surficial Geologic Map of New York, Lower Hudson Sheet (1989), the surficial deposits in the area of the project site consist of glacial tills. Tills are described as variable in texture (e.g. clay, silt-clay, boulder clay), that were deposited adjacent to melting glaciers. Glacial tills and the soils that derive from them predominate in the lower Hudson Valley.

Soils

On-site soils have been mapped and described by the USDA Soil Conservation Service (SCS) in the Soil Survey of Orange County, New York, issued in 1981. Generally, the site comprises one soil type, Mardin gravelly silt loam. The soil is described as deep, moderately well drained soils formed in glacial till deposits. These mapped soils mentioned above are not considered hydric soils.

The soil mapping units found on the site, using the soil classifications and descriptions of the USDA SCS, are summarized below, and depicted in Figure 3.1-1 as mapped in the Orange County USDA NRCS. A summary of this investigation is described below.

- Mardin gravelly silt loam 3 to 8 percent slopes (MdB) This soil unit is located on hilltops and ridges in upland areas. It consists of deep moderately well drained soils. The water table is perched above a fragipan in early spring and other wet periods of time. The permeability of this soil type is characterized as moderate in the surface and subsoil, but slow or very slow in the fragipan substratum. Bedrock is found more than 60 inches below the ground surface. This soil type is mapped on the entirety of the site, see Figure 3.1-1, Soils Map.

Suitability of the Soils for Construction

The Soil Survey of Orange County describes the only soil unit on the site and features which may restrict its use for development. A list of soil characteristics is provided in Table 3.1-1. Development limitations are considered: *slight*, where soil properties are generally favorable for the indicated use and limitations are minor and easily overcome; *moderate*, if soil properties are less favorable for the indicated use, and special planning, design or maintenance may be needed to overcome or minimize the limitations; and *severe*, if soil properties result in the need to implement special design measures to construct a structure.

Table 3.1-1
Soil Characteristics and Limitations

Soil Series	Hydrologic Group[1]	Permeability (in./hr.)	Erosion Factor	Potential Limitations for:			
			K[2]	Local Roads and Streets	Small Commercial Buildings	Shallow Excavations	Lawns and Landscaping
Mardin gravelly silt loam (MdB)	C	0.6-2.0 (0-20" deep) <0.2 (20-60" deep)	0.24-0.25	Moderate: frost action	Moderate: slope, frost action, wetness.	Moderate: wetness.	Moderate: small stones

[1] Hydrologic groups are used to estimate runoff from precipitation; they range from high infiltration (A) to low infiltration (D).
[2] Erosion Factor K indicates susceptibility to sheet and rill erosion by water measured in tons/acre/year. K values range from 0.05 to 0.69. Higher values indicate greater susceptibility
3 Perched groundwater is found at 1.5 to 2.0 feet March through May. Bedrock is found at greater than 60 in. Field testing found no groundwater or seepage in September, 2021.
Source: Soil Survey of Orange County, New York, USDA SCS.

As noted in Table 3.1-1, the SCS identifies these soils as possessing potential limitations for development of roads, buildings, excavations, lawns and landscaped areas generally due to wetness and frost action for much of the site, and slopes on those areas of the site containing steep slopes. The presence of these constraints does not mean the land is undevelopable nor are they a rating of construction potential. The ratings reflect the difficulty and relative costs of corrective measures that may be necessary (e.g. erosion controls, footing drains or other drainage improvements) for development. The limiting characteristics of these soils must be overcome by careful project planning, design and management. Measures to overcome any limitations are described in Section 3.1.2 Potential Impacts.

The project engineer, Kirk Rother, P.E., completed soil test pits to determine soil conditions and depth to bedrock and groundwater. The results of the test pit excavation is provided on the Soil Test Pit Map (see Appendix G).

The project geotechnical engineer Kevin Patton P.E. has inspected the site, reviewed the test pit results as well as background maps and studies and has provided a Geotechnical Site Assessment report for the site (see Appendix G). The Assessment confirms the Mardin gravelly silt loam soils on the property and the underlying bedrock is gray mudstone (shale), probably of the Esopus formation. A summary of the key findings of the Geotechnical Site Assessment follows below in Section 3.1.2 Potential Impacts.

Topography

Topography in the vicinity of the site consists of rolling topography with no stark topographic features, as can be seen in Figure 3.1-2 Local Topography Map. Local topography reflects the underlying bedrock formation and local drainage patterns. Topography and slopes on the subject site are generally level or gently sloping as shown on Figure 3.1-3, Existing Onsite Slopes Map. A majority of the site is characterized with slopes ranging from 0-10 percent. Slopes that are mapped as 10-15 percent and greater than 15 percent are located in the northeastern corner of the site and the southern portion of the site near Gilbert Street Extension. The central portion of the site, the proposed location of the building is primarily 0-10 percent slopes.

3.1.2 Potential Impacts

Soils

The entire site is mapped as having the Mardin Gravelly Silt loam soil type. An estimated 4.98 acres of the entire site is proposed to be disturbed. The site will be improved with a two-story building, parking area, driveways, and landscaping.

Grading is required to construct the internal driveway network, parking area, install site utilities, prepare level areas for the commercial building, and to create a stormwater management system.

Summary of Geotechnical Site Assessment

According to the *Geotechnical Site Assessment*, the test pits indicate that in the east half of the building this excavation will be entirely in soil, while at the west end of the building it will be entirely in rock, with a cut depth of approximately 14 feet. Generally, excavation of the west half of the building is expected to encounter about one to five feet of soil and three to twelve feet of rock, with a total excavation depth of seven to sixteen feet.

Three subsurface stormwater control features are proposed; test pits in and near the north and east controls indicate that suitable soils are present to sufficient depth for their construction. Test pits had not been excavated near the south stormwater control area, due to the presence of occupied structures. That system will be installed to a depth of about two to seven feet below existing grade, and it appears likely that acceptable soils will be found there.

The investigation did not indicate that any unusual construction challenges should be expected. The soils and bedrock are suitable for the use of shallow foundations and slabs-on-grade, and will provide an allowable bearing capacity of at least 3000 psf for conventional spread footings, which could likely be increased following further site investigation work, e.g. soil borings. The soils can be excavated using conventional heavy equipment such as excavators and bulldozers, and most of the soils should be suitable for use as general site fill and backfill. Shallow sump pits should be adequate for the control of groundwater seepage during construction; while occasional veins or lenses of ‘bank run’ sand and gravel may be encountered, most of the soils are dense and somewhat silty, and slow seepage rates are expected following initial drain-down of the excavations.

Bedrock excavation can probably be performed entirely by mechanical methods, i.e. by splitting with hydraulic hoe-rams and by ripping. This appears to have been the method used for the rock cut along the edge of the adjacent YMCA site; the south end of the cut lies on a natural near-vertical joint and appears clean and stable.

According to the Geotechnical Assessment, the scope of the project, its setback from adjacent properties, the topography, soil type and bedrock conditions are such that the project can be executed without any significant geotechnical impacts on adjacent properties. Additional investigation needs to be performed to verify suitable conditions in the proposed south subsurface stormwater control area, and should also be performed to determine the rock hardness relative to excavation. Soil borings or additional test pits are also recommended to more accurately determine the bearing capacity in areas where foundations will be supported on soil. A thorough examination of the existing rock cut on the YMCA property should be made prior to performing mechanical excavation on the project site, and particularly prior to any blasting.

Based upon preliminary engineering estimates, development of the Site Plan would involve a gross cut of approximately 22,500 cubic yards and gross fill of approximately 9,650 yards, resulting in a net cut of approximately 12,900 cubic yards. Approximately 8,800 cubic yards of excavated material is from the building foundation and basement area. The project engineer has estimated approximately 725 cubic yards of rock will require removal. The excess material would require off-site export and disposal and no material would need to be imported to the site.

The estimated 12,900 cubic yards of material to be exported equates to approximately 717 truckloads, assuming 18 cubic yards per truck. The conservative estimate of material cut would result in approximately 717 truckloads of soil being exported from the site. Assuming approximately 290 working days per year (excluding Sundays and holidays), the soil transport would result in approximately 2 to 3 truckloads per day over a one-year construction period (for site grading activity). The number of truck trips per day is likely to vary depending upon the specific construction activity. Truck trips will occur throughout the day and therefore only a limited number of trips will occur during the morning peak traffic periods. To the extent practical, deliveries will be scheduled to avoid peak morning and afternoon traffic periods.

The majority of construction traffic is expected to utilize US Route 17, which connects to regional highways such as Interstate 84 to the north/west and Interstate 87 (The Thruway) to the south/east. Therefore, it is anticipated that most construction related traffic will access NYS Route 208 entering the site, and Gilbert Street Extension to Schunnemunk Street to northbound North Main Street to exit the site. A construction routing plan is provided as Figure 3.1-5. A specific location for the final deposition and disposal of excess soil and rock has not yet been identified, since a construction manager or contractor has not yet been retained. The selection of a disposal site for soil and rock will be determined by a number of factors, including cost, transport distance, and locations that accept excess clean material.

Construction vehicles will follow the posted speed limits. Construction bonds will be posted with the Village to ensure that local roads are maintained during construction and any damage related to the project repaired. Construction traffic and routes are further discussed in Section 3.13- Short Term Impacts – Construction.

The export of material from the site do not constitute “mining”, according to definitions by NYSDEC, and therefore are not subject to DEC’s Mined Land Reclamation regulations. Mined land reclamation regulations and the permitting program are provided in 6NYCRR Parts 420-425. According to NYSDEC, excavation or grading operations which are conducted solely in aid of on-site construction such as excavation for a basement are exempt from the Mined Land Reclamation regulations. Generally, an approved building permit and site plan, is acceptable evidence for the NYSDEC that a program permit is not required.

A map showing cut and fill locations are shown on Figure 3.1-4. This is a preliminary estimate based upon the preliminary grading plan. As shown in the Grading and Drainage Plan included in the full-size plan set, the majority of the earth cuts would be located in the southern area of the site to accommodate even grades for the proposed parking areas. Earth cuts will also be required in the central portion of the site for the building foundation and basement. Fill will occur primarily in the eastern and northern portion of the site for parking areas, driveways and the stormwater management system along the northern and eastern portion of the site.

Rock outcrops are present on the Property at the northeastern corner of the site and the western boundary of the site adjacent to the YMCA Property. The rock outcrop located along the western boundary is proposed to be cut but it is likely that this area of cut can be accommodated with the excavation and scraping of weathered bedrock near the surface.

Deep hole testing conducted by the project engineer on the site indicated no groundwater in any of the 13 tests that were done. The location of deep hole tests, the type of material encountered and the depth to bedrock (or lack of bedrock) is provided in Appendix G – Geotechnical Site Assessment. Nine of the tests exhibited soils deeper than 72 inches with no indication of water or seepage. The other four tests encountered bedrock but not water at shallower depths. Therefore, no special construction techniques will be required as it relates to shallow groundwater conditions.

Locations of shallow bedrock found in the footprint of the proposed building indicate that it is likely that blasting will be required in the building footprint, especially in the southwest corner of the building where cuts of 10 to 15 feet are required. The project engineer has estimated approximately 725 cubic yards of rock will require removal. The Geotechnical Site Assessment, provided in Appendix G, indicates that bedrock excavation can probably be performed entirely by mechanical methods, i.e. by splitting with hydraulic hoe-rams and by ripping. Bedrock will be removed by mechanical means to the extent practical. The requirements and provisions for potential blasting are further described below under Mitigation Measures.

Drainage patterns will be altered with the development and the introduction of stormwater management facilities. Currently, stormwater flows via overland sheet-flow across the relatively level site to the property edges, generally to the north and to the south of the site. A portion of any stormwater will percolate through the relatively well draining on-site soil. Following development, the majority of stormwater will be collected from impervious surfaces and directed to three underground stormwater management facilities. Stormwater will be discharged at controlled rates either to soils or to discharge pipes at the north and south of the site. Since stormwater from impervious surfaces will be discharged to soil or at controlled rates from underground chambers, thermal impacts from stormwater are not anticipated. No stormwater will be directly discharged directly to streams or watercourses. Stormwater management is further described in Section 3.3 Stormwater Management.

Topography

Existing slopes on the site are mapped on Figure 3.1-3. The site contains mostly level or gently sloping topography with steeper slopes in the southern portion and at the edges of the site. The limited areas of 15 percent slopes in the southern portion of the site near Gilbert Street Extension will be graded for parking and the proposed access drive. The following is a summary of the area of disturbance for each slope category:

3.91 ac. or 78.5% = 0 to 10 percent slopes

0.60 ac. or 12% = 10 to 15 percent slopes
0.47 ac. or 9.5% = >15 percent slopes

Total disturbance = 4.98 ac.

Due to steeper slopes at the edges of the site and the need for level parking areas, retaining walls are proposed in three areas. The retaining walls are shown on the Grading and Utility Plan (Sheet 4 of the Site Plan set, attached and Appendix L), as well as detailed notes regarding the walls design and construction. The proposed retaining wall at the northern edge of the site will be an estimated 8.5 feet in height. The proposed wall at the southeastern border will be approximately 3 feet in height. The two proposed walls at the western border shared with the YMCA will be 10 to 12 feet in height.

Potential Soil Erosion

As a result of soil disturbance and vegetation removal, there is an increased potential for siltation to occur both on-site affecting watercourses and wetlands and in areas downgradient of the subject site. The control of stormwater runoff during construction will be important to minimize construction-related soil erosion and sediment impacts especially downstream of the project site and to prevent any erosion to Orange and Rockland Lake. With proper construction, installation and maintenance, soil erosion control measures will minimize potential on-site and off-site impacts. The northern portion of the site drains offsite to Orange and Rockland Lake located in the adjacent park. Drainage of the central portion and the southern portion of the site drains south towards Route 208 and into a series of drainage pipes and ditches that carry the water off-site. Stormwater management during construction and post-construction is described in Section 3.3 Stormwater Management. The potential for soil erosion and sedimentation will be minimized during the project construction by adhering to an approved Erosion Control Plan, as described below in Section 3.1.3 as well as the Chapter 3.13 Short Term Impacts – Construction.

The project will be constructed in one continuous phase since the project is disturbing less than 5 acres (an estimated 4.98 acres).

3.1.3 Proposed Mitigation Measures

The greatest potential impact associated with this project relative to site construction operations would be from erosion and sedimentation during construction. A Stormwater Pollution Prevention Plan (SWPPP) has been prepared by Kirk Rother, PE, PLLC is attached as Appendix D. The SWPPP and accompanying project plans identify erosion and sediment control measures to be implemented during and after construction to minimize potential sediment and erosion impacts. All construction mitigation measures are to be undertaken, managed, and financed by the applicant.

The primary objective of the plan is to reduce soil erosion from areas exposed during construction and prevent silt from reaching off-site water bodies and areas downstream. All soil erosion and sediment control practices would be designed and installed in accordance with "best management practices" or "BMPs" recommended by the New York State Department of Environmental Conservation and integrated into the SWPPP. In adherence to the project specific SWPPP construction stormwater will be maintained on-site to prevent off-site discharge to Orange and Rockland Lake.

Prior to the disturbance of soils, erosion and sediment control measures would be installed in accordance with the specifications of the SWPPP. The construction contractor will be required to install all sediment and erosion control measures prior to ground disturbance and maintain them throughout the entire construction process. The project will be constructed in one continuous phase since the project is disturbing less than 5 acres (and estimated 4.98 acres).

Proper erosion control measures will be subject to the conditions of the NYSDEC SPDES General Permit for Stormwater Discharges from Construction Activities (GP-0-20-001), as described in Section 3.3 Stormwater Management.

The proposed plan minimizes the areal extent of soil exposure to the greatest extent practicable in accordance with the applicable Erosion and Sediment Control Guidelines of the NYSDEC SPDES General Permit for Stormwater Discharges from Construction Activities (GP-0-20-001). Erosion and sedimentation will be controlled during the construction period by temporary devices according to the SWPPP developed specifically for this project.

The project engineer competed test pits on the site in thirteen locations. No groundwater was found in any test pit to indicate a need for the management of groundwater during or after construction.

Blasting

As described, it is likely that blasting will be required for the removal of bedrock in the footprint of the building. Bedrock will be removed by mechanical means to the extent practical, by scraping weathered bedrock with backhoes or by hammering. The Geotechnical Site Assessment, provided in Appendix G, indicates that bedrock excavation can probably be performed entirely by mechanical methods, i.e. by splitting with hydraulic hoe-rams and by ripping. Blasting is often faster and less intrusive than extensive use of hammer drills for rock removal.

If Blasting is required, it will be completed according to Village of Monroe and New York State requirements for blasting. *Section 76 – Blasting Operations* of the Village of Monroe Code provide the requirements for blasting operation in the Village. According to the Code, no blasting is permitted in the Village unless the contractor is licensed by the State of New York and a permit is issued for the work by the Village Clerk. A certificate of insurance is required with specific coverage requirements.

The Village Blasting Code also restricts any blasting operations to the hours between 8:00 a.m. and 7:00 p.m. and not on Sunday. The Code also requires safety flagging and posting in the area of the blasting operations. A Blasting Plan including the notification procedures and measures to be implemented to protect existing structures is provided in Section 3.13 Short Term Impacts – Construction. A summary of the blasting procedures, including public notification is as follows:

Title 12 of the New York State Code of Rules and Regulations (12 NYCRR Part 39) governs the statewide handling, transportation, and storage of explosives. The applicant will follow the requirements contained therein, and will further mitigate any impacts from blasting, by meeting the following protocols:

- All blasting will be conducted in compliance with New York State requirements (Title 12 of the New York Code of Rules and Regulations [12 NYCRR Part 39]) for the possession, handling, storage, and transportation of explosives.

- Blasting will be conducted by licensed, qualified, and insured blasting contractors, who are certified in New York State. The blasting contractor will adhere to all insurance needs as required by the Village of Monroe Code, Chapter 76. According to the Code:
- No permit shall be issued by the Village Clerk, unless the applicant submits with the application a certificate of insurance issued by an insurance company authorized to do business in the State of New York and in a form acceptable to the Village Attorney.
- Hours of blasting. It shall be unlawful to blast or carry on any blasting operation between sunset and sunrise, and in no event after 7:00 p.m. or before 8:00 a.m.; nor shall any blasting be done on Sunday, except with the approval of the Village Board.
- At least three minutes before firing a blast, the person undertaking such blasting operation shall give warning thereof by causing a competent man carrying a red flag to be stationed at a reasonable distance from the blast on all sides of the blast on any path, lane, street, road or highway or other avenue of approach capable of use by the public.
- In all cases, signs at least 36 inches by 36 inches bearing the words "Danger, Blasting Operations Underway -- No Radio Transmission," or similar language printed in red, shall be posted on all sides of the blast at a reasonable distance from the blast. At least four such signs shall be so posted. Such posting shall occur at least by 8:00 a.m. on the day of the blast, and such signs shall be removed after the blasting operations are completed.

The applicant will provide a comprehensive Blasting Protocol to the Planning Board for review and approval during the Site Plan review process.

Materials Management

The location for the disposal of excavated excess soil and bedrock from the site has not yet been identified. The soil will be transported and disposed of following all NY State requirements for materials transport. It is anticipated that importing material to the site will not be required, and therefore the testing of imported fill materials will not be required. Since the building will be constructed on native soil or bedrock no provisions for soil settlement, compaction or shear failure will be required. The gravel subgrade for the foundation and for paved areas will be compacted according to standard construction procedures.

Since the project is being developed with a site plan and will require a building permit, the project is not considered a “mine” and is not subject to NYSDEC’s Mined Land Reclamation regulations.

Construction activities on the project site may generate airborne or fugitive dust during ground clearing and excavation activities. Throughout the construction period, passage of delivery trucks and other vehicles could also generate fugitive dust. On-site mitigation measures are proposed as part of the project during construction to limit the dispersal of dust.

Methods to control dust will include:

- minimizing the area of grading at any one time and stabilizing exposed areas with mulch and seed as soon as practicable;
- minimizing vehicle movement over areas of exposed soil, and covering all trucks transporting soil;
- unpaved areas subject to traffic would be sprayed with water to reduce dust generation;

- truck vehicle washing pads would be constructed at all construction entrances to avoid the tracking of soil onto paved surfaces.

Paved areas will also be kept clear of loose dirt that can be re-entrained into the air during vehicle passage. The use of stone tracking pads at access points to the site or washing of vehicle tires will greatly lessen the tracking of soil onto adjacent roadways.

Water Quality Protection

The project SWPPP has been designed to protect water quality both during construction and post construction. Stormwater management and quality is described in Section 3.3 Stormwater Management. The Stormwater Management section describes methods to avoid impact to Orange and Rockland lake, during and post construction. Stormwater drainage from the site during construction will be strictly managed to avoid off-site impacts. A key aspect in the maintenance of stormwater quality and the control of soil erosion is the proper sequencing of construction. All structural sediment and erosion control features will be installed prior to the commencement of grading and earthwork.

Various measures have been incorporated into project plans which are intended to offset potential impacts to surface water resources. These relate specifically to the temporary mitigation practices during construction period and to the constructed project elements as long term mitigation, incorporated into the following:

1. Erosion control measures appropriate to the proposed construction activities shall be specified in accordance with the *NY Standards and Specifications for Erosion and Sediment Control* to minimize erosion during the construction phase.

2. Stormwater quantity and quality control measures designed in accordance with the *NYS Stormwater Design Manual* to appropriately manage stormwater in the built project. These measures are specified in the project-specific Stormwater Management Plan (Appendix D).

The post-development stormwater management system will store and discharge stormwater via underground chambers and infiltration. This captured stormwater will infiltrate through soils to groundwater and will not be lost to evapotranspiration. Impervious surfaces, including parking areas and driveways have been minimized to the extent practicable, and provide the parking for the commercial / office building as required by the Zoning Code. Typically, new commercial development is required to provide on-site parking and therefore, shared off-site parking for the development has not been explored by the applicant. Underground parking to reduce impervious surface is not considered practical for this development.

The mitigation measures described herein, including the site specific SWPPP are intended to reduce and minimize impacts to on-site soil and geology.

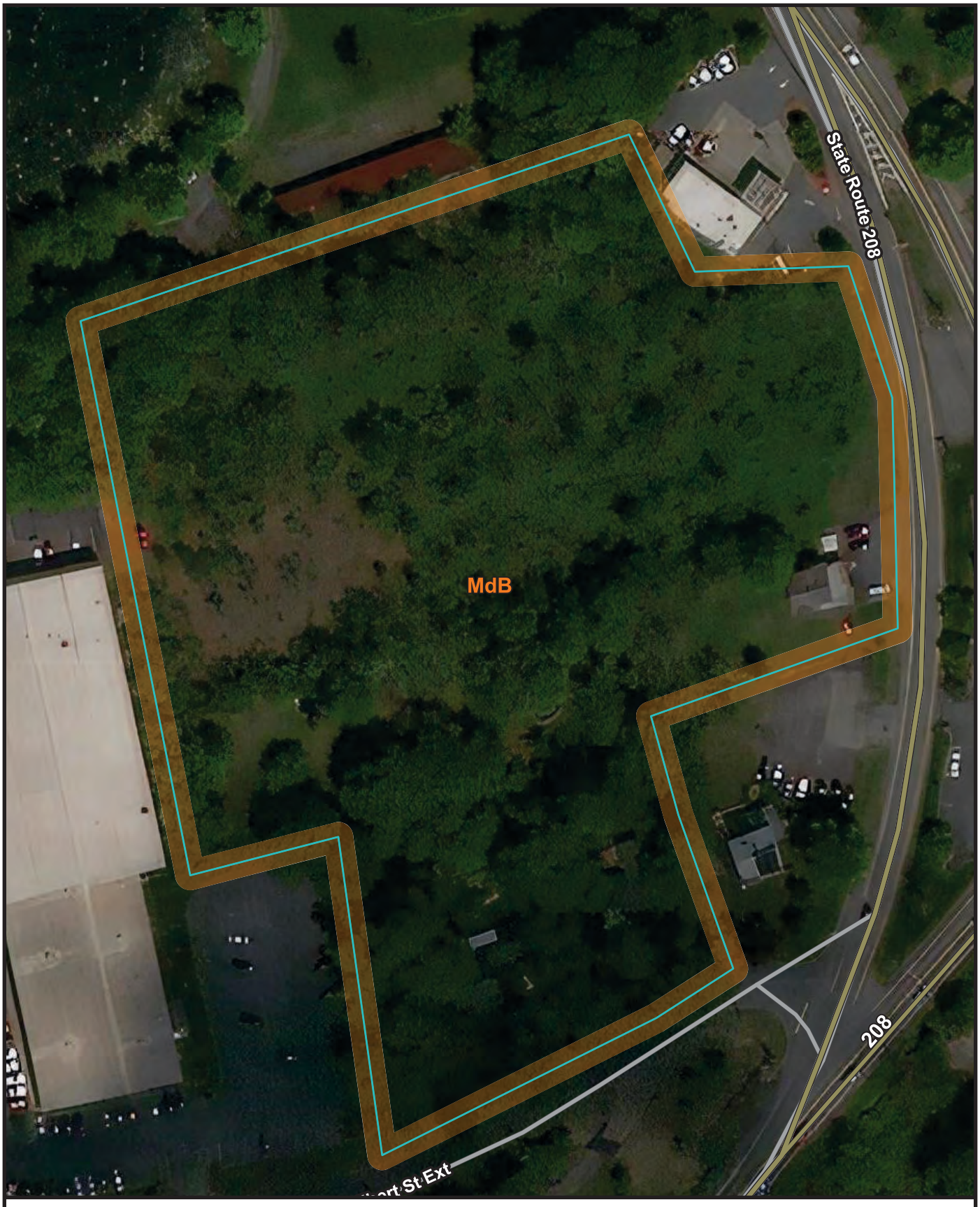

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Figure 3.1-1: Soils Map

Monroe 208 Business Center
Village of Monroe, Orange County, New York
Base Map: Kirk Rother, P.E. Consulting Engineer, PLLC

DEIS Figure File 21032
03-03-2022

Tim Miller Associates, Inc.,10 North Street, Cold Spring, New York 10516 (845) 265-4400 Fax (845) 265-4418

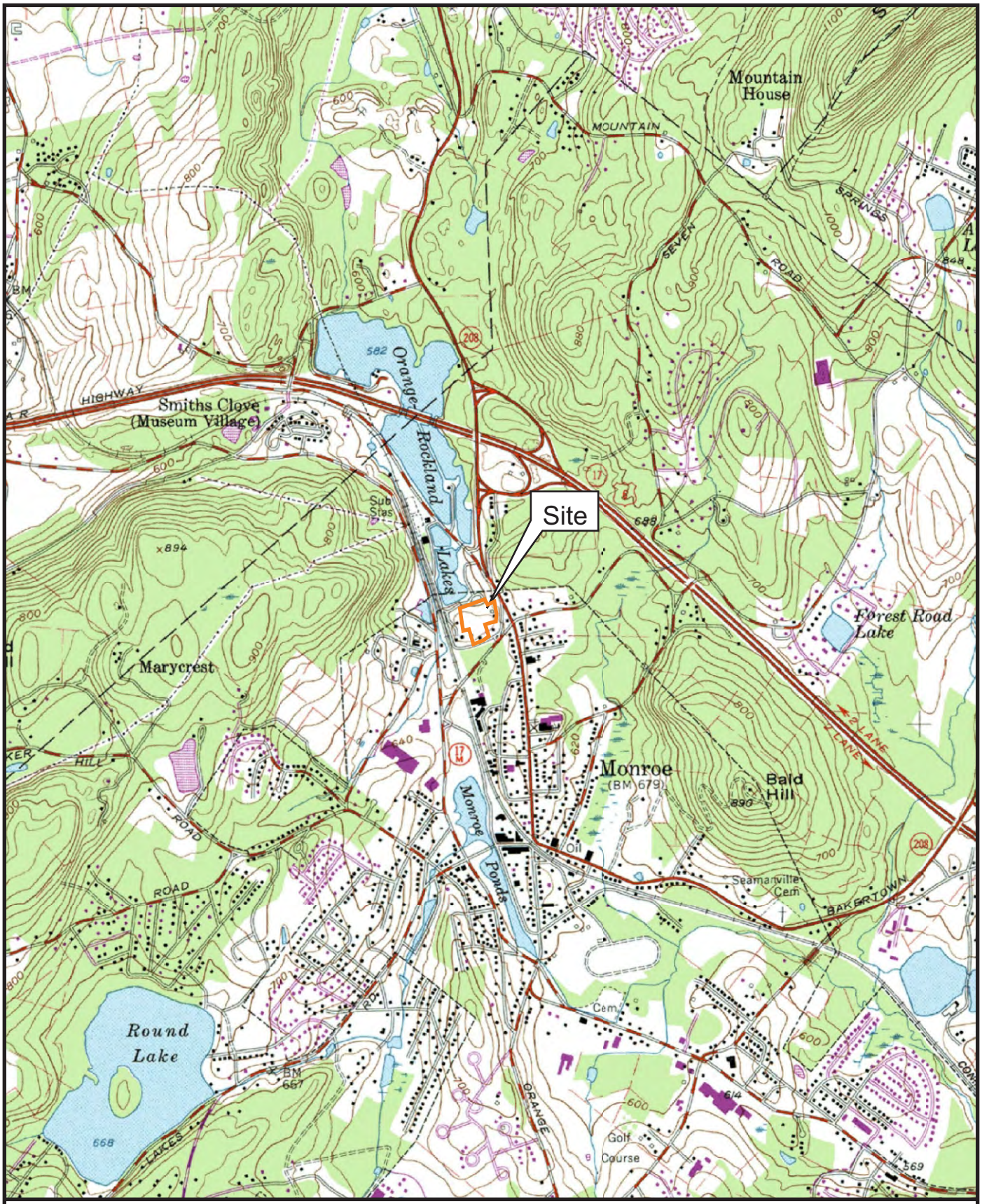

Figure 3.1-2: Local Topography Map
Monroe 208 Business Center
Village of Monroe, Orange County, New York
Base Map: Terrain Navigator

File 21032 DEIS
02-02-2022

Tim Miller Associates, Inc.,10 North Street, Cold Spring, New York 10516 (845) 265-4400 Fax (845) 265-4418

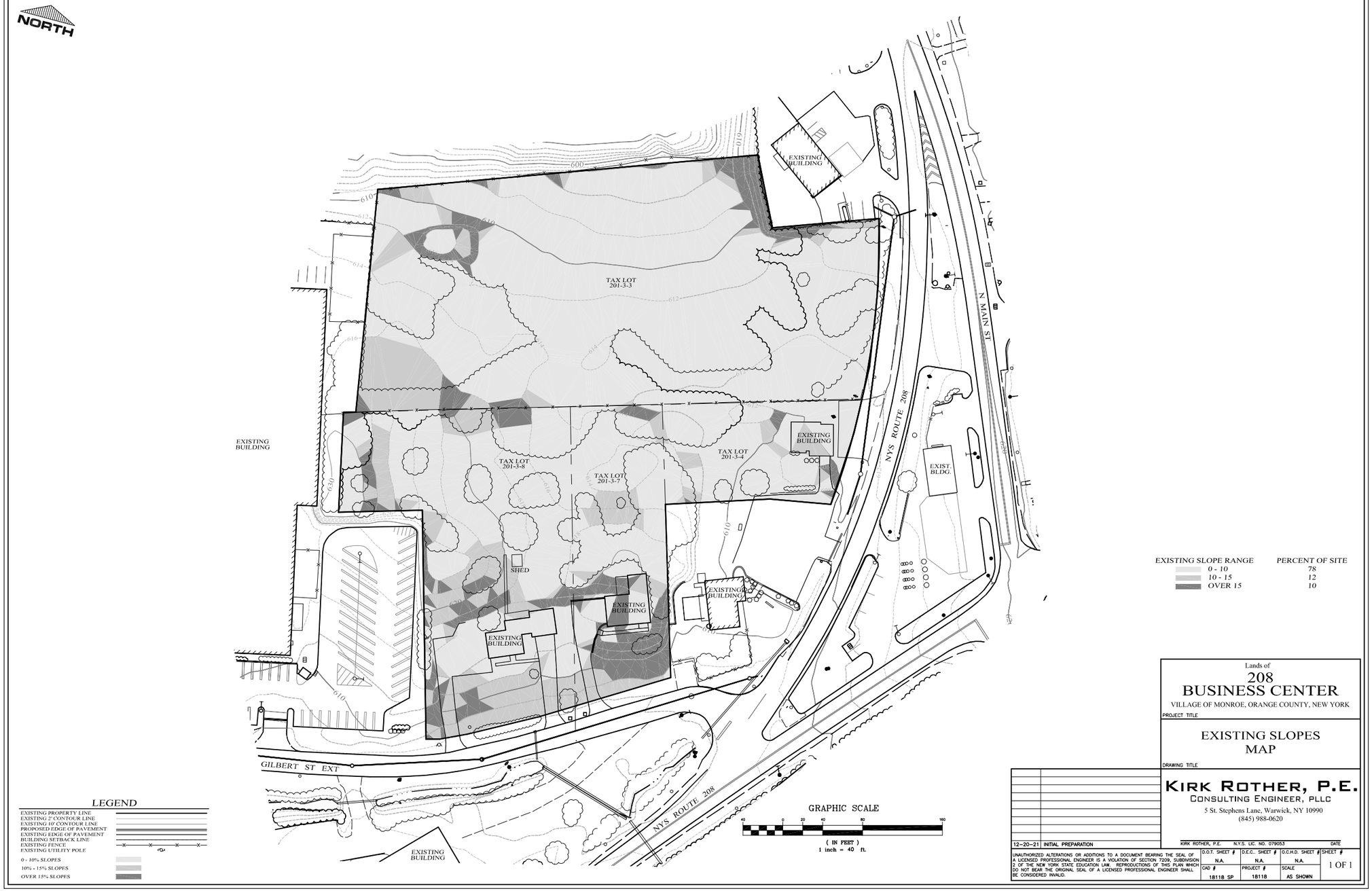

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Figure 3.1-3: Existing Onsite Slopes Map
Monroe 208 Business Center
Village of Monroe, Orange County, New York
Source: Kirk Rother, P.E. Consulting Engineer, PLLC

DEIS Figures File 21032
03-03-2022

PROPOSED CUT DEPTH
0' - 5'
5' - 10'
10' - 15'

PROPOSED FILL DEPTH
0' - 5'
5' - 10'

GRAPHIC SCALE

30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

LEGEND

EXISTING PROPERTY LINE
EXISTING 2' CONTOUR LINE
EXISTING 10' CONTOUR LINE
PROPOSED EDGE OF PAVEMENT
EXISTING EDGE OF PAVEMENT
BUILDING SETBACK LINE
EXISTING FENCE
EXISTING UTILITY POLE

PROPOSED CUT DEPTH
0' - 5'
5' - 10'
10' - 15'

PROPOSED FILL DEPTH
0' - 5'
5' - 10'

Lands of
208
BUSINESS CENTER
VILLAGE OF MONROE, ORANGE COUNTY, NEW YORK
PROJECT TITLE

CUT & FILL ANALYSIS
MAP
DRAWING TITLE

KIRK ROTHER, P.E.
CONSULTING ENGINEER, PLLC
5 St. Stephens Lane, Warwick, NY 10990
(845) 988-0620

12-20-21	INITIAL PREPARATION

KIRK ROTHER, P.E. N.Y.S. LIC. NO. 079053 DATE

D.O.T. SHEET #	D.E.C. SHEET #	D.C.H.D. SHEET #	SHEET #
N.A.	N.A.	N.A.	1 OF 1
CAD #	PROJECT #	SCALE	
18118 SP	18118	AS SHOWN	

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Figure 3.1-4: Cut and Fill Map
Monroe 208 Business Center
Village of Monroe, Orange County, New York
Source: Kirk Rother, P.E. Consulting Engineer, PLLC

DEIS Figures File 21032
03-03-2022

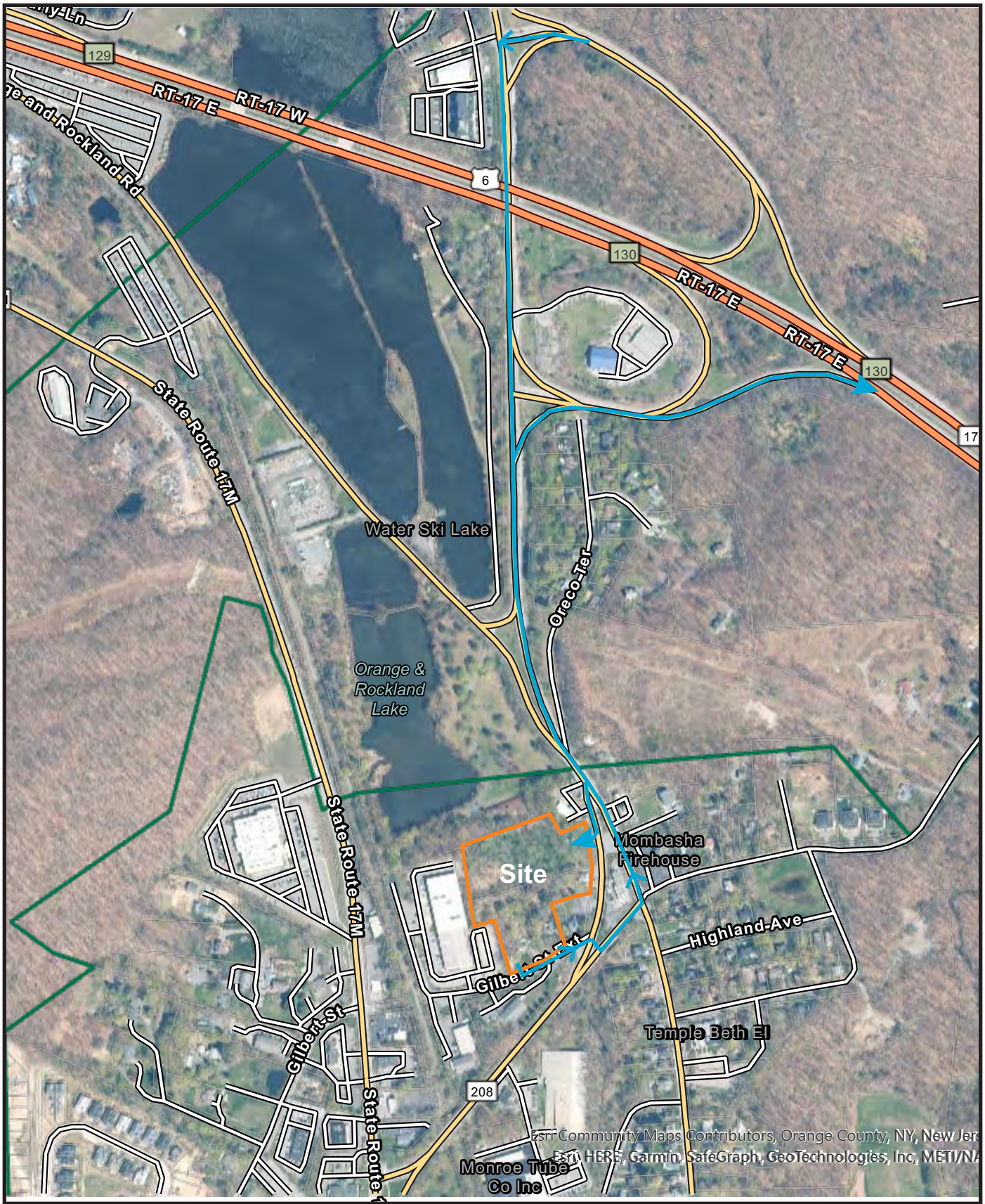

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Figure 3.1-5: Construction Routing Plan

Monroe 208 Business Center

Village of Monroe, Orange County, New York

Base Map: Orange County GIS

File 21032 DEIS
02-02-2022

Tim Miller Associates, Inc.,10 North Street, Cold Spring, New York 10516 (845) 265-4400 Fax (845) 265-4418

3.2 Wetlands and Surface Water

3.2.1 Existing Conditions

There are no State or federally regulated wetlands or waterbodies on the 208 Business Center property (See DEC and NWI maps, Figures 3.2-1 and 3.2-2). The 73.2 acre Orange and Rockland Lake, a portion of which is a designated Town of Monroe park, is located north of and adjacent to the proposed development. The lake is divided into three sections by Orange and Rockland Road and Route 6. While there are some narrow fringing wetlands on the perimeter of the southern part of lake, the majority of this water feature is open water, and it is described in the National Wetland Inventory as a lacustrine wetland. As shown on recent aerial photographs, each part of the lake is unique in condition and use (See Figure 3.2-3). The southernmost part of the lake, south and west of Orange and Rockland road and closest to the proposed development, is maintained as a park by the Town of Monroe. No swimming is allowed in the Town Park. This part of the lake is also very shallow, with emergent vegetation visible in many parts of the lake. The aerial photographs also suggest that this part of the lake is eutrophic based on the dense algal mat that is seen on the photos.

The northern half of this segment of the lake is owned by the Orange and Rockland utility company, and is adjacent to an existing power substation. Based on signage, fishing and swimming are prohibited in this part of the lake.

The central part of the lake (between Orange and Rockland Road and Route 6/17) is owned by the Twin Lakes Waterski Club, a private company. This part of the lake is used for waterski recreation, including competitive events. Gasoline powered motor boats are used on this segment of the lake during ski events and training.

The northern part of the lake (north of Route 6/17, in the Town of Blooming Grove) is also owned by Orange and Rockland Utilities. The majority of the shoreline around this part of the lake is undeveloped. The Orange County Tax Maps describe this part of the lake as a “cooling pond and dam”.

Considering the variety and intensity of uses around the lake, water quality sampling before and after construction of the proposed development would not result in an accurate determination of the condition of the lake or possible input sources of pollution. It is noted that there are two gas stations and an Orange and Rockland substation in close proximity to the lake, so any assumptions about future conditions would be speculative at best. As described below and in Section 3.3, the property owner will meet or exceed all State and federal requirements for stormwater treatment prior to any discharge to the lake.

Orange and Rockland Lake was visited on 9/13/2012 by NYSDEC as part of the New York State Lake Classification and Inventory. The only available data from that visit was that the sampling location was 2 meters deep and Secchi disk reading in the southwest pond was 0.7 meters. It is not known what part of the lake was sampled. It is known that this sampling did not result in listing of the lake as an imperiled water body.

As noted above, there are no on-site waterbodies or wetlands. Based on the site plan and mitigation measures proposed as they relate to stormwater quality and quantity, it is expected that there will be no impacts to the various best uses as described in the DEC’s water quality standards and classifications.

Orange and Rockland Lake (listed as waterbody 862-156) is classified as a Class B waterbody. Classification B indicates a best usage for swimming and other recreation, and fishing. The best usages of Class B waters are primary and secondary contact recreation and fishing. These waters shall be suitable for fish, shellfish and wildlife propagation and survival. A search of recreational fishing websites concluded that largemouth bass, catfish, crappie, yellow perch, chain pickerel and sunfish have been caught in the lake. It is unclear where these fish may have been caught since it appears that the majority of the lake is not available for recreational fishing. There were also reports listed of bad odors in the southern part of the lake and concern that the best fishing spots are privately owned.

Orange and Rockland Lake is identified as Water Index Number H- 89-17-P239d on the current Waterbody Inventory/Priority Waterbodies List prepared by the DEC (Figure 3.2-4). The "Stream and Watershed layer of the Hudson Valley Natural Resource Mapper shows Orange Rockland Lake as an "impaired" waterbody, but provides no data as to how this conclusion was reached (Figure 3.2-5). The DEC Division of Water fact sheet for the lake lists the assessment of best uses for the lake, including fishing, secondary and primary contact recreation (Figure 3.2-6). The listing, which was revised as recently as 12/7/21, concludes that all three of these uses are currently "fully supported" by the lake, although this use assessment is listed as remaining "unconfirmed". Based on the information provided on the factsheet, the conclusion that the best uses are fully supported is based on water quality monitoring data completed in 2012. The DEC identified pollutants of concern for Orange Rockland Lake include ammonia, dissolved oxygen and pH. Recent water quality testing included sampling for these three constituents; the tests came back within healthy parameters (See lab results in Appendix J). The lake is not identified on the State list of Imperiled Waters. The following table lists the lab results for the constituents identified in the Scoping Document.

Table 3.2-1
Water Quality Sampling Results

Constituent	Measured value	Stream standard value*
Dissolved Oxygen	6.5 mg/l	>6.0 mg/l
Total Nitrogen	2.8 mg/l	<10 mg/l
Ammonia	Non Detect (<0.5 mg/l)	<2 mg/l
Phosphorus	3.5 mg/l	<50 mg/l
pH	6.81	6.5<pH<8.5
Chemical Oxygen Demand	210 mg/l	250 mg/l
Biological Oxygen Demand	<6.0 mg/l	10 mg/l
*Source – Evaluation of Water Quality Standards in Watershed Streams, NYCDEP 2013		

Based on these samples, Orange Rockland Lake meets the current water quality standards and supports the three listed best uses. Algal blooms caused by nutrient loading and summer temperatures have been observed, but may be local to certain parts of the lake where sediment loading is highest and the water is shallow. Chemical oxygen demand, which is an indicator high organic loading, is on the high end of the scale and may contribute to the algal blooms.

According to New York State DEC aquifer mapping, the site is not located over a designated aquifer (See Figure 3.2-7).

Deep hole testing conducted by the project engineer on the site indicated no groundwater in any of the 13 tests that were done. Nine of the tests exhibited soils deeper than 72 inches with no indication of water or seepage. The other four tests encountered bedrock but not water at shallower depths. Therefore no special construction techniques will be required as it relates to

shallow groundwater conditions. The deep hole test results are presented in Appendix G of this DEIS.

A Drainage easement was granted by the Town of Monroe as a means of accessing the lake on Town property for future drainage improvements in May of 2006 (see easement language in Appendix B, Correspondence). The purpose of the easement was to allow for the construction of a "buried 15" diameter HDPE culvert pipe across its lands within the bounds of a 20' wide drainage easement." The easement specifically requires the former owner or its successors with the installation, maintenance and long term liability of the drainage pipe. The easement language also allows for access to the easement over town property for this construction and maintenance. The Town received $25,000 for the granting of the easement. There are no other restrictions in the easement language. The applicant does propose to install the drainage pipe allowed by the conditions of the easement to convey overflow from the stormwater management system to Orange Rockland Lake.

3.2.2 Potential Impacts

The development of an undeveloped parcel and the creation of impervious surfaces, including parking areas, roofs, sidewalks etc., has the potential to add nutrient other contaminants to the stormwater generated from the site. Specifically, nitrogen phosphorus, BOD and metals contamination are potential impacts if not appropriately captured and treated before discharge off site.

The southernmost edge of Orange Rockland Lake is between 130 and 140 feet from the northern property line of the subject site. This strip of parkland between the subject site and Orange Rockland Lake is densely wooded and provides a functional buffer between the subject property and the lake. Runoff entering the lake is filtered through vegetation, leaf litter and other pervious surfaces before entering the lake. The DEC standard for a vegetated filter strip is 100 feet, so this "buffer" exceeds that requirement.

Potential Pollutant Loading

Although the New York State DEC and the EPA no longer require pollutant loading calculations for coverage under a general stormwater permit, a qualitative discussion of potential pollutant loading and possible impacts to Orange and Rockland Lake are included in Section 3.3, Stormwater Management, and the Stormwater Pollution Prevention Plan (SWPPP, DEIS Appendix D.) The SWPPP provides pollutant loading calculations for both pre and post development conditions using the Simple Method (see SWPPP Appendix C). The basis for the preparation of a SWPPP in accordance with the State requirements is that a project that meets these standards will not in fact impact a waterbody or wetland of concern.

Given the nearby presence of Orange and Rockland Lake, portions of which are a Class B water body, the Village of Monroe Planning Board, via their SEQR review, asked that a pollutant loading analysis be performed using the Simple Method as promogulated in *Controlling Urban Runoff: A Practical Manual for Planning and Designing Urban BMP's.* For the analysis the existing condition was considered a Hardwood Forest as found in Table 1.1 of the publication and the post developed condition was considered the Central Business District category. The entire site acreage of approximately 5 acres was used in the calculation with the average annual rainfall of approximately 55.8 inches obtained from Nation Weather Service data for West Point, NY for the years 2000 through present.

It is noted that there are no values for the concentration of levels of total Phosphorus, Chemical Oxygen Demand or Copper listed in Table 1.1 for the Central Business District use, nor are there any values for Copper, Lead and Zinc in the existing Hardwood Forest condition. The result is that only one of the seven pollutants identified, total Nitrogen, can be compared between the existing and proposed condition. Based on the Simple Method calculation the total Nitrogen loading is computed to increase by approximately 65 pounds per year. It is noted, however, that because the entire water quality volume from site runoff is proposed to be infiltrated and given only a portion of the site discharges toward Orange and Rockland Lake, the resultant increase in pollutant loading computed by the Simple Method is not expected to actually discharge to Orange and Rockland Lake.

Regarding sediment loading, the graph found in Figure 1.3 from the *Controlling Urban Runoff publication,* which identifies potential suspended solids per acre of watershed area, starts with the smallest watershed area of approximately 7 acres and rises to watersheds of up to 100,000 acres. The entirety of the 208 Business Center Site is approximately five acres in size and therefore does not register on the graph. A post developed calculation of sediment loading using the Simple Method is therefore not applicable to a project site of this size.

With regard to sediment loads during construction, Example 1-2 in the *Controlling Urban Runoff* publication identifies a sediment pollutant load from construction activities of 10,000 mg/l. It is noted that this value is based on data from 1976 and therefore does not consider current erosion control practices and oversight. Applying this value in the Simple Method calculation results in an annual sediment load from construction of approximately 236 tons per year. With current and proper erosion control practices, and the required weekly inspections of these practices, the actual sediment loading due to construction activities will largely be mitigated.

A spreadsheet depicting the Simple Method calculations for both the existing and post developed condition can be found in Appendix C of the SWPPP.

As noted above, there are no on site wetlands or waterbodies.

The SWPPP (see DEIS Appendix D) provides a plan to capture and treat all storm related runoff, and meets the requirements of the State's Stormwater General Permit. No potential impacts to off-site waterbodies are expected.

The area of the site that will be vegetated following construction will be limited to 0.4 acres, and this area will be landscaped primarily with native plants that need only minor care. The applicant proposes to fully restrict the use of all pesticides, herbicides or inorganic fertilizers. Only organic fertilizers will be utilized.

The parking areas will be plowed and maintained by a private commercial service. It is expected that deicing agents will only be needed for pedestrian areas. Runoff from the site, including snow melt, will be conveyed to infiltration practices. The only direct discharge of water to the design points will be during the highest intensity storms, when deicing agents if present will be highly diluted.

3.2.3 Proposed Mitigation Measures

As noted above, no direct or indirect impacts to Orange and Rockland Lake are anticipated from this project. A detailed Erosion and Sedimentation Control Plan has been prepared to offset any potential construction impacts, and a Stormwater Pollution Prevention Plan (SWPPP) that meets

the criteria of the New York State DEC stormwater general permit has been prepared to capture and treat all site runoff before it leaves the site.

The Monroe Commons development has been designed to minimize impervious surface to the extent practical. The proposed plan meets the Village code bulk requirements for the "GB" zoning district, and lot coverage at 21.5 percent is less than the maximum allowed 25 percent. The number of parking spaces provided is 261 spaces compared to 258 spaces required, thereby not providing greater parking than necessary. The size of the proposed building and the related zoning code requirements for parking, driveway widths and aisle widths result in the overall impervious surface proposed for the development. The applicant has explored an alternative that results in less impervious surface, specifically the Reduced Scale Alternative described in Section 5.4.

To help protect groundwater quality and recharge, the underground infiltration system described above will be used to effectively discharge all runoff up to and in excess of the water quality volume (WQv) into the ground. Flows in excess of this volume will be detained within the system to reduce the offsite flow rate and then be discharged to the same design points as pre-development. These runoff volumes from the higher intensity storms will be pre-treated and therefore flow offsite as clean surface runoff. The process of collecting, treating, and discharging post-development stormwater from impervious surfaces to underground infiltration is intended to protect on-site groundwater recharge rates and quality as well as off-site surface water quality and flows.

The Erosion and Sediment Control Plan requires daily and weekly inspections. Erosion control measures will be routinely inspected daily by a "Trained Contractor" to be employed by the excavation company. The SPDES Permit requires that a review and report by a "Qualified Inspector" be performed at least once every seven days. Inspection logs identifying site conditions, impacts to adjacent properties or water bodies, defects in erosion control measures, together with photographs of the site, will be prepared by the Qualified Inspector. Defects identified will be reported to the project sponsor within 24 hours. Corrections will be made immediately. All weekly inspection logs will be kept at the project site in mailbox clearly labeled with the letters "DEC". Any reports and the SWPPP plan will be made available for review by the Regulatory Agency having jurisdiction.

The applicant proposes to fully restrict the use of all pesticides, herbicides, or inorganic fertilizers. Only organic fertilizers will be utilized.

The Scoping Document for this DEIS required "a plan for water quality testing during and post construction to identify adverse impacts as a result of development and mitigation measures for same". In the opinion of the applicant, identifying and isolating impacts to Orange and Rockland Lake from project construction or post-construction activity will be technically difficult, since the southern portion of Orange and Rockland Lake receives run-off from nearby roads, development and parking lots. As described, water quality in the lake likely varies with seasonal water temperature and following storm events contributing to run-off from multiple sources.

The applicant proposes to collect one water quality sample during project construction, and one sample once the development is operational. These samples will be collected in the 24-hours following a storm event with a minimum of one-half inch or precipitation. Samples will be collected in the same location as the pre-development sample was collected, at a location generally in the vicinity of the proposed stormwater over-flow pipe outlet. Samples will be analyzed for the same parameters tested in the pre-development water quality sampling and listed in Table 3.2-1, above.

The results of the water quality sampling and analysis will be compared to the pre-development sampling results and will be provided to the Planning Board in a summary letter report. Should the construction or post-development water quality sampling results exceed the NYCDEP stream standard values (see Table 3.2-1), the applicant or successor will discuss potential appropriate mitigation measures with the Planning Board.

The SWPPP includes a plan to capture and treat the Water Quality Volume in three infiltration practices.

Since there are no wetlands on site, there will be no impacts to federally regulated wetlands and therefore no proposed mitigation plan.

The applicant, 208 Business Center LLC or its successor(s) are the responsible party for management and maintenance of the stormwater treatment plan during and following construction.

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Environmental Resource Mapper

Base Map: Topographical — Using this map

Search

Tools

Layers and Legend

- All Layers
- Unique Geological Features
- Waterbody Classifications for Rivers/Streams
- Waterbody Classifications for Lakes
- State Regulated Freshwater Wetlands (Outside of the Adirondack Park)
- State Regulated Wetland Checkzone
- Imperiled Mussels
- Mussel Screening Ponded Waters
- Mussel Screening Streams
- Significant Natural Communities
- Natural Communities Near This Location
- Rare Plants or Animals
- Base Flood Elevation Plus 72/75 Inches Sea-level Rise

Other Wetland Layers

Reference Layers

Tell Me More...

Need A Permit?

Contacts

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Figure 3.2-1: NYSDEC Wetland Mapping
208 Monroe Business Center
Village of Monroe, Orange County
Source: DEC Environmental Resource Mapper

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Environmental Resource Mapper

Base Map: Topographical — Using this map

Search
Tools
Layers and Legend

Other Wetland Layers

- [x] National Wetlands Inventory
  - Estuarine and Marine Deepwater
  - Estuarine and Marine Wetland
  - Freshwater Emergent Wetland
  - Freshwater Forested/Shrub Wetland
  - Freshwater Pond
  - Lake
  - Other
  - Riverine

Reference Layers
Tell Me More...
Need A Permit?
Contacts

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Figure 3.2-2: National Wetland Inventory Mapping
208 Monroe Business Center
Village of Monroe, Orange County
Source: DEC Environmental Resource Mapper

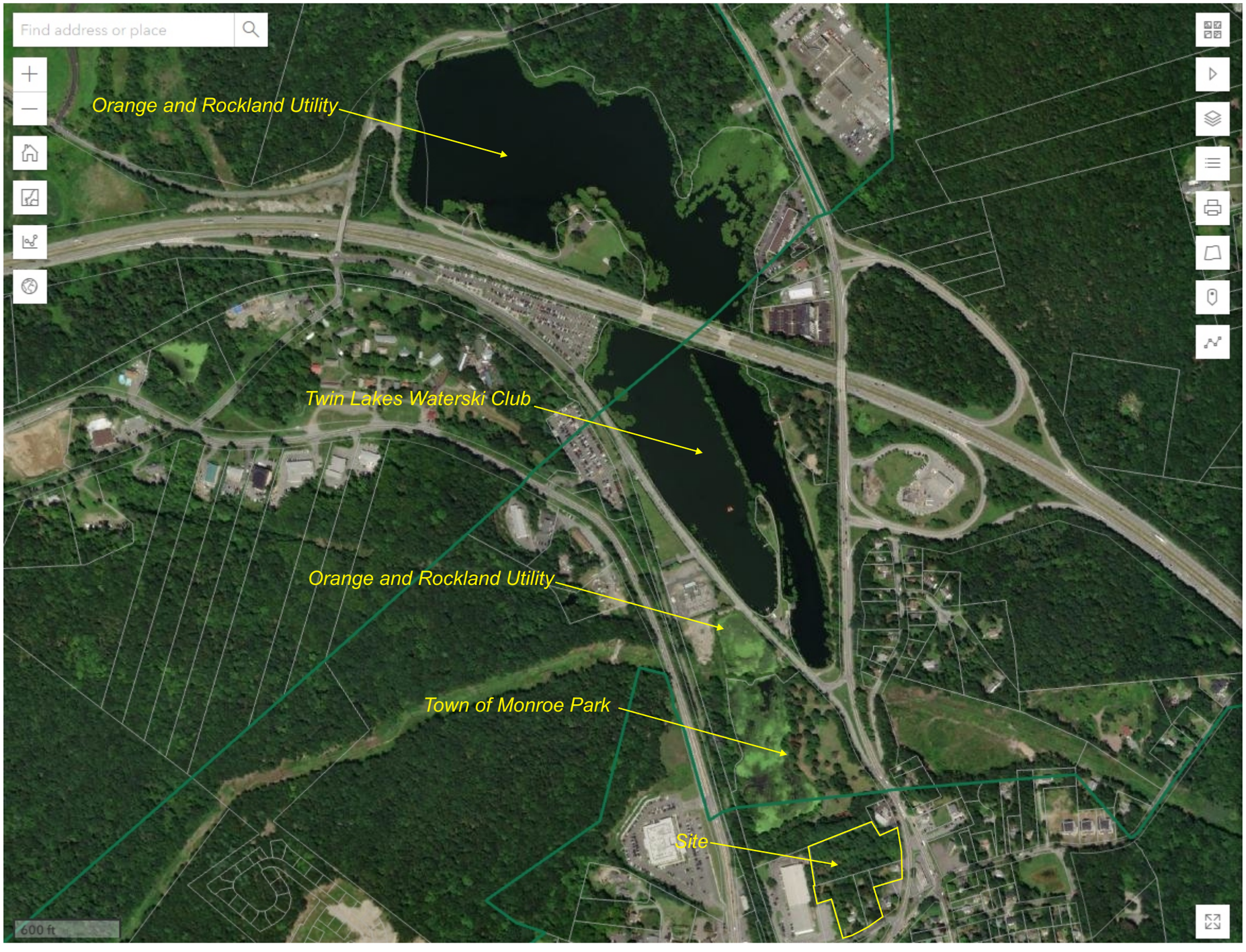

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Figure 3.2-3: Aerial Photo - Orange and Rockland Lake
208 Monroe Business Center
Village of Monroe, Orange County
Source: Orange County GIS

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

DECinfo Locator

Base Map: Topographical | Help

Search

Tools

DEC Information Layers

Environmental Quality | Outdoor Activity

Permits and Registrations

Environmental Cleanup

Environmental Monitoring

Check / Uncheck all

Layer Information

Waterbody Inventory/Priority Waterbodies List

- Lakes and Reservoirs
- Estuaries
- Rivers and Streams
- Shorelines

Hydrologic Unit Code (HUC) 10

Air Quality Monitoring Sites

Community Air Quality Reports

Aquatic Biological Monitoring

Aquatic Toxicity Monitoring

Harmful Algal Bloom Reports

Public Involvement

Environmentally Sensitive Areas

Legal Information

Reference Layers

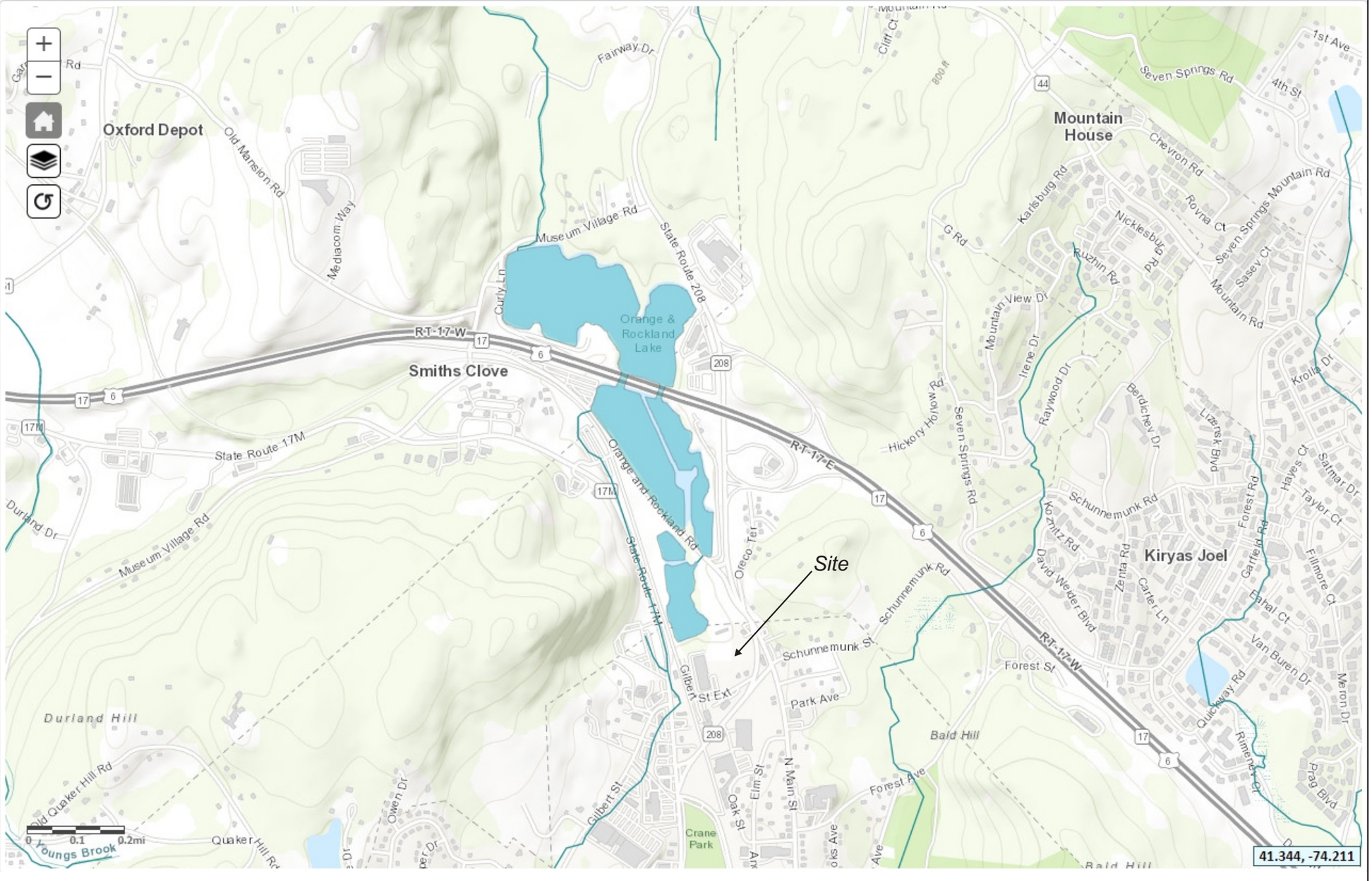

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Figure 3.2-4: Priority Waterbodies Inventory
208 Monroe Business Center
Village of Monroe, Orange County
Source: New York State DEC

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Hudson Valley Natural Resource Mapper

A Tool for Communities in the Hudson River Estuary Watershed

NEW YORK STATE OF OPPORTUNITY | Hudson River Estuary Program
A Program of the New York State Department of Environmental Conservation

Cornell University

Base Map: Topographical

How to use this map

Search

Tools

Hudson River Estuary Layers

Stream and Watershed Layers

- UnAssessed

☑ Priority Waterbody List - Lakes and Reservoirs

- Impaired
- Minor Impacts
- Threatened
- Needs Verification
- No Known Impact
- UnAssessed

☐ Priority Waterbody List - Estuaries

- Impaired
- Minor Impacts
- Threatened
- Needs Verification
- No Known Impact
- UnAssessed

☐ DEC Stream Classification and Trout Status

- Other Stream
- Known Trout Stream

Wetland Layers

Forest Layers

Biodiversity Layers

Scenic and Recreation Layers

Reference Layers

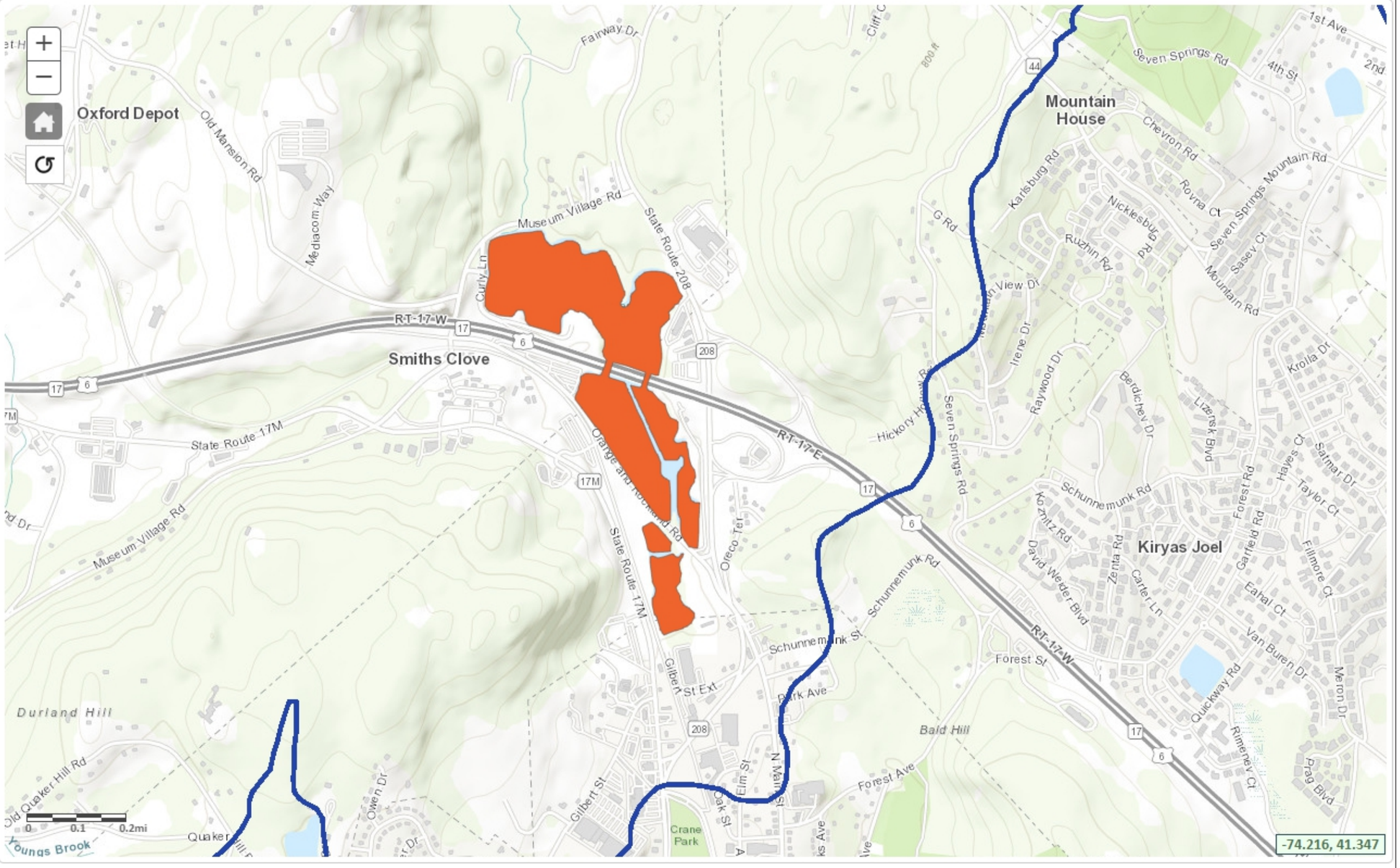


Figure 3.2-5: Hudson Valley Natural Resource Mapper
208 Monroe Business Center
Village of Monroe, Orange County
Source: NYSDEC

ORANGE ROCKLAND LAKE
(SEGMENT ID 1303-0023)

Waterbody Segment Assessment Factsheet Based on the 2021 CALM

Revised: December 07, 2021

NEEDS VERIFICATION (IR CATEGORY 3)

Introduction

This is the most recent water quality assessment information for this waterbody segment. The assessment is based on water quality data that meet the quality assurance requirements of DEC's Division of Water. An outline of the process used to assess the quality of New York State waters is described in the DEC's Consolidated Assessment and Listing Methodology (CALM) (https://www.dec.ny.gov/chemical/31290.html). The CALM describes the assessment and listing process to improve the consistency of assessment and listing decisions.

WATERBODY INFORMATION

- **Water Index Number:** H- 89-17-P239d
- **Classification:** B
- **Waterbody Type:** Lake/Reservoir
- **Size:** 73.2 Acres
- **Drainage Basin:** Lower Hudson River
- **Hydrologic Unit Code:** 0202000804
- **County:** Orange
- **Segment Description:** Entire lake

Assessment of Best Use

Background

New York State waterbodies are classified to reflect their best use(s) and the assessment of a waterbody is based on the ability of waters to support them. This section lists whether this waterbody segment supports its best use(s). View DEC's CALM (https://www.dec.ny.gov/chemical/31290.html) for more information about the terms used below.

Best Use	Use Assessment	Use Assessment Confirmation	Pollutant(s)	Integrated Reporting Category	303(d) Year
Fishing	Fully Supported	Unconfirmed	Ammonia; Dissolved Oxygen; pH	IR3	N/A for Assessment Category
Secondary Contact Recreation	Fully Supported	Unconfirmed	Dissolved Oxygen; pH	IR3	N/A for Assessment Category
Primary Contact Recreation	Fully Supported	Unconfirmed	Dissolved Oxygen; pH	IR3	N/A for Assessment Category

Figure 3.2-6A: DEC Waterbody Factsheet
208 Monroe Business Center
Village of Monroe, Orange County
Source: NYSDEC

Best Use	Use Assessment	Use Assessment Confirmation	Pollutant(s)	Integrated Reporting Category	303(d) Year
Source of Water Supply	N/A for Waterbody Class	—	—	—	—
Shellfishing	N/A for Waterbody Class	—	—	—	—
EPA Appended Listing	N/A for Waterbody Class	—	—	—	—

Water Quality Monitoring Data Used

Background

Water quality monitoring data are collected by DEC's Division of Water and community partners. While data are evaluated to assess whether best use(s) are supported, they may not be reflected in the final assessment of best use(s) presented above. The process for conducting assessments of best use(s) is explained in DEC's CALM (https://www.dec.ny.gov/chemical/31290.html).

This section lists the data sources for the pollutants listed in the Assessment of Best Use table.

Pollutant(s)	Data Source	Years
Ammonia	Division of Water's Lake Monitoring and Assessment Section	2012
Dissolved Oxygen	Division of Water's Lake Monitoring and Assessment Section	2012
pH	Division of Water's Lake Monitoring and Assessment Section	2012

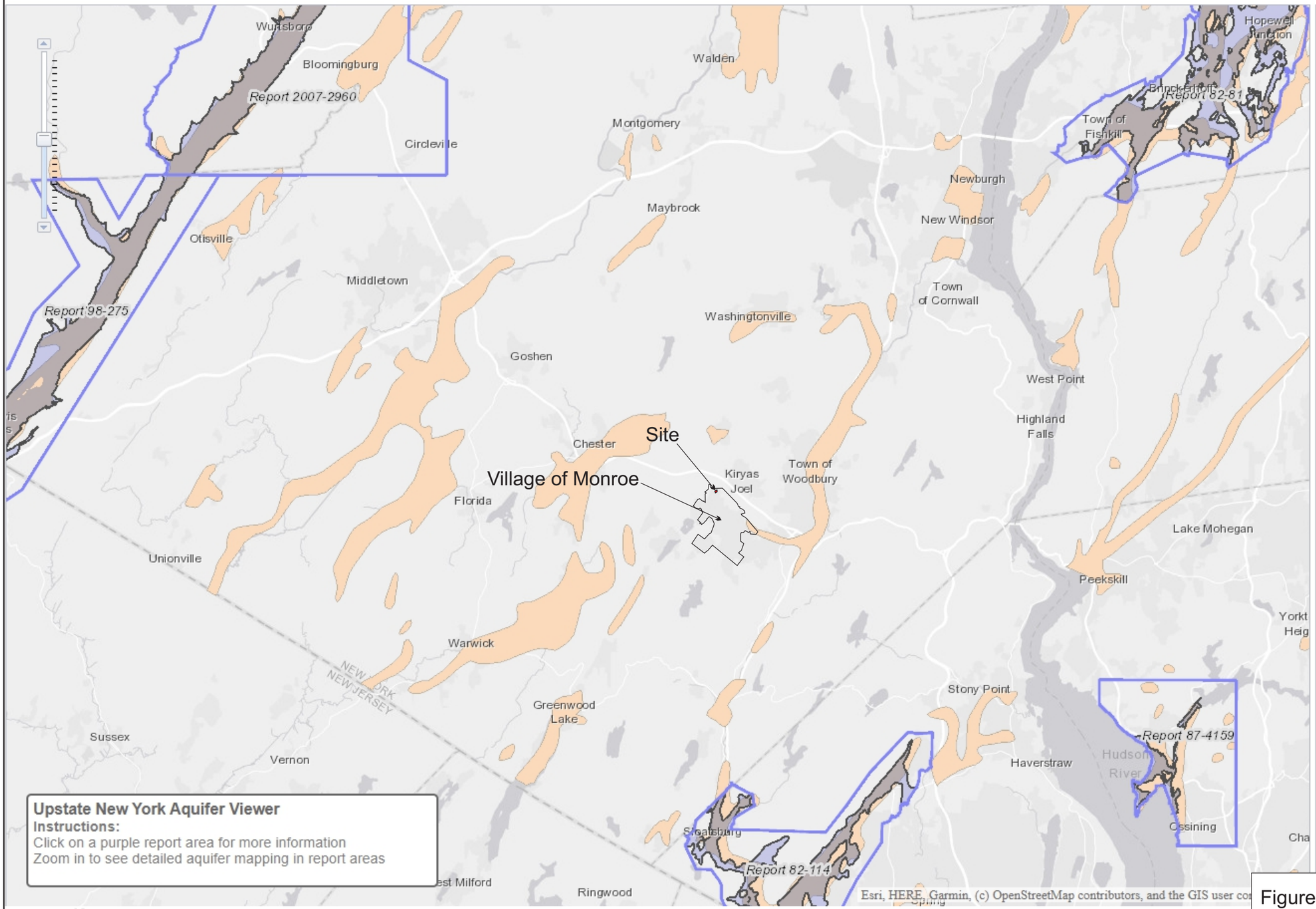
For more information, or to sign-up for email updates from NYSDEC, visit our website: https://www.dec.ny.gov/chemical/36730.html (https://www.dec.ny.gov/chemical/36730.html)

NEW YORK STATE | Department of Environmental Conservation

Figure 3.2-6B: DEC Waterbody Factsheet
208 Monroe Business Center
Village of Monroe, Orange County
Source: NYSDEC

ny.water.usgs.gov/maps/aquifer/

Google | eCode360® Library... | 7-Day Forecast for... | YouTube | Mapping | Bookmarks | SQL Server Trouble... | Google | NY Power Authority... | New York Consolid... | Other bookmarks | Reading list



Legend

Stratified-drift aquifers mapped at 1:24,000

Stratified-drift aquifer boundary lines

- Closed Aquifer Boundary
- New Aquifer Boundary
- New Inferred Aquifer Boundary

Stratified-drift aquifer

Stratified-drift aquifer report boundary

Stratified-drift aquifers mapped at 1:250,000

Upstate New York Aquifer Viewer
Instructions:
Click on a purple report area for more information
Zoom in to see detailed aquifer mapping in report areas

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Figure 3.2-7: Aquifer Map
208 Monroe Business Center
Village of Monroe, Orange County
Source: NYSDEC Upstate NY Aquifer Viewer

3.3 Stormwater Management

3.3.1 Existing Conditions

The 208 Business Center lies entirely within the Ramapo River watershed. The site lies west of the Hudson River so is not within an AAS watershed. A review of SPDES Permit appendices reveal the project is not tributary to a Total Maximum Daily Load (TMDL) watershed or 303d impaired water body. There are no State or Federal waters on the property. The NYSDEC Wetland Map (Environmental Resource Mapper) and the National Wetland Inventory Map are shown in Figures 3.2-1 and 3.2-2. The property does lie within an area of flood hazard as depicted on FEMA Flood Hazard maps which is shown in Figure 3.3-3. For the hydrologic analysis the pre-developed wooded areas were taken to be in good vegetative condition. The Mardin type soils that make up the site are of hydrologic soil Group D. The pre-development drainage analysis map is presented as Figure 3.3-1. A table of the existing land cover percentages is provided below.

Table 3.3-1
Land Cover Percentages – Existing Condition

Cover type	Percentage of Existing Site
Impervious	6%
Forested	49%
Meadow/field	15%
Grass/lawns	30%

Run-off from the site is generally split with the northerly portions of the site discharging to the north toward Orange and Rockland Lake and the southerly portions of the site discharging to the south and east into existing drainage infrastructure lying in the Route 208 and Gilbert Street Extension rights-of-way. For the purposes of the hydrologic analysis, these three points were considered to be the analysis point. The locations of the respective analysis points can be found on the Drainage Basin Maps found at the end of this Chapter on Figure 3.3-1.

Table 3.3-2
Pre-Developed Runoff Calculations

Basin #	Area (Ac.)	CN	TC (min.)	Q peak 1 Yr. (cfs)	Q peak 10 Yr.(cfs)	Q peak 100 Yr. (cfs)
1	3.86	79	18.0	2.83	8.35	18.9
2	2.55	88	14.3	3.44	7.83	15.5
3	1.28	86	7.3	1.92	4.59	9.3

Water quality objectives for 208 Business Center are based on the 90% rule as set forth in Chapter 4 - Unified Sizing Criteria in the *NYS Stormwater Design Manual* (the Manual). The specific goal is to capture and treat run-off from 90% of the 24-hour rainfall events that can be expected to occur at a site. The volume of water to be treated is directly proportional to the area that is tributary to the practice and the corresponding amount of impervious cover. The 90$_{th}$ Percentile – 24-hour Rainfall value for the 208 Business Center project, as interpolated from Figure 4.1 of the Manual,

is taken to be 1.4 inches. The resultant water quality volume, or WQv, as computed using the Unified Sizing Criteria, was found to be 21,111 cubic feet.

Runoff Reduction is a component of the water quality objective with the goal being to reduce the post-developed volume of run-off to near pre-developed levels. The Runoff Reduction goal set forth by the Design Manual is to reduce 100% of the computed water quality volume.In areas of highly infiltrative soils this goal is typically met. Site constraints however, such asseasonal high groundwater, shallow depth to bedrock or soils with low permeability, may preclude the use of infiltration practices thereby impeding the site's ability to reduce of 100% of the water quality volume. In these instances, a minimum Runoff Reduction volume, or RRv as set forth in Chapter 4 of the Manual, must be met. Multiple methods of accomplishing the RRv value can be utilized.

The SWPPP considered the contributing runoff condition of the existing site condition as a combination of impervious or low permeability areas and woods or grass. The combined runoff coefficient of 83 reflects this combination of conditions, weighted towards a majority of woods or grass cover in good condition. As noted above, highly permeable sand and gravel were identified in several areas of the site, contributing to a relative low level of runoff in the existing condition.

3.3.2 Potential Impacts

Pursuant to Section 402 of the Federal Clean Water Act, stormwater discharges from certain construction activities to waters of the United States are unlawful unless they are authorized by a national or state permit program. New York's State Pollutant Discharge Elimination System (SPDES) is a federally-approved program which permits such discharges when they occur in strict accordance with New York State Environmental Conservation Law. Discharges of pollutants to all other "waters of New York State" such as wetlands and groundwater are also unlawful unless authorized by a SPDES permit. Operators of construction activities that propose to disturb one acre or more require a SPDES permit. An applicant is required to prepare a Stormwater Pollution Prevention Plan (SWPPP) which is a detailed, site-specific plan for controlling runoff and pollutants from a site during and after construction. The final SWPPP must be prepared in order to submit a Notice of Intent (NOI) and gain coverage under a NYSDEC SPDES General Permit.

Chapter 168 – Stormwater Management of the Village of Monroe Code provides requirements for stormwater management and erosion and sediment control for developments in the Village. The purpose of the code is to establish minimum stormwater management requirements and controls to protect and safeguard the general health, safety, and welfare of the public residing within the Village. Among the objectives of the code is to Meet the requirements of minimum measures 4 and 5 of the SPDES General Permit for Stormwater Discharges from Municipal Separate Stormwater Sewer Systems (MS4s), Permit No. GP-0-15-003, as amended or revised. The code requires land development activities to conform to the substantive requirements of the NYS Department of Environmental Conservation State Pollutant Discharge Elimination System (SPDES) General Permit for Construction Activities. In adhering to the NYSDEC SODES General Permit, the projects SWPPP will address the requirements of Chapter 168 of the Village Code.

Design features have been incorporated into the project plans in order to minimize off-site water quality impacts from the project, as per the requirements of the applicable NYSDEC General Permit for Stormwater Discharges from Construction Activity.

Adding pavement and impervious surfaces to the project area has the potential to increase pollutant contributions to local water resources, such as sand, silt, salts, oil, grease, pesticides and fertilizers. The addition of pavement and stormwater collection systems also has the potential to increase the rate of stormwater flow from the site. These potential impacts are being avoided or mitigated by structural stormwater controls and "best management practices".

After analyzing the existing conditions data, the post developed site condition was modeled. Underground stormwater detention systems comprised of a system of StormTech MC-4500 chambers are proposed to serve as underground detention in addition to satisfying the water quality volume requirement. The chambers were modeled as ponds with each sub-catchment and associated underground chamber network having an outlet control device that will slowly release stored rainwater from within the system. The proposed site improvements result in post developed catchment areas that are defined by the areas tributary to the respective drainage improvement. A map of the post developed sub catchment areas can be found on Figure 3.3-2.

To accurately analyze the impacts of the development, a comparison of the pre and post developed peak flow rates at the analysis points must be made. A table summarizing the pre-and post-developed peak flow rates at the Analysis Point follows:

Table 3.3-3
Comparison of Pre- & Post-Developed Peak Flow Rates

Storm Event	1 Year (cfs)	10 Year (cfs)	100 Year (cfs)
Analysis Point			
Pre-Developed	2.83	22.5	45.2
Post-Developed	1.05	21.5	43.8
Difference	-1.78	-1.0	-1.4

As can be seen in the above table, post developed peak flow rates are at or below pre- developed levels for all storm events. Attenuation of the peak discharge rates for the aforementioned storms will satisfy SPDES permit requirements for Channel Protection (Cpv), Overbank Flood Control (Qp) and Extreme Flood Control (Qf).

Post-development drainage conditions will mirror the pre-development conditions. Basins 1A and 1B will drain toward the Town of Monroe Park and Orange and Rockland Lake. Basin 1A (2.05 acres) includes the rear of the proposed building and parking lot, and will first drain to Storm Chamber System 1 for capture and treatment. Basin 1B, which is the portion of the catchment that is off site and will not be disturbed, will continue to drain to the north and the lake.

Basin 2A (1.57 acres) includes the front of the proposed building and a portion of the parking lot. This basin will drain to Chamber System 2, overflow from which will drain to the existing swale on Route 208. Basin 2B, which is off site and comprised mostly of Route 208 and existing development, will also continue to drain the drainage inlet at Design Point 2.

Basins 3A and 3B are at the southern end of the site. Basin 3A (0.95 acres) consists of new parking areas, and will drain to Chamber System 3. Basin 3B includes an existing building and

some lawn area, and will continue to drain to the existing swale on the south side of the Gilbert Street Extension.

All flow rates leaving the site are reduced for the existing condition due to the sizing and detention capabilities of the underground chamber systems. As such, the conveyances (existing pipe network and swales that carry runoff) will not be over-burdened. The size and capacity of the Orange and Rockland Lake system are vast compared to the relatively small increase in volume during intense storm events. It is noted that all runoff up to and beyond the WQv is captured and infiltrated, sharply reducing the volume of water that enters the surface system during the most frequent storms.

Given the nearby presence of Orange and Rockland Lake, portions of which are a Class B water body, the Village of Monroe Planning Board, via their SEQR review, asked that a pollutant loading analysis be performed using the Simple Method as promogulated in *Controlling Urban Runoff: A Practical Manual for Planning and Designing Urban BMP's.* For the analysis the existing condition was considered a Hardwood Forest as found in Table 1.1 of the publication *Controlling Urban Runoff,* and the post developed condition was considered the Central Business District category. The entire site acreage of approximately 5 acres was used in the calculation with the average annual rainfall of approximately 55.8 inches obtained from Nation Weather Service data for West Point, NY for the years 2000 through present.

It is noted that there are no values for the concentration of levels of total Phosphorus, Chemical Oxygen Demand or Copper listed in Table 1.1 (in *Controlling Urban Runoff*) for the Central Business District use, nor are there any values for Copper, Lead and Zinc in the existing Hardwood Forest condition. The result is that only one of the seven pollutants identified, total Nitrogen, can be compared between the existing and proposed condition. Based on the Simple Method calculation the total Nitrogen loading is computed to increase by approximately 65 pounds per year. It is noted, however, that because the entire water quality volume from site runoff is proposed to be infiltrated and given only a portion of the site discharges toward Orange and Rockland Lake, the resultant increase in pollutant loading computed by the Simple Method is not expected to actually discharge to Orange and Rockland Lake.

Regarding sediment loading, the graph found in Figure 1.3 from the *Controlling Urban Runoff* publication, which identifies potential suspended solids per acre of watershed area, starts with the smallest watershed area of approximately 7 acres and rises to watersheds of up to 100,000 acres. The entirety of the 208 Business Center Site is approximately five acres in size and therefore does not register on the graph. A post developed calculation of sediment loading using the Simple Method is therefore not applicable to a project site of this size.

With regard to sediment loads during construction, Example 1-2 in the Controlling Urban Runoff publication identifies a sediment pollutant load from construction activities of 10,000 mg/l. It is noted that this value is based on data from 1976 and therefore does not consider current erosion control practices and oversight. Applying this value in the Simple Method calculation results in an annual sediment load from construction of approximately 236 tons per year. With current and proper erosion control practices, and the required weekly inspections of these practices, the actual sediment loading due to construction activities will largely be mitigated.

A spreadsheet depicting the Simple Method calculations for both the existing and post developed condition can be found in Appendix C of the SWPPP.
The project site is not within a mapped FEMA floodplain (see Figure 3.3-3). The proposed SWPPP will not result in an increase in runoff leaving the site so will not exacerbate flooding on local roads.

The parking areas will be plowed and maintained by a private commercial service. It is expected that deicing agents will only be needed for pedestrian areas. Runoff from the site, including snow melt, will be conveyed to infiltration practices. The only direct discharge of water to the design points will be during the highest intensity storms, when deicing agents if present will be highly diluted.

Ownership and maintenance of the proposed drainage system will be the responsibility of 208 Business Center LLC or its successors.

3.3.3 Proposed Mitigation Measures

The project engineer proposes the use of underground infiltration systems in conjunction with extended detention chambers to mitigate the increases in stormwater quantity and address the water quality volume. These practices are distributed throughout the site and will reduce flow rates to below that of current conditions. The use of infiltration practices for volumes at and above the water quality volume (WQV) will ensure that groundwater recharge and water quality are protected to the highest level. Overflow from the system in high intensity storms will only occur after the WQV has been treated.

NRCS mapping indicates that the soils found on the 208 Business Center site are entirely comprised of Mardin type soil hydrologic soil Group D. Multiple soil tests performed at the site reveal the presence of a highly infiltrative sand and gravel in the north and east portions of the site. Shallow bedrock, less than one foot from the surface, was observed in the western portions of the property. A map indicating the locations and results of the soil testing performed at the site can be found in Appendix G – Geotechnical Site Assessment.

In consideration of the presence of sand and gravel in portions of the site, additional testing was performed to determine the suitability of infiltration as a best management practice. Three potential infiltration areas were identified and infiltration tests performed in accordance with the procedure specified in the Design Manual. Two tests were performed at each of the three locations. All tests resulted in infiltration rates in excess of 24 inches per hour indicating that the site is highly suitable for infiltration type practices.

Three underground infiltration systems have been designed using StormTech MC-4500 chambers. The systems were designed to accommodate the Water Quality Volume for the respective tributary area. A Map depicting the three water quality areas can be found in Appendix F of the SWPPP (DEIS Appendix D). Given the high infiltration rates, 100% pre-treatment is provided by means of isolation rows providing a volume equal to the minimum water quality volume.

Since 100% of the water quality volume will be reduced via the infiltration systems, minimum run-off reduction volume is not applicable. Computations associated with water quality volume, minimum run-off reduction volume and bio-retention filter sizing utilizing the NYSDEC Runoff Reduction Worksheets can be found in Appendix C of the SWPPP (DEIS Appendix D). Specifications and technical data associated with the proposed underground infiltration chambers can also be found in Appendix C of the SWPPP (DEIS Appendix D) together with a map of soil test locations and the resultant soil test results. Additional specifications and checklists associated with infiltration practices as taken from the Design Manual can be found in Appendix C of the SWPPP (DEIS Appendix D). Based on the above, the 208 Business Center site will reduce 100%

of the computed water quality volume and meet the objectives set forth by the Unified Sizing Criteria.

Stormwater drainage from the site during construction will be strictly managed to avoid off-site impacts. A key aspect in the maintenance of stormwater quality and the control of soil erosion is the proper sequencing of construction. All structural sediment and erosion control features will be installed prior to the commencement of grading and earthwork.

Various measures have been incorporated into project plans which are intended to offset potential impacts to surface water resources. These relate specifically to the temporary mitigation practices during construction period and to the constructed project elements as long-term mitigation, incorporated into the following:

1. Erosion control measures appropriate to the proposed construction activities shall be specified in accordance with the *NY Standards and Specifications for Erosion and Sediment Control* so as to minimize erosion during the construction phase.

2. Stormwater quantity and quality control measures designed in accordance with the *NYS Stormwater Design Manual* so as to appropriately manage stormwater in the built project. These measures are specified in the project-specific Stormwater Management Plan (DEIS Appendix D).

Green infrastructure design has been incorporated into the project through the use of a level, previously disturbed site within a commercial zoning district. The site has suitable, non-erodible soils out of floodplain or other sensitive areas and outside of a mature forest or other critical habitat. The NYS Stormwater Management Design Manual (Chapter 5, Green Infrastructure Practices)) recognizes that “development sites should be located to avoid sensitive resource areas such as floodplains, steep slopes, erodible soils, wetlands, mature forests and critical habitat areas. Buildings, roadways and parking areas should be located to fit the terrain and in areas that will create the least impact.” There are no steep slopes on the project site, and building on flatter areas “helps to prevent soil erosion and minimizes stormwater runoff; helps to stabilize hillsides and soils and reduces the need for cut-and-fill and grading.” (SWMDM, Chapter 5.1) The subject site also has highly permeable soils, which can be used as structural infiltration zones for capture and treatment of runoff and allow for the continuation of groundwater recharge.

Structural sediment and erosion control features include: the construction of temporary swales, earthen dikes and use of temporary sediment basins for control of stormwater. Temporary construction accesses will be provided, and a sequencing plan that includes the use of silt fence, inlet protection, temporary soil stockpiles and other practices is described in the SWPPP. At the conclusion of construction, the sediment basins will be cleaned and all sediment will be properly disposed.

The applicant proposes to fully restrict the use of all pesticides, herbicides or inorganic fertilizers. Only organic fertilizers will be utilized.

Following development, the majority of the site will be converted to impervious surface. Impervious surface for the proposed development has been minimized to the extent practical to implement the mixed-use commercial project and provide the required parking, driveways and circulation around the building. The proposed plan meets the Village code bulk requirements for the “GB” zoning district, and lot coverage at 21.5 percent is less than the maximum allowed 25 percent. The number of parking spaces provided is 261 spaces compared to 258 spaces required,

thereby not providing greater parking than necessary. The size of the proposed building and the related zoning code requirements for parking, driveway widths and aisle widths result in the overall impervious surface proposed for the development. The applicant has explored an alternative that results in less impervious surface, specifically the Reduced Scale Alternative described in Section 5.4.

To help protect groundwater quality and recharge, the underground infiltration system described above will be used to effectively discharge all runoff up to and in excess of the water quality volume (WQv) into the ground. Flows in excess of this volume will be detained within the system to reduce the offsite flow rate and then be discharged to the same design points as pre-development. These runoff volumes from the higher intensity storms will be pre-treated and therefore flow offsite as clean surface runoff. The process of collecting, treating, and discharging post-development stormwater from impervious surfaces to underground infiltration is intended to protect on-site groundwater recharge rates and quality as well as off-site surface water quality and flows.

NORTH

ANALYSIS POINT 1
EXISTING
POND

EXISTING
POND

EXISTING
BUILDING

EXISTING
BUILDING

TC PATH

BASIN 1
3.86 AC.

BASIN 2
2.55 AC.

BASIN 3
1.28 AC.

EXISTING
BUILDING

EXISTING
BUILDING

EXISTING
BUILDING

EXISTING
BUILDING

SHED

EXISTING
BUILDING

EXISTING
BUILDING

EXISTING
BUILDING

EXIST.
BLDG.

ANALYSIS
POINT 2
EXISTING
INLET

ANALYSIS
POINT 3
EXISTING
INLET

N MAIN ST

NYS ROUTE 208

NYS ROUTE 208

SCHUNNEMUNK ST

590
600
610
620

LEGEND

EXISTING PROPERTY LINE
EXISTING 2' CONTOUR LINE
EXISTING 10' CONTOUR LINE
EXISTING TREE LINE
EXISTING EDGE OF PAVEMENT
EXISTING UTILITY POLE
DRAINAGE BASIN BOUNDARY
TC PATH

GRAPHIC SCALE

60 0 30 60 120 200

(IN FEET)
1 inch = 60 ft.

Figure 3.3-1: Pre-Development Drainage Areas
208 Monroe Business Center
Village of Monroe, Orange County
Source: Kirk Rother, P.E.

NORTH

ANALYSIS POINT 1
EXISTING
POND

BASIN 1B
1.12 AC.

BASIN 1A
2.05 AC.

PROPOSED BUILDING
F.F.E. = 716.00

UNDER GROUND
STORM CHAMBER
SYSTEM 1

UNDER GROUND
STORM CHAMBER
SYSTEM 2

BASIN 2A
1.57 AC.

BASIN 2B
1.5 AC.

BASIN 3A
0.95 AC.

BASIN 3B
0.50 AC.

UNDER GROUND
STORM CHAMBER
SYSTEM 3

TC PATH

NYS ROUTE 208

N MAIN ST

SCHUNNEMUNK ST

ANALYSIS
POINT 2
EXIST.
INLET

ANALYSIS
POINT 3
EXISTING
INLET

LEGEND

EXISTING PROPERTY LINE
EXISTING 2' CONTOUR LINE
EXISTING 10' CONTOUR LINE
PROPOSED CONTOUR LINE (600)
EXISTING TREE LINE
EXISTING EDGE OF PAVEMENT
PROPOSED EDGE OF PAVEMENT
PROPOSED CONC. CURB
EXISTING UTILITY POLE
DRAINAGE BASIN BOUNDARY
TC PATH

GRAPHIC SCALE
50 0 25 50 100 200
(IN FEET)
1 inch = 50 ft.

Figure 3.3-2: Post-Development Drainage Areas
208 Monroe Business Center
Village of Monroe, Orange County
Source: Kirk Rother, P.E.

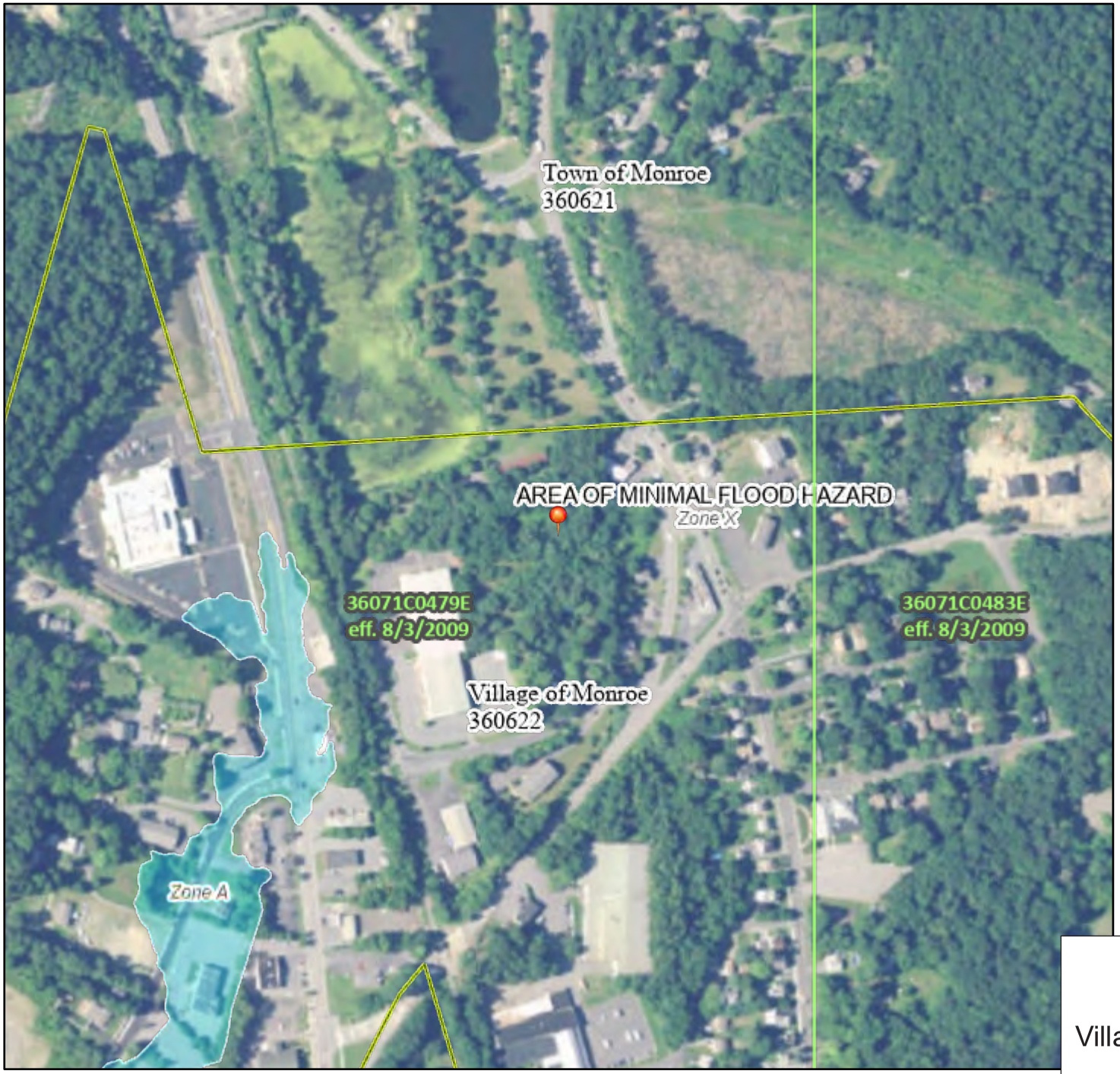

Figure 3.3-3: FEMA Mapping
208 Monroe Business Center
Village of Monroe, Orange County
Source: FEMA

3.4 Vegetation and Wildlife

3.4.1 Existing Conditions

Vegetative Characteristics

As required for compliance with the State Environmental Quality Review Act (SEQRA) process by the Village of Monroe (i.e., the Scoping Document for the Draft Environmental Impact Statement), an ecological assessment was completed to determine if habitats conducive to the existence of state and/or federally-listed Endangered, Threatened and/or Rare (ETR) species of flora and fauna exist on the subject property. North Country Ecological Services, Inc. (NCES) was retained by the project sponsors to assess the property for the presence of individual ETR species and/or other significant ecological communities, as identified by direct consultation with the New York State Department of Environmental Conservation (DEC) Natural Heritage Office (NHO) and the United States Fish and Wildlife Service (USFWS). The ecological review of the subject property included the following activities:

1. An in-house review of literature sources and direct consultations with regulatory agencies regarding records of known occurrences of state and/or federally listed ETR species of flora and fauna for the subject property and surrounding area.
2. An on-site field review of the existing ecological communities, habitats and indigenous flora/fauna present within the project area to determine the likelihood of endangered, threatened and/or rare species presence. The on-site work was conducted in November of 2020 and August of 2021.

The subject property is located at the intersection of NYS Rt. 208, North Main Street, and Schunnemunk Street, in the Town of Monroe, Orange County, New York. The centralized coordinates of the property are 41º 20' 14.85" N Latitude and 74º 11' 23.61" W Longitude.

The Site can be characterized as an abandoned, former developed parcel of land that is now in fallow, early successional growth of shrubs and small trees. The interior of the property contains young growth trees, shrubs, and grasses where the land clearing previously occurred. A review of historic aerial photos shows the land cleared as recently as 2007 (Figures 3.4-1 through 3.4-3). The 2021 aerial (Figure 3.4-4) shows the beginning of brush and small tree growth on the site since the prior maintenance activities were stopped. Only along the periphery of the property and surrounding the homes, are older aged and mature trees. Land immediately surrounding the Site is highly developed. The Orange & Rockland Lake property is found immediately to the north, the YMCA of Middletown is found immediately to the west, existing residential and commercial buildings to the south, a gas station along NYS Rt. 208 to the east.

During the review, NCES identified three (3) different ecological communities within the boundaries of the Site. These ecological communities include: Successional old field, Successional southern hardwoods, and Mowed lawn with trees. The dominant species of vegetation observed within each of the ecological communities are identified below.

Some of the dominant species of vegetation observed within the Successional old field ecological community included, but is not limited to: red cedar (*Juniperus virginiana*), bluestem (*Andropogon scoparius*), bristly foxtail (*Setaria faberii*), birdsfoot trefoil (*Lotus corniculatus*) spotted knapweed (*Centaurea maculosa*), ragweed (*Ambrosia artemisiifolia*), dewberry (*Rubus procumbens*), oriental bittersweet (*Celastris orbiculata*), multiflora rose (*Rosa multiflora*), blackberry (*Rubus*

allegheniensis), dewberry, Canada goldenrod (*Solidago canadensis*), goldenrod (*Solidago spp*.) wild carrot (*Daucus carota*), spotted knapweed, orchard grass (*Dactylis glomerata*), timothy (*Phleum pratense*), Canada thistle (*Cirsium arvense*), yarrow (*Achillea millefolium*), Mullein (*Verbascum thapsus*), horseweed (*Conyza canadensis*), common milkweed (*Asclepias syraca*), staghorn sumac (*Rhus typhina*), and red raspberry (*Rubus idaeus*).

Some of the dominant species of vegetation observed within the Successional southern hardwood forest community included, but are not limited to: red cedar, quaking aspen (*Populus tremuloides*), box elder maple (*Acer negundo*), northern red oak (*Quercus rubra*), black cherry (*Prunus serotina*), red maple (*Acer rubrum*), Locust (*Robinia pseudoacacia),* apple (*Malus spp*.), Pin oak (*Quercus palustris*), larch (*Larix laricina*), white ash (*Fraxinus americana*), common buckthorn (*Rhamnus cathartica*), grey birch (*Betula populifolia*), Virginia creeper (*Parthenocissus quinquefolia*), garlic mustard (*Alliaria officinalis*), and poison ivy (*Toxicodendron radicans*).

Some of the dominant species of vegetation observed within the Mowed lawn with trees ecological community included, but are not limited to: Sugar maple (*Acer saccharum*), northern red oak, red cedar, box alder maple, dandelion (*Taraxacum officinale*), red clover (*Trifolium arvense*), white clover (*Trifolium repens*), common plantain (*Plantago major*), and various ornamental shrubs and flowers.

TREES	
Norway maple	*Acer platanoides*
Red maple	*Acer rubrum*
Silver maple	*Acer saccharinum*
Sugar maple	*Acer saccharum*
Box elder	*Acer negundo*
Ailanthus (Tree of Heaven)	*Ailanthus altissima*
Gray birch	*Betula populifolia*
White ash	*Fraxinus americana*
Green ash	*Fraxinus pennsylvanica*
Black walnut	*Juglans nigra*
Red cedar	*Juniperus virginiana*
Wild apple	*Malus sylvestris*
Mulberry	*Morus alba*
Norway spruce	*Picea abies*
Red pine	*Pinus resinosa*
Cottonwood	*Populus deltoides*
Quaking aspen	*Populus tremuloides*
Black cherry	*Prunus serotina*
White oak	*Quercus alba*
Northern red oak	*Quercus rubra*
Black locust	*Robinia pseudoacacia*
Hemlock	*Tsuga canadensis*
American elm	*Ulmus americana*
SHRUBS	
Speckled alder	*Alnus rugosa*
Japanese barberry	*Berberis thunbergii*
Silky dogwood	*Cornus amomum*
Grey dogwood	*Cornus racemosa*
Japanese knotweed	*Follopia japonica*
Tatarian Honeysuckle	*Lonicera tatarica*
Common buckthorn	*Rhamnus cathartica*

Staghorn sumac	*Rhus typhina*
Multiflora rose	*Rosa multiflora*
Pussy willow	*Salix discolor*
Shining willow	*Salix lucida*
Steeplebush	*Spirea tomentosa*
Common elder	*Sambucus canadensis*
HERBACEOUS VEGETATION	
Velvet leaf	*Abutilon theophrasti*
Agrimony	*Agrimonia spp*.
Upland bent grass	*Agrostis perennans*
Garlic mustard	*Alliaria officinalis*
Common burdock	*Arctium minus*
Mugwort	*Artemisia vulgaris*
Common milkweed	*Asclepias syraca*
Large-leaved aster	*Aster macrophyllus*
Spotted knapweed	*Centaurea maculosa*
Daisy	*Chrysanthemum leucanthemum*
Chickory	*Cichorium intybus*
Orchard grass	*Dactylis glomerata*
Wild carrot	*Daucus carota*
Virginia stickseed	*Hackelia virginiana*
Birdsfoot trefoil	*Lotus corniculatus*
Spearmint	*Mentha spicata*
Evening primrose	*Oenothera biennis*
Reed canary grass	*Phalaris arundinacea*
Timothy grass	*Phleum pratense*
Clearweed	*Pilea pumila*
Red raspberry	*Rubus idaeus*
Curled dock	*Rumex crispus*
Bittersweet nightshade	*Solanum dulcamara*
Canada goldenrod	*Solidago canadensis*
Late goldenrod	*Solidago gigantea*
Early goldenrod	*Solidago juncea*
Mullein	*Verbasum thapsus*
VINES	
Oriental bittersweet	*Celastris orbiculatus*
Virginia creeper	*Parthenocissus quinquefolia*
Poison ivy	*Rhus radicans*
Grape	*Vitis spp.*

Resident and Transient Species

During the assessments, NCES did not observe any Endangered, Threatened, or Species of Special Concern as identified by the *New York Rare Animal and Rare Plant Lists* established by the DEC. The majority of the Site contains habitat types that are indicative of previously developed lands and it exists as early successional habitat or lawn that is associated with residential housing. As a result, the subject property is limited in its overall species diversity and habitat suitability for sensitive fauna. Some of the species of vegetation, such as the Japanese knotweed (*Follopia japonica*), and tree of heaven are considered invasive species and typically become established after ground disturbance. Wildlife observed included development tolerant species such as white-tail deer (*Odocoileus virginiana)*, cottontail rabbit (*Sylvilagus floridanus)*, woodchuck (*Marmota monax)*, grey squirrel (*Sciurus carolinensis*), and a variety of songbirds.

Based on the vegetative community types that were identified on the property, it can be contemplated what species of wildlife would temporarily occupy the property on a seasonal migration. Since the property is fairly landlocked from other forested, and other more natural ecosystems, the transient species would be primarily be songbirds. No species of reptiles, amphibians, aquatic birds, or mammals would be expected to temporarily occupy the property while on a migratory path. The following have the potential to be transient, either resident transient species or migratory species: ruby throated hummingbird (*Archilochus colubris*), common flicker (*Colaptes auratus*), downy woodpecker (*Picoides pubescens*), tufted titmouse (*Parus bicolor*), brown creeper (*Certhia familiaris*), Vireo (*Vireo spp*.), yellow-rumped warbler (*Dendroica coronate*), brown-headed cowbird (*Molothrus ater*), house sparrow (*Passer domesticus*), northern cardinal (*Cardinalis cardinalis*), and the American tree sparrow (*Spizella arborea*).

Other species may occupy the subject site at various times of the year depending upon the succession of the vegetation of the property. Based on the species composition, tree and sapling size, and general age of the species present at the time of NCES's surveys, it can be assumed that the interior of the land was fairly clear of trees and shrubs 10± years ago. As time passes, and the vegetation goes through successional growth/change, the species of fauna will change to those that prefer to that specific tree and shrub density, species composition, and canopy cover, or a lack of canopy.

The locations and approximate configurations of the existing ecological communities identified on the Site are shown on the Existing Ecological Communities Distribution graphic (Figure 3.4-5). No vernal pools were observed on or near the project site.

Mammals:	
Woodchuck (burrows)	*Marmota monax*
Meadow Vole	*Microtus pennsylvanicus*
White-tailed Deer	*Odocoileus virginiana*
Raccoon (tracks)	*Procyon lotor*
Grey squirrel	*Sciurus carolinensis*
Eastern Cottontail Rabbit	*Sylvilagus floridanus*
Birds:	
American Goldfinch	*Carduelis tristis*
American Crow	*Corvus brachyrhynchos*
Blue Jay	*Cyanocitta cristata*
Gray Catbird	*Dumetella carolinensis*
Dark-eyed Junco	*Junco hyemalis*
Song Sparrow	*Melospiza melodia*
Black-capped Chickadee	*Parus atricapillus*
Hairy Woodpecker	*Picoides villosus*
White-breasted Nuthatch	*Sitta carolinensis*
Field Sparrow	*Spizella pusilla*
House wren	*Troglodytes aedon*
American Robin	*Turdus migratorius*
Reptiles:	
Garter snake	*Thamnophis sirtalis sirtalis*
No amphibians observed during either site visit.	

Endangered, Threatened, Special Concern, and Rare (ETR) Plants and Wildlife

NCES visited the Site on November 5, 2020, November 16, 2020 and again in August 6, 2021 to obtain species composition for two (2) separate seasons. During these assessments, NCES traversed the property to document the existing ecological communities. In addition, NCES evaluated each of the ecological communities in an attempt to identify whether or not they contain habitat that would be deemed conducive to the presence of the species referenced by the NHO and/or the USFWS. During the assessments, NCES also reviewed the Site for the presence of other endangered, threatened, or rare species of flora and fauna that was not included in the agency responses.

To conduct the assessments, NCES utilized opportunistic visual survey methodologies. NCES visually scanned each of the ecological communities, assessed general condition and documented species presence. Where logs, rocks, or other debris were found, NCES physically moved/lifted the debris to search for species. NCES documented species presence by sight, sound, and/or physical remains (tracks, scat, feathers, etc.). During the survey, NCES compiled a list of the species of flora and fauna that was identified. A copy of the observed species list is contained in Appendix E. Specific habitat assessments for the species referenced within the NHO and USFWS consultation letters are provided below:

Indiana and Northern Long-eared Bat Habitat Assessment

NCES reviewed the property in search of habitats that exhibit the criteria for potential summer roosting sites and suitable summer foraging habitat for the Indiana and Northern Long-eared Bat. NCES also searched the Site for any caves, mines or other man-made structures that could be used as a potential roost or as an over-wintering hibernaculum. NCES completed the review utilizing information obtained from the USFWS, including the "*Indiana Bat Project Review Fact Sheet"* and the "*Northern Long-eared Bat Fact Sheet*", which defines criteria of potential habitat for both species of bats. Being that Indiana and Northern Long-eared Bats occupy similar habitats, NCES conducted the habitat analysis following the recommended procedures outlined by the USFWS and DEC protocols for Indiana Bat surveys.

According to the DEC and the USFWS, suitable, potential Indiana Bat summer roosting habitats are characterized as "…trees (dead, dying, or alive) or snags, greater than or equal to 5 inches in diameter at breast height (dbh), with exfoliating or defoliating bark, or containing cracks, crevices, or holes that could potentially be used by Indiana Bats as a roost". Maternal colonies "generally use trees greater than or equal to 9 inches dbh." In addition, "structure appears to be more important than a particular tree species or habitat type." It is also documented that due to the fact that roosting sites are "warmed by direct exposure to solar radiation, trees exposed to extended periods of direct sunlight are preferred over those in shaded areas."

Potential foraging habitat for the Indiana Bat is defined as "…streams, associated floodplain forests, and impounded water bodies (ponds, wetlands, reservoirs) …" along with "canopies of upland forests, clearings with early successional vegetation, borders of croplands, along wooded fence rows, and over farm ponds in pastures". The USFWS also state that "while Indiana Bats appear to forage in a wide variety of habitats, they seem to tend to stay close to tree cover" and that "Indiana bats may fly up to 2-5 miles from upland roosts" to forage and/or locate new roost sites.

According to the USFWS, suitable, potential Northern Long-eared Bat summer habitats are characterized as forested communities that possess live and dead trees with "loose bark, cavities

or crevices" as well as within "...cooler places like caves and mines". These bats have also been reported to be found roosting in "structures like barns and sheds". Northern Long-eared Bats are known to roost independently or within colonies. Wintering habitat for the Northern Long-eared Bat is defined as being within "caves and mines" that possess "large passages and entrances; constant temperatures; and high humidity with no air currents". Potential foraging habitat for the Northern Long-eared Bat is defined as "…understory of forested hillsides and ridges". This bat species is also known to glean "motionless insects from vegetation and water surfaces".

As a result of the review, NCES did identify (7) trees on the Site that exhibit the characteristics of potential roosting sites for Indiana and/or Northern Long-eared Bats. These trees included several locust trees that possess cracks or defoliating bark surfaces where bats could roost, as well as a damaged elm tree that possess loose, defoliating bark. All other remaining trees appeared healthy and did not exhibit any exfoliating or defoliating bark, cracks, holes, or crevices. The location of the trees were GPS located using a Trimble Geo-7X GPS unit so they could be mapped and identified within the boundaries of the project. These trees are shown as such on the Tree and Landscaping Plans as part of the project plan set. It is noted that these trees will be removed during the time window (April through mid-November) established by the DEC and Fish and Wildlife Service to prevent any possible loss of bats that might be utilizing the trees for summer roosting.

During the assessment, no caves, mines or other man-made structures were identified within the property boundaries that could be construed as potential over-wintering habitat (hibernacula). Potential foraging habitat for bats was documented on, and immediately adjacent to, the property. The potential foraging habitat includes the forested upland and ponds (Orange & Rockland lakes) to the north of property. Foraging activity could also occur over the residential and commercially developed properties in the immediate area of the Site. Potential foraging areas consist of a variety of different habitats that are very common throughout the geographic region.

Phase 1 Bog Turtle Habitat Assessment

NCES conducted a Phase 1 habitat assessment for potential Bog Turtle habitat following the *Guidelines for Bog Turtle Surveys* (last revised April 29, 2020) as referenced within the U.S. Fish and Wildlife Services "Bog Turtle Northern Population Recovery Plan" (Klemens, 2001) (the "BTNPRP"). According to the BTNPRP, suitable habitat for bog turtles includes Palustrine emergent or scrub-shrub wetlands that contain a relatively open canopy, and the following three criteria:

1) Suitable hydrology – characterized as "…Typically spring fed with shallow surface water or saturated soils present year-round…", "interspersed with dry and wet pockets…", "…sub-surface flow", and "…shallow rivulets (less than 4 inches deep) or pseudo rivulets are often present."

2) Suitable soils – characterized as "… a bottom substrate of permanently saturated organic or mineral soils." "These are often soft, mucky-like soils; you will usually sink to your ankles (3-5 inches) or deeper in muck, although in degraded wetlands or summers of dry years this may be limited to areas near spring heads or drainage ditches." "In some portions of the species range, the soft substrate consists of scattered pockets of peat instead of muck."

3) Suitable vegetation – characterized as "dominant vegetation of low grasses and sedges (in emergent wetlands), often with a scrub shrub component." "Common emergent vegetation includes, but is not limited to tussock sedge (*Carex stricta*), soft rush (*Juncus effusus*), rice

cut grass (*Leersia oryzoides*), sensitive fern (*Onoclea sensibilis*), tearthumb (*Polygonum spp*.), jewelweed (*Impatiens capensis*), arrowheads (*Sagittaria spp*.), skunk cabbage (*Symplocarpus foetidus*), panic grasses (*Panicum* spp.), other sedges (*Carex spp*.), spike rushes (*Eleocharis spp*.), grass-of-Parnassus (*Parnassia glauca*), shrubby cinquefoil (*Dasiphora fruticosa*), sweet flag (*Acorus calamus*), and in disturbed areas reed canary grass (*Phalaris arundinacea*) and purple loosestrife (*Lythrum salicaria*)." Common scrub-shrub species include alder (*Alnus* spp.), red maple (*Acer rubrum*), willow (*Salix spp*), tamarack (*Larix laricina*), and in disturbed sites, multiflora rose (*Rosa multiflora*). "Some forested wetland habitats are suitable given hydrology, soils, and/or historic land use. These include red maple, tamarack, and cedar swamps."

Because there are no vegetated wetlands or bogs on the subject property, there is no habitat for Bog turtles. There are no aquatic resources on the subject property. The small wetland fringes associated with the nearby southern part of Orange Rockland Lake do not exhibit these characteristics. The lake is an aquatic wetland habitat with shallow vegetated fringes, dominated by cattails. Most importantly, this habitat is neither spring fed nor dominated by muck soils, both of which are critical components for bog turtle habitat.

Small Whorled Pogonia Assessment

Small whorled pogonia is a perennial wildflower that possesses 1 or 2 yellowish flowers found on a stem that rises above a whorl of 5 or 6 green leaves (Niering and Olmstead, 1979). This plant is a member of the Orchid family (Britton and Brown, 1970). Small whorled pogonia grows to a height of only 4 to 10 inches (Niering and Olmstead, 1979). Small whorled pogonia is typically found in moist woods and flowers in May-July (Newcomb, 1977). While this plant typically blooms in mid-June (Britton and Brown, 1970), the plant possesses a seed stalk and capsule, which are identifiable until seed dispersal, which typically occurs in mid-October (Mass. ESP, 1993).

During the site assessment, NCES evaluated the site for habitat that could support Small whorled pogonia plants. As a result, it was determined that the majority of the site could be discounted as potential habitat for the plant, as it has been previously cleared, graded and portions have been developed for residential homes. As a result, the majority of the property does not contain suitable moist woodland habitat for this species. The ecological communities present at the property do not present optimal conditions that are conducive to the existence of small whorled pogonia plants.

Wetlands

No wetlands were observed or identified on the project site. There are wetland fringes associated with the Town owned portion of Orange and Rockland Lake to the north of the site. These wetlands are more than 150 feet from the project limits.

DEC Biodiversity Mapping

The site has been identified as being within a "Known Important Area for Rare Terrestrial Animals", an "Important Bat Foraging Area," and a "Significant Biodiversity Area in the Hudson River Valley" by the DEC as part of its Hudson Valley Biodiversity Mapping program.

As defined by the DEC, "The dataset for 'Known Important Area for Rare Terrestrial Animals' identifies areas of importance for sustaining known populations of rare animals based on occurrence records from the New York Natural Heritage Program (NYNHP) database. Important

Areas include the specific locations where rare animals have been observed, as well as additional habitat needed to support animal populations. This includes areas which may be used by rare animals for breeding, nesting, feeding, roosting, or over-wintering; and areas that support the ecological processes critical to maintaining the habitats of these rare animal populations. Proactive planning that avoids or minimizes impact to the habitat quality of Important Areas and maintains habitat connections for wildlife movement will contribute to the long-term survival of rare animal species and their associates. Due to their large spatial extent, 'Important Bat Foraging Areas' are shown separately from the Important Areas for rare terrestrial animals." (DEC Hudson Valley Natural Resource Mapper, 2022).

As shown on Figures 3.4-6 and 3.4-7, these biodiversity blocks include a significant portion of eastern Orange County and the west side of the Hudson Valley. The project site is included in the larger blocks for both rare terrestrial animals and bat foraging. These blocks are typically configured of circles with a one mile radius of a known observation of what is considered to be a rare or threatened animal or plant species. As described above, the 5.1 acres of the project site have neither unique habitat characteristics nor suitable vegetative cover to be considered important habitat. The site evaluation and inventories conducted show that the project site is in fact a formerly developed site that is in successional growth of vegetation and consists almost entirely of nuisance or invasive vegetation. A habitat evaluation for the rare or threatened species known to be within some proximity of the site demonstrated that there is no suitable habitat for most of these species. The evaluation did identify a limited number of locust trees with peeling bark that could present some summer roosting habitat for bats.

Significant Biodiversity Areas (SBAs) are "landscape areas in the Hudson River estuary watershed that contain high concentrations of biodiversity or unique ecological features. These areas contribute to and serve as a framework for conservation partnerships and voluntary protection efforts. While SBAs account for much of the range in regional biodiversity throughout the watershed, they should not be interpreted as the only important areas for biodiversity." (DEC Hudson Valley Natural Resource Mapper, 2022).

Figure 3.4-8 shows the site as it relates to the larger SBA as mapped. Located between the YMCA facility, two gas stations and Route 208 and the maintenance shed on the Town of Monroe Park property, the site is not known to contribute to significant biodiversity. In such an urban context, development of this specific site within the SBA will not result in fragmentation and connectivity to important habitat areas. Because the site is primarily successional, opportunistic vegetation after past disturbances, with a few large landscape trees around the existing residences, no loss of "forested areas" will occur. As noted above, the stormwater management plan is designed to protect adjacent surface waters and provide for flood control. The vegetation inventory that was completed for the site does not indicate the presence of any rare or unusual species or habitat for such, nor does the site provide a functional buffer to known SBAs. As noted above, there are seven trees on the site that could potentially be used as short term seasonal roosting habitat for listed bats.

Orange & Rockland Lake

Orange and Rockland Lake, as a large urban waterbody, has the potential to support fish and aquatic reptiles. It is reported by others that the lake supports largemouth bass, catfish, crappie, yellow perch, chain pickerel and sunfish. It may also support common turtle and snake species, including painted turtles and northern water snake. The banks of the lake, while mostly maintained as managed lawn, may provide habitat for wading birds and small mammals, including woodchuck, beaver and muskrat. White tailed deer is the largest species likely to use the lake as

a drinking water source. Waterfowl, including ducks, geese and cormorants. The location of the lake between several major roads and developed residential and industrial areas likely limits its use by rare or sensitive species.

3.4.2 Potential Impacts

The proposed action will result in the clearing of five acres of trees and brush, including the demolition of two existing residences and associated lawn and maintained areas. As noted above in the description of existing conditions, the site is not known to provide suitable habitat for any other than common species that are adapted to urban/suburban landscapes. Once construction begins, this resident wildlife will move or disperse across the landscape once the existing vegetated areas are removed.

The change from vegetated cover to impervious surfaces comes with the possibility of impacts to water quality of receiving waters. As discussed in Section 3.3, Stormwater, the entire site ultimately drains to the Orange and Rockland Lake. Without capture and treatment, approximately half of the proposed impervious surface would drain to the north over the parkland and into the lake. The eastern and southern parts of the site would drain through a more circuitous route, flowing to existing swales along Gilbert Street Extension to the watercourse behind and between the commercial buildings on Route 17M. It is recognized that untreated runoff from new impervious surfaces will potentially affect the water quality of receiving waters both as a drinking water source for wildlife as well as aquatic and edge habitat.

Potential Impacts to Endangered, Threatened, Special Concern, Rare Species

In the event that Indiana bats or northern longeared bats do utilize the property for summer roosting, the removal of suitable trees on the site would result in the loss of some potential habitat for these species. No other RTE species were identified on or near the site.

Impacts to “Significant Biodiversity Area”

As noted above, while the State mapping shows the site within the designated Significant Biodiversity Area, this does not exhibit any characteristics that would make it eligible for consideration as significant habitat or a property with significant biodiversity. There are no forested areas on this small property, although there are a few notable trees on the existing residential properties that will be developed. A large part of the property consists of vegetation that is all less than 20 years old.

Section 200-32.E of the Village Zoning Law

Section 200-32.E of the Village Zoning Law, “Trees and Landscaping”, provides a checklist for information to be provided during the SEQRA review regarding existing trees, tree removal and replacement. A point by point compliance assessment is provided below:

(1) Detail the location, size and description of existing trees, ground cover, shrubs, vines, flowers or lawns and similar natural plant formations; as well as orchards, tree stands, rock outcroppings, stone walls, streams, lakes, ponds and all other natural features.

(2) For all areas of disturbance, plus 100 feet of the adjacent proposed undisturbed area, identify the tree stands as to density and general genus (oak, pine, etc.) and identify all trees eight inches

or greater in diameter as measured four feet from the ground. These trees shall be numbered on the plan and the trees physically tagged at the site with the identifying number.

All trees on the site 8" in diameter or greater have been identified on the Tree Survey (Sheet 15 of the Site Plan set). A total of 120 trees were tagged and surveyed as listed in the following table:

Surveyed trees by Species	# of Trees Identified
Basswood	1
Black cherry	3
Black locust	42
Cottonwood	4
Douglas fir	1
Elm	3
Hemlock	8
Larch	2
Norway maple	11
Norway spruce	2
Red maple	1
Red oak	2
Silver maple	2
Sugar maple	32
White oak	5
Unidentified	1

(3) Detail the number and type of individual trees as defined and/or tree stands to be removed, the percent of total stands to be removed and how many trees will remain after construction; as well as the existing ground cover, shrubs, vines, flowers or lawns and similar natural plant formations to be removed versus that which is to be maintained or preserved.

Due to slopes constraints and grading requirements for a project of this type, it is expected that none of the existing trees on site will remain after site clearing and grading. The engineer will explore whether several existing trees in good condition around the southern entrance on Gilbert Street Extension can be saved. The existing trees on the slope behind the gas station in the northeast corner of the site will be removed given that the majority of these trees are black locust trees.

It is noted that the survey shows that at least 53 of the 120 trees are non-native invasive species that at listed as undesirable species that should be removed. Specifically, black locust (*Robinia pseudoacacia*) and Norway maple (*Acer platanoides*) will be removed, both of which are designated as invasive species by the Lower Hudson Partnership for Regional Invasive Species Management. When this is considered, it can be concluded that less than 67 "desirable" trees will be removed from the site.

(4) Submit maps detailing pre- and post-condition. Both should be overlaid on the detailed site plan so that the roads, main and accessory structures, rights-of-way, easements and utility lines are clearly shown, as is their impact on trees.

See attached updated Tree Survey plan (Sheet 15, attached and in Appendix L).

(5) Detail the steps to be taken during the period of construction to protect existing trees and stands of trees.

Since none of the existing trees will be preserved, no tree protection measures are necessary.

(6) Detail the number and type of replacement trees to be added to the property to replace those taken down. The developer will replace on a one-to-one basis or, as an alternative, present a landscaping plan acceptable to the Planning Board.

A total of 72 new trees will be planted on the site, including 50 deciduous trees (red maple, honey locust, Callery pear, flowering cherry and linden) and 22 evergreen trees (Green Giant Arborvitae). The current landscape plan therefore does not meet the requirements of the Zoning Code relative to the 1:1 replacement of trees. The applicant will seek waivers from the Planning Board for this requirement due to limited space on the site for the placement of additional trees. A consideration in the request for less than 1:1 replacement of trees is that approximately 53 of the 120 trees to be removed are non-native invasive species.

(7) Provide a time schedule indicating when planting phases are to be initiated and completed.

Since the site construction will all be completed in one phase, the landscape trees will be installed following final grading and site stabilization before issuance of a certificate of occupancy.

(8) Provide any and all additional information required by the Planning Board with respect to trees and natural vegetation for the purpose of fulfilling the intent of this section.

To be determined during site plan review.

(9) Only those trees eight inches or greater in diameter shall be removed as so indicated on the final tree plan approved by the Planning Board.

3.4.3 Proposed Mitigation Measures

No sensitive, rare or threatened species or ecological communities have been identified on the site. Due to the potential of some of the trees on the site to provide summer roosting habitat for listed bat species, tree cutting will occur during the November to April window established by the DEC and FWS.

The most critical aspect of this development as it relates to environmental impacts is its proximity to Orange Rockland Lake. The proposed stormwater pollution prevention plan has been designed to capture and treat through infiltration all runoff from the new impervious surfaces, thereby preventing any sediment or nutrient loading to the lakes.

Based on the surrounding land uses and urban character of the surrounding properties, the development as proposed will not significantly change the potential for the site or adjoining properties to provide valuable habitat or enhance regional biodiversity. Therefore no additional mitigation measures are proposed.

Following development, the majority of the site will be converted to impervious surface. Impervious surface for the proposed development has been minimized to the extent practical to implement the mixed-use commercial project and provide the required parking, driveways and

circulation around the building. The proposed plan meets the Village code bulk requirements for the "GB" zoning district, and lot coverage at 21.5 percent is less than the maximum allowed 25 percent. The number of parking spaces provided is 261 spaces compared to 258 spaces required, thereby not providing greater parking than necessary. The size of the proposed building and the related zoning code requirements for parking, driveway widths and aisle widths result in the overall impervious surface proposed for the development. The applicant has explored an alternative that results in less impervious surface, specifically the Reduced Scale Alternative described in Section 5.4.

To help protect groundwater quality and recharge, the underground infiltration system described above will be used to effectively discharge all runoff up to and in excess of the water quality volume (WQv) into the ground. Flows in excess of this volume will be detained within the system to reduce the offsite flow rate and then be discharged to the same design points as pre-development. These runoff volumes from the higher intensity storms will be pre-treated and therefore flow offsite as clean surface runoff. The process of collecting, treating, and discharging post-development stormwater from impervious surfaces to underground infiltration is intended to protect on-site groundwater recharge rates and quality as well as off-site surface water quality and flows.

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Figure 3.4-1: 1994 Aerial Photo
208 Monroe Business Center
Village of Monroe, Orange County
Source: New York State DEC GIS

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Figure 3.4-2: 2001 Aerial Photo
208 Monroe Business Center
Village of Monroe, Orange County
Source: New York State DEC GIS

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Figure 3.4-3: 2007 Aerial Photo
208 Monroe Business Center
Village of Monroe, Orange County
Source: New York State DEC GIS

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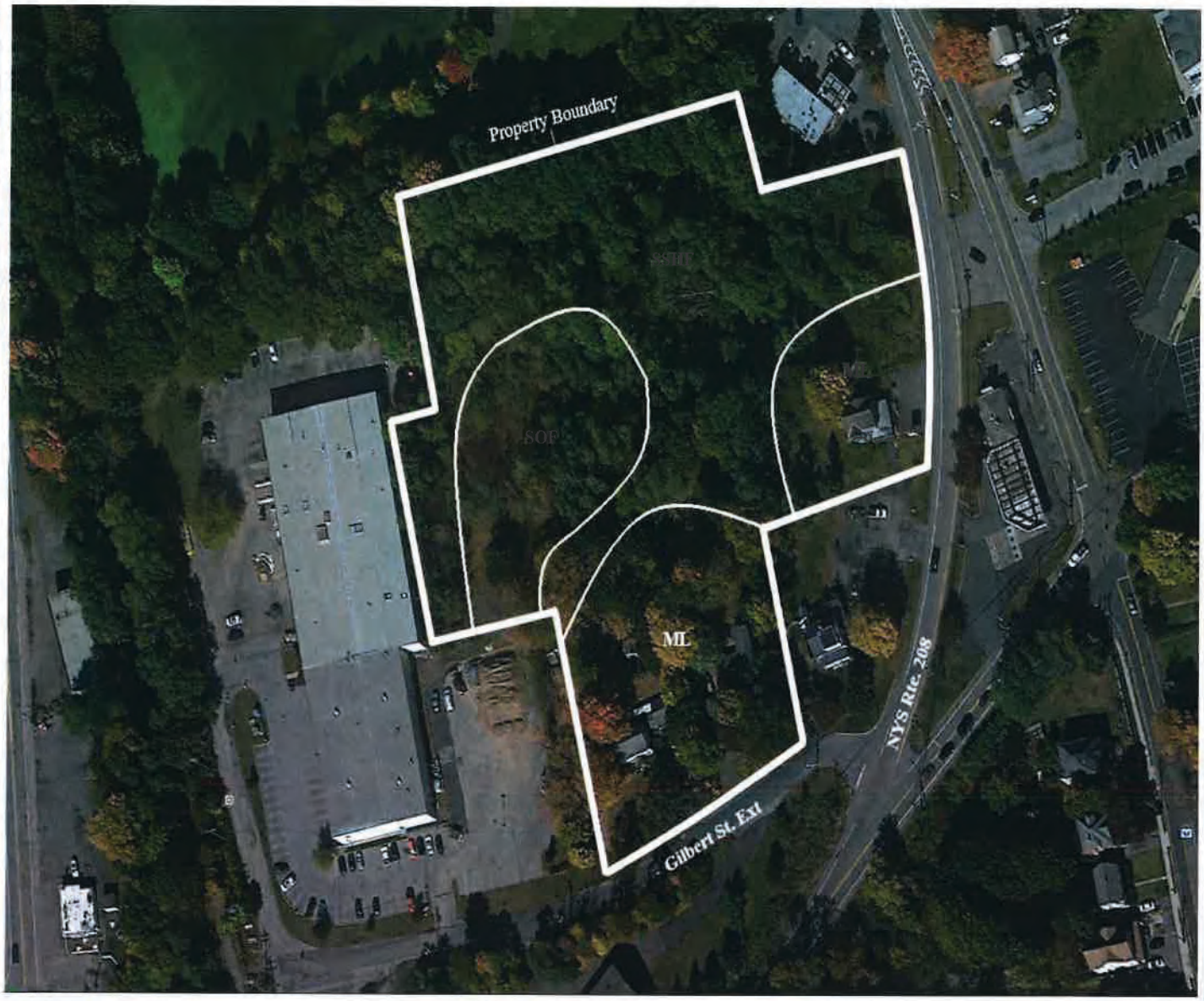
Figure 3.4-4: 2021 Aerial Photo
208 Monroe Business Center
Village of Monroe, Orange County
Source: New York State DEC GIS



LEGEND

SSHF – Successional Southern Hardwood Forest
SOF – Successional Old Field
ML – Mowed Lawn with Trees

Base Map: Google Earth Aerial Imagery, Orange County, N.Y

Scale: None

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Figure 3.4-5: Existing Ecological Communities
208 Monroe Business Center
Village of Monroe, Orange County
Source: North Country Ecological Services, Inc., 2022

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Hudson Valley Natural Resource Mapper

A Tool for Communities in the Hudson River Estuary Watershed

NEW YORK STATE OF OPPORTUNITY | Hudson River Estuary Program
A Program of the New York State Department of Environmental Conservation

Cornell University

Base Map: Topographical

How to use this map

- Search
- Tools
- Hudson River Estuary Layers
- Stream and Watershed Layers
- Wetland Layers
- Forest Layers
- **Biodiversity Layers**

☐ All Layers

Layers become visible at different scales

☐ Known Important Areas for Rare Aquatic Animals [I]

☐ Known Important Areas for Rare Plants [I]

☐ Known Important Areas for Rare Wetland Animals [I]

☑ Known Important Areas for Rare Terrestrial Animals [I]

☐ Important Bat Foraging Areas [I]

☐ Known Important Areas for Migratory Fish [I]

☐ Known Important Coldwater Stream Habitats [I]

☐ Significant Natural Communities [I]

- Scenic and Recreation Layers
- Reference Layers

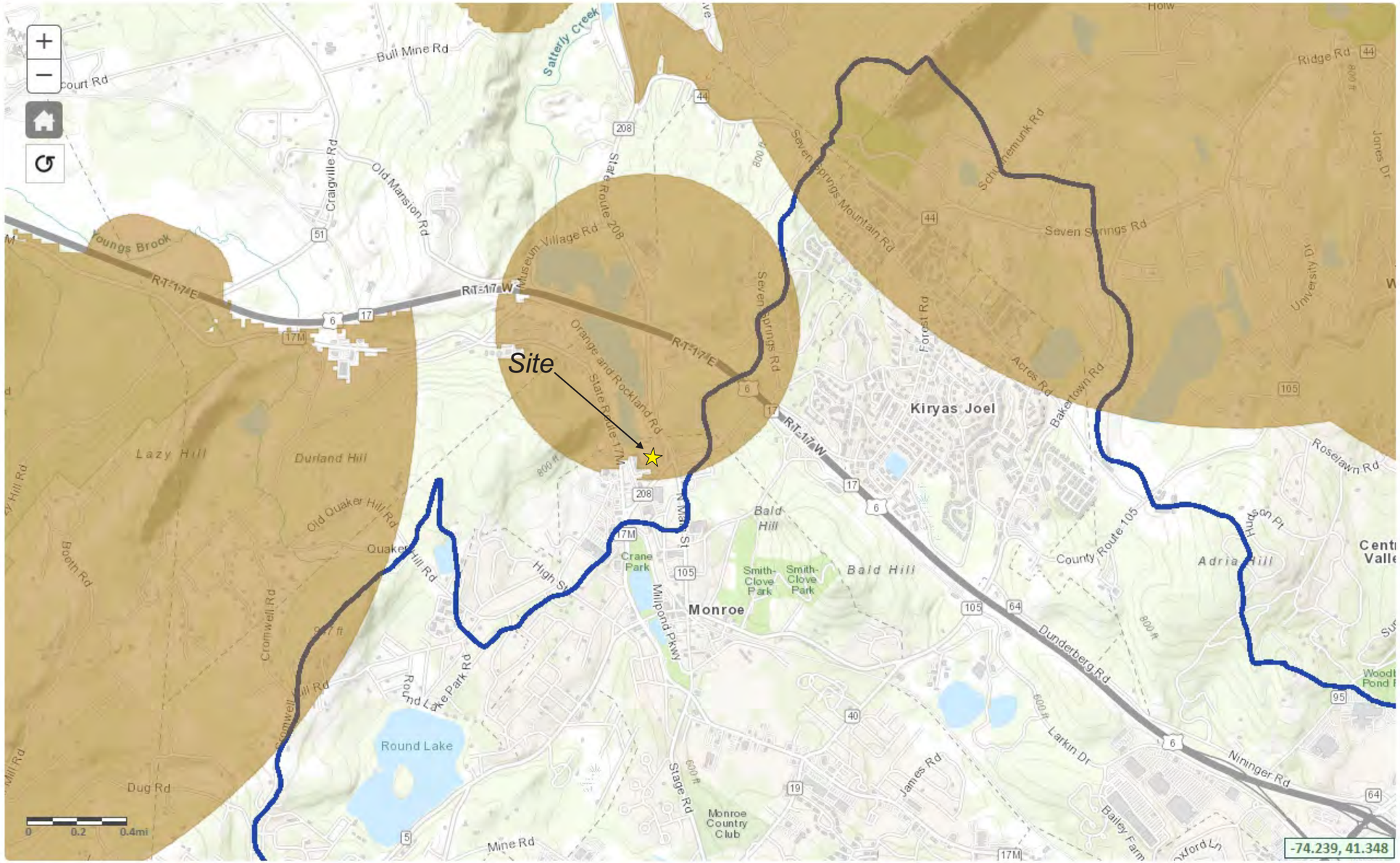

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Figure 3.4-6: Biodiversity Block- Rare Terrestrial Animals
208 Monroe Business Center
Village of Monroe, Orange County
Source: DEC Hudson Valley Natural Resource Mapper

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

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Base Map: Topographical

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- Hudson River Estuary Layers
- Stream and Watershed Layers
- Wetland Layers
- Forest Layers
- **Biodiversity Layers**

Known Important Areas for Rare Aquatic Animals [I]

- [ ] Known Important Areas for Rare Plants [I]
- [ ] Known Important Areas for Rare Wetland Animals [I]
- [ ] Known Important Areas for Rare Terrestrial Animals [I]
- [x] Important Bat Foraging Areas [I]
- [ ] Known Important Areas for Migratory Fish [I]
- [ ] Known Important Coldwater Stream Habitats [I]
- [ ] Significant Natural Communities [I]
- [ ] Significant Biodiversity Areas in the Hudson River Valley [I]
- [ ] Audubon Important Bird Areas [I]

- Scenic and Recreation Layers
- Reference Layers

www.dec.ny.gov

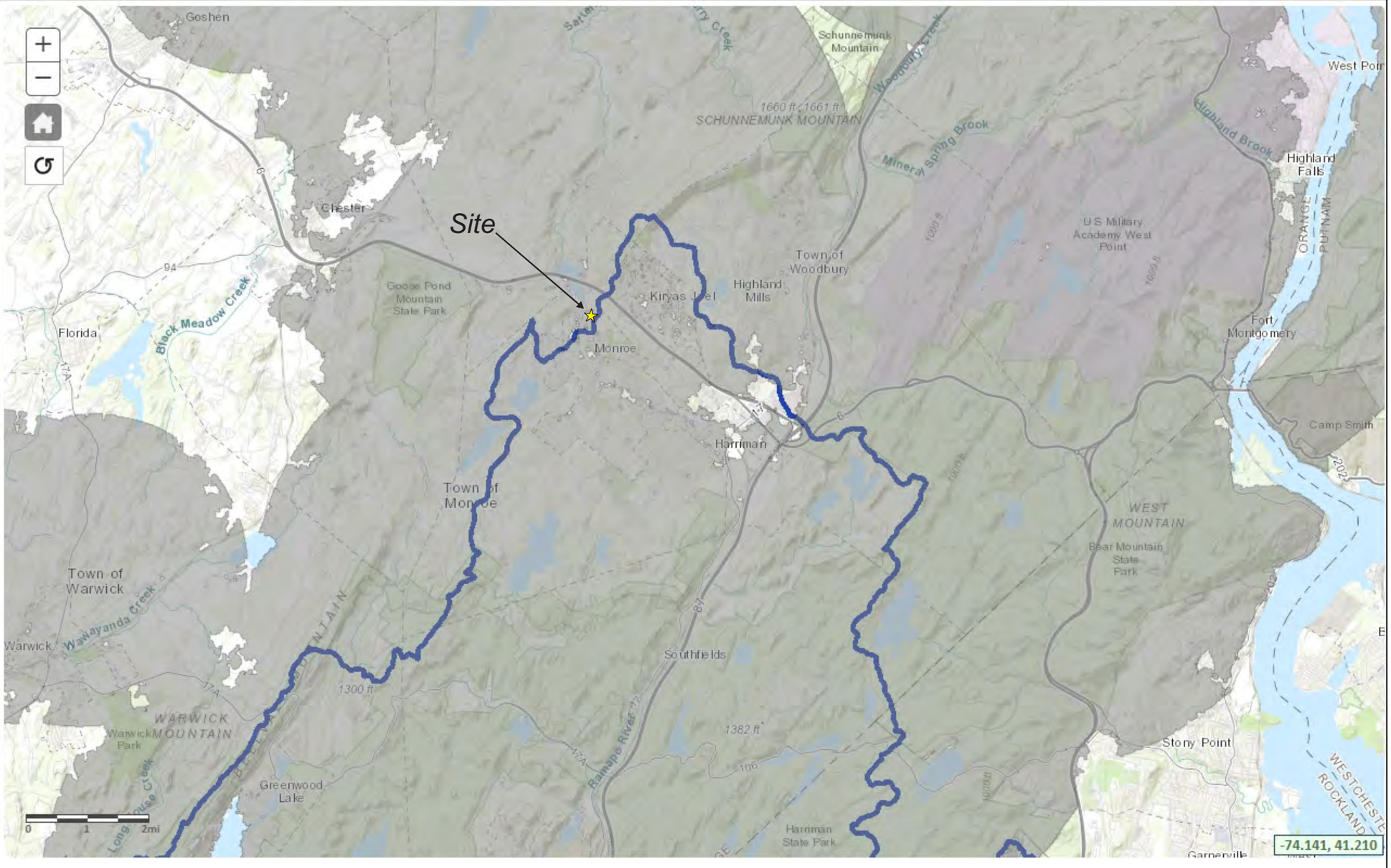

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Figure 3.4-7: Biodiversity Block- Important Bat Foraging Areas
208 Monroe Business Center
Village of Monroe, Orange County
Source: DEC Hudson Valley Natural Resource Mapper

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Hudson Valley Natural Resource Mapper

A Tool for Communities in the Hudson River Estuary Watershed

NEW YORK STATE OF OPPORTUNITY | Hudson River Estuary Program
A Program of the New York State Department of Environmental Conservation

Cornell University

Base Map: Topographical

How to use this map

- Search
- Tools
- Hudson River Estuary Layers
- Stream and Watershed Layers
- Wetland Layers
- Forest Layers
- **Biodiversity Layers**

Known Important Areas for Rare Aquatic Animals [I]

Known Important Areas for Rare Plants [I]

Known Important Areas for Rare Wetland Animals [I]

Known Important Areas for Rare Terrestrial Animals [I]

Important Bat Foraging Areas [I]

Known Important Areas for Migratory Fish [I]

Known Important Coldwater Stream Habitats [I]

Significant Natural Communities [I]

Significant Biodiversity Areas in the Hudson River Valley [I]

Audubon Important Bird Areas [I]

- Scenic and Recreation Layers
- Reference Layers

www.dec.ny.gov

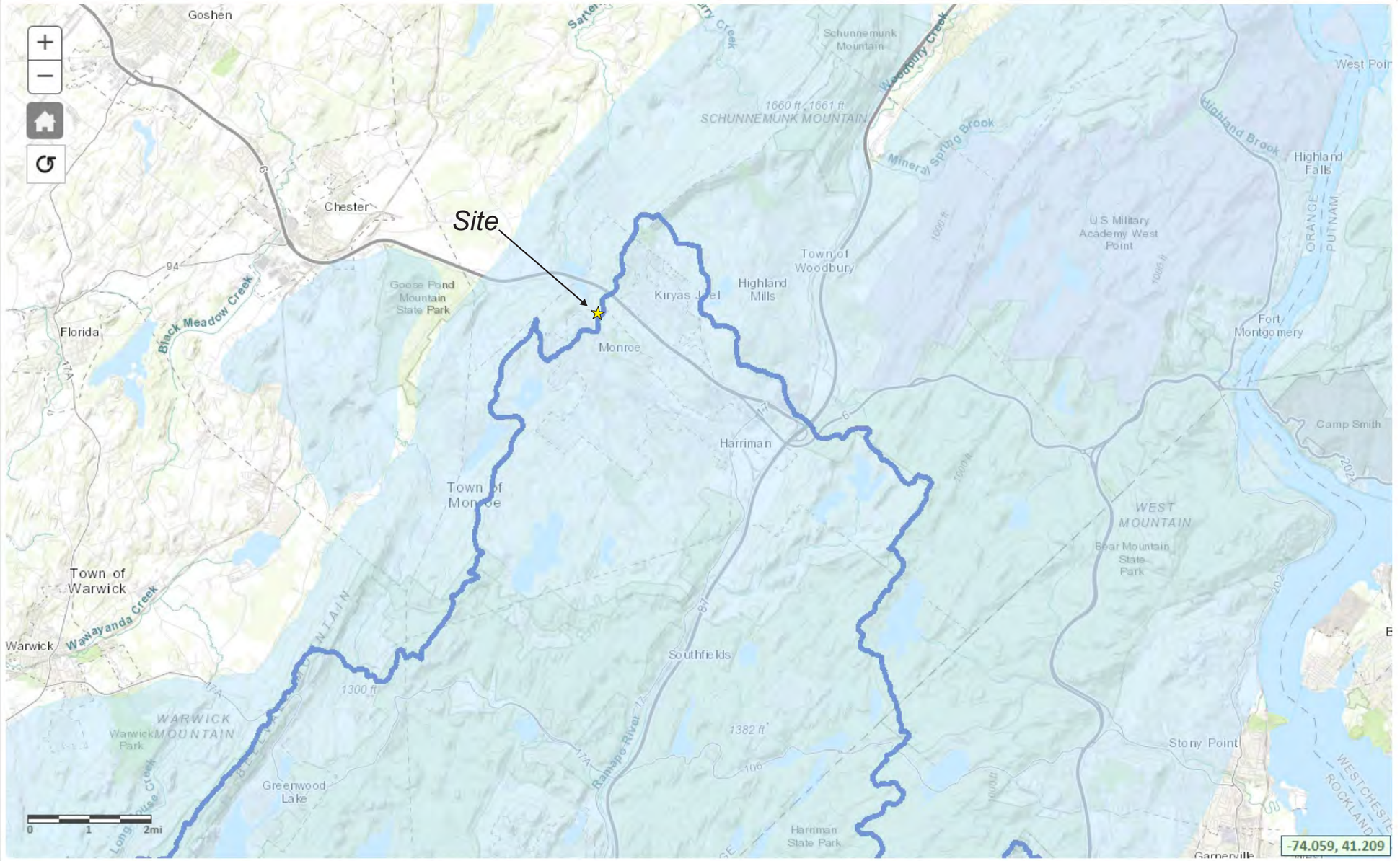

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Figure 3.4-8: Biodiversity Block- Significant Biodiversity Areas
208 Monroe Business Center
Village of Monroe, Orange County
Source: DEC Hudson Valley Natural Resource Mapper

3.5 Cultural Resources

3.5.1 Existing Conditions

Under Section 106 of the National Historic Preservation Act and Section 14.09 of the New York State Historic Preservation Act, the State Historic Preservation Office (SHPO) reviews applications to consider potential historical and cultural impacts or effects on eligible or listed properties during the planning process. All projects that will require any type of permit from a New York State agency require a review by SHPO.

The Scoping Document for the project requested that a Phase 1A/1B Archeological Investigation be prepared for the site. A Phase 1A/1B Archaeological Investigation was prepared by TRACKER Archeology, Inc., dated October, 2020. The Phase 1A/1B report is included in this DEIS as Appendix H. A summary of the study is below:

Between September 22 and October 1, 2020, TRACKER Archaeology, Inc. conducted a Phase IA documentary study and a Phase IB archaeological survey for the proposed 208 Business Center, Village of Monroe, Town of Monroe, Orange County, New York.

The purpose of the Phase IA documentary study was to determine the prehistoric and historic potential of the project area for the recovery of archaeological remains. The Phase IA was implemented by a review of the original and current environmental data, archaeological site files, other archival literature, maps, and documents. In addition, the study area was visited by the author and visually assessed.

The prehistoric and historic site file search was conducted utilizing the CRIS website of the New York State Historic Preservation Office in Waterford, New York. Various historic web sites were queried to review any pertinent site information.

The purpose of the survey was to recover physical evidence for the presence or absence of archaeological remains on the property before their potential destruction. This was accomplished through subsurface testing and ground surface reconnaissance.

These investigations have been conducted in accordance with the standards set forth by the New York Archaeological Council and the New York State Historic Preservation Office.

Environment

The property is approximately 5 acres. The property is located at the northwest corner of the NYS Route 208 and Gilbert Street Extension intersection.

The study area is located in the southeast portion of New York State in the central part of Orange County. This region of New York lies within the Ridge and Valley Physiographic Province. The predominant forest community in this area was probably the Oak Hickory. This forest is a nut producing forest with acorns and hickory nuts usually an obvious part of the leaf litter on the forest floor. At the time of the Phase IB field work, the project area consisted an overgrown wooded area and grassy residential areas.

Pre-Historic Sensitivity

The Project Area is considered to have a higher than average potential for the recovery of pre-historic sites. This assessment is based upon the following: The project site is located approximately 230 feet south of Orange - Rockland Lakes, which drain northward to the Slattery Creek and Moodna Creek. The property is situated on level to moderately sloped terrain with well drained soils and prehistoric sites were recorded in the vicinity of the property. The closest identified prehistoric site is located approximately 1680 feet and four known pre-historic sites were identified within one-mile radius from the study area.

Historic Sensitivity

The Project Area is considered to have higher than average potential for the recovery of historic sites. The type of site encountered could be a nineteenth to early twentieth century structure or midden associated with the A. Carpenter house.

Five historic properties were identified within a one-mile radius from the subject property. The closest historic property is the Julius-Smith-Ryder-Webb house, an early Monroe residence and blacksmiths shop located approximately 0.85 miles from the project site. Historic maps from 1875 and from 1902 show a house either on or immediately adjacent to the subject property, identifying A. Carpenter as the property owner.

Phase 1B Field Testing

Walkover

Any exposed ground surfaces were walked over at about 3 to 5-meter intervals to observe for artifacts. Covered ground terrain was reconnoitered at about 15 to 7.5 meter intervals for any above ground features, such as berms or depressions which might be evidence for historic or prehistoric sites.

Shovel Testing

Shovel tests were excavated at about 15 to 7.5-meter intervals on the project area. The closer intervals were nearer the suspected historic houses which included Joe's Fix It store where not obstructed.

Each shovel test measured about 30-40 cm. in diameter and excavated into the underlying subsoil (B horizon) 10 to 20 cm. if possible. All soils were screened through 1/4 inch wire mesh and observed for artifacts. Shovel tests were flagged in the field. All shovel test pits (STP's) were mapped on the project area map at this time.

Field Testing Results

Field testing of the project property included the initial excavation of 84 shovel tests between 25 and 50 foot intervals. One prehistoric isolated artifact (tertiary flake) was encountered at ST 48. Eight additional radial ST's were excavated around it in a star shape at 1and 3 meters with negative results. The soil associated with ST 48 was an anomaly, a wet, darker soil overlying bedrock. No historic artifacts were recovered. Cut mammal long bone and clam shell were noted on the hard-packed surface between the 2 driveways of the dwellings along Gilbert St. Extension (road).

The Phase 1B archeological field investigation by TRACKER Archeology. Inc. found one prehistoric isolated artifact (tertiary flake). Following additional radial testing in the vicinity of the artifact, no other artifacts were found. No historic artifacts were recovered. Based upon the survey results, no further archeological work was recommended.

3.5.2 Potential Impacts

A Phase 1A cultural resources investigation and a Phase 1B archeological field investigation was performed for the property. The Phase 1A investigation found no existing historic resources in close proximity (within one-quarter mile) of the property. Five historic properties were identified within a one-mile radius from the subject property. The closest historic property is the Julius-Smith-Ryder-Webb house, an early Monroe residence and blacksmiths shop located approximately 0.85 miles from the project site.

The Phase 1B archeological investigation found a single prehistoric isolated artifact (tertiary flake). No other prehistoric or historic artifacts were recovered in the investigation. Based upon the lack of historic resources on or near the property, the proposed 208 Business Center project is not expected to have any impact on historic or archeological resources.

3.5.3 Proposed Mitigation Measures

Based upon the results of the Phase 1A and 1B cultural resource investigation, no further archeological work was recommended. Therefore, no mitigation for cultural resources is warranted or proposed.

3.6 Visual Resources

The visual assessment that is presented below has been conducted in accordance with the New York State Department of Environmental Conservation (NYSDEC) guidelines[1] 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 development 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.

3.6.1 Existing Conditions

Existing Visual Character

The Subject property is in the northern portion of the Village of Monroe and has a general elevation of 612 to 618 ft. The topography in the vicinity of the site and a 1,500 foot radius with a potential viewshed of the Property is shown in Figure 3.6-1. As shown in the Figure, the elevations of land and public roadways the vicinity of the site (within 500 feet) are similar to the subject site. The project site has elevations generally between 615 and 620 feet. For reference, Orange and Rockland Lake has an elevation of approximately 597 feet. Northwest and northeast of the site are wooded, mostly undeveloped hills with higher elevations. The property is not located in a visually prominent location such as a hilltop or ridge.

The property has frontage on Route 208 on the east and on Gilbert Street Extension to the south. Currently two existing single-family homes are located in the southern portion of the site. Further to the south of the site across Gilbert Street Extension are two office buildings and wooded land.

The northern edge of the property borders and Orange and Rockland Park which includes a lake, areas of maintained lawn with picnic facilities and wooded areas at the edge of the park. The western edge of the site borders the Monroe YMCA facility. The YMCA building is within 25 feet of the property line at the west side of the site and portions of the adjoining YMCA property are parking areas.

The property is bordered to the east by Route 208, which connects Route 17 on the north to Highway 17M and the Village of Monroe to the south and its downtown business district. The northeast corner of the site borders an Exxon gasoline service station. The southeast corner of the site borders a former single-family home that operates as a bicycle shop. Across Route 208 is a triangular shaped property with a Mobile gasoline service station. The Mobile station is at the northwest corner of the busy intersection of North Main Street and Schunnemunk Street. East of North Main Street are several office buildings and supporting parking areas and the Mombasha Fire Station.

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

According to the approved Scoping Document, a radius of 1,500 feet was specified to assess local aesthetic resources and special areas of concern for which the project may be visible. No aesthetic resources of statewide significance are located within 1,500 feet of the subject site. The project site may be considered an aesthetic resource of local significance based upon the recommendations of the Village Comprehensive Plan. The project site is located in a visually prominent area for drivers entering the Village from the north and this area is recommended for changes to "beautify intersections at major Village Gateways". Two local parks with views of landscaping, trees and ponds are located within a 1,500 foot radius: Orange and Rockland Park to the north and Crane Park, approximately 750 feet south of the site.

Views from Nearby Locations

Views of the site from the nearby roads vary depending on the topography, vegetation and intervening development. The existing conditions at seven (7) potential viewpoints from area roads and public recreation areas were photographed, in both summer and winter conditions. A key map for the evaluated view locations is provided as Figure 3.6-2 Photo Key. Figure 3.6-3 is an aerial photograph that shows a 1,500 radius around the subject property and from Photos of the site from nearby public locations are provided in Figure 3.6-4.

View 1: From Route 208 and North Main Street

The subject property is directly visible from Route 208 and Main Street since the site has nearly 300 feet of frontage on Route 208. Currently the site appears as a wooded lot between the Exxon service station to the north and a house converted to a bicycle shop to the south. The residence containing the bicycle shop will be removed as part of the development, but an existing commercial building to the south will be retained. When the trees are bare in winter months, views into the interior of this portion of the site are possible. Views of the site from Route 208 and North Main Street are shown in Figure 3.6-4, Photos 1 and 2.

View 2: From Schunnemunk Street

The property is visible for drivers on Schunnemunk Street, approaching the intersection of Main Street. Drivers would view the site towards the northwest across the Mombasha Fire Department parking lot and Main Street. Currently the site is visible as an area of woods with an Exxon service station to the north. The views of the site from Schunnemunk Street are shown in Figure 3.6-4, Photos 3 and 4.

View 3: From Schunnemunk Street / Gilbert Street Extension

The property is visible for drivers on the short section of *Schunnemunk Street* between Gilbert Street Extension and North Main Street. This section of road is directly south of the Mobile service station. Drivers would view the site towards the northwest, perpendicular to the road, across a parking lot for the adjacent realty office. The existing former bicycle shop building would be demolished for the development opening views into the site and of the future building. The views of the site from *Schunnemunk Street/Gilbert Street Extension are* shown in Figure 3.6-4, Photos 5 and 6.

View 4: From Gilbert Street Extension

Currently, drivers on Gilbert Street extension see two single family homes in an area of mature trees. Lawn areas and landscaping surround the two homes. Photos of the project site frontage on Gilbert Street Extension are shown in Figure 3.6-4. Photo 7 shows the frontage alone Gilbert Street Extension and the area of the future access drive Immediately west of the site is the South Orange Family YMCA. The YMCA is a two-story steel-clad building with a parking area east of the building that adjoins the subject property. Photo 8 shows views of the western portion of the site behind the YMCA parking lot.

View 5: From Heritage Trail

The Heritage Trail, also known as the Orange County Rail-Trail is an approximately 12 mile recreational trail on the right-of-way of the former Erie Railroad. In the area of the project, the trail is paved and is located directly west of the YMCA property and parallels Route 17M. It is used by pedestrians and cyclists. Users of the Heritage trail looking in an easterly direction currently see a limited area of the subject Property as woods behind the YMCA building. The YMCA building and parking lot dominate the views towards the east. (see Figure 3.6-4, Photos 9 and 10).

View 6: From Orange and Rockland Park

Visitors to Orange and Rockland Park looking to the south and the subject property currently see an existing storage building at the edge of a lawn area with mature deciduous trees behind the building. These trees are located on both the Orange and Rockland Park property as well as on the project site south of the property line (see Figure 3.6-4, Photos 11, 12 and 13). The storage building and an area of trees approximately 35 to 70 feet in depth on the park property lies between open lawn areas of the park and the project area. The YMCA building is at a similar elevation as the proposed building and is currently visible through existing vegetation in the Orange and Rockland Park from certain vantage points. The Orange and Rockland Park is bordered to the east by Orange and Rockland Road and Route 208 to the east.

Views From *Other Nearby Locations*

Potential views of the site from other nearby public locations were examined by using topographic maps and by a visual survey of the area. Crane Park is located south-southwest of the site within 1,500 feet of the property. This park with lakes and pedestrian paths is heavily used by Village residents for walking and recreation. The subject property is not visible from Crane Park due to intervening vegetation and the higher topography of the Route 208 overpass over a former rail line. Photos from Crane Park towards the subject site are shown in Figure 3.6-4, Photos 17 and 18.

3.6.2 Potential Impacts

Change in Visual Character

The proposed project would convert the existing vacant, partially wooded northern portion of the site to a two-story modern commercial and office building and parking areas. The southern portion of the site is currently occupied by two single family residences and mature trees and lawn and this would be converted to parling areas and landscaped islands. The proposed commercial / office development would change the visual character of the site. Clearing of trees and grading for construction and the addition of two-story commercial / office building would allow views of the

proposed development from the surrounding nearby public streets and from Orange and Rockland Park.

The proposed mixed-use retail and office building will be an attractive, modern building that is designed to be compatible with surrounding and nearby development, in the opinion of the applicant. The building will have a varied façade with alternating walls, windows and entrances. Three architectural renderings of the proposed building are provided as Figures 2-5 through 2-7B. Figure 2-7B Building Rendering Southwest Corner shows the proposed western building façade. This view is not representative of future views from the YMCA property since the YMCA building is relatively close to the property line. See Figure 2-3 for the comparative building locations on both properties. A full-sized architectural Elevation drawing is attached to the Site Plan drawings (see attached and Appendix L) and the building elevations are provided in Figure 2-8. The building floor plans are being developed by the project architect.

A Landscape Plan has been prepared to provide landscaping and vegetation at the edges of the development and in the parking areas and in a landscaped island at the front of the building. The Landscape Plan is intended by the applicant to enhance the views into the property and provide an attractive setting for visitors and workers at the 208 Business Center. The landscaped plan is included in the full-sized set of Site Plan drawings attached to this DEIS (see Sheets 13 and 14, and Appendix L). A reduced scale version of the plan is provided as Figure 2-4. The landscape Plan shows screening and street trees planted in the 15 to 30 foot frontage along NYS Route 208. Deciduous trees include Linden and Callery Pear. Evergreen trees include Arborvitae. Shrubs and street trees are proposed along the edge of the parking lot. Plantings would include a row of Maple trees, as well as shrubs planted along the property frontage on Gilbert Street Extension. Trees and shrubs are proposed in tree islands in the main parking area south of the building.

Signage at the development will be minimal to provide for traffic safety including “Stop”, “No Parking" and “Handicapped Parking” signs. A single entrance sign is proposed for NY Route 208 entrance. The location of signs is provided on the Site Plan drawing (attached Sheet 3, and Appendix L) and on the Site Details plan (Attached Sheet 9, and Appendix L).

Balloons were used to assess the locations of the building corners and how the proposed building will be observed within the visual setting and landscape. Weather balloons were placed at the four building corners at an elevation of 35 feet above the proposed first floor elevation of the building (616 feet). Photographs were taken from prominent vantage points for the proposed building and development. The visibility of the proposed building from local vantage points is described below.

Site Lighting

The introduction of lighting on the property will change the nighttime visual character of the Property. Currently the northern portion of the site is undeveloped and has no lighting. The southern portion of the site has two residences with residential lighting inside and outside of the homes. Properties and streets surrounding the subject site currently have nighttime lighting, except for the Orange and Rockland Park to the north. The YMCA and Gilbert Street Extension have 24-hour safety lighting. The Exxon service station, the Mobile service station, the Mombasha Fire Station and other commercial properties along Route 208 and Route 208 have 24 hour lighting.

The Illuminating Engineering Society is the recognized technical and educational authority on illumination. Their mission is to improve the lighted environment by translating lighting expertise into actions that benefit the public. The Illuminating Engineering Society publishes and maintains a trademarked Lighting Library with over 100 standards written by subject matter experts in different technical committees.

Similarly, the International Dark Sky Association is an advocacy group working to protect the night sky from light pollution and providing information about the benefits of responsible lighting. These organizations recommend that lighting levels for developments not exceed what is necessary for safety and importantly that lighting is contained to the subject property and downward directed, minimizing off-site glare and unnecessary illumination. The International Dark Sky Association recommends to minimize the harmful effects of light pollution, lighting should:

- Only be on when needed
- Only light the area that needs it
- Be no brighter than necessary
- Minimize blue light emissions
- Eliminate upward-directed light

The lighting plan proposed for the 208 Business Center is consistent with the goals and recommendations of these organizations, by providing sufficient light for vehicle and pedestrian safety, but minimizing unnecessary off-site and skyward light impacts.

The project engineer has prepared a Conceptual Lighting Plan for the development and the plan is provided as Sheet 6 in the site plan drawings. Safety lighting is provided on pole mounted lights at the perimeter of the parking areas and occasional pole mounted lights interior to the site. The light poles will be 15 feet in height with the exception of a single pole in the center of the parking lot at 25 feet in height. Wall mounted lights will be provided on the building and these will be downward directed with “cut-offs” to prevent off-site glare. All pole mounted lighting will be downward directed and “night-sky” compliant. The lighting plan shows that light from poles at the perimeter of the parking areas will be limited to the site and will not extend off-site.

Lighting in the parking areas will be dimmed by timers when the retail spaces are closed, but will not be turned off to maintain safety and security for the building. Blue tinted light will be avoided.

Changes in Views from Nearby Locations

View 1: From Route 208 and North Main Street

The proposed commercial / office building will be visually prominent for drivers on a section of Route 208 and North Main Street in the direct vicinity of the Project site. As described, the existing Exxon service station will be at the northern edge of the Route 208 frontage and an existing office building will be to the south of the development. The site will be perpendicular to the road and forward looking views for drivers on Route 208 southbound and for north and south bound drivers on North Main Street. For drivers on North Main Street, the Mobile service station at the intersection of Schunnemunk Street will partially block views into the site for a section of North Main Street. The approximate eastern building corners in the view from Route 208 are shown in Figure 3.6-5.

Views into the site will observe the driveway entrance / exit at Route 208 and a modern commercial / office building set back approximately 160 feet from the roadway. Parking areas and the driveway will be visible from Route 208 / North Main Street. According to the Landscape Plan, a combination of deciduous street trees (Greenspire Linden) and evergreen trees (Green giant arborvitae) and clusters of shrubs will be planted along the Route 208 Main Street frontage, providing a visual softening of the views into the site.

View 2: From Schunnemunk Street

Following development of the proposed commercial / office building will be visible for drivers on Schunemunk Street, approaching the intersection of North Main Street. Drivers will have a view of the building across a parking lot and North Main Street, between the Mombasha Fire Station and Exxon service station to the north and the Mobile station to the south. Landscaping along the Route 208 frontage will soften the views of the building and parking lots. The wooded hillside west of the site will remain behind and above the proposed building roof in this viewshed. A photo-simulation of the view from Schunnemunk Street is shown in Figure 3.6-6.

View 3: From Schunnemunk Street / Gilbert Street Extension

Drivers looking north / northwest from *Schunnemunk Street and* Gilbert Street extension will view the eastern edge of the building, set back from the Route 208 project entrance, across and existing off-site parking lot. The existing former bicycle shop will be demolished as part of the development, opening up views to the north. The existing office building south of the site and its trees will remain, framing the views into the site.

View 4: From Gilbert Street Extension

Gilbert Street Extension is not a heavily trafficked road since it only provides access to the YMCA and a business property. Drivers on Gilbert Street Extension will see a noticeable change in views given that the two existing homes and the trees around them will be removed for the development access drive and parking areas. The building will be visible but set back from Gilbert Street Extension by approximately 290 feet. The Landscape Plan provides a row of Red Maple trees and clumps of shrubs along the Gilbert Street frontage which will soften the views into the site.

View 5: From NYS Heritage Trail

Visitors to the Heritage Trail may see the upper portions of proposed commercial / office building framed between the vegetation of Orange and Rockland Park to the north and the YMCA building to the south. From this vantage point the proposed office building a direct view into the site is limited by the YMCA building. The YMCA building and parking lot dominate the views towards the east. (see Figure 3.6-4, Photos 9 and 10).

View 6: From Orange and Rockland Park

Visitors to Orange and Rockland Park looking to the south will see the proposed commercial / office building through existing vegetation and trees at the southern end of the park. The proposed 208 business center building will be at an elevation above the existing wood and metal storage building at the edge of the park. The proposed building will be obscured by approximately 35 to 70 feet of vegetation on the hillside at the southern edge of the Park (see Sheet 2 – Existing Conditions Map, attached and Appendix L). Views of the building will be more prominent in the

winter months but will continue to be partially obscured by trees. A photo-simulation of the view from Orange and Rockland Park is shown in Figure 3.6-7.

The YMCA building is at a similar elevation as the proposed building and is currently visible through existing vegetation in the Orange and Rockland Park from certain vantage points. Partial views of the proposed building are not expected to be a significant change in the visual character of the park or diminish public enjoyment of the natural characteristics of the park.

Views From Other Nearby Locations

Potential views of the proposed building will be mostly limited to those streets adjoining or near the site: Route 208, North Main Street, Gilbert Street Extension and Schunnemunk Street. Drivers on North Main Street south of Schunnemunk Street will likely not have views of the building given the existing intervening residential development and vegetation. The building will not be visible from vantage points south of the site such as the North Main Street Middle School or from Crane Park due to intervening development, vegetation and topography (see Figure 3.6-3).

The proposed building will be visible from certain locations in the YMCA parking lot, but for most visitors to the YMCA the 208 Business Center will be behind the YMCA building. Visitors to Crystal Run Health Care facility, located on Route 17M will see the 208 Business Center building through the vegetation on the Orange and Rockland Park property in winter months (see Figure 3.6-3). Visitors to the Luke and Friends Child Care Center located on Talmadge Street, west of Route 17M, will likely not see the proposed building given the intervening development and vegetation.

3.6.3 Proposed Mitigation Measures

Site Design

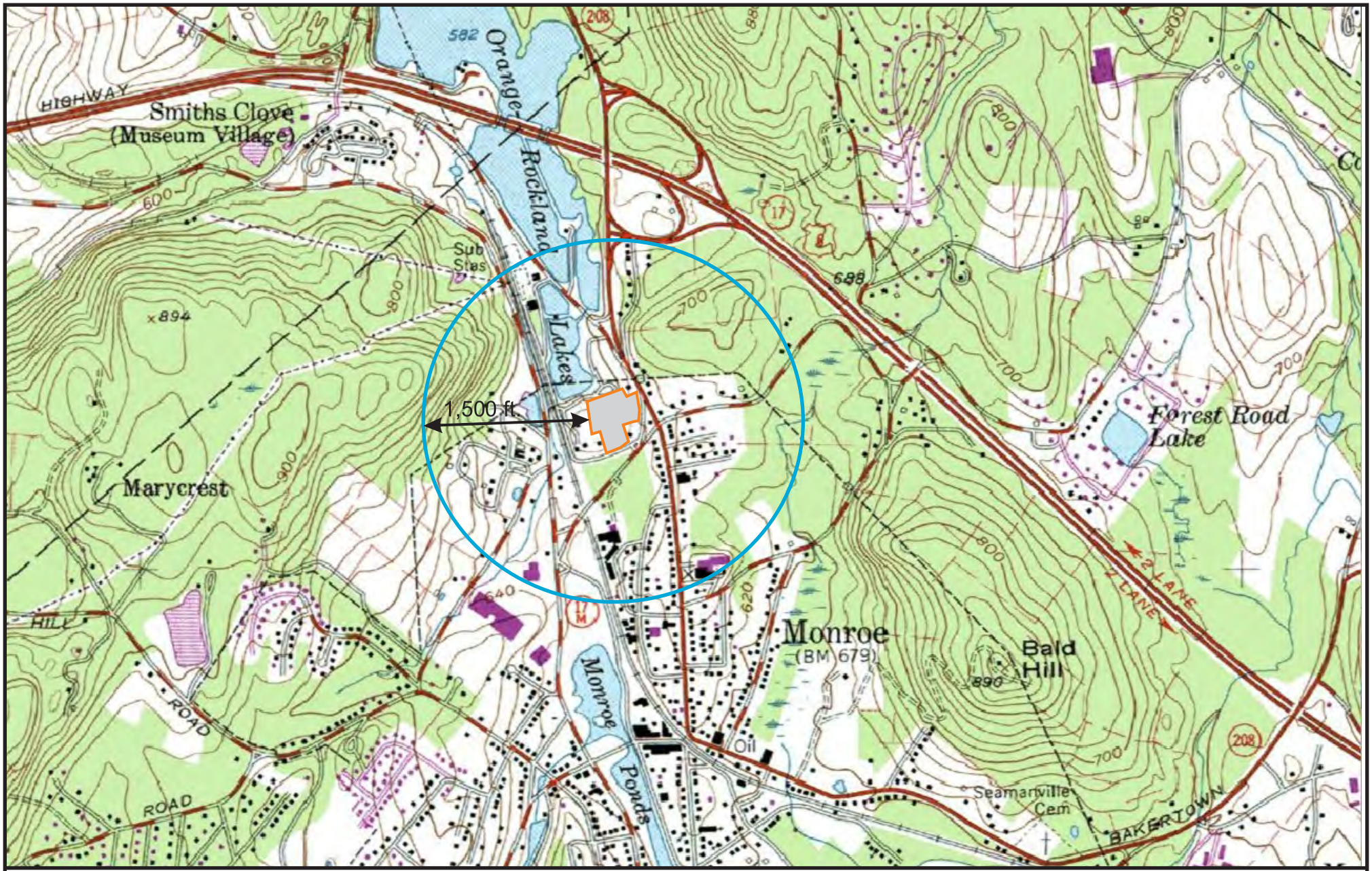
The proposed mixed-use retail and office building will be an attractive, modern building designed to l be compatible with surrounding and nearby development, in the opinion of the applicant. The building will have a varied façade with alternating walls, windows and entrances. The site design for the proposed development would locate the mixed use commercial / office building well interior to the site, approximately 160 feet from Route 208 and 280 feet from Gilbert Street Extension. In placing the proposed building further from street frontage, it reduces the visual prominence and scale of the building.

A Landscape Plan has been prepared to provide landscaping and vegetation at the edges of the development and in the parking areas and in a landscaped island at the front of the building. The Landscape Plan is intended by the applicant to enhance the views into the property and provide an attractive setting for visitors and workers at the 208 Business Center. The Landscaping Plan provides for street trees and shrubs planted along the street frontages of NYS Route 208 and along Gilbert Street Extension, and along the west and east side of the property. This landscaping is intended to address the Village Zoning Code Article XI Parking and Loading, Section 200-44(J) Screening. Parking lots and loading spaces are required to be screened visually from adjoining properties. The screening plan (Landscape Plan) requires review and approval by the Planning Board. The applicant is responsible to install and finance the landscaping and the applicant or their successors are responsible for the maintenance of the landscaping for the development. The Landscaped Plan is included in the full-sized set of Site Plan drawings attached to this DEIS and provided in Appendix L (Sheets 13 and 14). A reduced scale version of the plan is provided as Figure 2-4.

Lighting

Lighting for the project has been designed to limits the glare from lighting to the property and prevent off-site light spillage. A conceptual lighting plan is provided as Sheet 6 of the Site Plan drawings (attached and in Appendix L). The proposed pole mounted and wall mounted lighting is dark sky compliant and all downward directed to prevent off-site light spillage potential impacts to the public and neighbors.

The commercial and office space is expected to operate during normal commercial and office hours (for example 7:00 am to 10:00 pm). The grocery store is proposed to be open 24-hours per day. The design of the lighting, as described herein, and the landscaping at the perimeter of the development will minimize the off-site impacts of lighting.



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File 10075 Fig 1 01/17/10

Figure 3.6-1: Topographic Map
208 Business Center
Village of Monroe, Orange County, NY
Approximate Scale: 1 in. = 1,100 ft.
Source: US Geologic Survey. 1981

Tim Miller Associates, Inc.,10 North Street, Cold Spring, New York 10516 (845) 265-4400 Fax (845) 265-4418

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Figure 3.6-2: Photo Key
Monroe 208 Business Center
Village of Monroe, Orange County, New York
Source: Google Maps

File 21032 Fig 3.6-2
03-31-2022

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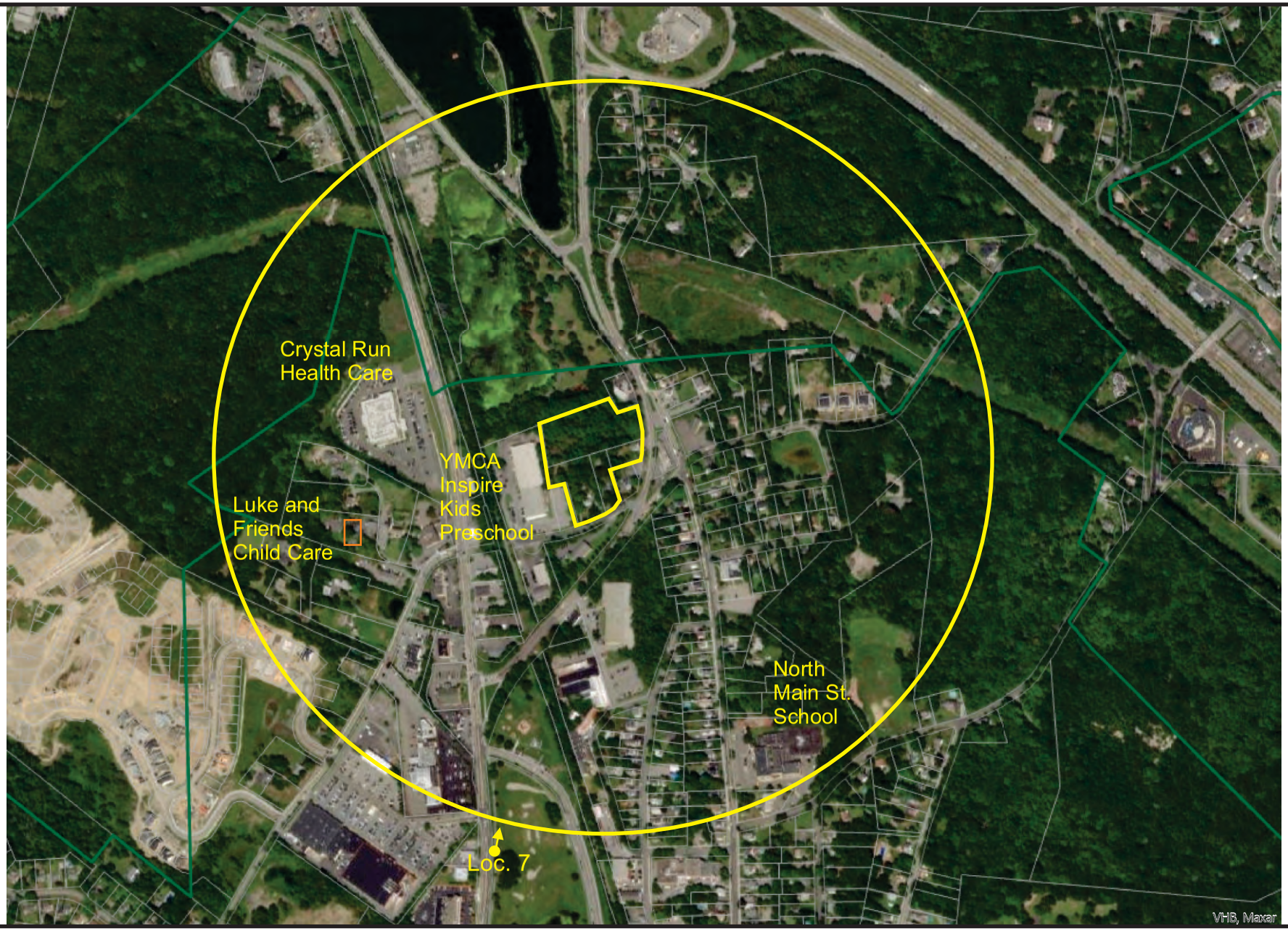

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Figure 3.6-3: Visual Analysis Map
Monroe 208 Business Center
Village of Monroe, Orange County, New York
Source: Google Maps

File 21032 Fig 3.6-3
03-31-2022

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Figure 3.6-4 Existing Conditions Photographs
208 Business Center, Village of Monroe, NY

1) Location 1 - View of subject Property frontage on Route 208, with proposed site entrance, facing west.

2) Location 1 - View of subject Property frontage on Route 208, with proposed site entrance, facing west. YMCA building is in background.

Figure 3.6-4 Existing Conditions Photographs
208 Business Center, Village of Monroe, NY

3) Location 2 - View of project site from Schunnemunk Street looking across Mombasha Firehouse parking lot, facing northwest.

4) Location 2 - View of project site in winter months, facing northwest.

Figure 3.6-4 Existing Conditions Photographs
208 Business Center, Village of Monroe, NY

5) Location 3 – View towards project site from Schynnemunk Street and Route 208, facing northwest. Site includes former bicycle shop in photo.

6) Location 3 - View of subject Property in winter months, facing northwest. Exxon station is at right.

Figure 3.6-4 Existing Conditions Photographs
208 Business Center, Village of Monroe, NY

7) Location 4a. View of proposed site entrance at Gilbert Street Extension and two existing residences on the property, facing northeast.

8) Location 4b. - View of subject Property across YMCA parking lot, facing north, northeast.

Figure 3.6-4 Existing Conditions Photographs
208 Business Center, Village of Monroe, NY

9) Location 5 – View towards project site from Heritage Trail, with YMCA building at right, facing east. Site is at center of photo, behind YMCA.

10) Location 5 - View of project site behind YMCA building from Heritage Trail, facing east.

Figure 3.6-4 Existing Conditions Photographs
208 Business Center, Village of Monroe, NY

11) Location 6a - View of project site from Orange and Rockland Park, facing southeast. Site is behind storage building.

12) Location 6a - View of Property in winter months, facing southeast.

Figure 3.6-4 Existing Conditions Photographs
208 Business Center, Village of Monroe, NY

13) Location 6b - View of project site in background behind storage building, facing south.

14) View of Rotue 208 southbound near Exxon Station at the northeast corner of the project site, facing south.

Figure 3.6-4 Existing Conditions Photographs
208 Business Center, Village of Monroe, NY

15) View of office development east of property, across Route 208 / North Main Street, facing northeast.

16) View of adjacent Southern Orange YMCA building, facing northeast.

Figure 3.6-4 Existing Conditions Photographs
208 Business Center, Village of Monroe, NY

17) Location 7 – View towards project site from Chase Park, facing northwest.

18) Location 7 – View towards site in winter months from Chase Park.
Site is at center left of photo.

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Figure 3.6-5: Approximate Building Corners from Route 208
208 Business Center
Village of Monroe, Orange County, NY
Source: Tim Miller Associates, Inc.

File 10075 Fig 1 01/17/10

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Figure 3.6-6: Photo-Simulation from Schunnemunk Street
208 Business Center
Village of Monroe, Orange County, NY
Source: Max Space Design

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Figure 3.6-7: Photo-Simulation from Orange and Rockland Park
208 Business Center
Village of Monroe, Orange County, NY
Source: Max Design Space Design

3.7 Transportation

3.7.1 Existing Conditions

Study Methodology

Project Site

As has been described in the Project Description and the Land Use section, the Primary arterial roadway in this area is NYS Route 208 connecting Route 17M in the Village of Monroe, NY continuing north to New Paltz, intersecting with Interstate 86 in Montgomery, NY.

A Traffic Impact Study (located in Appendix C of this DEIS) was prepared by Creighton Manning Engineering, dated August 16, 2022. This report summarizes the results of a Traffic Impact Study for the proposed 208 Business Center located on NY Route 208 in the Village of Monroe, Orange County, New York. The project site is shown on Figures 2-1 and 2-2.

The Traffic Impact Study was prepared to discuss existing traffic conditions; to evaluate intersections where the level of service with respect to traffic may be impacted by the proposed project; and to identify an appropriate program of recommended improvements to achieve acceptable operating conditions along NY Route 208.

In conducting the Traffic Impact Study, Intersection turning movement counts were compiled from a number of sources. Counts were conducted at the study area intersections during typical weekday morning and afternoon peak periods (7-9 am and 4-6 pm), and Saturday mid-day peak period (11 am to 1 pm) on the dates summarized in Table 2.1 to coincide with peak traffic conditions and operations of the site. An automatic traffic recorder was placed on the Route 208 slip ramp and collected hourly volumes and speeds from Friday, February 22, to Wednesday, February 27, 2019.

It is noted that due to altered travel and employment patterns resulting from the Covid-19 Pandemic, counts conducted in 2021 were factored in accordance with the Traffic Data Collection Guidance during Covid-19 Pandemic memo published by the New York State Department of Transportation (NYSDOT) in August 2020. These factored volumes were then balanced to the 2019 count data in order to reflect typical 2019 Existing Traffic volumes.

The Traffic Impact Study assesses the impacts of the older original proposed development for the property, anticipating the construction of up to 80,430 square-feet (SF) of retail uses with access to the NY Route 208 slip ramp and Gilbert Street Extension. The Proposed Action is for a smaller development with a total 72,500 SF (47,500 SF of retail space and 25,000 of office space) as shown on the submitted. Rather than revised the TIS with the smaller 72,500 SF development, the original traffic volume assumptions for the 80,430 SF development were carried forward in the TIS to offer a conservative analysis. A comparison of the trip generation estimates between the two plans is provided in Table 3.1 (page 11) of the TIS (see Appendix C). As a 72,500 SF retail/office use, the project is expected to generate approximately 65 fewer new trips in the AM peak hour, 200 trips in the PM peak hour, and 237 trips in the Saturday peak hour, as compared to the original 80,430 SF plan. The proposed project is expected to be completed in 2024.

The Existing Traffic Volumes were projected to the 2024 Design Year to take into account other proposed projects and background traffic growth to obtain the Year 2024 No-Build Traffic Volumes.

The Existing, No-Build and Build Traffic Volumes were compared to roadway capacities based on the procedures from the Highway Capacity Manual to determine existing and future Levels of Service and operating conditions.

Recommendations for improvements were made where necessary to serve the existing and/or future traffic volumes. As described in more detail in the Traffic Impact Study, specific long-term improvements were identified.

Existing Conditions

Based on the Final Scoping Document, dated May 25, 2021, as adopted by the Lead Agency and a review of the proposed project and potential influence areas concerning traffic, the project study area includes the following intersections:

1. NY Route 208/NY Route 17M
2. NY Route 208/Gilbert Street Extension
3. North Main Street (NY Route 208)/Schunnemunk Street
4. North Main Street (NY Route 208)/U-Turn/Copy Center Driveway
5. NY Route 208/Oreco Terrace/Orange and Rockland Road
6. NY Route 208/ NY Route 17 Eastbound Ramps

The potential traffic impact of the proposed project was determined by documenting the existing traffic conditions in the study area (noted above), projecting future traffic volumes, including the peak hour trip generation of the site, and determining the operating conditions of the study area intersections after development of the proposed project.

The following is a description of existing roadways in the vicinity of the site:

NY Route 208 – NY Route 208 is classified as a minor arterial road near the project site and provides north-south travel from NY Route 17M, north through Orange County. Along the project frontage, NY Route 208 consists of a southbound slip ramp connecting to Schunnemunk Road at the intersection of Gilbert Street Extension. NY Route 208 (the slip ramp) consists of one 18-foot-wide travel lane in the southbound direction with 4 to 7-foot shoulders. The posted speed limit is 30 mph. Traffic volume data recorded by Creighton Manning shows that the NY Route 208 slip ramp currently serves approximately 6,178 vehicles per day (vpd). NY Route 208 pavement condition is good. There are no pedestrian accommodations or designated bus stops along NY Route 208 – local transit can be hailed from any safe pick up point.

- Gilbert Street Extension – Gilbert Street Extension is a two-lane, 44-foot, dead-end local road connecting NY Route 208 to several businesses with a 25-mph speed limit. Gilbert Street Extension continues as a paper street to NY Route 17M at the Gilbert Street intersection. Gilbert Street Extension pavement condition is fair. There are no pedestrian accommodations or bus stops along Gilbert Street Extension.

- Schunnemunk Street – Schunnemunk Street (east of North Main Street) is classified as a local road providing east-west travel. Schunnemunk Street consists of two 11-foot-wide travel lanes with 0 to 1-foot shoulders. The posted speed limit is 25 mph. Schunnemunk Street pavement condition is fair. There are no pedestrian accommodations or bus stops along Schunnemunk Street.

- North Main Street – North Main Street is classified as a minor arterial. North Main Street consists of two 11-foot-wide travel lanes and 2 to 3-foot shoulders. The posted speed limit is 25 mph. North Main Street pavement condition is fair. There are no designated bus stops along North Main Street. There is a sidewalk on the west side of the road up to the intersection with North Main Street.

- Orange and Rockland Road – Orange and Rockland Road is classified as a local road with two 11-foot-wide travel lanes and 0 to 1-foot shoulders. The posted speed limit is 30 mph. Orange and Rockland Road pavement condition is fair. There are no sidewalks and no bus stops along Orange and Rockland Road.

- NY Route 17 Ramps – NY Route 17 ramps are classified as principal arterials that connect NY Route 208 and NY Route 17. The two ramps are single lane for eastbound exit and entrance to NY Route 17. NY Route 17 ramps pavement condition are good with 11-foot-wide travel lanes and 12-foot shoulders. The recommended speed for the on ramp is 20 mph and 25 mph for the off-ramp speed. There are no pedestrian accommodations or bus stops along NY Route 17 ramps.

- NY Route 17M – NY Route 17M is classified as a minor arterial with two 12-foot-wide travel lanes and 4-foot-wide shoulder. There are sidewalks along NY Route 17M that are not continuous along the length of NY Route 17M and no designated bus stops in the study area. NY Route 17M pavement condition is fair.

- Oreco Terrace - Oreco Terrace is a two lane, 22-foot, dead-end local road with a 30-mph speed limit. Oreco Terrace pavement condition is fair. There are no sidewalks and no bus stops along Oreco Terrace.

The following observations are evident from the traffic count data:

- The AM, PM, and Saturday peak hours varied through the study area, but generally occurred from 8:00 to 9:00 a.m. from 4:45 to 5:45 p.m. and from 12:00 to 1:00 p.m. respectively.

- The two-way traffic volume on NY Route 208 near the project site are approximately 1,460 vehicles during the AM peak hour, 1,675 vehicles during the PM peak hour, and 1,030 vehicles during the Saturday peak hour.

- The directional distribution of traffic volumes on NY Route 208 are fairly even. Southbound traffic accounts for approximately 52% of traffic during the AM peak hour. This trend is reversed in the PM peak hour in which northbound traffic accounts for approximately 52% of traffic. Saturday peak hour traffic volumes are generally greater in the northbound direction, accounting for 53% of traffic.

- Heavy vehicles and buses accounted for about 5% of two-way traffic on NY Route 208 during the AM peak hour. During the PM peak hour, heavy vehicles account for about 2% of two-way traffic. During the Saturday peak hour, heavy vehicles account for about 1% of two-way traffic.

3.7.2 Potential Impacts

No-Build Traffic Volumes

To evaluate the impact of the proposed development, traffic projections were prepared for the expected year of completion. A comparison was then made between the future traffic volumes with and without the proposed *208 Business Center*. It is estimated that the project will be fully completed and occupied in 2024.

Historical traffic volume data found in the latest version of the *Traffic Data Report* published by NYSDOT indicates that traffic volumes in the vicinity of the site have remained relatively stable or even decreased over the last several years; however, in order to provide a conservative background growth estimate, the Existing 2019 traffic volumes were increased by a 0.5% per year growth rate for five years. In addition to general background traffic growth, vehicle trips associated with other developments in the project area were considered when developing the No-Build traffic volumes. The Village and Town of Monroe indicated that the following other known developments could contribute to future background traffic volumes:

- YMCA – 21,190 SF of recreational community center added to the existing YMCA on Gilbert Street Extension
- 24 Gilbert St Extension – Conversion of existing building into mortgage and real estate business; 30 trips peak hour trips were assumed to be generated by the site
- 324 Route 208 – Conversion of existing warehouse into a 30,000 SF mixed use building consisting of retail, office, and medical uses.
- 326-328 RT 208 Warehouse (Threetel) - Assumed 15,000 SF of renovated warehouse south of NY Route 208
- 310 Schunnemunk – 21 single family homes with access to Schunnemunk Street.
- Clovewood – Proposed residential development consisting of 600 single family homes and 600 accessory apartments located on the east side of NYS Route 208 and Clove Road (CR 27).
- 424-434 N. Main Street – 11,600 SF office building located on the east side of NY Route 208 with access to NY Route 208 and the Print Center driveway.

Trip Generation

Trip generation determines the quantity of traffic expected to travel to and from a given site. The Institute of Transportation Engineers (ITE) collects actual traffic counts from similar land uses and publishes them in *Trip Generation*, *11th Edition*, which is the industry standard used for estimating trip generation for a proposed land use. The trip generation was estimated for the proposed project based on ITE Land Use Code LUC 821 – Shopping Plaza with Supermarket. Not all traffic to the project will be new traffic. Some trips will be generated from traffic passing by the site, of which some drivers will choose to use the services of the site, while on their way to the primary

destination. These are referred to as pass-by trips, an example of which is someone traveling from work to home and stopping by the grocery store on their way. The trip generation for the project is summarized in Table 3.7-1.

Table 3.7-1
Trip Generation Estimate

Land Use	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Shopping Plaza with Supermarket – 80,400 SF	176	108	284	353	383	736	375	361	736
Pass-by (20% AM, 40% PM, 30% Sat)	-28	-28	-56	-147	-147	-294	-110	-110	-220
New Trips	148	80	228	206	236	442	265	251	516

The shopping plaza is estimated to generate 228 new trips in the AM peak hour, 442 new trips in the PM peak hour, and 516 trips in the Saturday peak hour.

Trip Distribution

Trip distribution describes where traffic originates or where traffic is destined. Traffic generated by the proposed project was distributed at the study area intersections based on the existing travel patterns and probable travel routes of customers and employees of the project. In general, it is expected that approximately 30% of traffic generated by the site will access the site to/from the north and to/from the west, with 25% to/from the east and 15% to/from the south. The resulting trip distribution patterns are shown on Figure 3.2 and resulting trip assignments are shown on Figures 3.3.

Due to the location of the site and configuration of roads around the area, traffic from the east on Schunnemunk Street and south on N. Main Street, have no reasonable way to access the site. Drivers would have to use the u-turn area north of the Mobil Station, make a u-turn from N. Main Street onto the slip ramp, or make a right turn from Schunnemunk Street onto Gilbert Street. Given NYSDOT desire to close the u-turn area, trips from the east and south were assigned to Schunnemunk Street, making a right turn onto Gilbert Street Extension.

Trip Assignment

Trip assignment combines the results of the trip generation and trip distribution and determines the specific paths and roadways that will be used between various origin/destination pairs. The resulting trip assignment for project development are shown in Figure 3.3 of the TIS.

Build Traffic Volumes

The results of the site generated traffic assignment were added to the appropriate No-Build traffic volumes to develop the Build traffic volumes. The Build traffic volumes are shown on Figure 3.6of the TIS and represent conditions in the study area that would exist *after* development of the proposed 208 Business Center.

Capacity/Level of Service Analysis

Intersection Level of Service (LOS) and capacity analysis relate traffic volumes to the physical characteristics of an intersection. Intersection evaluations were made using the latest version of Synchro (Version 11) which automates the procedures contained in the *Highway Capacity Manual, 6th Edition*. Levels of service range from A to F with LOS A conditions considered excellent with very little delay while LOS F generally represents conditions with very long delays. Appendix C contains detailed descriptions of LOS criteria for signalized and unsignalized intersections and copies of the detailed HCS Level of Service reports. The relative impact of the proposed project can be determined by comparing the levels of service during the 2024 design year for the No-Build and Build traffic volume conditions. Table 3.7-2 show the results of the Level of Service calculations

Table 3.7-2
Level of Service Calculations

Intersection		Control	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
			2019 Existing	2024 No-Build	2024 Build	2019 Existing	2024 No-Build	2024 Build	2019 Existing	2024 No-Build	2024 Build
NY-208/NY 17 EB Ramps		S									
NY-17 Ramp WB	L		C (20.9)	B (19.5)	B (19.2)	B (16.3)	B (18.2)	B (18.3)	C (20.2)	C (20.4)	C (20.8)
	R		B (18.6)	B (17.6)	B (17.3)	B (15.8)	B (16.9)	B (16.9)	B (18.7)	B (18.6)	B (18.6)
NY-208 NB	T		A (4.7)	A (5.7)	A (6.0)	A (9.5)	A (9.4)	A (10.4)	A (4.4)	A (4.6)	A (5.0)
	R		A (3.5)	A (4.1)	A (4.2)	A (4.4)	A (4.0)	A (4.1)	A (2.9)	A (3.0)	A (3.2)
NY-208 SB	LT		D (54.4)	F (291)	F (324)	F (292)	F (390)	F (494)	B (14.6)	C (24.6)	D (45.8)
Overall			C (27.7)	F (164)	F (181)	F (121)	F (167)	F (207)	B (10.5)	B (15.8)	C (26.4)
NY-208/O&R Rd		TW									
O&R Rd EB	LR		D (26.7)	D (31.5)	D (33.8)	E (44.4)	F (60.8)	F (77.4)	C (19.8)	C (21.7)	C (24.9)
NY-208 NB	L		B (10.5)	B (11.0)	B (11.2)	A (0.0)	A (0.0)	B (11.5)	A (0.0)	A (0.0)	B (10.7)
N Main St (NY-208)/O&R Rd/Oreco Ter		TW									
O&R Rd EB	LR		C (17.3)	C (21.2)	C (24.0)	C (18.5)	C (21.9)	D (26.4)	B (11.8)	B (12.4)	B (13.7)
Oreco Ter WB	LR		F (58.2)	F (88.7)	F (120)	F (75.7)	F (111)	F (177)	C (20.6)	C (22.2)	D (29.1)
N Main St (NY-208) NB	L		A (8.7)	A (9.0)	A (9.1)	A (8.9)	A (9.1)	A (9.4)	A (8.5)	A (8.7)	A (9.0)
N Main St (NY-208) SB	L		A (8.9)	A (9.1)	A (9.2)	B (10.1)	B (10.5)	B (10.8)	A (8.7)	A (8.9)	A (9.1)
NY-208 SB Right Slip Lane/Site Drwy 1		TW									
Site Drwy 1 EB	[R]		--	--	B (12.0)	--	--	C (15.1)	--	--	B (12.0)
U-Turn WB	L		B (11.9)	B (12.6)	B (14.8)	B (12.4)	B (12.9)	C (19.1)	B (10.7)	B (10.9)	B (14.3)
N Main St (NY-208)/U-Turn		TW									
U-Turn EB	LTR		D (28.7)	D (32.8)	D (34.3)	D (28.1)	D (32.9)	E (36.6)	C (15.9)	C (16.9)	C (18.4)
Private Driveway WB	LTR		B (13.6)	C (24.8)	C (25.6)	C (21.5)	D (33)	E (37.2)	B (13.2)	C (17.2)	C (18.9)
N Main St (NY-208) NB	L		A (8.2)	A (8.2)	A (8.2)	A (7.7)	A (7.8)	A (7.8)	A (7.5)	A (7.5)	A (7.5)
N Main St (NY-208) SB	L		A (9.1)	A (9.3)	A (9.4)	A (9.7)	B (10.1)	B (10.4)	A (8.6)	A (8.7)	A (9.0)
N Main St (NY-208)/Schunnemunk St		S									
Schunnemunk St (NY-208) EB	LTR		D (41.4)	E (56.6)	E (71.3)	D (51.5)	F (80.5)	F (188)	B (14.7)	B (16.1)	B (19.5)
Schunnemunk St WB	LTR		E (55.9)	F (80.7)	F (111)	E (68.6)	F (100)	F (130)	A (0.0)	A (0.0)	A (0.0)
N Main St NB	LTR		D (54.0)	E (66.4)	E (78.5)	E (65.8)	F (96.9)	F (121)	B (19.4)	C (21.8)	C (30.9)
N Main St (NY-208) SB	LTR		E (58.1)	F (84.2)	F (131)	E (69.3)	F (121)	F (132)	C (20.6)	C (22.8)	C (33.3)
Overall			D (50.1)	E (69.8)	F (94.9)	E (60.8)	F (95.6)	F (156)	B (16.9)	B (18.8)	C (24.3)
Gilbert St Extension/NY-208		TW									
Gilbert St Extension EB	TR		B (11.3)	B (12.3)	B (13.6)	B (12.1)	B (13.7)	D (26.2)	B (10.9)	B (11.3)	C (16.2)
NY-208 (Schunnemunk St) NB	L		A (8.3)	A (8.6)	A (8.8)	A (8.7)	A (8.9)	A (9.6)	A (8.1)	A (8.2)	A (8.7)
NY-208 (Slip Lane) SB	L		A (8.4)	A (8.5)	A (8.6)	A (8.6)	A (8.7)	A (8.8)	A (8.2)	A (8.2)	A (8.4)
Gilbert St Extension/Site Drwy 2		TW									
Gilbert St Extension EB	LT		--	--	A (7.8)	--	--	A (8.1)	--	--	A (8.1)
Site Driveway 2 SB	LR		--	--	A (10.8)	--	--	B (14.7)	--	--	B (13.5)
NY-17M/Schunnemunk St (NY-208)		S									
Schunnemunk St (NY-208) WB	LT		B (15.5)	B (18.3)	B (19.9)	B (15.4)	B (18.6)	C (22.0)	B (12.1)	B (12.9)	B (14.3)
	R		A (10.0)	B (11.2)	B (11.9)	B (12.4)	B (14.4)	B (16.2)	A (9.6)	A (10.1)	B (10.6)
NY-17M NB	LTR		B (11.0)	B (12.6)	B (13.4)	B (10.0)	B (11.5)	B (13.2)	A (9.2)	A (9.7)	B (10.7)
NY 17M SB	LTR		B (13.9)	B (17.1)	B (18.9)	B (13.1)	B (16.4)	C (20.5)	B (10.4)	B (11.2)	B (13.1)
Overall			B (13.5)	B (16.1)	B (17.6)	B (13.0)	B (15.7)	B (18.9)	B (10.5)	B (11.2)	B (12.7)

Key: TW, S = Two-way stop, Signal controlled intersection
NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound intersection approaches
L, T, R = Left-turn, through, and/or right-turn movements
L[T]R = LR represents the existing geometry, LTR represents the future geometry
X (Y.Y) = Level of Service (Average delay in seconds per vehicle)
--- = Not applicable

In summary, the project will have significant traffic impacts on an area that currently experiences peak hour congestion during the weekdays, specifically, the N. Main St (NY-208)/Schunnemunk Street intersection. Traffic mitigation measures should be evaluated to prevent the significant increase in delay associated with full build out.

Improvements

The proposed project was also analyzed with a potential Route 208/Schunnemunk Street/Main Street redesign alternative that includes converting the Route 208 southbound slip lane to two-way traffic. This change will remove the northbound Route 208 traffic that intersects the Schunnemunk Street/N. Main Street intersection to make a left turn, and move it to Route 208 as a through movement. Details include signalizing the Gilbert St Extension/NY-208 and NY-208/U-turn/Site Driveway 1 intersections as illustrated in the concept shown on Figure 4.1. The changes to the Build traffic volumes are illustrated on Figure 4.2. Gilbert Street Extension/NY-208 and NY-208/U-turn/Site Driveway 1 would operate as a coordinated system. Left turn only lanes would be added to northbound and southbound approaches at both intersections. These improvements were analyzed for the AM, PM, and Saturday peak hours. The results are summarized in the Traffic Impact Study and a figure showing the proposed improvement is included. The ability to construct these improvements, namely the available right-of-way and funding still needs to be determined.

Table 3.7-3
Improvements Level of Service Summary

Intersection		Control	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
			2024 No-Build	2024 Build	2024 Build-Imp	2024 No-Build	2024 Build	2024 Build-Imp	2024 No-Build	2024 Build	2024 Build-Imp
NY-208 SB Right Slip Lane/Site Drwy 1		TW									
Site Drwy 1 EB	[R]		--	B (12.0)		--	C (15.1)		--	B (12.0)	
U-Turn WB	L		B (12.6)	B (14.8)		B (12.9)	C (19.1)		B (10.9)	B (14.3)	
N Main St (NY-208)/U-Turn		TW									
U-Turn EB	LTR		D (32.8)	D (34.3)		D (32.9)	D (36.6)		C (16.9)	C (18.4)	
Private Driveway WB	LTR		C (24.8)	C (25.6)		D (33)	C (37.2)		C (17.2)	C (18.8)	
N Main St (NY-208) NB	L		A (8.2)	A (8.2)		A (7.8)	A (7.8)		A (7.5)	A (7.5)	
N Main St (NY-208) SB	L		A (9.3)	A (9.4)		B (10.1)	B (10.4)		A (8.7)	A (9.0)	
NY-208 SB Right Slip Lane/Site Drwy 1		S									
Site Drwy 1 EB	L				C (23.6)			E (56.9)			C (24.1)
	TR				C (22.7)			C (21)			C (23.4)
N Main St (NY-208) WB	LT				C (22.6)			C (26.7)			C (21.7)
	R				B (19.1)			C (23.8)			B (10.1)
NY 208 Slip Ramp NB	L				A (7.3)			B (13.1)			B (15.6)
	TR				B (10.8)			B (20)			B (19.9)
N Main St (NY-208) SB	L				A (6.5)			B (12.9)			B (11.8)
	TR				A (4.6)			B (10.6)			A (3.6)
Overall					A (9.4)			B (18.0)			B (13.6)
N Main St (NY-208)/Schunnemunk St		S									
Schunnemunk St (NY-208) EB	LTR		E (56.6)	E (71.3)	D (35.3)	F (80.5)	F (188)	D (41.6)	B (16.1)	B (19.5)	C (21.0)
Schunnemunk St WB	LTR		F (80.7)	F (111)	D (39.7)	F (100)	F (130)	D (53.8)	A (0.0)	A (0.0)	C (27.4)
N Main St NB	LTR		E (66.4)	E (78.5)	D (38.1)	F (96.9)	F (121)	D (41.9)	C (21.8)	C (30.9)	C (30.2)
N Main St (NY-208) SB	LTR		F (84.2)	F (131)	C (31.5)	F (121)	F (132)	D (43.0)	C (22.8)	C (33.3)	C (20.7)
Overall			E (69.8)	F (94.9)	D (35.7)	F (95.6)	F (156)	D (44.8)	B (18.8)	C (24.3)	C (25.2)
Gilbert St Extension/NY-208		TW									
Gilbert St Extension EB	TR		B (12.3)	B (13.6)		B (13.7)	C (26.2)		B (11.3)	C (16.2)	
NY-208 (Schunnemunk St) NB	L		A (8.6)	A (8.8)		A (8.9)	A (9.6)		A (8.2)	A (8.7)	
NY-208 (Slip Lane) SB	L		A (8.5)	A (8.6)		A (8.7)	A (8.8)		A (8.2)	A (8.4)	
Gilbert St Extension/NY-208		S									
Gilbert St Extension EB	LTR				C (25.8)			C (34.1)			C (21.5)
NY-208 (Schunnemunk St) WB	LTR				C (23.6)			C (27.3)			B (18.2)
NY-208 NB	L				A (4.7)			B (14.4)			A (5.9)
	TR				A (6.2)			A (8.2)			A (6.6)
NY-208 (Slip Lane) SB	L				A (1.2)			B (10.1)			A (0.7)
	TR				A (0.8)			A (7.6)			A (0.7)
Overall					A (7.8)			B (15.0)			A (9.2)
Gilbert St Extension/Site Drwy 2		TW									
Gilbert St Extension EB	LT		--	A (7.8)	A (7.7)	--	A (8.1)	A (8.0)	--	A (8.1)	A (8.0)
Site Driveway 2 SB	LR		--	A (10.8)	A (10.5)	--	B (14.7)	B (14.0)	--	B (13.5)	B (14.7)

Key: TW, S = Two-way stop, Signal controlled intersection
NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound intersection approaches
L, T, R = Left-turn, through, and/or right-turn movements
L[T]R = LR represents the existing geometry, LTR represents the future geometry
X (Y.Y) = Level of Service (Average delay in seconds per vehicle)
--- = Not applicable

Improvements *(Continued from above)*

- NY – 208 / Site Driveway 1 The Build with improvement conditions are expected to operate at an overall LOS A/B during the peak hours with the eastbound site driveway approach operating at LOS C.
- N Main Street (NY-208)/Schunnemunk Street – With the addition of network improvements to the Build with Improvement condition as well as changes to the traffic signal timing (cycle length and split times), all approaches operate at LOS D or better during the AM and PM peak hours. In the Saturday peak hour, all approaches operate at LOS C or better. Queuing at the intersection is reduced significantly, such that it does not affect the adjacent intersections.
- Gilbert Street Extension/NY Route 208 –The Build with Improvement conditions are expected to operate at an overall LOS A/B during the peak hours with the eastbound Gilbert Street Extension and westbound Schunnemunk Street approaches operating at LOS C or better.

The existing congestion experienced in the area, along with the projects traffic impacts can potentially be mitigated with the implementation of traffic flow modifications and redesign of the triangle area, contingent upon the ability to construct these improvements. The applicant is engaged in discussions with the Village, Orange County, and NYSDOT regarding these improvements and will be obtaining additional survey and developing a preliminary plan of the improvements. Given the public benefit from the improvements, it's recommended that any project (current and future) help contribute to completing these improvements.

Additional potential mitigation measures are discussed in the Traffic Impact Study and the anticipated resultant levels of service are shown.

Sight Distance Evaluation

Available *intersection* sight distances were measured from the perspective of a vehicle turning into and out of the proposed driveway. The available intersection sight distance on a driveway should provide drivers a sufficient view of the intersecting highway to allow vehicles to enter or exit the intersection without excessively slowing vehicles traveling at or near the operating speed on the intersecting mainline.

Stopping sight distance was also measured at the proposed site driveway. Stopping sight distance is the length of the roadway ahead that is visible to the driver. The available stopping sight distance on a roadway should be of sufficient length to enable a vehicle traveling at or near the operating speed to stop before reaching a stationary object in its path. The following diagram illustrates these sight distance measurements.

The sight distances measured in the field were compared to the guidelines presented in *A Policy on Geometric Design of Highways and Streets, 2011* published by the American Association of State Highway Transportation Officials (AASHTO) and NYSDOT design guidance (EB 17-007) for the 35 and 30-mph operating speed. The results of the analysis are summarized in Table 3.7-4.

Sight Distance Measurements

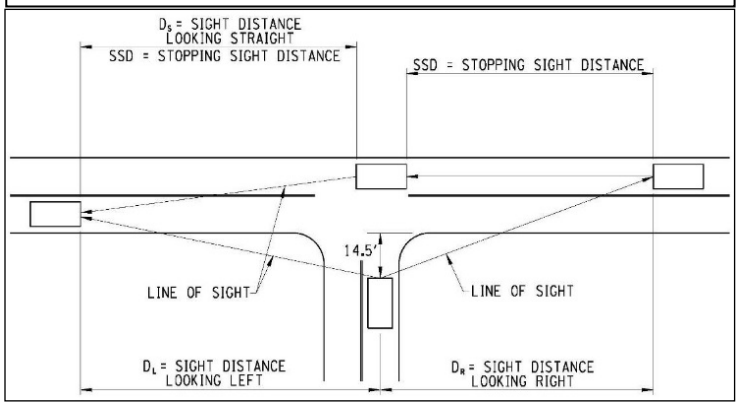

Table 3.7-4
Sight Distance Summary (feet)

Intersection		Intersection Sight Distance[1]				Stopping Sight Distance[2]	
		Right Turn from Driveway/Gilbert Street Ext(D_L)	Left Turns from Driveway/Gilbert Street Ext		Left-Turn onto Driveway (D_S)	$SSD_{EB/NB}$	$SSD_{WB/SB}$
			Left (D_L)	Right (D_R)			
NY Route 208/Site Driveway	Available	305	305	450	340	450	310
	Recommended	365	420	420	310	255(285)	255(285)
NY Route 208/Gilbert Street Extension	Available	400	400	285	500	750	500
	Recommended	365	420	420	310	255(285)	255(285)
Gilbert Street Extension/Site Driveway	Available	280*	280*	200[3]	280*	390	280*
	Recommended	280*	280*	335	245	175(200)	175(200)

SSD with 2.0s PRT (SSD with 2.5s PRT)
[1] Intersection sight distance is measured at 14.5 feet back from the travel way from an eye height of 3.5 feet for a passenger car t object height of 3.5 feet.
[2] Stopping sight distance measured from eye height of 3.5 feet for a passenger car to an object height of 2 feet.
[3] Assumes clearing of vegetation along the site frontage
*Measurements extend to the end of Gilbert Street Extension

The table indicates that the sight distance looking to the left from the site driveway onto Route 208 is limited by the vegetation along the road of the adjacent Exxon gas station. Said vegetation also limits the gas station's sight distance; therefore, to meet the recommended guidelines, this vegetation should be removed; however the condition is mitigated through the installation of a traffic light. The sight distances looking to the right and looking straight exceed the recommended guidelines. Further, the stopping sight distances on NY Route 208 exceed the recommended guidelines for a 38-mph operating speed.

At the Gilbert Street Extension intersection with Route 208, the sight distance looking left and distance looking straight meet the recommended guidelines. The sight distance looking to the right is limited by vegetation, which should be removed. The northbound and southbound stopping sight distances both exceed the recommended guidelines for the 38-mph operating speed.

From the site driveway to Gilbert Street Extension, the sight distance looking right is limited by the slope up to the YMCA parking lot. To meet the recommended guidelines, this slope will need to be cut back. However, we note that the available intersection sight distance meets the posted speed limit (25 mph), and further note that the stopping sight distance meets a 45 mph operating speed. It is our opinion that vegetation along the site frontage should be cleared and maintained to maximize sight distance, and, if allowed, the slope of the YMCA parking can be graded to increase the sight distance. However, if the slope cannot be graded, the sight distance will not be critically limited.

Construction Analysis

Per the scoping document, an assessment of construction activity was conducted to determine potential impacts to the roadway system. Construction is anticipated to occur over approximately 16 months, anticipating completion in 2024. In general, construction activity is anticipated between 7:00 a.m. and 4:00 p.m. and will typically peak during certain phases of construction. Specifically, the pouring of foundations, parking lot grading and paving would generate the highest flow of trucks to the site. Regardless, the number of construction workers and deliveries will be a fraction of that generated after the opening of the project. Further, the additional traffic generated by the construction of the project will be temporary and dissipate at it's completion. Since construction traffic will be less than the traffic generated by the project as analyzed above, traffic impacts will be less than what was analyzed assuming buildout of the site; therefore, no additional construction related improvements are necessary.

The most disruptive phase of construction would be the completion of the off-site roadwork. This work will need to be completed in phases, potentially starting with making the slip ramp two-way, followed by tying in the N. Main Street and Schunnemunk Street approaches respectfully, while simultaneously construction the new traffic signals. Once a design is complete, the contractor and design engineer will work closely with NYSDOT and the Village to prepare construction phasing plans.

Although additional mitigation is not necessary to accommodate construction traffic, several mitigation measures may be considered to reduce the impact of construction activities. Specifically, phased construction is proposed and will reduce the number of employee and delivery trips to and from the site at any one time. Likewise, the construction start and end times outlined above generally fall outside of the peak commute hours and therefore do not add to the peak traffic volumes. Lastly, use of carpooling can reduce the number of construction trips to and from the site.

Accident Analysis

A full discussion of accident history and a crash summary are provided in the Traffic Impact Study. Crash data was requested from NYSDOT to determine accident trends at the study area intersections and on the roadway segments between the intersections. Crash summaries and details were provided by the NYSDOT Safety and Information Management System for the latest three years of available data prior to the Covid-19 pandemic from the period between January 1, 2017, and December 31, 2019 and are included in Attachment B of the TIS.

Table 3.7-5
Crash Summary (TIS Table 4-6)

Intersections and Segments	Collision Severity				Collision Type									Total
	Non-Reportable	Property Damage	Injury	Fatality	Rear-End	Right-Angle	Fixed Object	Animal	Overtaking/ Sideswipe	Left-Turn	Right Turn	Bicycle	Other	
NY Route 208/NY Route 17 EB Ramp	1	11	10	*0*	10	1	1	0	2	8	0	0	0	**22**
NY Route 208 from NY Route 17 EB Ramp to Oreco Terrace/O&R Road	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	***1***
NY Route 208/Oreco Terrace/O&R Road	4	6	0	*0*	5	2	0	0	1	0	2	0	0	**10**
N. Main Street from Oreco Terrace to Schunnemunk Street	*5*	*10*	*3*	*0*	*6*	*3*	*1*	*2*	*1*	*3*	*1*	*0*	*1*	***18***
NY Route 208/Schunnemunk Street/ N. Main Street	16	13	9	*0*	17	7	3	0	1	7	1	2	0	**38**
NY Route 208 (Slip Ramp) from Oreco Terrace to Gilbert Street Ext	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	***0***
NY Route 208/Gilbert Street Ext	0	7	3	*0*	8	1	1	0	0	0	0	0	0	**10**
NY Route 208 from Gilbert Street Ext to NY Route 17M	1	3	1	*0*	3	0	0	0	1	1	0	0	0	**5**
NY Route 208/NY Route 17M	11	7	9	*0*	17	2	0	0	6	2	0	0	0	**27**
Total	**38**	**58**	**35**	***0***	**66**	**16**	**6**	**2**	**13**	**21**	**4**	**2**	**1**	**131**

[1] A non-reportable accident indicates no personal injuries occurred and property damage was less than $1,000.
[2] The number of accidents on the segments includes the intersections between the two external study area intersections.

Table 3.7-5 (TIS Table 4-5) shows that the majority of crashes are considered non-reportable (property damage less than $1,000) or property damage only, with injury crashes accounting for approximately 27% of all study area crashes. Rear end collisions were the most common crash type accounting for approximately half of all study area crashes. Left turn collisions were the next most common collision type, followed by right angle collisions. Failure to yield right of way, following too closely, and driver inattention were the most common contributing factors.

Table 3.7-6
Crash Rate Summary

	# of Crashes	Calculated Rate	NYSDOT Average Rate	# Of Crashes in 2024
Intersections				
NY Route 208/NY Route 17 EB Ramp	22	.977	0.32	25
NY Route 208/Oreco Terrace/Orange and Rockland Road	10	.489	0.31	12
NY Route 208/Schunnemunk Street/ N. Main Street	38	2.37	0.32	50
NY Route 208/Gilbert Street Ext	10	.653	0.31	15
NY Route 208/NY Route 17M	27	1.24	0.32	32
Segments				
NY Route 208 from NY Route 17 EB Ramp to Oreco Terrace/Orange and Rockland Road	1	.191	2.38	1
N. Main Street from Oreco Terrace to Schunnemunk Street	18	7.38	2.38	19
NY Route 208 from Oreco Terrace to Gilbert Street Ext	0	0	2.38	0
NY Route 208 from Gilbert Street Ext to NY Route 17M	5	1.37	2.38	5
Total: NY Route 208 from NY Route 17 EB Ramps to NY Route 17M With Intersections	131	10.74	4.27	159
Total: NY Route 208 from NY Route 17 EB Ramps to NY Route 17M Without Intersections	24	1.97	2.38	25

Table 4.6 of the TIS shows that the study area intersections generally experience crash rates above the statewide average for similar facilities. In contrast, the roadway segments generally have crash rates below the statewide average. When looking at the study area as a whole, the segment crash rate including intersections is greater than the statewide average. However, accounting for intersection crashes separately, the roadway segment crash rate is below the statewide average. The inefficiency of the Route 208/N. Main Street/Schunnemunk Street intersection contributes to the area's congestion, which in turn is a likely contributor to the higher-than-average crash rate.

According to NYSDOT's Post Implementation Evaluation Systems (PIES), changes to the old traffic signal (improving the signal timing, phasing, etc.), could potentially reduce crashes by 16

to 38%, while the two-way slip ramp and traffic signals with turn lane improvements could have a 22 to 40% reduction, which could result in a decrease of 18 to 20 crashes.

Multi-Modal Connectivity and Circulation

In addition to benefits to vehicular traffic, the triangle area improvement concept will also improve multi-modal connectivity in the study area for pedestrians, cyclists, and transit riders. Specifically, the concept includes construction of crosswalks across NY Route 208 at the Gilbert Street Extension and Site Driveway intersections as well as across the west and north legs of the Schunnemunk Street/N. Main Street intersection, all of which would connect to potential sidewalks on N. Main Street and Schunnemunk Street. Additionally, converting the NY Route 208 slip ramp to two-way traffic will remove traffic from segments of N. Main Street and Schunnemunk Street, making these segments more friendly to bicycles and pedestrians and improving access from the south and east. From a transit perspective, reductions in vehicle delay at the N. Main Street/Schunnemunk Street intersection will have a positive impact for buses traveling through the corridor.

Bus transit service near the project site is available but limited. The Town of Monroe operates the "Monroe Express Route" a bus that serves residents on a fixed route to major grocery stores, Harriman Commons shopping center including Walmart and the Village of Monroe center. This fixed route bus does not travel near the project site. A dial-a-bus service is also available through the Town of Monroe. The Village of Kiryas Joel also operates local buses to shopping destinations for local residents. The applicant can coordinate with the Town of Monroe, the Village of Monroe and the Village of Kiryas Joel to provide future bus transit service to the project site. Such service would reduce individual vehicle trips, thereby reducing traffic through local intersections.

3.7.3 Proposed Mitigation Measures

Conclusions and Recommendations

Based on the results of this Traffic Impact Study completed for the proposed *208 Business Center*, the following conclusions and recommendations are offered:

1. The proposed project is estimated to generate a total of 228 new vehicle trips during the AM peak hour, 442 new vehicle trips during the PM peak hour, and 516 new vehicle trips during the Saturday peak hour at the completion of the project.
2. The level of service analysis indicates that the study area intersections, the primary of which is the Schunnemunk Street/N. Main Street intersection, will degrade because of the traffic impacts from the project. Traffic from this intersection will queue back into upstream intersections and negatively affect operations. Improvements will be necessary to accommodate the projected traffic flows.
3. In order to mitigate existing poor traffic operations as well as impacts of the 208 Business Center it is recommended that the Village work with NYSDOT and Orange County in order to implement the improvements shown in Figure 3.7-1 (following this section). These include converting the one-way Route 208 slip ramp to two-way traffic and adding signals at the Gilbert Street Extension and Site Driveway 1 intersections with Route 208. This option mitigated the existing congestion in the triangle area and impacts from the project. Additional investigation (on-going) is needed to determine if adequate right-of-way and funding is available for these improvements. Since this improvement mitigates impacts from the project, existing conditions, and impacts from other developments included in the

analysis, the Village, as lead agency, should require a fair-share participation in funding the improvements.

4. The Village, NYSDOT, OCTC, applicants, and elected officials should collaborate to determine potential funding sources for the improvements.

The sight distance at the site driveway to the NY Route 208 slip ramp are less than desirable but not critically limited according the NYS Supplement to the MUTCD. The sight distance from the site driveways on Gilbert Street Extension are adequate looking to the east, but are limited looking to the west. Clearing of vegetation along Gilbert Street Extension and regrading may be necessary.

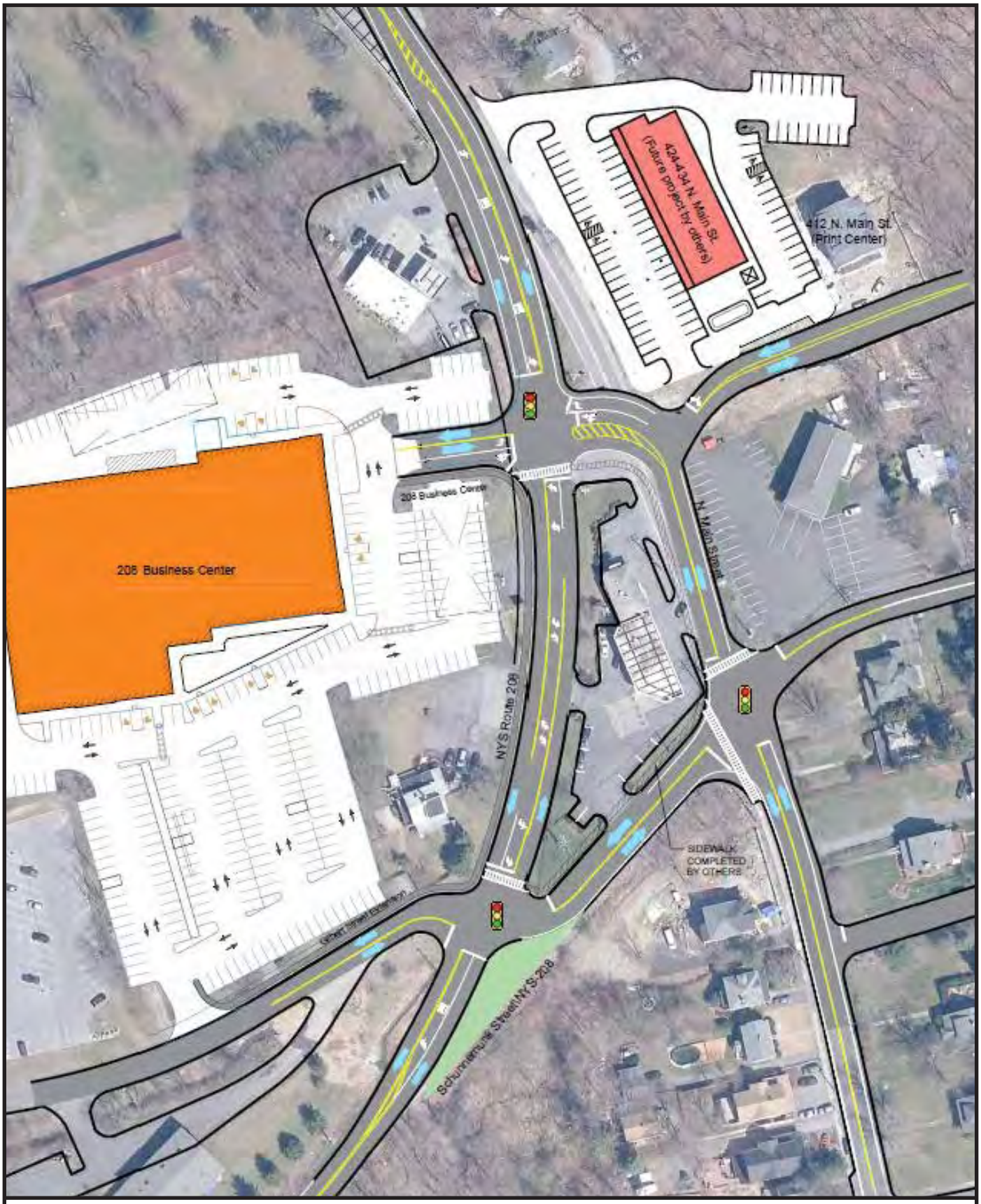

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Figure 3.7-1: Triangle Improvement Concept
208 Business Center
Village of Monroe, Orange County, New York
Base Map: Creighton Manning

Tim Miller Associates, Inc.,10 North Street, Cold Spring, New York 10516 (845) 265-4400 Fax (845) 265-4418

3.8 Land Use and Zoning

3.8.1 Existing Conditions - Land Use

Project Site

Land use in the Village of Monroe is composed of a mix of commercial retail, office, residential and Village Municipal uses. The Route 208 Business Center project site is located on the Gilbert Street Extension in close proximity to US Route 6/ Interstate 86. The site has generally level topography. The project site currently has two single family residences and a vacant residential building that was most recently used for bicycle sales and repair.

The site of the proposed Monroe 208 Business Center development is comprised of four existing tax parcels. The Monroe 208 Business Center parcels are identified on the Village of Monroe Tax maps as Section 201 Block 2 Lots 3,4,7 and 8.

Nearby Land Uses

The project site is located in a mixed-use Village setting with nearby residential, commercial, institutional (YMCA) and recreational (Orange and Rockland Park) uses. Figure 2-2 shows the existing setting of the project site and land uses within one-quarter mile from the site and they are described, as follows:

North - The property is bordered to the north by the Town of Monroe Orange and Rockland Park. This park is approximately 1.4 acres in size and contains the southern end of Orange and Rockland Lake. The park has lawn and picnic areas. A gasoline service station is located at the northeast corner of the site, and the station has frontage onto Route 208. A residential subdivision is located northeast of the site around Orecco Terrace.

East - The site is bordered to the east by Route 208, which provides access from NYS Route 17 /6, north of the site to the Village center to the south. The Route 208 / North Main Street split is directly east of the property (see Figure 2-2). A home improvements business is operated from a former residence at the southeast corner of the site. A Mobile gasoline service station is located east of the site in a triangle formed by Route 208, North Main Street and Schunnemunk Road. Several office buildings are located on the east side of Route 208. Several residences and undeveloped land are located further to the east on Schunnemunk Street.

South - The Gilbert Street Extension borders the site to the south. Two office buildings border the site between the Gilbert Street Extension and Route 208 / Schunnemunk Road. South of Schunnemunk Road are several office and industrial buildings. Residences are located southeast of the site along North Main Street and a Village park is located to the southwest. Airplane Park located on Millpond parkway includes a play area and Korean War memorial.

West - The YMCA of Monroe is located directly west of the site, including its parking lots. The Long Trail lies to the west of the YMCA building. In the Village of Monroe, the Long Trail consists of a paved multi-use path, on a converted rail bed. West of the Long Trail are commercial businesses along Highway 17M, including the Crystal Run Healthcare Monroe facility.

The two project entrances, one at Route 208 and the second at Gilbert Street Extension will require improvements in the public right-of-way, specifically driveway pavement and curbing.

Land Use within One-Half Mile of Project Site

As shown in Figure 2-2, outside of the ¼ mile perimeter around the site, the land use transitions to more typical Village land use and is predominantly residential in combination with a concentration of municipal and retail uses in the Village center, as shown in Figure 2-2. The area within the heart of the Village center is focused on the Mill Ponds. The presence of these ponds provides a recreational and aesthetic resource to the Village center.

Land use within ½ mile include the Orange & Rockland Park located north of the site and the Orange County Heritage Trail. The adjacent Orange & Rockland Park is owned and maintained by the Town of Monroe and includes three lakes, lawn and picnic areas for passive recreation and occasional community events.

Orange County Heritage Trail

The Orange County Heritage Trail is a 10-foot wide paved pathway that runs from Goshen to Monroe within the right of way of the Erie Railroad. This path currently extends to the south to River Road in the Village of Harriman, where there is a small parking area. The Heritage Trail was identified by the public as a significant strength and economic development opportunity within the Village.

The Orange & Rockland Park and Heritage Trail is located approximately 350 feet west of the 208 Business Center, bordering the YMCA parking lots. There is no direct connection between the 208 Business Center and the Park or Trail. However, access is available within walking or biking distance along Gilberts Street Extension.

3.8.2 Existing Conditions - Zoning

Project Site Zoning

As shown in Figure 2-2, the subject site is located on the north side of Gilbert Street Extension and west of Route 208 in the Village of Monroe. The site consists of four parcels in the northeastern portion of the Village. The proposed mixed use project is located on 5.08 acres including the following Tax Lots, as shown on the tax map of the Village of Monroe:

- 201-3-3
- 201-3-4
- 201-3-7
- 201-3-8

Figure 3.8-1A shows the existing zoning in the Village. The subject site is located in the GB – General Business zoning district. Nearby zoning districts in the Village include the SR-10 Suburban Residential district located southeast of the site along North Main Street south of Schunnemunk Street. Mapped areas of the VR- Village Recreational district are located east of the site abutting Route 17 / Route 6, as well as southwest of the site near the intersection of Route 208 and Route 17M, the location of Airplane Park. Local area zoning is shown in Figure 3.8-1B – Immediate Vicinity Existing Zoning Map.

Uses permitted by right in the GB zone include:

- Ambulance Service
- Bank or Financial Institution
- One and Two Family Residential
- Fire Protection Service
- Funeral and Interment Services
- Kennel
- Laundry Service
- Office
- Personal Service
- Postal Service
- Religious Assembly
- Retail Stores, minimum size 1,000 square feet
- Veterinary Service/Animal Hospital
- Repair Service (Non-Motor Vehicle)

Uses permitted by Special Permit in the GB zone include:

- Car Wash
- Day Care
- Drive Through
- Food Services Sales
- Garden Center
- Hotel/Motel
- Light Industry
- Membership Club
- Motor Vehicle Fuel Dispensing Station
- Motor Vehicle repair and Paint Shop
- Motor Vehicle Sales
- Neighborhood Shopping Center
- Public Parking lot/Structure
- Public Passenger Transportation (excluding Taxi business)
- Public Utility Structure or ROW
- Recreational Facility
- Research Facility
- Residential to Commercial Conversion
- Restaurant (minimum 1,000 square feet)
- Sale or Storage of Lumber or Building materials
- Self-Storage
- Shopping Center
- Tavern
- Taxi Business
- Theater or Cultural Center
- Warehouse

The proposed 208 Business Center is anticipated to consist of approximately 47,500 square foot of retail development, including a 35,000 square foot food store plus other smaller retail uses on the first floor. The second floor will provide approximately 25,000 square feet of office space, for a combined total of approximately 72,500 square feet. As noted above, these proposed uses are permitted on the Project Site within the GB zoning district.

The proposed food store would be distinct from other chain supermarkets in the Village, such as the nearby ShopRite on NY Route 17M or the Stop and Shop further south on NY Route 17M. The food store would carry specialty foods catering to the local community and not typically available in larger chain stores, including Kosher foods. The applicant believes there is a strong local market for the proposed retail space. The complimentary office space is located in a prime location convenient to Route 17 / Route 6 and proximate to the Village of Monroe, the Town of Monroe and the Village of Kiryas Joel / Town of Palm Tree.

A sustainable balance of uses can be viewed as uses that meet the needs of the local residents and uses that complement existing retail establishments within the Village and will thus remain as viable retail operations continuing into the future.

The Villages assessed valuation will increase by $2,487,895 resulting in an annual increase in taxes totaling $550,445, at today's tax rates. Of this total the Village will directly receive an annual increase in tax revenue of $109,313 and the school district's budget will realize a positive increase of an additional $348,121 annually. The increase taxes will offset the potential costs for the Village to service the site with emergency services such as police, fire and emergency medical service. The applicant is not seeking any payments in lieu of taxes (PILOT) or other tax exemptions.

As shown in Figure 3.8-1A, the Village has two commercial zones, Central Business (CB) and General Business (GB). The mixed-use commercial- residential Central Business (CB) Zoning District is centrally located within the Village and encompasses all land around the Millponds, along Maple Avenue and properties on the westside of Route 17M from Bridge Street to Knight Street. Uses permitted as of right in this zone include banks, restaurants, personal services, medical and general offices, retail uses, auto repair, libraries, cultural and religious uses and senior housing. Second story apartments are permitted accessory uses on the second floor, and existing one- and two-family residences are permitted to continue. Generally, this is the most flexible of the zoning districts in terms of bulk requirements, and there are few controls except for rear setback, building height (up to 50 feet in height is permitted for several uses), and lot coverage (generous control of up to 80% building coverage). Purely residential uses are generally required to meet the requirements of the SR-10 (quarter-acre) Residential District.

Moving out from the CB district along Route 17M to the north and south, land is zoned for General Business (GB). General Business permits most of the same uses as of right as the CB District. However, the GB district requires that uses be located on lots with setbacks, and significant open space. Accessory apartments are not permitted in the GB, although, like in the CB district, existing residential uses are permitted to continue. Senior housing is not permitted in the GB zoning district. Additional uses are permitted in the GB district which may require larger lots including garden centers, sale or storage of lumber and building materials, veterinary and animal kennels, and day care centers. Auto-related uses such as sales, repair and gasoline filling stations are also permitted in the GB (not in the CB). It is noted that the GB district includes areas of the Village previously zoned for light industry, so warehousing, storage and research facilities are permitted. Manufacturing and processing are not permitted anywhere in the Village. Generally, the areas of the Village zoned GB are all purely commercial areas. One noted exception to this is a portion of Elm Street, which has remained predominantly residential in character.

Permitted Use As-of-Right

The proposed 208 Business Center is an as-of-right permitted use located in the GB zoning district. The proposed development complies with all applicable bulk regulations for Office and Retail uses as put forth in the Village Zoning Code and therefore no area variance are required. The bulk

regulations are the same for Office and Retail, as shown on the Villages Table of District Uses and Bulk Regulations, GB District. Please see the below zoning compliance table, demonstrating compliance with the zoning code's area and bulk requirements:

Table 3.8-1
Zoning Compliance Table

	Minimim Required	Proposed
Lot Area (SF)	20,000	221,120
Lot Width (Ft)	50	280'
Front Setback (Ft.)	60	62'
Rear Setback (Ft.)	40	41'
One Side Setback (Ft.)	50	55'
Total Side Setbacks	80	NA
	Maximum Allowed	Proposed
Building Height (Ft.)	35	35
Lot Coverage (%)	25	21.5
Source: Kirk Rother, P.E. Consulting Engineer, PLLC		

ZBA Determination

It is envisioned the development will include a food store plus other retail uses on the first floor, as well as office space on the second floor. A review was conducted by the Village Zoning Board of Appeals (ZBA) and a determination was made that this development does not constitute a shopping center, as defined by the zoning code. The ZBA determination, dated July 14, 2020, is included in Appendix B, Correspondence, for reference.

Former Site Uses

The project site currently has two single family residences and a vacant residential building that was most recently used for bicycle sales and repair. The two residences are located at 23 and 25 Gilbert Street Extension in the southern portion of the site and the former bicycle repair shop at 401 Route 208 at the eastern side of the site. According the New York State historical photos the site has remained either residential or undeveloped.

Site Survey and Easements

A site survey has been completed for the subject property by a licensed land surveyor, Edward T. Gannon, PLS (dated October 28, 2019), and is attached with the Site Plan drawings (see attached and Appendix L). The property is approximately 5.08 acres in size and consists of four tax lots, as described. According to the survey, there are no easements, rights-of-way or legal restrictions affecting the property's development potential. An off-site drainage easement is provided to the benefit of 208 Business Center at the northwest corner of the property. The easement crosses land owned by the Town of Monroe. This drainage easement is shown on the Cover Sheet (Sheet 1 of the full sized Site Plan drawings (see attached and Appendix L – Site Plans). A copy of the drainage easement is provided in Appendix B – Correspondence.

3.8.3 Local and County Land Use Plans

Village of Monroe Comprehensive Plan

The Village of Monroe is located in the south, central portion of Orange County in the heart of New York State's Hudson Valley approximately one hour north of New York City. The Village consists of approximately 3.5 square miles and is bordered mainly by the unincorporated Town of Monroe and a small section of the Village of Harriman. The Village is the largest by land area and second largest by population of three Villages occupying land within the Town of Monroe.

The Village has good access to the interstate highway system. New York State Route 208 begins at the northern boundary of the Village and travels north through the County and provides access to New York State Route 17/6 (future Interstate 86), which travels east-west through the County. Route 17/6 provides access to Interstate 87 (NYS Thruway north-south) approximately 3 miles to the east, while Interstate 84 (east-west) is accessible approximately 15 miles to the west. Bus service to New York City is available from within the Village, while rail service is available within two miles. International air travel is available from Stewart International Airport, approximately 15 miles to the north.

Prior to 2014, Monroe's current Comprehensive Plan was prepared more than 50 years earlier and had not been updated. In 2012 the Village embarked upon a mission to formulate and adopt a Comprehensive Plan to meet the needs of the Village as it moves into the future. This Plan was adopted on February 18, 2014 and was reviewed in relation to proposed zoning amendments which were adopted on June 13, 2017.

The Vision Statement of the Village of Monroe Comprehensive Plan reads:

"The Village of Monroe will have a strong, attractive, economically vibrant downtown core and adjacent transitional heavy commercial areas, a sustainable mix of more intensive uses along the Route 17M corridor, a range of new housing options for young families and empty nesters within walking distance to downtown, high-quality stable single-family and two-family neighborhoods and abundant recreational and cultural opportunities."

As listed in the Village Comprehensive Plan the goals include;

- Create an active, convenient and inviting downtown as the community's civic, cultural, and recreational center as well as a destination for dining, shopping and personal services;
- Expand housing opportunities within the Village to ensure that all residents of Monroe can continue to live in the Village following life transitions;
- Safeguard Monroe's existing stable residential neighborhoods, and improve and enhance marginal areas, especially areas of investment conversions;
- **Transform the Route 17M strip-commercial corridor to better address the evolving commercial market and to provide a sustainable balance of uses;**
- Improve the multi-modal flow of traffic through the Village, while respecting pedestrians and cyclists;
- Ensure the preservation and protection of the Village's historic, scenic and natural resources;
- Transform Monroe's struggling heavy commercial and industrial areas; and
- Increase the efficiency of local Government.

Village Comprehensive Plan Goals met by the Proposed Project

The Village Comp Plan includes various traffic recommendations including the potential for extending Gilbert Street, to which the proposed Monroe 208 Business Center provides support. Another specific goal to be implemented by the 208 Business Center development is meeting the identified need for a large Kosher food store[1]. The Route 208 Business Center envisions a specialty food store of approximately 35,000 square feet which would carry Kosher food.

The proposed Route 208 business center would help to meet the stated goal of improvements to the Route 17M Commercial corridor. The proposed project will make improvements to the existing extension of Gilbert Street resulting in improved traffic flow in this area. It is envisioned that the retail tenants will be upscale and offer an interesting mix of new retail opportunities to the Village marketplace. An improvement in the curb appeal based upon attractive landscaping will add to the overall aesthetic of this area.

The 208 Business Center will also add to the tax rateables within the Village and will provide an option for office space with excellent transportation access to Route 17/86 with ample free parking making it an attractive office location. The Villages assessed valuation will increase by $2,487,895 resulting in an annual increase in taxes totaling $550,445, at today's tax rates. Of this total the Village will directly receive an annual increase in tax revenue of $109,313 and the school district's budget will realize a positive increase of an additional $348,121 annually. The increase taxes will offset the potential costs for the Village to service the site with emergency services such as police, fire and emergency medical service. The applicant is not seeking any payments in lieu of taxes (PILOT) or other tax exemptions.

Other Goals as Listed in the Village Comprehensive Plan

Housing

None of the Housing Goals (see below) are applicable as the development does not include a residential component and also because housing is not a permitted use in the GB zoning district. Further, the Project Site is not within any stable residential neighborhood and is designated for commercial development.

Housing Goal 1: Expand housing opportunities within the Village to ensure that all residents of Monroe can continue to live in the Village following life transitions.

Objective 1: Provide appropriate higher densities of quality residential use within and near downtown allowing residents to walk to businesses and services without depending on vehicular use.

Recommendation H1.1.1: Clarify code to provide clear standards for residential density within the downtown.

Housing Goal 2: Safeguard Monroe's existing stable residential neighborhoods, and improve and enhance marginal areas, especially areas of investment conversions.

Objective 1: Protect the scale, density and character of Monroe's stable and well-maintained neighborhoods.

[1] Village of Monroe, NY Comprehensive Plan, 2014, p. 77

Recommendation H2.1.1: Eliminate two-family uses as a permitted or special permit use in the SR-20 and SR-10 districts.

Objective 2: Discourage the reuse of existing large homes for multifamily residences.
Recommendation H2.2.1: Require stricter standards for multifamily conversions.

Objective 3: None listed in Comp plan

Objective 4: Respect the variety of Monroe's older varied neighborhoods and promote homeowner investment by taking a more flexible approach to zoning regulation.

Recommendation H.2.4.1: Provide flexibility in yard and bulk requirements for older established residential neighborhoods.

Recreation

Recreation goals are not applicable to the proposed development. It should be noted that because the Project does not include any housing (none permitted in the GB zoning district), the Project will not stress the existing recreational areas within the Village. We have provided responses below (bold) where applicable.

Goal P1: Ensure the preservation and protection of the Village's historic, scenic and natural resources.

Please refer to Section 3.5 of the DEIS. In short, A Phase 1A cultural resources investigation and a Phase 1B archeological field investigation was performed for the property. The Phase 1A investigation found no existing historic resources in close proximity (within one-quarter mile) of the property. Five historic properties were identified within a one-mile radius from the subject property. The closest historic property is the Julius-Smith-Ryder-Webb house, an early Monroe residence and blacksmiths shop located approximately 0.85 miles from the project site.

Objective 1: Continue to distinguish Monroe's historic resources through landmarking, signage and recognition.

See above, this objective is not applicable given that no historic resources are identified on the Project Site.

Recommendation P1.1.1: Map existing

Objective 2: Guarantee the quality of water discharged into the Ramapo River Sole Source Aquifer System.

Recommendation P1.2.1: Treat lot area

Goal 2: Expand and enhance the already outstanding recreational facilities of the Village.
Objective 1: Enhance the types of recreation available at Crane Park and Airport Park to encourage additional usage and more activity near the downtown.

Recommendation P2.1.1: Increase passive use amenities at Crane Park while respecting ban on commercial activities. It should be clear that the longtime ban on

Connections- Transportation

The proposed Development does provide development along the Gilbert Street Extension that could provide support to an effort to reopen Gilbert Street. The development also provides pedestrian and bicycle facilities consistent with the plan's recommendations. In addition, the Project will provide large scale traffic improvements for the intersections nearby the Project Site (please refer to Section 3.7 [Transportation] of the DEIS). Where applicable, we have provided notes (bold) for the Project's applicability to the Plan.

Goal T1: Improve the multi-modal flow of traffic through the Village, while respecting pedestrians and cyclists.

The Project will provide large scale traffic improvements for the intersections nearby the Project Site (please refer to Section 3.7 Transportation, of the DEIS). The proposed traffic improvements will include, but is not limited to re-configuration of the traffic lands, new signals and signage, and safer pedestrian ways to ensure pedestrian safety.

Objective 1: Allow for easier access to downtown from outlying areas and the surrounding communities; work with the State and County to provide innovative solutions that will improve vehicular traffic flow along Route 17M and into and out of the downtown.

See above. The Project Sponsor has been working with the NYSDOT on the proposed traffic improvements and will continue to work with the NYSDOT as permitting continues.

Recommendation T1.1.5: *Reopen Gilbert Street to Route 17M.* Extend Gilbert Street Extension across the future Heritage Trail through to Route 17M. Again, the Village respects the desire to limit the crossing of the Heritage Trail, however, the intersection of Gilbert Street and Route 208 currently poses a danger to motorists. Site distances are limited at the intersection of Route 208 and Gilbert Street Extension and the complex intersection geometry makes left turn movements from Route 208 north onto Gilbert Street confusing and dangerous. This left turn movement also further deteriorates the level of service of the Route 208/North Main Street intersection, as vehicles often queue behind vehicles waiting to make this left turn, when the signal for the left turn movement at the intersection with North Main Street is green. It is noted that Gilbert Street Extension currently contains the Southeast Orange County YMCA and a daycare use for disabled children. Extending Gilbert Street will not only improve the safety of the children and families accessing this site by vehicles, but also with sidewalk improvements along Route 17M, safe pedestrian access to these users can also be provided. The Village retains ownership of the original Gilbert Street Right-of-Way and should work with the County to design a crossing that addresses potential conflicts with users of the Heritage Trail. One potential arrangement would be to install a speed table with an alternative surface treatment such as stamped colored asphalt crosswalks. The elevation and texture change associated with such an arrangement would inform motorists that they are entering the pedestrian realm.

Objective 2: Provide and enhance facilities for cyclists and pedestrians connecting downtown, commercial areas, residential areas and parks.

The Project will provide large scale traffic improvements for the intersections nearby the Project Site (please refer to Section 3.7 [Transportation] of the DEIS). The proposed traffic improvements will include, but is not limited to re-configuration of the traffic lands, new signals and signage, and safer pedestrian ways to ensure pedestrian safety. The current improvement plans do not include dedicated bike lanes.

Recommendation T1.2.1: *Construct new on-road and off-road facilities for bicyclists.*

See above.

Objective 4: Improve connections at the Village's gateways, especially at the intersections of Route 208 and Route 17M and at the intersection of Freeland Street/Still Street/Route 17M.

Recommendation

T1.4.1: *Beautify intersections at major Village gateways.* As stated, previously, the Village strongly supports the implementation of traffic roundabouts that would allow traffic to flow unimpeded through busy intersections.

The Project will provide large scale traffic improvements for the intersections nearby the Project Site (please refer to Section 3.7 [Transportation] of the DEIS). The proposed traffic improvements will include, but is not limited to re-configuration of the traffic lands, new signals and signage, and safer pedestrian ways to ensure pedestrian safety. The proposed traffic improvements have been designed in consultation with the Village Planning Board and the NYSDOT. The proposed traffic improvements will provide for safer vehicle and pedestrian access and will allow for smoother travel through the intersection. In addition, it is the Project Sponsor's opinion that the traffic improvements will bring order to this gateway intersection into the Village and allow for safer access to the Village's downtown area.

Economic

The proposed development supports a general improvement to the Villages economy, but in located outside of the downtown area. Please note the following for each items from the Village Plan (bold).

Goal E1: Create an active, convenient and inviting downtown as the community's civic, cultural, and recreational center as well as a destination for dining, shopping and personal services.

The Project is not within the downtown area but will provide additional commercial services to the area to increase the tax base. As demonstrate by a letter from a real estate agent provided in Appendix B., the Project is not expected to detract from any downtown business but to bring new commercial use to the Village and expanding the tax base within the Village comparted to the mainly vacant use of the Project Site.

Objective 1: Decrease the number of vacant ground-level spaces in the downtown.

The Project is not within the downtown area but will provide additional commercial services to the area to increase the tax base.

Objective 2: Increase accessibility of the downtown to residents of the surrounding area.

The Project will provide large scale traffic improvements for the intersections nearby the Project Site (please refer to Section 3.7 [Transportation] of the DEIS). The proposed traffic improvements will include, but is not limited to re-configuration of the traffic lands, new signals and signage, and safer pedestrian ways to ensure pedestrian safety. While the Project Site is not within the downtown area, the proposed traffic improvements will increase the ability for residents and visitors to access the downtown are in a safer manner.

Recommendation E1.2.1: Promote easier access to Downtown.

See above.

Objective 3: Provide easy and convenient parking to service downtown businesses and address actual and perceived parking problems. Expand parking opportunities, particularly the parking lot behind the library.

This is inapplicable given that the Project Site is not within the downtown area. That said, the Project provides the requisite number of parking for its proposed uses and therefore will not exacerbate the any parking concern within the downtown area.

Town of Monroe Comprehensive Plan

The Town Comprehensive Plan was most recently updated in 2017. The primary focus of the 2017 Town of Monroe Comprehensive plan is to provide for preservation of the residential neighborhoods, rural character and ecological resources, specifically lakes; that are the fabric of the Town of Monroe. The primary issue in 2017 was to protect from overdevelopment in the more rural areas of the Town, while focusing retail and commercial development back into the Village Center.

The Town Plan is supportive of the concept of Priority Growth Areas as identified in the Orange County Comprehensive Plan. The Village of Monroe is considered as one of the Counties Priority Growth Areas and as such development of the Route 208 Business Center is consistent with the Town and County Land development goals for this area.

The Town's Plan lists as one of its land use goals to "Limit additional retail, entertainment, and similar commercial development along the Route 17M corridor, in the Town and the Town's major nonresidential zoning districts, to thus encourage retail development within the Villages' downtown districts to revitalize these areas." The proposed 208 Business Center, located within the Village, is exactly this use.

Orange County Comprehensive Plan – 2010

The basic goal of the Orange County Comprehensive Plan is to focus on preserving the rural character of the rolling countryside. In order encourage this, the Plan recommends development in the Village centers and in areas that are already serviced by water and sewer. The Plan identifies Priority Growth Areas (PGA). These PGA's are areas where development is already concentrated, serviced by municipal water and sewer and with excellent regional access.

The Village of Monroe Comprehensive plan makes the following statement about the County's plan.

> "The "Orange County Comprehensive Plan: Strategies for Quality Communities" was prepared in 2003 and last updated in 2010. This plan discusses the challenges local downtowns such as Monroe's are facing in the wake of the development of major retail areas in Woodbury and Middletown. Goals of this plan that are related to Monroe include the recommendation to take advantage of the proximity to the Heritage Trail and existing bicycle trails along Route 17M, and provide for the connectivity and expansion of these routes. The plan also encourages the diversification of the local housing stock with options for all segments of the population, including seniors. This is particularly relevant to the Village of Monroe where public utilities and local services are available."

The proposed Route 208 Business Center is consistent with the County recommendation of development within the Priority Growth Areas, thus relieving additional development pressure on other areas of the County.

Southeast Orange County Traffic and Land Use Study

In 2004, the Southeastern Orange County Traffic and Land Use Study was prepared for the Orange County Department of Planning by AKRF. The purpose of the Plan was to address current and future transportation needs due to rapidly increasing populations within some towns and villages. Specifically, the Towns of Blooming Grove, Monroe, and Woodbury had experienced population increases over 21 percent for the ten years prior to the study. As populations increase, vehicular trips increase, which often require expanded road capacity to alleviate traffic congestion. The northern section of the Town of Monroe was included in the study because of a significant increase in residential subdivisions and commercial developments and some of the highest densities within the study area were found in the Town and Village of Monroe and the Village of Kiryas Joel. Specific recommendations contained in the Study that would affect the transportation systems operating within and surrounding the Town of Monroe included Updating the Town Comprehensive Plan and land development regulations and Focusing development towards the Village of Monroe.

The proposed 208 Business Center, located within the Village, is consistent with these goals.

Illustrating Smart Growth for SE Orange County – "Smart Growth"

Similar to the Orange County Comprehensive Plan the "Smart Growth" study emphasizes development in proximity to the existing Village Centers in order to provide opportunities for preservation of the rural character in SE Orange County. The Smart Growth Study recommends:

> *"New development adjacent to existing villages should serve as extensions of the village fabric rather than noncontiguous suburban sprawl with no relation to existing context."*

Development of the Route 208 Business Center provides a logical extension of the commercial development in the Village of Monroe.

Orange County Open Space Plan

The Orange County Planning Department, in partnership with the Orange County Land Trust and with funding provided by the Hudson River Valley Greenway, is currently working to provide an updated Countywide Open Space Plan. During the last two decades, the landscape of the County has significantly changed. Influences such as climate change, development pressure and changing energy infrastructure are expected to have widespread landscape impacts. Orange County continues to be one in five counties out of New York State's 62 counties to increase in population according to the 2010 Decennial Census prepared by the U.S. Census Bureau.

Planning for growth requires protecting valuable natural resources, cultural resources and the working landscape (farms and forestry lands) while balancing the need for development, housing, and transportation infrastructure. Updating the Plan will provide necessary guidelines to help balance this growth and establish and preserve buffers between open space and developed areas, as well as identifying critical linkages to promote connectivity between existing and future assets.

Orange County Water Master Plan

The Orange County Water Master Plan is an amendment to the Orange County Comprehensive Plan, dated August 2010. Through adoption of this Plan, it is expected that the County of Orange and the OCWA will be able to clarify and enable the ways that County government can smartly and effectively function in the future to assure the availability of water in the County. This Plan assumes that success for such function must be based on collaboration between municipalities, water purveyors, and the County including the OCWA.

This Amendment also addresses core issues of concern and recommended actions from the 2003 County Comprehensive Plan, notably towards "defining … water carrying capacities" and "to foster cooperation with municipalities including inter-connections among local systems where possible.", County policy also focuses attention in support of "Priority Growth Areas" as described in the Comprehensive Plan. It is also the intent of both the adopted Comprehensive Plan and this Amendment to continue to preserve the primarily rural character of the areas within the County which lie outside the Growth Areas.

Management of watersheds is the most fundamental step in protecting drinking water resources. Protecting these resources is not only in our best interest ecologically, but is also ultimately more cost-effective. This Plan recommends that watershed management plans be created for all reservoirs, with priority given to those reservoirs with documented impairments or that are under development pressures.

Mombasha Lake (Town of Monroe) serves the Village of Monroe and is located in a highly developed area of the County. Existing residential uses combined with the potential development of unprotected vacant land within the Lake's watershed could compromise the water quality of this important reservoir.

Wellhead Protection Areas for sand and gravel wells was proposed as a 200-foot radius from the wellhead. The New York State Wellhead Protection baseline delineation of a Wellhead Management Area for a sand and gravel well includes the areal extent of the sand and gravel aquifer in which the well or well field is completed. All 17 aquifers are currently or are potentially essential to public water supply. Many are currently tapped by municipal water systems. – NOT 208

There is a new water treatment plant planned in the Town of New Windsor.

Orange County Greenway Compact

The Orange County Comprehensive Plan is organized around the concept of "Priority Growth Areas". These are places where the historic settlement patterns and infrastructure can support future development such as local village centers, "crossroads" and commercial corridors. By directing growth to these areas, it is possible to protect natural and cultural resources elsewhere, as well as farmlands and habitat areas. The County's plans also call for protecting the historic and cultural resources, the special landscape features, the scenic byways and the beautiful river corridors that ensure the County's unique sense of place and quality of life.

Conservation efforts are often evaluated in terms of the numbers of acres that have been preserved. But using this measure by itself misses an equal if not more important measure – the degree of fragmentation in the landscape. Natural systems, including animal habitats, rely on continuity and the creation of biotic corridors that link resources. In this way, there is alignment between the idea of the Hudson Valley Greenway and sustainable development practices.

The Orange County Greenway Compact was convened on June 12, 2013. The Village of Monroe is a participating member. By becoming a Greenway Compact Community, the County can take advantage of the many benefits offered by the program, including compliance at the state level for siting facilities; favorable status for competitive state-funded programs, and direct grants for capital and planning projects. There is an equally important, if intangible benefit to the Greenway.

One of the guiding principles of the Comprehensive Plan is to insure an equitable future for all residents by balancing economy, community and the environment. In the Built Environments section, the Comprehensive Plan identifies a broad range of potential development areas, from established centers and neighborhoods, to commercial corridors, to industrial and office parks. The Greenway Compact seeks to implement these goals. The Compacts recommendations to avoid the appearance of a typical commercial strip include designing streets for people, designing for pedestrians and bicycles and designing beautiful streets. The proposed project now includes a Landscape Plan which shows the extensive landscaping that will be included in the site development to characterize the development as “beautiful. A small plaza has been added onsite to provide a meeting area including benches and gardens. Bicycle facilities are also provided along the eastern side of the building.

Orange County Economic Development Strategy

Orange County is attractive to businesses for the same reasons that it is attractive to residents. The ethnic and cultural diversity are a draw for residents and employers seeking a variety of cultural traditions, but also the municipalities vary greatly in their characteristics: urban and rural, high and low density development, extremely poor and very wealthy, young to older, and land uses covering the full spectrum from agricultural to commercial to residential to industrial. The extensive transportation network is chief among the County’s attractions to employers; three major interstate highways that run through the County, Orange County is the northwestern-most county served by train in the service area of the New York City Metropolitan Transit Authority; coupled with robust commuter bus services, this creates a destination for New York City’s workforce. The Hudson River is also key to the regional transportation network; shipping has occurred on the river since the Hudson Valley was first settled, and continues today as an alternative to rail or truck transport. The freight rail transportation system is active and well-supported, with at least several trains daily along the west bank of the Hudson. Air freight is also well supported, with the addition of Stewart International Airport to the responsibility of the Port Authority of New York and New Jersey.

Orange County is typically considered to be the northwestern boundary of the “commuting counties,” or those counties in which a resident can commute to New York City in a reasonable amount of time and without too much difficulty. In the metropolitan area, Orange County also has the most housing affordable to those commuters; approximately 13,000 housing units were built during the recent housing boom of 2000-2006.

The Orange County Planning Board, defined goals that would support The Orange County Economic Development Strategy. Based upon discussions with the Orange County Partnership and business leaders throughout the County the following goals were identified:

- Attract and Assist Businesses—the County needs to balance economic growth through attracting outside businesses with assisting the businesses already present and improving the economic climate for them.
- Improve Economic Development Capacity—the County and its municipalities need to make it easier for businesses to relocate to our area or thrive in a competitive start-up environment,

by ensuring sufficient water and sewer capacity, easy access to transportation, full wireless technology service, and an array of housing options for new employees.

- Strengthen Key Industries—the County needs to work with employers to provide workforce training and educational programs for residents, to increase the pool of skilled labor.
- Create a Supportive Culture for Small Businesses—small businesses have higher costs and other specific needs; the County can provide general training and resources for business owners and municipal boards.

Orange County Design Manual

In keeping with the concept of Priority Growth Areas, the Orange County Design Manual identifies five strategic kinds of Places to direct growth: Downtowns, the Edges of downtowns, Corridors, Crossroads and New Neighborhoods. Both within and outside of these growth areas, strategies and details for protecting resources are presented under the theme of Nature. Nature is thought of as the underlying framework of natural resources and open spaces around which development patterns should be organized in order to protect the environment and preserve the integrity of natural systems. To accomplish this, the Design Manual presents these objectives: to Create the Urban Forest, to Create a Continuous Greensward, and to Protect Natural and Scenic Resources. The design details cover a range of techniques from conservation subdivision design to stormwater management details.

To ensure that economic development is compatible with existing patterns and natural systems, the Design Manual presents strategies under the theme of Communities. Communities are places where, to the greatest extent possible, people can live, work, shop and recreate within walking distances. Building complete communities is essential for reducing dependence on automobiles, for advancing, and for fostering social interaction. To accomplish this, the Design Manual presents these objectives: to Create a Diversity of Land Uses, Beautiful Neighborhoods and Pedestrian Oriented Commercial Areas. The design details cover a range of techniques from best practice neighborhood design to mixed-use buildings.

Orange County Watershed Design Guide

Orange County Watershed Design Guide is a tool for planners, designers, developers, municipalities, board members and citizen activists. The Community's Resiliency To major storms and heavy precipitation Depends on Green Infrastructure. The Design Guide provides details on tools to successfully implement green infrastructure to be included in new projects being considered.

3.8.4 Potential Impacts to Land Use

The proposed Route 208 Business Center consists of a single two-story building including 47,500 square feet of retail space on the first floor and an additional 25,000 square foot of office space on the second floor. The site plan shows two entrance/exit locations and 259 parking spaces including 12 handicapped spaces.

Consistent with goals stated in the Village Comprehensive Plan, the mixed use office and retail development is being proposed to increase the amount of retail and office space available to the Village, the Town, and the greater Orange County region. As identified above, the Project is consistent with the Village Comprehensive Plan given that it will provide additional commercial, office and retail uses as permitted in the GB zoning district. Importantly, it will also provide significant traffic improvements for the intersections surrounding the Project Site, which will alleviate

an existing traffic problem within the Village. This will allow residents and visitors to safely access the Project Site and other areas of the Village and Town leading to increased economic development. The Village Comprehensive Plan's recommendations related to housing and recreation are largely in applicable given that housing is not permitted in the GB zoning district and that, because no housing is proposed, the existing recreational areas within the Village will not be stressed as a result of the Project.

Route 208 is the roadway that connects Route 17/Interstate 86 with the center of the Village of Monroe. Route 208 serves as the main thoroughfare in Blooming Grove; and Regionally it connects Monroe with Washingtonville, Maybrook, Interstate 84 and Wallkill continuing north to New Paltz, NY.

The project proposes no new easements, authority for conveyance, or potential restrictions for the property.

Zoning Compliance

As stated above, the Project Site is located within the GB Zoning District. The following commercial and retail uses are permitted in the GB Zoning District by site plan and or special use permit:

- Bank or financial institution
- Car wash
- Day care
- Drive-through and drive-up establishment,
- Food service sales - no wait staff
- Funeral and interment service
- Garden center
- Neighborhood shopping center
- Office
- Personal service with floor area per establishment no less than 1,000 SF
- Recreational facility, indoor with a floor area per establishment of no less than 1,000 SF
- Restaurant with a floor area per establishment of no less than 1,000 SF
- Retail stores or shops with a floor area per establishment of no less than 1,000 SF
- Shopping center

The Project Sponsor has proposed a mixed-use retail and office building. At this time, no tenants have been identified for the Project. In this market, while demand for retail and commercial space is high, potential tenants are unwilling to sign lease agreements until all local approvals are obtained given the time it takes to obtain local approval and the turbulence of the process.

We have annexed hereto, and included in Appendix B, Correspondence, a letter from Loop Realty, dated March 29, 2023, a real estate professional, outlining the demand for retail and office space in the Village, which may include a grocery store. As set forth in the market demand letter, because of the over 4,000 households that are being developed in and around the Village, the need for retail and office space has also grown. This will result in new businesses, or expansions of existing businesses, to utilize the Project. The Project is not expected to result in existing businesses moving to the Project location and leaving stores vacant. Also, because of this high demand for retail and office space, the Project is not expected to be vacant but will be utilized by the increased demand in retail and commercial space.

The uses that will occupy the Project are those that are permitted in the Zoning Code for the GB zoning district. The site plan and special use permit review criteria within the Zoning Code does not require a finding related to a market demand. As noted above, permitted uses within the GB zoning district have already been identified by the Village Board as being in harmony with the general zoning plan and will not adversely affect the neighborhood and the Planning Board shall not speculate as to the Project's inevitable success.[2] The Landscaping Plan, prepared by Esposito & Associates, dated 9.15.22, which has been incorporated into the site plan submission as well as the Site Plan drawings (see Sheets 13 and 14 attached and Appendix L) prepared by the project engineer demonstrate the proposed use and compliance with the standards and requirements as required by the following sections of the Zoning code:

- Section 200-26.5D(2)(b) – Screening through the planning of 6' to 10' trees
- Section 200-32 – Tree & Landscaping Plan showing landscaping along road frontage
- Section 200-45 J – Parking Lot Landscaping Plan includes 10% Landscaping
- Section 200-50 – Other Landscaping Requirements – Innovative Site Design, parking

A calculation demonstrating compliance with the requirement to provide landscaping equal to 10 percent of the total required parking area (Section 200-45 J) is provided on the Site Plan Cover Sheet. The parking area is 42,120 s.f. and 10 percent of that area is 4,212 s.f. The Site Plan provides approximately 6,000 s.f. of landscaping, an area approximately 40 percent in excess of the minimum requirement.The proposed mixed used development is not subject to the Zoning Code requirements for "shopping centers", based upon a July 14, 2020 determination by the Village Zoning Board of Appeals. A copy of the determination is provided in Appendix B. Therefore the zoning code ARB Design Guidelines for shopping centers (Section 200-73) do not apply to the proposed development.

The proposed Site Plan drawings, including the Landscape Plan and the Lighting Plan have been developed to comply with Section 200-72 of the zoning code, which provides the procedure for the review of site plan applications, regardless of district. Section 200-72D. provides the objectives and design requirements for site plan review, including that, "consideration shall be given to the public health, safety and welfare; the comfort and convenience of the public in general and of the residents or users of the proposed development as well as of the immediate neighborhood". The objectives of the Site Plan review include:

1) *That the site plan is in conformance with any relevant portions of the Comprehensive Plan of the Village.*

   It is the applicant's opinion that the site plan is in conformance with the Village of Monroe comprehensive Plan. Conformance with the Comprehensive Plan is described and analyzed in Section 3.8.3, above.

2) *That the design of all structures is compatible with that of surrounding structures. Compatibility shall be determined by a review of the proposed use of materials, scale, mass, height, color, texture, architectural style and the location of the structure or structures on the site.*

[2] *See Bongiorno v. Plan. Bd. of Inc. Vill. of Bellport,* 143 A.D.2d 967, 968 (2d Dep't 1988) (holding that "it was improper for the planning board to deny final approval because the petitioner's proposed businesses might run contrary to the objectives of the soon to be completed Bellport Master Plan.").

It is the applicant's opinion that the single mixed-use building proposed for the development is compatible with surrounding commercial structures, including the adjoining YMCA building and other nearby office and retail buildings. The proposed building's impacts to visual resources, including proposed materials, scale, mass, height, color, texture, architectural style, and location of the structure on the site are described and analyzed in Section 3.6 – Visual Resources.

3) *That all proposed traffic and accessways are adequate but not excessive in number; adequate in width, grade, alignment, and visibility; and not located too near street corners or other places of public assembly; and other similar safety considerations.*

The proposed development provides two accessways: on NY Route 208 and on Gilbert Street Extension. The width, grade, alignment, visibility and other safety and access consideration have been analyzed in the Traffic Impact Study and the Transportation Section 3.7 of this DEIS. The accessways have been designed in conformance with the goals of Zoning Code.

4) *That adequate off-street parking and loading spaces are provided to prevent parking in public streets of vehicles of any persons connected with or visiting the use. The interior circulation system will be adequate to provide safe accessibility to all required off-street parking lots, loading bays and building services.*

Parking for the proposed development is consistent with the zoning code with 261 spaces provided, while 258 spaces are required by the code. The interior aisles are 26 feet in width, consistent with the zoning code and to provide safe accessibility to all required off-street parking lots, loading bays and building services. The project engineer has consulted with the Monroe Joint Fire District regarding on-site access for the District's largest trucks, and confirmed that the aisle width is adequate.

5) *That all playground areas, recreation areas, parking and service areas are reasonably screened at all seasons of the year from the view of adjacent residential lots and streets. In addition, the Planning Board shall require such other landscaping and screening as may be required to protect the aesthetic environment of the surrounding properties and neighborhood.*

It is the applicant's opinion that the proposed Landscaping Plan (see Sheets 13 and 14, attached and Appendix L) for the development reasonably screens the parking and service areas from adjacent lots and streets. No residential lots adjoin the property.

6) *That all existing trees over 12 inches in diameter, measured three feet above the base of the trunk, shall be retained to the maximum extent possible.*

All trees over 8 inches in diameter were tagged and identified in a tree survey provided as Sheet 15, of the Site Plan drawings (see attached and Appendix L). In the opinion of the applicant, all trees over 12 inches in diameter were retained to the maximum extent possible, given the goals of the applicant and the proposed plan.

7) *That all plazas and other paved areas intended for use by pedestrians utilize decorative pavements and plant materials so as to prevent the creation of vast expanses of pavement.*

The proposed Landscape Plan provides plantings throughout the parking areas and at the perimeter of the site to prevent unbroken areas of pavement (see Sheets 13 and 14, attached and Appendix L). The paved entrance area of the building includes a planted island with trees and shrubs.

8) *That all outdoor lighting is of such nature and so arranged as to preclude glare onto adjoining properties and streets.*

A Lighting Plan has been developed to preclude glare onto adjoining properties and streets (see Sheet 6 of attached and Appendix L). The Lighting Plan is described and analyzed in Section 3.6 – Visual Resources.

9) *Signs and lights will be compatible and in scale with building elements and will not dominate the overall visual impact of the project.*

A single entrance sign is proposed for the development at the entrance on NY Route 208. A detail of the sign is provided in Sheet 9 – Site Details (see attached and Appendix L). It is the applicant's opinion that the sign and site lighting are in scale with the building elements and will not dominate the overall visual impact of the project.

10) *Textures of buildings and paved areas will be sufficiently varied to prevent a massive or monolithic appearance, particularly areas of asphaltic paving for parking.*

The proposed buildings architecture provides a varied façade with stone and wood elements and numerous windows designed to prevent a monolithic appearance. The building's architecture is described in Section 3.6 Visual Resources and architectural renderings are provided as Figures 2-5 through 2-8. In the opinion of the applicant, the Landscape Plan provides multiple tree islands and landscaped areas to visually enhance the parking areas.

11) *That no sound from a public-address system should be audible on adjoining properties or on the adjacent street.*

The 208 Business Center will not utilize a public address system.

12) *That all mechanical equipment necessary to operate the buildings services, which equipment is located on the roof of a structure, shall be screened in a manner approved by the Planning Board.*

13) *The heating and cooling system for the proposed building has not yet been designed, but such mechanical equipment will be located on the roof of the building. The equipment will be adequately screened. That the stormwater system is adequate and has been designed in accordance with the latest Village and state standards and, if applicable, a stormwater pollution prevention plan has been prepared in accordance with Chapter 168, Article II, and that all internal water and sewer systems are adequate and that all wells and sewage treatment systems are in accordance with Village, state, federal and county standards.*

A detailed stormwater management plan has been designed for the development and it is described in the full Stormwater Pollution Prevention Plan (SWPPP), provided as Appendix D. The proposed stormwater management is further described in Section 3.3 – Stormwater Management. The stormwater facilities have been designed to meet current Village and NYSDEC requirements. The development will be connected to the Village water and sewer

infrastructure, as described in Sections 3.9 Utilities – Water and 3.10 – Wastewater. The infrastructure will comply with all Village, State and Orange County standards.

14) That the site plan and building design accommodate the needs of the handicapped and are in conformance with the state standards for construction concerning the handicapped.

The site plan and building have been designed in conformance with NYS standards for construction concerning the handicapped. Handicapped parking spaces, access ramps and building provisions (door access) have been incorporated into the site plans.

15) Adequate provision shall be made for emergency services, including but not limited to fire, police, ambulance, and protection against environmental hazards, through placement of building, roadway access, building access, internal circulation, protective systems such as sprinklers or other appropriate measures as may be determined by the Planning Board.

The interior driveways and aisles are 26 feet in width, consistent with the zoning code and designed to provide safe accessibility for emergency services including fir, police, and ambulance. The project engineer has consulted with the Monroe Joint Fire District regarding on-site access for the District's largest trucks, and confirmed that the aisle width is adequate.

The proposed 208 Business Center Site Plan has been designed to comply with the intent and specifics of the Village site plan review requirements (Section 200-72D). It is the applicant's opinion that the proposed plan complies with the site plan review requirements as provide in Section 200-72D of the zoning code.

Orange & Rockland Park and Orange County Heritage Trail

There is no direct connection between the 208 Business Center and Orange County Heritage Trail, which lies approximately 350 west of the site. However, access is available within walking or biking distance along Gilberts Street Extension. The proposed mixed-use building will not be readily visible from the Orange & Rockland Heritage Trail, except for brief views behind the YMCA building. The potential visual impacts to the Orange & Rockland Heritage Trail are described in Section 3.6 Visual Resources. The proposed Landscaping Plan provides a landscaped buffer area along Gilbert Street that is intended to enhance views into the property from Gilbert Street.

The Orange & Rockland Park is adjacent and north of the project site. The subject property lies at the southern end of the park consisting of the southern end of a shallow lake and a lawn area with picnic tables. The area of the park directly north of the project site is a wooded hillside sloping towards the lake and a wood storage building with a metal roof. The project site can be seen above the storage building, through the wooded slope. The potential visual impact of the project for visitors to the Orange & Rockland Park are described in Section 3.6 Visual Resources. The proposed building will be visible from the park, but the approximate 100 foot area of existing mature trees will remain in the park, between the lawn area and the site.

This proposed development would commit approximately 5 acres to commercial development and preclude alternative uses of the site.

3.8.5 Potential Impacts to Zoning

The Route 208 Business Center is an as of-right development project, located in an area of mixed-use commercial development. There are no zoning changes being requested. The development is fully compliant with the bulk regulations as put forth in the Village of Monroe Zoning Code for the General Business (GB) zone. There are no impacts to zoning anticipated.

3.8.6 Consistency with Local and County Land Use Plans

Consistency with the Village of Monroe Comprehensive Plan

The proposed project is consistent with goals stated in the Village of Monroe Comprehensive Plan, entitled A New Comprehensive Plan for Monroe in the 21st Century, dated February 14, 2014. The proposed Route 208 Business Center would help to meet the stated goal of improvements to the commercial area serviced by the Route 17M Commercial corridor and encouraging new commercial development within the Village.

As identified above, the Project is consistent with the Village Comprehensive Plan given that it will provide additional commercial, office and retail uses as permitted in the GB zoning district. Importantly, it will also provide significant traffic improvements for the intersections surrounding the Project Site, which will alleviate an existing traffic problem within the Village. This will allow residents and visitors to safely access the Project Site and other areas of the Village and Town leading to increased economic development. The Village Comprehensive Plan's recommendations related to housing and recreation are largely in applicable given that housing is not permitted in the GB zoning district and that, because no housing is proposed, the existing recreational areas within the Village will not be stressed as a result of the Project.

Consistency with the Town of Monroe Comprehensive Plan

The proposed project is consistent with goals stated in the 2017 Town of Monroe Comprehensive Plan Update; especially of encouraging development in the Villages and leaving the more rural areas of the Town, undeveloped.

Consistency with the Orange County Comprehensive Plan

The proposed project is consistent with goals stated in the Orange County 2018 Update to the Comprehensive Plan; especially of encouraging sustainable development in the Priority Growth Areas to encourage preservation of the more rural areas of Orange County.

Consistency with the Southeast Orange County Traffic and Land Use Study

The proposed project is consistent with goals identified in the *Southeast Orange County Traffic and Land Use Study* especially of managing development to be limited to the available transportation capacity in the area.

Consistency with Illustrating Smart Growth for SE Orange County Study

The proposed project is consistent with recommendations of the Illustrating Smart Growth for SE Orange County Study *that development should serve as an extension of the village fabric.* Development of the Route 208 Business Center provides a logical extension of the commercial development in the Village of Monroe.

Consistency with Orange County Open Space Plan

The proposed 208 Business Center is consistent with the Orange County Open Space Plan by virtue of the fact that the proposed development is at an existing crossroads within one of the designated Priority Growth Areas in the County and not in an area considered open space.

Consistency with Orange County Water Master Plan

The Orange County Water Master Plan policy focuses attention in support of "Priority Growth Areas" as described in the Comprehensive Plan. It is also the intent of both the adopted Comprehensive Plan and this Amendment to continue to preserve the primarily rural character of the areas within the County which lie outside the Growth Areas, through the encouragement of development occurring within the Priority Growth Areas, similar to the proposed Monroe 208 Business Center.

Through the use of onsite municipal water and sewer facilities, the effects on Mombasha Lake will be minimized to the greatest extent practical.

Although there is a new treatment Plant planned in New Winsor, this will not have any direct effect on the proposed development.

Consistency with Orange County Greenway Compact

The Village of Monroe is a member of the Greenway Compact. The proposed development is proposed in a place consistent with the definition of crossroads and commercial corridor. "These are places where the historic settlement patterns and infrastructure can support future development such as local village centers, "crossroads" and commercial corridors. By directing growth to these areas, it is possible to protect natural and cultural resources".

Consistency with Orange County Economic Development Strategy

As a small-scale localized business venture the proposed development is consistent with the Orange County Economic Development Strategy to afford small business an opportunity to support and add to the Village's economic base.

Consistency with Orange County Design Manual

In keeping with the concept of Priority Growth Areas, the Orange County Design Manual identifies five strategic kinds of Places to direct growth: Downtowns, the Edges of downtowns, Corridors, Crossroads and New Neighborhoods. The development of the proposed project is being built in a Priority Growth Area and is thus consistent with the goals of the Orange County Design Manual.

Consistency with Orange County Watershed Design Guide

The Orange County Watershed Design Guide is a tool which provides details on how to successfully implement green infrastructure. The proposed Monroe Business Center includes bio retention areas as part of the overall stormwater management plan and is thus consistent with the Design Guide.

3.8.7 Proposed Mitigation Measures

Overall, the proposed action would be compatible with surrounding land use patterns in the vicinity of the project site. The construction of the proposed development would increase the availability of retail and office commercial space in the Village of Monroe and would serve to expand the Village tax base with additional ratables. As confirmed by a local realtor, no impacts to the existing Village downtown area are anticipated. No significant adverse impacts are expected from the proposed action on adjacent land uses.

The proposed mixed use development will result in the property's change in use from its current residential use and vacant retail space (former residence that was a bicycle shop). The existing residences are somewhat dilapidated and could be renovated. The residential use of the property is not consistent with the goals of the applicant and cannot recoup the significant time and funds expended to date to realize a mixed use office and retail development for the property.

The Village Zoning Board of Appeals made two determinations regarding the proposed development; one related to its designation as a "shopping center" under the Village zoning code and the second regarding a determination of the Building Inspector as to the applicable front yard setbacks for a structure located with frontage along NYS Route 208 and Gilbert Street. In the first decision, the ZBA determined that the proposed development is not considered a "shopping center" and therefore not subject to the regulations in Village Code 200-50 relating to shopping Centers. The second determination from the ZBA confirmed the front yard setback from both NY Route 208 and from Gilbert Street. Those determinations are described in Section 2.0 Project Description and the ZBA resolutions are provided in Appendix B - Correspondence. These determinations resulted in no conditions of approval or compliance conditions.

The Project will provide large scale traffic improvements for the intersections nearby the Project Site (please refer to Section 3.7 [Transportation] of the DEIS). Please note that these traffic improvements will be mitigation related to potential traffic impacts, but will also serve to mitigate compliance with the Village's Comprehensive Plan given that it will create safer vehicle and pedestrian access to the Project Site and the Village and surrounding areas.

No significant land use impacts are anticipated. In addition, the project is consistent with the goals of the Comprehensive Plans of the Village, the Town and the County, and no impacts on public policy are anticipated. With regard to zoning impacts, the project is fully compliant with the GB Zone bulk and use regulations. All necessary permits and approvals from Orange County and other agencies will be secured prior to final site plan approval.

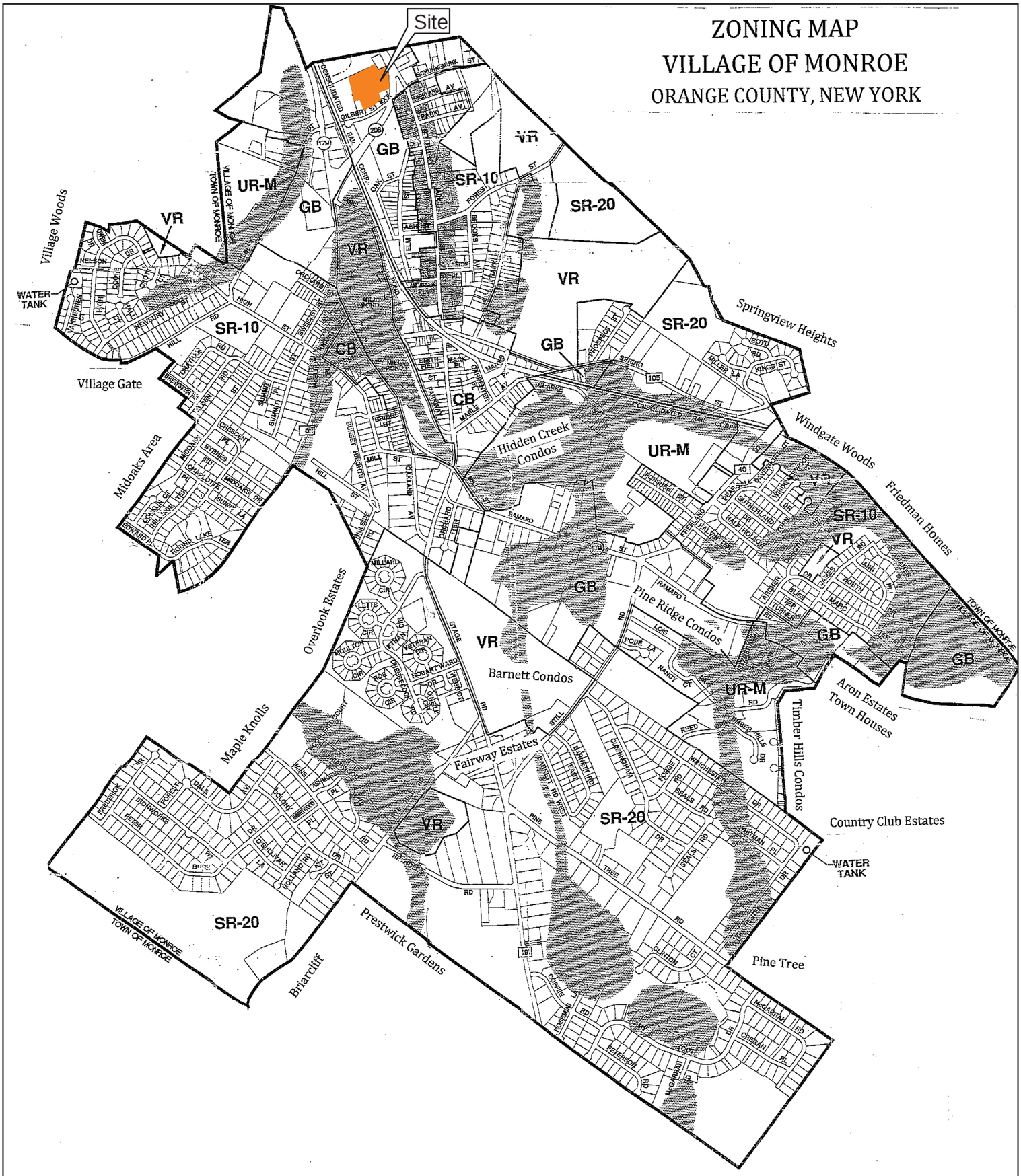
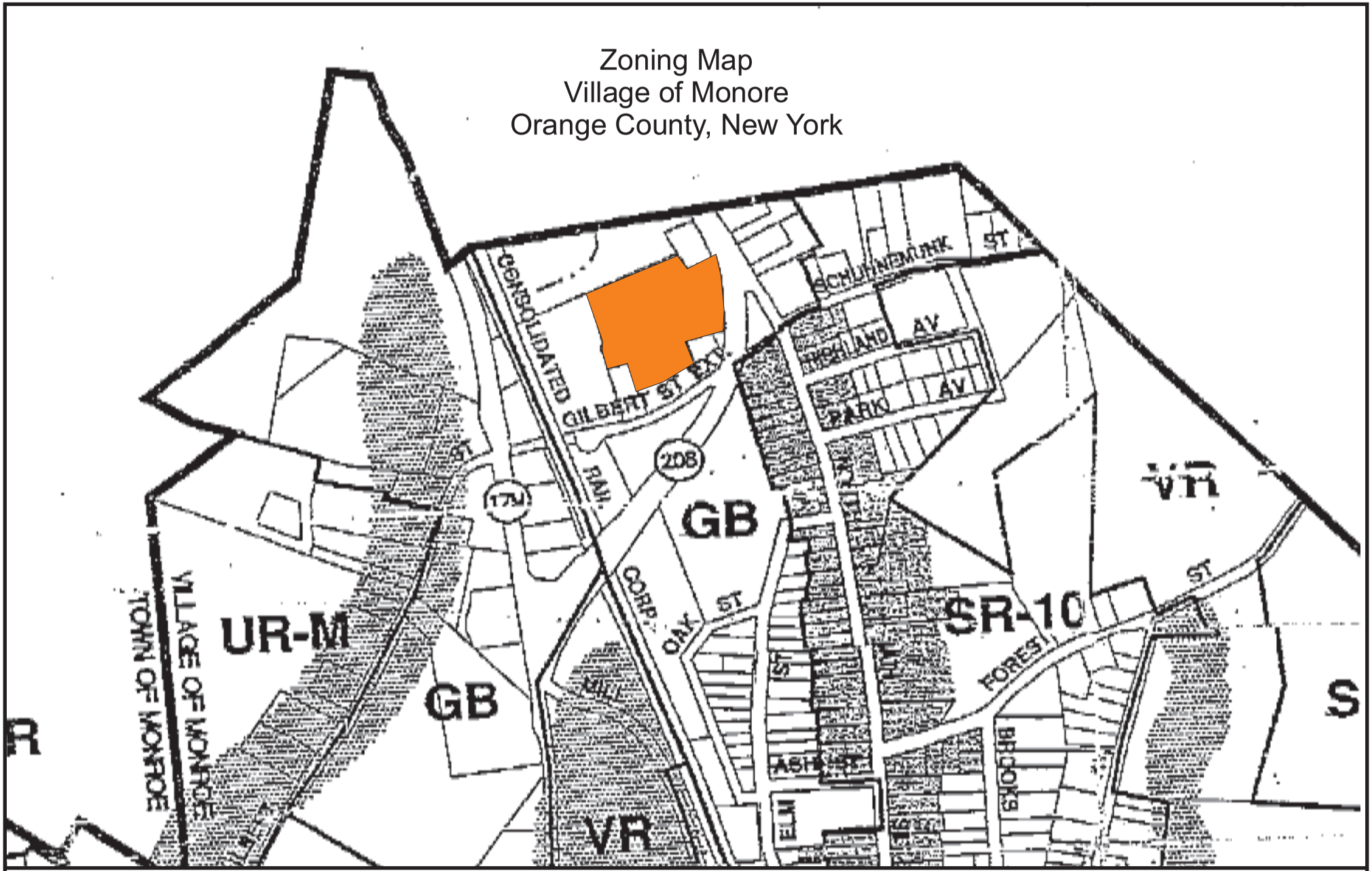


Figure 3.8-1A: Existing Zoning Map
Monroe 208 Business Center
Village of Monroe, Orange County, New York
Source: Monroe Official Zoning Map

Tim Miller Associates, Inc., 10 North Street, Cold Spring, New York 10516 (845) 265-4400 Fax (845) 265-4418



GB - General Business
UR-M - Urban Residential
VR - Village Recreation
SR-10 - Surburban Residential

Figure 3.8-1B: Immediate Vicinity Existing Zoning Map
208 Business Park
Village of Monroe, Orange County, New York
Source: Zoning Map Village of Monroe, Orange County, New York

PLANTS LIST

SYMBOL	TYPE	KEY	QTY	BOTANICAL NAME	COMMON NAME	MIN. SIZE	REMARKS
	DECIDUOUS TREES	Ao	X	Acer Rubrum "October Glory"	October Glory Red Maple	3"-3-1/2" c	B&B
		Gt	X	Gleditsia Triacanthos "Inermis"	Skyline Thornless Honeylocust	3"-3-1/2" c	B&B
		Pc	X	Pyrus Calleryana "Whitehouse"	Whitehouse Callery Pear	2"- 2-1/2" c	B&B
		Px	X	Prunus x Yedoensis	Yoshino Cherry	2-1/2"-3" c	B&B
		Tc	X	Tilia Cordata "Greenspire"	Greenspire Linden	3"-3-1/2" c	B&B
	EVERGREEN TREES	Ts	X	Thuja Standishii x Plicata "Green Giant"	Green Giant Arborvitae	6' - 7' hgt	B&B
	EVERGREEN SHRUBS /GROUND COVERS	Bm	X	Buxus Microphylla Japonica"Winter Gem"	Winter Gem Boxwood	30" - 34"	Container
		Jc	X	Juniperus Chinensis "Gold Coast"	Gold Coast Juniper	30" - 34"	Container
		Jh	X	Juniperus Horiz. "Bar Harbor"	Bar Harbor Juniper	2 gal.	B&B
		Rp	X	Rhododendron "PJM"	PJM Rhododendron	30" - 34"	B&B
		Vr	X	Viburnum Rhytidophyllum	Leather Leaf Viburnum	34" - 36"	B&B
	DECIDUOUS SHRUBS	Sj	X	Spirasa Japonica	Little Princess Spirasa	24" - 30"	Container
		Sp	X	Syringa Patula "Miss Kim"	Miss Kim Lilac	30" - 34"	Container
	GRASSES	Pa	X	Pennisetum Alopecuroides"Hamelin"	Dwarf Fountain Grass	24" oc	2 gal.
	PERENIALS	An	X	Aster Novi-Belgii	New York Aster	24" oc	1 gal.
		La	X	Lavandula Angustifolia	English Lavander	24" oc	1 gal.

GRAPHIC SCALE

30 0 15 30 60 120

(In Feet)
1 In. = 30 ft.

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Date	Description
08-15-22	Date of Origin

ESPOSITO & ASSOCIATES
262 GREENWICH AVENUE
GOSHEN NY, 10924
845-294-2558 Fax 845-294-2580

ESPOSITO
ARCHITECT
No. 001183
Signature

208 BUSINESS CENTER
VILLAGE OF MONROE
ORANGE COUNTY, NY

LANDSCAPE PLAN

DRAWING TITLE:

Unauthorized alteration or addition to a plan bearing a Licensed Land Surveyor's or Professional Engineer's seal is a violation of section 7209, subdivision 2 of the NY State Educational Law.

Scale:	Drawing No.:	Project No.:
1"=30'	1 of 2	#2120
CAD Reference: .dwg	O.C.H.D. Sheet No.: of	D.E.C. Sheet No.: of

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Figure 3.8-2: Landscape Plan
208 Business Center
Village of Monroe, Orange County, New York
Source: Esposito & Associates

3.9 Utilities - Water

3.9.1 Existing Conditions

The project site and nearby properties on Route 208 and Gilbert Street Extension are served by municipal water and sewer service, and by private gas, electrical, telephone and cable service. Water service and the project's potential impacts to the Village water system are described below.

Water supply for 208 Business Center will be provided by connection to the Village of Monroe municipal water system. The Village water system serves a population of approximately 9,000 within the Village and Town of Monroe districts, through approximately 3,000 service connections.

The Village of Monroe water system is supplied by the Mombasa Lake reservoir and one ground water well. The reservoir has a surface area of approximately 340 acres and a storage capacity of approximately 1.4 billion gallons. The permitted production capacity from the reservoir is 1.0 MGD (million gallons per day). The supplemental well, known as well as well #4, is approximately 40 feet deep and has a demonstrated yield of 300 gallons per minute. The well is currently pumped at a rate of 250 gallons per minute which is the equivalent of 360,000 gallons per day. The resultant total capacity of the village system is approximately 1.36 MGD.

Based on information provided by the Orange County Department of Health, the average daily production of the Village system for calendar year 2020 was approximately 1.03 MGD resulting in an available surplus capacity of approximately 330,000 gallons per day. According to a 2012 Village Water Master Plan and Rate Study, the 3,109 accounts included 2209 residential and 385 commercial accounts in the Village. An additional 515 accounts provided water service to properties in the Town of Monroe through individual and bulk accounts.[1]

3.9.2 Potential Impacts

The 208 Business Center site is located in the Village district service area, as shown in Figure 3.9-1. No expansion of the district or off-site improvements are necessary to serve the site. The Village's water distributions system is present at the site in both New York State Route 208 and Gilbert Street Extension. In discussing the project with the Village of Monroe Water Department it was expressed that connection should be made to the main lying in Gilbert Street Extension. The main within Gilbert Street Extension lies on the north side of the road, adjacent to the 208 Business Center property and is comprised of 8-inch ductile iron pipe. Pressure just downstream of the project at Well #4 is stated to be in approximately 135 psi. As such, the Water Department indicated that pressure for the 208 Business center project would not be a concern. Given the adequate pressure for the building, no pumps will be necessary for building service. A connection will be made to the 8-inch main and extended to the proposed building.

The connection to the Village water supply system will require approval by the Village of Monroe Water Department. Any required tap in fee will be provided to the Village as part of the connection approval. The Property owner will be responsible for the long-term maintenance of the on-site infrastructure including the water service connection to the building.

[1] Water Master Plan and Rate Study, Village of Monroe, NY, Delaware Engineering, P.C., 2012

No known groundwater wells are located in the vicinity of the site since municipal water is available. Three municipal groundwater wells are located within one-half mile of the site, and these wells are located east, south east of the site near the municipal boundary. According to the Village Water Master Plan, two of the wells are not in service and Well 4 is in service. Given the distance of Well 4 from the subject site, the proposed development will have no impact to that well.

The 208 Business Center is estimated to require 7,250 gallons per day of water. This volume is based upon factors provided in the *NYS Design Standard for Intermediate Sized Wastewater Treatment Systems, March 2014.* The factor used was 0.1 gpd per square foot for Shopping Center/Grocery Store/Department Store. The estimated volume of 7,250 gpd represents less than one percent of the average daily volume and approximately 2.2 percent of the current Village of Monroe Water District daily surplus capacity.

This volume does not include potential water demand for fire response. Two fire hydrants are located on Gilbert Street Extension, according to a map of the Village of Monroe water system. All proposed buildings would be constructed with sprinklers in accordance with the provisions of the State Fire Prevention Code and the NYS Building Code. .The noted water pressure of 135 psi in the vicinity of the site is sufficient for firefighting requirements.

The traffic impact study for 208 Business Park considered the cumulative effect of traffic from other projects that are under review or approved for construction in the Village and Town of Monroe. The same consideration can be made for cumulative water use from 208 Business Center and other pending projects in the Village. The projects include:

- YMCA of Monroe – 22,000 s.f. expansion
- 24 Gilbert Street – 12,000 s.f. conversion of existing building to office
- 324 Rt. 208 – 30,000 s.f. of mixed-use office, retail and medical
- 326-328 Rt. 208 (Threetel) – 15,000 s.f. warehouse
- 310 Schunnemunk Rd. – 21 single family homes
- 424-434 North Main Street – 11,600 s.f. office

The *NYS Design Standards for Intermediate Sized Wastewater Treatment Systems* provides water usage factors for office uses, warehouse uses, residential, and for health clubs. The "typical per-unit hydraulic loading rates" for office and warehouse uses are based upon the number of employees and for health clubs, based upon patrons per day. Residential uses are estimated at 110 gallons per day per bedroom. For this analysis, the 21 new single-family homes at 310 Schunnemunk Road were assumed to average three bedrooms each. The trip generation rates for office and warehouse uses were used to estimate the number of new employees that will be added for the new office and warehouse space (square feet) listed above. The daily trip generation rates were estimated using the *Institute of Transportation Engineers Trip Generation 11th edition, 2021.* The factors and calculations for estimating the cumulative water usage is provided in Appendix I.

The pending projects that may be added to the water demand for the Village, in addition to the proposed project total an estimated 19,315 gallons per day.

The volume above with the estimated usage for the project will total approximately 26,565 gallons per day.

3.9.3 Proposed Mitigation Measures

The 208 Business Center project site is located within the Village of Monroe water district and no extension of the district is necessary. An eight-inch water main is available in Gilbert Street Extension for water service to the site. The Applicant is funding all of the costs associated with the connection to the Village water supply lines in Gilbert Street and for the required tap in fees. The applicant or their successor will pay for the on-going cost for water based upon the Village schedule for water fees and will pay taxes to the Village which, in part, will fund Village services, such as water infrastructure. The proposed development will require approximately 7,250 gpd of Village water supply, and will not result in a significant impact to the Village of Monroe water district. No mitigation measures are warranted or proposed.

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Figure 3.9-1: Village of Monroe Water Service

Monroe 208 Business Center
Village of Monroe, Orange County, New York
Base Map: Village of Monroe Water Master Plan and Rate Study, 2012

DEIS Figures 21032 03-08-2022
Fig 4.9-1.cdr

Tim Miller Associates, Inc.,10 North Street, Cold Spring, New York 10516 (845) 265-4400 Fax (845) 265-4418

3.10 Utilities - Wastewater

3.10.1 Existing Conditions

The project site and nearby properties on Route 208 and the Gilbert Street Extension are served by Village of Monroe water service, Orange County sewer service, and by private gas, electrical, telephone and cable service. Wastewater service and the project's potential impacts to the Orange County sewer system are described below.

The 208 Business Center is located in the service area of the Orange County Sewer District #1 (OCSD No. 1). The Harriman Wastewater Treatment Plant, located in the Village of Harriman serves the Orange County Sewer District No. 1 (OCSD No. 1) and the Moodna Basin Southern Region (MBSR). According to the 2017 Town of Monroe Comprehensive Plan Update, the OCSD entered into Intermunicipal Agreements (IMAs) with additional municipalities in 1978 to provide wastewater treatment to development in those communities. They are: the Towns of Blooming Grove and Woodbury; the Villages of South Blooming Grove, Woodbury; and the Moodna Basin Joint Regional Sewerage Board (MBJRSB) communities of the Town and Village of Chester, and an additional area within the unincorporated Town of Monroe.

The Harriman Wastewater Treatment Plant (HWWTP) is a 6.0 million gallon per day (mgd) facility that serves the Orange County Sewer District No.1 and the Moodna Basin Southern Region in Orange County, New York, and is operated by the Orange County Department of Environmental Facilities and Services (OCDEFS). The HWWTP has two treatment trains, a 2.0 mgd conventional activated sludge (CAS) system constructed in 1974 and a 2.0 mgd oxidation ditch system constructed in 1987. Upgrades (Phase I) completed in 2006 at the HWWTP increased the capacity of the facility to 6.0 mgd through the construction of a new 2.0 mgd CAS system. Continued residential and commercial growth has prompted the County to plan for additional treatment capacity, above the 6.0 mgd[1].

A letter from the Orange County Department of Public Works, Division of Environment Facilities & Services, dated April 11, 2022 is provided in Appendix B – Correspondence. The letter provides a discussion of available treatment capacity in the Orange County Sewer District No. 1. As of January 2023, the remaining available treatment capacity ("RATC") at the facility was 258,624 gpd. (see Appendix K - Sanitary Sewer Engineers Report). The letter describes current facility maintenance issues and allocation commitments that limit the current treatment capacity for OCSD No. 1. The letter also describes plans to increase the capacity of the HWWTP, but those upgrades and treatment capacity may not be available until 2027.

According to the letter, the OCSD # 1 leases an additional 970,000 gpd of treatment capacity at the Village of Kiryas Joel Sewer Treatment Plant ("Village STP"). Due to operational issues at that facility, the Village STP has only been capable of treating a twelve-month average flow of 582,084 gpd as of February 28, 2022. The 387,916 gpd that this facility is unable to treat is diverted to the Harriman STP, which reduces the available treatment capacity at the Harriman facility. Following maintenance activities at the Village STP's main pump station, the Village STP will be able to treat an additional 240,000 gpd of OCSD# I sewage, which will result in 240,000 gpd of additional available treatment capacity at the Harriman STP.

[1] - Harriman Wastewater Treatment Facility Membrane Bioreactor Pilot Study, NYSERDA and Camp Dresser & McKee, Inc. October 2006.

However, the County of Orange and Integris Equity, LLC (the developer of the Veyoel Moshe Gardens ("VMG) project") entered into a Limited Reservation of Treatment Capacity Agreement. This agreement granted Integris Equity a 648,000 gpd limited reservation of treatment capacity at the Harriman STP for the VMG project. In essence, the VMG project has a prioritization of OCSD #I's available treatment capacity at the Harriman STP over any project the wastewater from which will flow through the North Interceptor, which includes all projects in the Town of Palm Tree, the Village of Kiryas Joel and a northern portion of the Town of Monroe.

The County has issued lateral permits for Phases I of the VMG project, which represents approximately 258,400 gpd of the 648,000 gpd limited reservation of treatment capacity. There remains an additional 389,600 gpd of capacity under the Limited Reservation of Treatment Capacity Agreement for the VMG project.

As noted above, as of February 28, 2022, the remaining available treatment capacity at the Harriman STP was computed to be 359,623 gpd. The RATC at the Harriman STP is projected to increase to 599,623 gpd when the new lift screener at the Village STP is fully operational and the facility acclimated to accommodate higher flow (based on an increase of 240,000 gpd and February 28, 2022 RATC computation). Of this amount, 389,600 gpd will be included under the Limited Reservation of Treatment Capacity Agreement for the VMG project - leaving 210,023 gpd of available treatment capacity at the Harriman STP for projects within the Town of Palm Tree, the Village of Kiryas Joel and the northern portion of the Town of Monroe. The remaining 210,023 gpd of available treatment capacity at the Harriman STP (as of February 28, 2022) represents about 6% of the 3,590,000 gpd of capacity currently available that may be assigned to these localized district users.

Timing of Harriman STP Upgrades

The letter from Orange County Department of Public works describes plans for upgrades to the Harriman STP and timing, as follows. The County has retained the services of Delaware Engineering to prepare a Facility Plan to increase treatment capacity of OCSD #1 by 3.0 mgd or more. The Facility Plan should be completed by September 2022. Delaware Engineering is also performing the required environmental assessment relating to the various options to increase treatment capacity that will be included in the Facility Plan. It is expected that compliance with the State Environmental Quality Review Act ("SEQ RA") will be completed by the end of 2022.

However, even after the Facility Plan is completed and the County has fully complied with the requirements of SEQRA, the Orange County Legislature will be unable to make a determination regarding increasing treatment capacity for OCSD #1. The SPDES permit issued for the Harriman STP in March 2020 contains parameters for Total Dissolved Solids ("TDS") and Chloride, neither of which can be removed from the wastewater by the treatment equipment or methodologies at the Harriman STP. The County has applied to the New York State Department of Environmental Conservation ("NYSDEC") for a variance from these parameters and is currently collecting and analyzing data to supplement its application. It is expected that a decision on the County's variance application will be obtained by the end of 2022.

Assuming the County is granted a variance from the TDS and Chloride parameters in the current SPDES permit for the Harriman STP, and assuming the Orange County Legislature decides to increase capacity for OCSD #1 by expanding the Harriman STP, it is expected that a SPDES permit application for such an expansion, as well as a new variance application for TDS and Chloride, will be submitted to the NYSDEC at some point in 2023 or early 2024. Following this generalized timeline, it is expected that additional treatment capacity for OCSD #1 may be

available by 2027. Of course, if the County's variance application relating to the TDS and Chloride parameters is denied, which would effectively preclude expansion of the Harriman STP, it is expected that additional treatment capacity for OCSD #1

It is understood that capacity is constantly changing and that capacity is not reserved for any particular project until an actual building lateral sewer construction permit is issued by the District.

3.10.2 Potential Impacts

The 208 Business Center site is located in the Village OCSD No. 1 service area, as shown in Figure 3.10-1. No expansion of the district or off-site improvements are necessary to serve the site. The OCSD No. 1 sewer collection system is present at the site in both New York State Route 208 and Gilbert Street Extension. Connection to the sewer will require approval from the Orange County Division of Environmental Facilities and Services.

The project engineer has contacted the Orange County Division of Environmental Facilities and Services regarding the proposed 208 Business Center and connection to the OCDEFS sewer lines in Gilbert Street Extension. According to Anthony Griffen, P.E., Principal Engineer of the OCDEFS, the 208 Business Center qualifies for a permit to construct three (3) six-inch diameter Building Lateral Sewers[2]. The application does not qualify as a public Main Line Sewer Extension for OCSD #1. Therefore, the OCSD #1/NYSDEC Main Line Sewer procedure requiring submission of the project to NYSDEC for approval, does not apply.

The proposed three sewer laterals are shown on Sheet 4 – Grading and Utility Plan. Each of the laterals will be approximately 300 linier feet, and will be 6 inch PVC pipe. The material of the existing sewer main in Gilbert Street Extension is PVC. The existing residential laterals will be abandoned by removal up to the right-of-way line with the remaining stub to be capped according to OCSD #1 policy.

The Property owner will be responsible for the long-term maintenance of the on-site infrastructure including the building lateral sewer connections.

The 208 Business Center is estimated to require 7,250 gallons per day of sewer treatment capacity at the Harriman Wastewater Treatment Plant. This volume is based upon factors provided in the *NYS Design Standard for Intermediate Sized Wastewater Treatment Systems, March 2014.* The factor used was 0.1 gpd per square foot for Shopping Center/Grocery Store/Department Store. The estimated maximum day flow is 14,500 gpd. The Peak hour flow is estimated at four times the average flow or approximately 20.1 gpm.

Communication with Anthony Griffin, P.E. Principal Engineer of the OCDEFS, indicate that there would not be a concern about the hydraulic capacity of the receiving gravity sewer pipe network for the anticipated flow and a downstream analysis would not be needed[3].

Connection to the OCSD No. 1 will require coordination with both the Village of Monroe and the OCSD No. 1 during the Village Building Permit review process. The available treatment capacity

[2] E-mail communication from Anthony Griffin, P.E. (OCDEFS) to Kirk Rother, P.E. Consulting Engineer, February 15, 2022 (see Appendix B – Correspondence).

[3] E-mail communication from Anthony Griffin, P.E. (OCDEFS) to Kirk Rother, P.E. Consulting Engineer, February 2, 2022 (see Appendix B – Correspondence).

of OCSD No. 1 and approval to connect to the system by OCSD No. 1 will be reviewed at the time of application for the connection.

Cumulative Impacts

The traffic impact study for 208 Business Park considered the cumulative effect of traffic from other projects that are under review or approved for construction in the Village and Town of Monroe. The same consideration can be made for cumulative sewer demand from 208 Business Center and other pending projects in the Village. The projects include:

YMCA of Monroe – 22,000 s.f. expansion

24 Gilbert Street – 12,000 s.f. conversion of existing building to office

324 Rt. 208 – 30,000 s.f. of mixed-use office, retail and medical.

326-328 Rt. 208 (Threetel) – 15,000 s.f. warehouse

310 Schunemunk Rd. – 21 single family homes

424-434 North Main Street – 11,600 s.f. office

The pending (No-Build) projects that may be added to the sewage treatment capacity demand for the HWWSTP, in addition to the proposed project total an estimated 19,315 gallons per day. The volume above with the estimated usage for the project will total approximately 26,565 gallons per day. This estimate is consistent with the cumulative water demand estimate described in Section 3.9 Utilities – Water. The assumptions used to estimate cumulative water demand are provided in Section 3.9 and the calculations in Appendix I.

3.10.3 Proposed Mitigation Measures

The 208 Business Center project site is located within the Orange County Sewer District No. 1 service area and no extension of the district is necessary. A sewer line is available in Gilbert Street Extension for sewer collection service for the site. The proposed development will require approximately 7,250 gpd of sewage treatment capacity at the Harriman Wastewater Treatment Plant, and will not result in a significant impact to the OCSD No. 1. It is understood that treatment capacity for the Harriman Wastewater Treatment Plant is constantly changing and that capacity is not reserved for any particular project until an actual building lateral sewer construction permit is issued by the District. No mitigation measures are warranted or proposed.

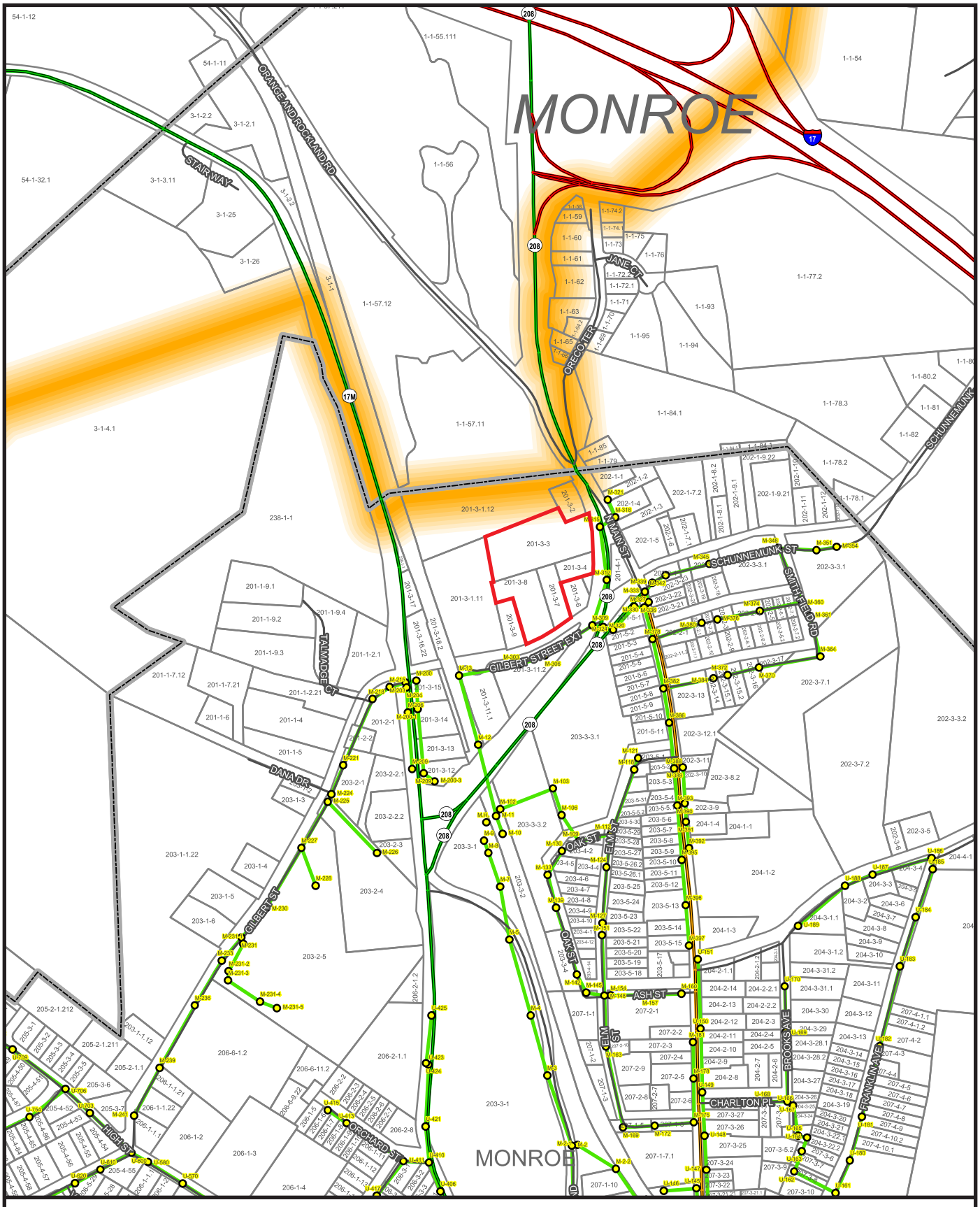

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Figure 3.10-1: OCSD No. 1 Sewer Service

Monroe 208 Business Center

Village of Monroe, Orange County, New York

Base Map: Orance County GIS

DEIS Figures 03-03-2022
04031 Fig 3.10-1.cdr

Tim Miller Associates, Inc.,10 North Street, Cold Spring, New York 10516 (845) 265-4400 Fax (845) 265-4418

3.11 Community Services and Fiscal Resources

The Project Sponsor proposes to develop a commercial building with a total of 72,500 square feet of commercial space, envisioned to include 47,500 square feet of retail space on the first floor and 25,000 square feet of office space on the second floor. The site is approximately 5.1 acres off Route 208 in the Village of Monroe, Orange County, New York. The project is known as "The Route 208 Business Center". The development site adjoins the existing YMCA of Middletown facility. The location of the site is shown on Figure 2-1. The site currently has 3 structures on it with the remainder of the site vacant wooded land and is served by public water and sewer service.

3.11.1 Existing Conditions – Community Services

Existing Conditions - Police Protection

The Village of Monroe Police Department is a "full service" department and participates in many community crime prevention and awareness programs in addition to its normal law enforcement tasks. The mission statement of the Monroe Police Department is:

> *"The principal mission of the Monroe Police Department is to serve the community by protecting life and property, preventing crime, enforcing laws, and maintaining order for all citizens. It is essential for all members to remember that in the execution of our duties we act not for ourselves, but for the good of the public. We respect and protect the rights of all citizens and perform our duties with honesty, zeal, courage, discretion, fidelity and sound judgment.*
>
> *Central to our mission are the values that guide our work and decisions and help us to contribute to the quality of life in the Village of Monroe. Our values are characteristics or qualities of worth; they are non-negotiable. Although we may need to balance them, we will never ignore them for the sake of expediency of personal preference. We hold our values constantly before us to teach and remind us and the community of our ideals. They are the foundation upon which our policies, goals and operations are built.*
>
> *In fulfilling our mission, we need the support of citizens, elected representatives; government officials and the criminal justice system in order to provide the quality of service our values commit us to providing. "*

The department operates 24/7 and has 12 patrol cars and a canine patrol. The Village of Monroe Police headquarters are located across the street from Village Hall at 104 Stage Road in the Village center, less than 2 miles from the project site.

The full-service department presently consists of the police chief, an administrative Sargent, three patrol supervisors, two detectives, eleven sworn police officers including one K9 officer and seven school safety officers. According to Sargent Haley[1], the Village of Monroe Police Department handled 18,589 calls for service in 2021.

According to the US Census 2019 American Community Survey data, the Village population was 8,586 persons. The current ratio of Village of Monroe full time police officers (18) to population (8,586) is above the ULI recommended standard of 1 officer to 1,000 persons. The

[1] Phone call with Administrative Sargent Haley, March 9, 2022.

typical response time of the police department, depending on the type of call, call volume, weather conditions and time of day, is from three to thirty minutes.

Sworn personnel are involved in various programs including Crime Prevention, Accident Investigation, STOP DWI, Commercial Vehicle Enforcement, Intelligence, Youth Court and the D.A.R.E. program.

The New York State Police provide coverage and mutual assistance in emergencies for the local police departments in Orange County. The nearest NYS Police facility is located at 369 Nininger Road, in the Town of Monroe, approximately 3 miles from the project site. The Monroe facility is part of Troop F, which serves Greene, Orange, Rockland, Sullivan and Ulster Counties in New York. There is a helipad on the police station property. The state police are available 24/7 and have several patrol vehicles in the Monroe area at all times. Response time to the site is estimated at five to ten minutes. In a phone conversation[2] with the Zone 2 Commander Captain Peter Cirigliano, he indicated, there are security protocols that restrict information sharing about NYS police resources. Captain Cirigliano did not provide information regarding deficiencies in staffing or facilities or planned or proposed expansions or improvements.

The Orange County Sheriff's Office is located at 110 Wells Farm Road in Goshen New York. The Sheriff's Office is located approximately 14 miles west of the site with an estimated response time of 20 minutes. The Sheriff's Office provides police coverage, investigation and emergency response throughout Orange County. Staffing and facility information was not available for the Orange County Sherrif's Office.

Existing Conditions – Fire Protection

In 2011, the three fire companies serving the Town of Monroe (Mombasha Fire Company, Harriman Engine Company, and Lakeside Fire and Rescue Company) merged to create the Monroe Joint Fire District. The three fire companies respond together for all calls within the boundaries of the Joint Fire District.
There are fire stations at four locations;

- Mombasha Station 1 - 526 St Route 17M, Monroe, NY 10950
- Mombasha Station 1A – 406 N Main Street, Monroe, NY 10950
- Harriman Station 2 – 7 Short Street, Harriman, NY 10926
- Lakeside Station 3 – 147 West Mombasha Road, Monroe, NY 10950

By combining resources, the Monroe Joint Fire District is able to provide a wide range of fire and rescue services as part of a consolidated Department.

The Department is a fully volunteer organization. Collectively, there are approximately 75 active members who serve the community by providing Fire, Rescue, Disaster Relief and Emergency Medical Services to anyone in need. The Monroe Joint Fire Department is also dedicated to community service by supporting other local charities and participating in fireman's parades throughout the region.

[2] Phone call February 13, 2023 with Commander Captain Peter Cirigliano.

The Monroe Joint Fire Department currently operates 8 engines, 3 tanker trucks, 3 ladder trucks, 4 first responder rescue vehicles, a rescue trailer and a marine safety vehicle, plus 3 Chiefs' vehicles. These units are staffed by the 75 active volunteer members who respond from the stations listed above. The Monroe Joint Fire Department typically responds to approximately 650 alarms annually. These alarms consist of structural fires, motor vehicle accidents (MVA's), automatic alarms, vehicle fires, mutual aid, and various other calls for assistance.

Existing Conditions - Emergency Medical Services

Ambulance

The Monroe Volunteer Ambulance Corp (MVAC) provides emergency ambulance service to the project area. The MVAC currently has 100 active members and typically responds to approximately 1,500 calls for service annually. According to the CVAC website, the corps currently operates (3) Type I ambulances, (1) BLS first response vehicle, (1) Rehab Unit, (2) UTVs and (1) Special Operations. The Corps also has a fully equipped first response vehicle. Each ambulance response is staffed by a crew chief who is a New York State Certified Emergency Medical Technician, and a driver. The Monroe VAC main facility is located at 100 Ramapo Street, Monroe, NY and response time to the subject property is approximately 5 minutes.

The Truck Turning Plan (Sheet 12 of the Site Plan set, attached and Appendix L) demonstrates the ability of fire trucks to access and circulate around the mixed-use building and driveways. Smaller EMS vehicles such as ambulances can adequately access and traverse the site.

Hospital

The primary hospital serving the project area is the Garnet Health Center, previously known as Orange Regional Medical Center, located in Middletown, 15 miles north of the Project site. Garnet Health Medical Center, formerly known as Orange Regional Medical Center, was formed by the merger of Arden Hill Hospital and Horton Medical Center, Garnet Health Medical Center moved the two campuses into a single-site, new, state-of-the-art facility on August 5, 2011.

This is the first new hospital built in New York State in over 20 years and boasts seven floors of state-of-the-art technology and provides 383 beds and employs over 2,400 healthcare professionals. More than 600 doctors have privileges at the hospital and treat thousands of area families.

In addition to the main hospital, Garnet also provides several outpatient services, including diagnostic imaging and laboratory services. With the opening of the Outpatient Building, many services, previously provided at other off-campus locations, have relocated into this new, state-of-the-art building in the main hospital campus in Middletown, NY.

Existing Conditions – Solid Waste Disposal

The 208 Business Center will be a private commercial development with waste generated from retail and office tenants. It is anticipated that waste from the development will be collected by a private waste contractor which will collect waste on a regular basis, based upon the tenant mix and waste generated. A single waste collection area will be located at the rear (north side) of the building. The project engineer has analyzed truck turning movements for anticipated large

trucks accessing the site including waste vehicles (SU Trucks). A truck turning plan is provided in the Site Plan Drawings (see Sheet 12, attached and Appendix L). Since the solid waste collection will be done by a private contractor, no impact to municipal waste services is anticipated.

For commercial establishments, refuse is picked up by private companies contracted by the property management. The current provider in this area is Marangi Solid Waste. Currently a refuse fee of approximately $500 per location per month is collected. Commercial is picked up twice per week, recycling once per week. Refuse is taken to a transfer station on Route 303 in Rockland County and then disposed of in approved landfills in upstate New York.

3.11.2 Potential Impacts – Community Services

Potential Impacts – Police Protection

The development of 72,500 square feet of commercial area on the project site would create a demand for additional police services. The proposed project consists of construction of 72,500 square feet of new retail and office space which will include an increase in the Villages number of employees.

There are several multipliers available to estimate the number of employees generated by non-residential development. The Institute of Transportation Engineers (ITE) Parking Generation[3] estimates 3.4 jobs per 1,000 square foot of office building space. The ITE Trip Generation Handbook[4] indicates approximately 3.3 employees per 1,000 square foot of Office Space. A multiplier of three jobs per 1,000 square foot has been used for the purpose of this analysis to estimate the number of jobs that could be generated. Based upon this multiplier the 72,500 square foot of commercial space, used for this analysis, would generate approximately 239 new employees.

Utilizing the 3.3 employees per 1,000 square foot of office/retail space, the Monroe 208 Business Center development has the potential to add approximately 239 new jobs to the Village's employment base.

Based on planning standards contained in the Development Impact Assessment Handbook published by the Urban Land Institute (ULI), 2.0 police personnel should be provided per 1,000 residents which further breaks down to 1.5 for residential uses and 0.5 officers for 1,000 employees in non-residential space. Using this standard, the projected increase of 72,500 square feet from the Route 208 Business Center has the potential to increase police staffing needs by approximately 0.1 police personnel. Tax revenue generated by the Route 208 Business Center would be available help to cover any additional expenses as necessary.Police coverage is not anticipated to be necessary on a daily basis during construction. The Monroe Police are available on an as needed basis for any large scale deliveries. The Police will be notified by the construction manager in the event police is required on any given day during

[2] ITE Parking Generation (4th Edition 2010. Page 201)
[3] ITE Trip Generation for Land Use 710. General Office Building

construction. The Village of Monroe Police have indicated they are available as necessary to assist with traffic flow during construction.[5]

Potential Impacts – Fire Protection

Calls for fire/medical emergencies from the proposed development would be routed through the emergency 911 system, where dispatchers would notify the Monroe Joint Fire Department. The closest station, the Mombasha 1A station, located at 406 N Main Street is less than 0.5 miles from the subject site. Based upon location, response time to the project site is estimated to be approximately 3 minutes. The proposed building is less than 35' high. All proposed buildings would be constructed with sprinklers and all operations would be permitted in accordance with the provisions of the State Fire Prevention Code. Buildings and operations of the development are subject to inspection by the Village Building Inspector. The adequacy of construction materials used, building design and material storage practices.

Water pressure in the vicinity of the 208 Business Center is approximately 135 psi, according to the Village Water Department. This pressure is sufficient for firefighting requirements. Given the adequate pressure for the building, no pumps will be necessary for building service. A connection will be made to the 8-inch main and extended to the proposed building. Fire flow rates, and water system capacity would be assessed by the Fire Department during the site plan approval process.

Entrances for the proposed development will be provided on NY Route 208 and Gilbert Street, which currently can accommodate emergency service vehicles such as fire trucks and EMS vehicles. Emergency vehicle access is required to access the existing YMCA building on Gilbert Street. The project engineer has provided a truck turning plan showing truck access for Type WB-40 trucks such as fire trucks and for SU trucks (see Site Plan Sheet 12, attached and Appendix L). The project engineer has coordinated with the Monroe Joint Fire District regarding site access and circulation (see e-mail dated December 5, 2022 in Appendix B – Correspondence).

As noted above, the Proposed Action would potentially increase the Villages employee population by 239 persons. Based on planning standards contained in the Urban Land Institute's Development Impact Handbook, it is estimated that 1.65 fire personnel and 0.2 vehicles per 1,000 population is required to serve a new population. The anticipated increase in population of 372 persons could generate a demand for 0.4 additional fire personnel and less than 0.1 additional fire vehicles.

The ULI multipliers assume no existing services, thus the actual demand on fire personnel and vehicles is expected to be insignificant.

[5] Phone call with Administrative Sargent Haley, March 9, 2022.

Potential Impacts – Emergency Medical Services

Ambulance

Based on planning standards contained in the Development Impact Assessment Handbook published by the Urban Land Institute, 36.5 calls per 1,000 population per year would be the multiplier used to project the increase in Emergency Medical Service (EMS) calls for new development. Based upon the ULI multiplier, the projected 239 employees that are expected to work at the Route 208 Business Center could increase EMS calls by approximately 9 annually.

The ULI multipliers assume no existing services, thus the actual demand on EMS personnel and vehicles is expected to be insignificant.

Hospital

Based on planning standards contained in the Development Impact Assessment Handbook, four (4.0) hospital beds should be provided per 1,000 persons. Based on this standard, the projected 239 employee population associated with the proposed development has the potential to increase the need for beds in hospitals serving area by less than 1 bed. This is not considered a significant impact.

Potential Impacts - Solid Waste Disposal

Based on 0.00175 tons per person per day, the projected 30,000 square feet of food store would generate approximately 5 tons per month of solid waste. Of this total, the project will generate 4.0 tons per month of non-recyclable solid wastes and 1.0 tons per month of recyclables. This represents less than a one percent increase in solid waste handled by the transfer station and is not expected to have significant impact.

3.11.3 Proposed Mitigation Measures - Community Services

As described, the 208 Business Center has been designed or provide the necessary access for police, fire and EMS personnel to respond to any emergencies at the site. A Truck Turning Plan has been prepared by the project engineer to demonstrate adequate access for emergency service vehicles, including fire trucks (see Sheet 12, Attached and Appendix L). The project engineer has coordinated with the Monroe Joint Fire District, regarding the Site Plan and that coordination will continue during the Site Plan review process. As required, the Site Plan is designed to meet NYS Building Code and Fire Code requirements, including with respect to elevator access for stretchers, and the location of fire hydrants and sprinkler standpipes. Adequate pressure for fire demand is available for the site and will be demonstrated in final site plan documents.

Proposed Mitigation Measures - Solid Waste

Based on current rates, a monthly refuse fee of approximately $500 will be collected for solid waste services. Payment of these fees will serve to offset the additional demand. No further mitigation is proposed.

Refuse will be managed and stored internal to the building and not in outdoor enclosures. Refuse will be collected at the single loading dock at the rear, central part of the building, Therefore, no screening is necessary or proposed for refuse collection areas.

3.11.4 Fiscal Resources

Current and Projected Assessed Value

The 208 Business Center development site is contained on the Village of Monroe tax parcels Section 201 Block 3 lots 3, 4, 7 and 8.

The current assessed value of the total project site is $222,000. According to a review of the 2022 tax bills for the subject parcel, the municipal taxes paid to the Village of Monroe are $9,754. The property is also located in the area that is the Town, outside the Village as such, the total annual property taxes generated by the project site and paid to the Town of Monroe are $3,870. The municipal taxes paid to Orange County are $4,429. Thus, the combined municipal taxes paid are $18,054 while the annual property taxes currently paid to the Monroe-Woodbury School District are $31,064.

Based upon the income value of the proposed commercial development, the market value of the project, is projected to be $15,405,882. Using the current 2022 equalization rate of 17.59 percent, the total Assessed Value of the project used for this analysis is $2,709,895.

Current and Projected Revenues

Table 3.11-1 compares the revenues generated currently by the property to the revenues to be generated after the Route 208 Business Center is complete. Revenues are based on 2022 municipal tax rates and the 2021-2022 tax rate for the Monroe-Woodbury School District.

According to the Village of Monroe's annual budget, the Village's tax rate includes governmental services, Justice Court, police protection, Sewer and water capital expenses, refuse collection, street maintenance, public parking, lighting and parks & recreation.

As presented in Table 3.11-1, upon completion of the proposed development, at today's tax rates, annual revenues to the Village of Monroe would be approximately $119,067; annual revenues to the Town of Monroe would be approximately $47,245. The project-generated annual revenues to Orange County would be approximately $54,064 annually.

Table 3.11-1 Current & Projected Taxes Generated by Route 208 Business Center Development			
Taxing Authority	**Current Taxes ($)**	**208 Business Ctr Projected Taxes Total ($)**	**Net Increase Between Current & Projected Taxes ($)**
Total Orange County	**$4,429**	**$54,064**	**$49,635**
Total Village of Monroe	**$9,754**	**$119,067**	**$109,313**
Total Town of Monroe	**$3,870**	**$47,245**	**$43,375**
Total Municipal	**$18,054**	**$220,377**	**$202,323**
Monroe-Woodbury School District	**$31,064**	**$379,185**	**$348,121**
TOTAL	**$49,117**	**$599,562**	**$550,444**

Notes:
(1) Tax Rate per $1,000 of Assessed Valuation.
Municipal taxes are based upon Village/Town of Monroe 2021/2022 Tax Rates.
Monroe-Woodbury School Taxes are for the 2021-2022 school year.

Annual revenues to the Monroe-Woodbury School District would be approximately $379,185. The proposed commercial development will generate $348,121 above current taxes, without incurring any additional cost to the School District.

Table 3.11-1 also indicates the combined net increase in revenues to each jurisdiction, which in total is projected to be more than $550,000 annually.

Municipal Costs Associated with the Proposed Project

An approximate estimate of costs to the Village of Monroe associated with the Route 208 Business Center development may be determined by obtaining a reasonable composite of current costs per employee and multiplying this amount by the anticipated number of new employees from the proposed project.

The discussion below identifies that municipal costs were derived using the Proportional Valuation Method A review of the Villages assessment roll was conducted that indicates that 72.9% of the Villages Assessed valuation is residential and the remaining 27.1% includes the Villages commercial development. The discussion below utilizes these factors in combination with a review of the Village's budget to determine a cost per employee for municipal services. This is a cost-effective method of estimating municipal expenses for commercial development.

The Proportional Valuation Method assumes that municipal costs increase with the intensity of land use, and change in real property value is a reasonable estimate for change in intensity of use. The majority of municipal expenses are attributable to the resident population. Non-residential costs are typically only a fraction of per capita municipal service cost expenditures.

In this instance, per the Village's assessment roll, the total assessed valuation of the Village is $192,311,712, of which $140,385,850 or 72.9% is residential development.

The Villages total budget is $10,689,029, of which $7,276,704 is raised by the property tax levy, thus $5,304,717 ($7,276,704 x 72.9%) of the tax levy is spent on residential services, leaving $1,971,987 for all other services including commercial.

Commercial assessed valuation equals $23,998,115 which represents 12.5% of the Village total assessed valuation. Applying this percentage to the cost of non-residential expenditures raised by the tax levy results in $246,104 of the tax levy spent on municipal services to commercial establishments. There are 4,024 employees in the Village, thus the cost per employee is estimated to be approximately $61 per employee.

As stated earlier, the 72,500 square foot of commercial space, used for this analysis, would generate approximately 239 new employees. Based on a per employee expenditure of $61, the additional costs to the Village of Monroe are projected to be up to approximately $14,579. As presented in Table 3.11-1, the revenues to the Village from the proposed Route 208 Business Center would amount to a minimum of $119,067, thus, the project will result in a net benefit to the Village. The increase in tax revenue to the Village, upon completion of development is projected to increase by $109,313 compared to existing tax revenues. The applicant is not seeking any payments in lieu of taxes (PILOT) or other tax exemptions.

The Applicant is funding all of the costs associated with the connection to the Village water supply lines in Gilbert Street and for the required tap in fees. The applicant or their successor will pay for the on-going cost for water based upon the Village schedule for water fees and will pay taxes to the Village which, in part, will fund Village services, such as water infrastructure.

3.11.5 Fiscal Benefits

In the long-term, the projected 239 new employee population would introduce consumer demand for retail and service establishments located within the Village of Monroe, as well as the larger commercial area within the region.

In the short term, the project will induce construction employment. The construction value of the proposed project would total approximately $15 million. Construction of the project would require a commitment of person hours of labor, which can be viewed as beneficial to the community, the local economy, and the construction industry with respect to the generation of jobs. Based on labor hour estimates published by the Urban Land Institute, and accounting for secondary employment resulting from the construction, this project would generate 85 full time equivalent jobs in the various construction trades associated with this project.

It is anticipated that a number of construction workers would come from Orange County and nearby counties in the region. These workers are expected to have a positive impact on existing local businesses that provide such services as food, convenience shopping, gasoline, etc.

3.12 Greenhouse Gases and Climate Change

3.12.1 Existing Conditions

Currently, the project site is mostly undeveloped but contains two occupied, older homes. Greenhouse gases are generated at the residences through the energy use of the homes. The energy source for heating the homes is not known but is likely fuel oil, propane or electric service, or a combination of these sources. The use of fuel oil and/or propane would result in on-site combustion and generation of greenhouse gases, primarily CO2. Indirect emissions would result from the use of electricity on-site. Given the age of the residences, heating and cooling the homes would be less efficient create a greater demand for energy than more energy efficient modern structures.

3.12.2 Potential Impacts

The NYSDEC *Guide for Assessing Energy Use and Greenhouse Gas Emissions in an Environmental Impact Statement*, provides guidance to users and agencies reviewing a DEIS that includes a discussion of energy use or greenhouse gas (GHG) emissions. The SEQRA Handbook provides guidance for the evaluation of the use and conservation of energy resources. Those recommendations were used in the discussion of greenhouse gases and climate change provided below.

Energy consumption will occur during construction and occupancy of the proposed commercial and office space. During construction, energy will be used to power equipment and construction vehicles. The commercial space and office space will consume energy for space heating, air conditioning, lighting, equipment, and other electrical devices once occupied. The commercial / office building will have electrical service for lighting and possibly heating and cooling. The heating and cooling systems for the building have not yet been determined. Natural gas is not available in the Village of Monroe.

Electricity for the 208 Business Center development will be provided by Orange and Rockland Utilities from overhead utilities in the vicinity of the site that will be extended to the building. Assuming heating, cooling and lighting will be provided by electricity, no direct emissions from stationary sources, such as the combustion of fuel oil, will be generated on the site.

Greenhouse gases related to energy consumption for the development can be classified as “indirect emissions from stationary sources”. The off-site production of electricity for the project will result in the indirect emissions of greenhouse gases. The proposed commercial space is estimated to use approximately 12.3 kWH of electricity per square foot annually, according to survey data by the US Energy Information Administration.[1] The office space is estimated to use approximately 14.6 kWH per square foot annually. This electricity usage for the commercial space is estimated to result in 253 metric tons of CO2 annually[2]. Electricity use for the office space is estimated to result in 158 metric tons of CO2 annually.

In addition to the indirect generation of CO2 through energy use, the development of the site will result in the loss of existing mature trees on the site, which will result in the loss of carbon stored in those trees. The project site is a combination of secondary growth trees and brush which have grown over the last 30 year in the northern portion of the site, and lawn and mature

[1] https://www.eia.gov/consumption/commercial/data/2012/c&e/cfm/c21.php
[2] Epa.gov – Greenhouse gas equivalencies calculator

trees which have grown around the two existing homes, and the former residence, now a vacant commercial space. The northern portion of the site is dominated by fast growing black locust trees and brush, while the southern portion is a mix of generally sugar maple, oak and hemlock trees. The site cannot be characterized as mature forest given the documented tree clearing and long habitation with residences (see Section 3.4 Vegetation and Wildlife). According to the US EPA Greenhouse Gases Equivalency Calculator, US Forest Service estimates indicate that forests store about 85 metric tons of carbon per acre. Assuming one half of the site (approximately 2.5 acres) is composed of mature trees, the loss of those trees as a result of the development will produce an additional net increase of 213 metric tons of CO2.

The commercial / office development will also result in indirect emissions from mobile sources or the vehicle trips generated by both the office and commercial component. The traffic generated by the development will result in energy consumption and greenhouse gas emissions that are an unavoidable impact and beyond the control of the applicant. Energy efficiencies and potential reductions in greenhouse gases for the project can be attained by the design of the proposed building, materials used and energy efficient heating and cooling systems.

3.12.3 Proposed Mitigation Measures

The proposed mixed use development will result in indirect emissions from vehicle trips from both the office and commercial uses. The traffic generated by the development will result in energy consumption and greenhouse gas emissions that are an unavoidable impact and beyond the control of the applicant. Energy efficiencies and potential reductions in greenhouse gases for the project can be attained by the design of the proposed building, materials used and energy efficient heating and cooling systems, as further described below.

The Scoping Document requires the applicant to review the list of suggested mitigation measures, as provided in the DEC's "Guide for Assessing Energy Use and Greenhouse Gas Emissions in an Environmental Impact Statement", and discuss which mitigation measures are proposed, which will be considered for the project, and which will be rejected along with the reasons for rejection. According to the DEC Guide, examples are provided of measures that can increase energy efficiency, reduce energy demand, and reduce GHG emissions from proposed projects. "Not all of these measures will be practicable or feasible for all proposed projects. Instead, the listed measures are a menu of possible options, and are not intended to be exclusive". Some of the measures listed below are not applicable to a mixed-use commercial building.

Building Design and Operation Measures

- Design an energy efficient building envelop to reduce cooling/heating requirements: *Proposed*
- Install high-efficiency HVAC systems: *Proposed*
- Construct green roofs: *Rejected due to cost and maintenance requirements*
- Eliminate or reduce use of refrigerants in HVAC systems: *Proposed*
- Use high-albedo roofing materials: *Considered*
- Maximize interior daylighting: *Proposed*
- Reduce energy demand using peak shaving or load shifting strategies: *Considered*
- Incorporate window glazing to optimize daylighting, heat loss and solar heat gain: *Proposed*
- Incorporate super insulation to minimize heat loss: *Rejected. Not practical due to cost and commercial building design*

- Incorporate motion sensors and lighting and climate control: *Considered*
- Use efficient, directed exterior lighting: *Proposed*
- Use water conserving fixtures that exceed building code requirements: *Proposed*
- Re-use gray water and/or collect and re-use rainwater: *Rejected. Not practical for commercial building*
- Provide for storage and collection of recyclables (including paper, corrugated cardboard, glass, plastic and metals) in building design: *Proposed*
- Re-use building materials and products: *Proposed recycling for construction materials*
- Use building materials with recycled content: *Considered*
- Use building materials that are extracted and/or manufactured within the region: *Considered*
- Use rapidly renewable building materials: *Considered*
- Use wood that is locally produced and/or certified in accordance with the Sustainable Forestry Initiative or the Forestry Stewardship Council's Principles and Criteria: *Considered*
- Conduct 3rd party building commissioning to ensure energy performance (e.g. LEED): *Rejected due to cost*
- Track energy performance of building and develop strategy to maintain efficiency: *Considered*
- Provide construction and design guidelines to facilitate sustainable design for build-out
- by tenants: *Not applicable for commercial building*.

Efficiency or Mitigation Measures for On-site GHG Sources

- Use energy efficient boilers, heaters, furnaces, incinerators, or generators: *Proposed*
- Use process design efficiency for industrial process sources: *Not Applicable*
- Incorporate co-firing of biomass or use of bio-fuels: *Not Practical*
- Collect biogas and use for power generation: *Not Applicable*
- Use biodiesel or bioheat for heating fuel or in vehicles/equipment: *Not Applicable*
- Incorporate on-site renewable energy sources into project, such as wind or solar: *Considered*
- Incorporate combined heat and power (CHP) technologies: *Considered*
- Pursue carbon collection, capture, and reuse or sequestration: *Not Applicable*

Site Selection and Design Measures

- Provide access to public transportation: *Proposed. Bus service available*
- Minimize energy use through building orientation: *Proposed. Building is south facing*
- Select brownfields or greyfields for redevelopment to minimize vegetation/forest loss: *Proposed. Majority of Site was formerly cleared and disturbed.*
- Incorporate mixed-use design to promote short commutes for employment and shopping: *Proposed. Development will include office and commercial retail*
- Provide permanent protection for open space on the project site: *Not Practical*
- Manage forested areas for carbon sequestration: *Not Practical*.
- Select site with potential for carbon sequestration (for large CO2 generators). Not Applicable
- Conserve and restore natural areas on-site: *Not applicable*
- Minimize building footprint: *Proposed*
- Design project to support alternative transportation (walking and bicycling): Proposed. bicycling facilities provided
- Use low impact development for stormwater design: Proposed. Efficient subsurface stormwater facilities proposed.

- Design water efficient landscaping: Proposed

Transportation Measures

- Locate new buildings in or near areas designated for transit-oriented development (TOD): *Not Applicable*
- Incorporate TOD principles in employee and customer activity patterns: *Not Applicable*
- Purchase alternative fuel and/or fuel efficient vehicles for fleet, including the range of
- maintenance and operation vehicles used on-site.: *Not Applicable*
- Incorporate idling reduction policies: *Not Applicable*
- Join or form a Transportation Management Association: *Not Applicable*
- Provide new transit service or support extension/expansion of existing transit (buses,
- trains, shuttles, water transportation): *Not Applicable*
- Support expansion of parking at Park-n-Ride Lots and/or transit stations: *Not Applicable*
- Develop or support multi-use paths to and through site: *Proposed. The Orange County Long Trail is west of the YMCA property.*
- Size parking capacity to meet, but not exceed, local parking requirements and, where
- possible, seek reductions in parking supply through special permits or waivers: *Proposed. Parking provided is close to code requirements.*
- Pursue opportunities to minimize parking supply through shared or banked parking. *Not practical, given adjoining properties.*
- Develop a parking management program to minimize parking requirements such as
- parking cash-out, parking charges, preferential carpool or vanpool parking, limiting
- parking available to employees: *Not practical*
- Develop and implement a marketing/information program that includes posting and
- distribution of ride sharing transit information: *Considered*
- Subsidize transit passes: *Not Applicable*
- Provide for the use of pre-tax dollars for non-single occupancy vehicle commuting costs: *Not Applicable*
- Reduce employee trips during peak periods through alternative work schedules,
- telecommuting and/or flex-time: *Considered*
- Provide a guaranteed ride home program: *Not Practical*
- Provide on-site amenities such as banks, dry cleaning, food service, childcare: *Not Applicable*
- Provide bicycle storage and showers/changing rooms: *Storage provided*
- Roadway improvements to improve traffic flow: ***Provided. Off-site traffic improvements are a key factor for the proposed development.***
- Traffic signalization and coordination to improve traffic flow and support pedestrian and
- bicycle safety: *Proposed.*

Waste Reduction or Management Measures

- For landfills, recover organics from waste streams, enhance landfill gas collection, use flaring, or use landfill gas for energy production: *Not Applicable*
- Utilize composting: *Considered*
- Promote and facilitate recycling: *Proposed*
- Incorporate internal environmental accounting practices to promote waste reduction: Considered

Energy conservation in New York State is encouraged by both building code requirements and tax incentives for energy efficiencies.

With regard to the design of building envelopes, the NYS Energy code requires that:

- insulation R-values and glazing and door U-factors be certified by the National Fenestration Rating Council (NFRC) or by using default values found in tables published in the Code.
- vapor retarders be installed in non-vented framed ceiling, wall, and floor areas.
- insulation levels for walls, roofs, and below-grade walls and glazing areas, and U-factors for windows and skylights meet or exceed minimum efficiency levels.
- air leakage be limited through the building envelope.

The NYS Energy Code also requires that water and air cooling and heating mechanical systems and equipment comply with code, and compliance is dependent on the type of mechanical equipment proposed.

In terms of lighting standards, the NYS Energy Code requires:

- manual or automatic controls or switches that allow occupants to dim lights and turn them on or off when appropriate. The Code identifies control, switching, and wiring requirements that apply to all buildings.

- total connected loads for indoor lighting systems that do not exceed power allowances for a building. The Code demonstrates how to comply with interior-lighting power limits.

- energy-efficient exterior lighting. The Code specifies criteria for complying with exterior-lighting requirements.

The 208 Business Center project will comply with the requirements of the NYS Energy Conservation Construction Code through the installation of high efficiency lighting fixtures.

The design and heating and cooling systems for the proposed mixed-use building are still under development. The applicant will work with the Planning Board for building efficiencies to reduce energy consumption and the generation of greenhouse gases.

3.13 Short Term Impacts - Construction

3.13.1 Existing Conditions

The Site can be characterized as a mostly vacant, formerly developed parcel of land that is now in fallow, early successional growth of shrubs and small trees. Two existing homes and a vacant business that was converted from a residence occupy a portion of the property. The interior of the property contains young growth trees, shrubs, and grasses where the land clearing previously occurred. A review of historic aerial photos shows the land cleared as recently as 2007 (Figures 3.4-1 through 3.4-3). The 2021 aerial (Figure 3.4-4) shows the beginning of brush and small tree growth on the site since the prior maintenance activities were stopped. Only along the periphery of the property and surrounding the homes, are older age and mature trees. Land immediately surrounding the Site is highly developed. The Orange & Rockland Lake property is found immediately to the north, the YMCA of Middletown is found immediately to the west, existing residential and commercial buildings to the south, and a gas station along NYS Rt. 208 to the east.

3.13.2 Potential Impacts

Construction Period Anticipated

The duration of the construction is anticipated to be approximately 16 months, beginning in Summer 2024 and completed in Fall 2025. The development will be constructed as one continuous project and will not be completed in phases. In general, construction activity is anticipated between 7:00 a.m. and 4:00 p.m. Construction can occur weekdays from 7:00 AM to 9:00 PM, weekdays and 9:00 AM to 9:00 PM on Saturdays and Sundays according to the Village of Monroe regulations. No construction activity will occur on holidays.

The following describes the general sequence of activities that would occur to construct the project.

1. Install temporary erosion controls
2. Remove trees and stumps
3. Demolish on-site residences
4. Strip and stockpile topsoil
5. Rough grading
6. Install utilities and stormwater facilities
7. Stabilize disturbed areas with paving or permanent erosion control measures
8. Construct commercial / office building per approved plans
9. Construct parking areas, driveways and entrances, including work in Village ROW
10. Construction of off-site traffic improvements (concurrent with on-site construction)
11. Complete final landscaping.

Initial construction activities such as site preparation and tree removal will occur in the first six-months (tasks 1 to 5). Installation of utilities, stormwater facilities and construction of the building will occur over the next one-year period of construction. The final parking and entrance construction, paving and landscaping will occur in the final three to six months of construction.

Due to the potential presence of threatened or endangered bats in onsite trees, the applicant will limit tree cutting and clearing to the time period typically required by the NYSDEC; November 1 through March 31.

Connection on-site infrastructure to off-site utilities such as water and sewer will likely occur near the end of construction, with the construction of the project entrances and connection to Gilbert Street Extension and NY Route 208. Connection to utilities and the driveway improvements extending off-site will be required for building operations and occupancy.

Other off-site traffic improvements described in the Traffic Impact Study are required to be largely completed prior to the occupancy and operation of the Route 208 Business Center. Access into and out of the property will require recommended off-site improvements such as the traffic signal at the NY Route 208 entrance. The timing of the larger off-site traffic improvements in the vicinity of the site is not known. . The applicant is engaged in discussions with the Village, Orange County, and NYSDOT regarding these improvements and will be obtaining additional survey and developing a preliminary plan of the improvements. Given the public benefit from the improvements, it is recommended that any project (current and future) help contribute to completing these improvements. The applicant is committed to facilitating the off-site improvements in order to allow the Route 208 development to proceed.

Erosion and Sediment Controls During Construction

The project documents for permitting and construction will include detailed erosion and sedimentation control plans, details and notes designed in accordance with Village and State requirements for stormwater management. Erosion and sediment controls will include implementation and maintenance of temporary measures throughout the duration of the construction activities and installation of structural measures for the permanent stabilization of the site. The project SWPPP is provided in Appendix D.

Site excavation will entail excavation and earth removal. Test-pits completed by the project engineer has indicated that some rock removal and possibly blasting will be required to construct the building. Earthwork and grading will be conducted in accordance with applicable Village and NY State requirements. Blasting protocols for the project are further described below.

A stabilized gravel construction access pad will be installed at the construction entrance point identified on the erosion control plans to limit soil transport onto the local roadways from trucks leaving the site. This access pad will help prevent any mud or gravel from being tracked onto local roads adjacent to the project site. The erosion and sediment control plans specify measures to manage stormwater during construction. Details of the proposed erosion and sediment controls are specified in the site plan drawings and further described in Section 3.3.

Construction Staging, Parking Areas and Construction Traffic Routes

Construction material and staging areas will be maintained on the site. Areas for equipment staging and soil stockpiling within the site will need to be designated prior to commencement of construction activities. Erosion controls will be utilized around all areas selected for material storage and equipment staging. The construction equipment entrance will be stabilized with crushed stone and perimeter silt fencing will be installed around all construction areas.

Existing impervious area on the site is estimated to be approximately 0.72 acres. The total amount of post developed impervious area is computed to be approximately 4.6 acres resulting in an increase of approximately 3.9 acres of impervious surface. The project engineer has estimated 4.98 acres of the entire 5.08-acre site is expected to be disturbed. All construction

parking is to be provided on-site and no shared parking with adjoining uses is proposed. No banked parking spaces are proposed.

Construction traffic will arrive at the beginning of the construction period, primarily consisting of trucks delivering equipment and building materials, and daily trips of construction workers. Large construction equipment will include bulldozers, graders, excavators and dump trucks. This equipment is typically brought to the site on tractor trailers and generally is kept at the site for the duration of site preparation activities.

As indicated, the project engineer will endeavor to balance cut and fill through the re-use of excavated material on-site and minimize the transport of material to and from the site. Based upon conservative preliminary estimates which do not take into account the expected swell of excavated materials to be reused on-site, up to 12,900 cubic yards may need to be exported from the subject property. The 12,900 cubic yards equates to approximately 717 truckloads, assuming 18 cubic yards per truck. Typically, the conversion factor for cubic yards to tons is 1.35 to 1.5, and therefore, an 18 cubic yard truckload is estimated to weigh up to 27 tons. Within the area of the building excavation rock is expected to be encountered. Approximately 725 cubic yards of rock is expected to be removed from the site. This amount of material is included in the total cubic yards of material estimated above.

The conservative estimate of needed material cut would result in approximately 717 truckloads of soil being exported from the site. Assuming approximately 290 working days per year (excluding Sundays and holidays), the soil transport would result in approximately 2 to 3 truckloads per day over a one-year construction period (for site grading activity). The number of truck trips per day is likely to vary depending upon the specific construction activity. Truck trips will occur throughout the day and therefore only a limited number of trips will occur during the morning peak traffic periods. To the extent practical, deliveries will be scheduled to avoid peak morning and afternoon traffic periods.

The number and type of construction truck trips as well as worker trips will vary considerably by different construction activities on the site, the construction contractor and schedule. An estimate of construction trips can be made by the relative size and design of the proposed mixed-use building. The following is a general estimate of construction traffic by activity.

- Site grading – 6 employees – assume 6 vehicles, average of 2 truck trips per day, (tractor trailers delivering heavy equipment), say 6 passenger car and zero truck trips in each peak hour.
- Foundations (concrete pours) – 10 employees, assume 10 vehicles; assume 22,000 CF (815 CY) of concrete – 11 CY trucks – 75 trucks over 4 days – approximately 20 trucks per day, say 10 passenger car and 1 truck trip in each peak hour.
- Framing – 10 employees, assume 10 vehicles, average of 2 truck trips per day, (tractor trailers delivering lumber), say 10 passenger car and zero truck trips in each peak hour.
- Trades (electrical, plumbing, doors and windows, sheetrock) - 20 employees, assume 15 vehicles, average of 4 truck trips per day, (flatbed and box trucks delivering materials), say 15 passenger car and two truck trips in each peak hour. (Accounts for any overlap in group activities)
- Finish work (paint, millwork, carpets, furnishings) - 20 employees, assume 15 vehicles, average of 4 truck trips per day, (box trucks delivering materials), say 15 passenger car and two truck trips in each peak hour. (Accounts for any overlap in group activities)

- Landscaping - 5 employees, assume 5 vehicles, average of 2 truck trips per day, (landscaping trucks and trailers and small dump trucks delivering plantings and mulch), say 5 passenger car and one truck trip in each peak hour.
- Paving & Striping - 10 employees, assume 10 vehicles; assuming 75 trucks over 4 days – approximately 20 trucks per day (flat beds delivering paving equipment, dump trucks delivering asphalt), say 10 passenger car and 1 truck trip in each peak hour.

The majority of construction traffic is expected to utilize US Route 17, which connects to regional highways such as Interstate 84 to the north/west and Interstate 87 (The Thruway to the south/east. Therefore, it is anticipated that most construction related traffic will access NYS Route 208 entering the site, and Gilbert Street Extension to Schunnemunk Street to northbound North Main Street to exit the site. Construction vehicles will follow the posted speed limits and no speed restrictions will be put in place. Construction bonds will be posted with the Village to ensure that local roads are maintained during construction and any damage related to the project repaired.

Construction staff flaggers will assist all large trucks to safely exit the site onto Route 208 or Gilbert Street Extension. In using construction staff flaggers and sign personnel, it is not anticipated that Village of Monroe police staff will be required for construction traffic safety. The Village of Monroe Police have indicated they are available as necessary to assist with traffic flow during construction.[1] While the construction activity is ongoing, construction materials will be brought in throughout the 16-month construction period.

Other Construction Impacts

In addition to the potential for impacts to surface water resources due to construction activities, other potential impacts could include those associated with traffic, noise, vibration and air quality. Potential traffic impacts would include construction workers traveling to and from the Project site in addition to trucks delivering supplies to the site. Local daytime ambient noise levels will increase both on and off of the project site during construction of the Project. Thus, some temporary noise impacts would be expected.

The Project is likely to require blasting to remove rock from the site. This construction activity would create noise impacts in the immediate area of the Project site. Lastly, impacts to air quality would potentially occur due to the operation of construction equipment on site and vehicular traffic going to and from the Project site. The main air pollutant of concern from construction-related activities is particulate matter due to fugitive dust generation and from the exhaust from diesel-powered construction equipment, trucks, and worker vehicles. In addition, carbon monoxide from mobile source emissions is also a pollutant of concern.

Project construction will result in Construction and Demolition (C&D) waste generated at the site. The development will require the demolition of three structures on the property; two existing residences and a former residence now a vacant retail space. According to the US EPA, residential demolition results in approximately 50 lbs of C&D waste per square foot[2]. Assuming approximately 1,400 square feet per residence, the total C&D debris for this demolition will result in 105 tons of debris.

Construction waste will also be generated during the construction of the proposed 72,500 s.f.

[1] Phone call with Administrative Sargent Haley, March 9, 2022.

[2] Estimating 2003 Building-Related Construction and Demolition Material Amounts, USEPA, 2003

mixed-use commercial building and supporting parking and infrastructure. A survey of office, retail and public building construction in 2003 resulted in an average of 4.34 lbs. of construction waste per square foot of new construction.[3] Therefore, the proposed commercial building is anticipated to result in 157 tons of construction waste.

Green Construction Techniques

Solid waste from construction can be reduced by segregating and recycling material. During the construction of the 208 Business Center removed trees will be sold for lumber and processing. Tree stumps will be ground and can be reused as woodchips or mulched. Segregating wood, metal and plastic waste during construction in separate roll-off containers will allow for greater recycling potential. Scrap metal is recyclable and is marketable.

Construction vehicles will be well maintained and no construction vehicle idling will be permitted to reduce air quality impacts and reduce fuel consumption.

3.13.3 Proposed Mitigation Measures

As noted above, potential construction related impacts could result as the result of the Project. Possible impacts could include sedimentation of surface water resources, construction activities that would increase noise, dust and/or traffic. Mitigation measures as outlined below have been incorporated into the Project to offset these potential impacts.

Erosion and Sediment Control

As discussed, the potential construction related adverse impacts on surface water resources anticipated from the Project are associated with erosion and sedimentation during construction of the proposed Project. To mitigate those potential adverse impacts on surface water resources, a SWPPP has been prepared to comply with all applicable New York State regulations. The SWPPP includes an Erosion and Sediment Control Plan to be implemented during construction to prevent erosion and sedimentation of on and off site wetlands and surface water features during construction.

Potential soil erosion will be mitigated through the implementation of the site and Project specific soil erosion and control plan. The goal of the erosion control plan is foremost to prevent erosion, thereby minimizing the need to collect sediment. The plan will accomplish that goal, in part, by limiting the areas of disturbed soils at any one time and by maintaining runoff velocities to non-erosion levels. The plan also provides other site specific erosion control measures and a construction sequencing plan, designed to minimize the potential for soil erosion during and following construction.

Prior to commencement of construction activities silt fence would be installed down gradient of all areas where land disturbance is anticipated. Silt fence would be installed parallel to contours to prevent undermining to the greatest extent practicable. All existing storm drains would be protected using measures designed to filter stormwater prior to its entering in the storm system. Construction exits would be installed before site clearing begins to eliminate the tracking of mud and debris onto nearby roads.

[3] Estimating 2003 Building-Related Construction and Demolition Material Amounts, USEPA, 2003

The size of the site does not lend itself to construction phasing, one phase of construction is proposed, as specified in the Erosion and Sediment Control Plan component of the SWPPP. The plan will minimize erosion and the migration of sediment into surface water resources on and off the site. These measures would include both structural and vegetative practices.

Traffic

Trucks associated with construction will generally remain onsite except for limited number of offsite trips for refueling, etc. Two construction entrances are proposed on Route 208 and on Gilbert Street Extension as shown on the Erosion Control Plan (Sheet 5, attached and Appendix L). Both entrances will have crushed stone tracking pads. The access to the site will be used by trucks delivering supplies, removing excess soil and material, as well as onsite construction workers. Construction bonds will be posted with the Village to ensure that local roads are maintained during construction and any damage related to the project repaired. Due to the size of the project no significant impacts are anticipated due to construction traffic associated with the Project.

Blasting Plan

Based upon initial soil testing and the proposed Site Plan layout, it is anticipated that rock will require removal to construct the proposed building. If rock is encountered, mechanical means of rock removal such as ripping and hammering with a back hoe would be considered. A permit for Blasting will be obtained by the applicant, if it is required during construction. The applicant will prepare a Blasting protocol, for review and approval by the Planning Board, during the site plan review process.

The Village of Monroe has regulations regarding blasting in Chapter 76: Blasting Operations in the Village Code. The Code requires a blasting permit from the Village Clerk prior to any blasting operations as well as a person licensed by the State of New York to perform blasting. The Code provides blasting procedures, hours of blasting operations and insurance requirements.

Title 12 of the New York State Code of Rules and Regulations (12 NYCRR Part 39) governs the statewide handling, transportation, and storage of explosives. The applicant will follow the requirements contained therein, and will further mitigate any impacts from blasting, by meeting the following protocols:

- All blasting will be conducted in compliance with New York State requirements (Title 12 of the New York Code of Rules and Regulations [12 NYCRR Part 39]) for the possession, handling, storage, and transportation of explosives.
- Blasting will be conducted by licensed, qualified and insured blasting contractors, who are certified in New York State. The blasting contractor will adhere to all insurance needs as required by the Village of Monroe Code, Chapter 76. According to the Code:
- No permit shall be issued by the Village Clerk, unless the applicant submits with the application a certificate of insurance issued by an insurance company authorized to do business in the State of New York and in a form acceptable to the Village Attorney certifying that the applicant has in full force and effect a policy of public liability insurance, including a specific endorsement covering all liabilities that might arise from blasting, and providing bodily injury and wrongful death coverage of not less than $1,000,000 for all such injuries arising out of one incident and $500,000 for any such

injury and $250,000 for any property damage.

- Hours of blasting. It shall be unlawful to blast or carry on any blasting operation between sunset and sunrise, and in no event after 7:00 p.m. or before 8:00 a.m.; nor shall any blasting be done on Sunday, except with the approval of the Village Board.
- At least three minutes before firing a blast, the person undertaking such blasting operation shall give warning thereof by causing a competent man carrying a red flag to be stationed at a reasonable distance from the blast on all sides of the blast on any path, lane, street, road or highway or other avenue of approach capable of use by the public.
- In all cases, signs at least 36 inches by 36 inches bearing the words "Danger, Blasting Operations Underway -- No Radio Transmission," or similar language printed in red, shall be posted on all sides of the blast at a reasonable distance from the blast. At least four such signs shall be so posted. Such posting shall occur at least by 8:00 a.m. on the day of the blast, and such signs shall be removed after the blasting operations are completed.

Preblast Surveys

The purpose of a preblast survey is to determine the condition of a dwelling or structure and document any preblast damage or other physical factors that could reasonably be affected by blasting. The survey can also be used to document that damage occurred after the survey was conducted.

Many structures develop hairline cracks over time. These can be caused by a number of environmental factors including humidity and temperature changes, settlement from consolidation, freeze-thaw cycles, variations in ground moisture and wind. Structural problems may result from constructing a building on improperly compacted fill, improperly sized footings or other structural elements, and not being built to Building Code requirements. Inadequate drainage around a building can also cause settling and cracking. These types of cracks will be noted during the preblast survey.

Any resident or property owner within 1,000 feet of the blast area may request a preblast survey. A list of all property owners within 1,000 feet of the project site will be provided to the Village Clerk and Building Inspector as part of the Blasting Permit application. The request must be made in writing, directly to the Building Inspector who shall promptly notify the applicant. The survey will include visual inspection of foundations and exposed walls, as well as photographic and/or video documentation of conditions prior to blasting. In locations where existing wells will also be monitored, the condition of the well, depth of casing and depth of water elevation will also be measured and recorded.

The blasting contractor will promptly conduct a preblast survey and prepare a written report of the survey. Copies of the report shall be provided to the Building Inspector and to the person requesting the survey.

Air Quality

The potential air quality impacts associated with the cars and trucks generated by the construction activities at the site were evaluated. To mitigate any potential impacts, the Applicant will implement best management practices including regular application of water to control fugitive dust emissions at the site. No significant impacts to air quality are anticipated

due to construction associated with the Project. The carbon footprint associated with fossil fuel powered equipment will be mitigated through different green building techniques. All construction equipment will be well maintained and in good working order. Idle times of the equipment will be reduced by turning machinery off while not in active use.

Construction Solid Waste

Solid waste from construction will be minimized to the extent practical, following best practices and green building techniques.. Solid waste from the new building construction can be reduced by segregating and recycling waste material. During the construction of the 208 Business Center removed trees will be sold for lumber and processing. Tree stumps will be ground and can be reused as woodchips or mulched. Segregating wood, metal and plastic waste during construction in separate roll-off containers will allow for greater recycling potential. Scrap metal is recyclable and is marketable.

3.14 Noise

3.14.1 Existing Conditions

Noise Background

Noise can be defined as undesirable or "unwanted sound". Even though noise is somewhat subjective, and should be considered when considering impact of development. Most of the sounds heard in the environment are not composed of a single frequency, but are a band of frequencies, each with a different intensity or level. Levels of noise are measured in units called decibels. Since the human ear cannot perceive all pitches or frequencies equally well, these measures are adjusted or weighted to correspond to human hearing.

This adjusted unit is known as the A-weighted decibel, or dBA. The dBA is useful for gauging and comparing the subjective loudness of sounds. Table 3.14-1 provides typical dBA levels for various common sounds.

Table 3.14-1
Relative Loudness of Common Sounds
Expressed in Decibels (dBA)

Source	dBA
Human breathing	5
Rustle of leaves	20
Whisper	30
Quiet library sounds	40
Average office, refrigerator	50
Near freeway auto traffic	60
Washing machine	70
School cafeteria with untreated surfaces	80
Noisy factory	85
Noisy urban street	90
Auto horn at 10 feet	100
Accelerating motorcycle at few feet away	110
Threshold of feeling: hard rock band	120
Threshold of pain	130
Jet engine at 300 feet	140

Source: based on "The Noise Guidebook", U.S. Department of Housing and Urban Development, March 1985.

Since dBA describes a noise level at just one instant and since ambient noise levels are constantly varying, other ways of describing noise levels, especially over extended periods, are needed. A commonly used descriptor is the Leq.

The Leq noise level is the level of a constant noise source which has been averaged over a period of time, based upon a measurement over a certain time period. A one decibel change in noise is the smallest change detectable by the human ear under suitable laboratory conditions. Under normal conditions, a change in noise level of two or three decibels is required for the average person to notice a difference. Table 3.14-2 shows the typical perception of noise change. Ten dBA represents a doubling or halving of the perceived loudness of sound.

Table 3.14-2 Perception of Noise Changes	
Change (dBA)	**Human Perception of Change**
2-3	Barely perceptible
5	Readily noticeable
10	A doubling or halving of the loudness of sound
20	A dramatic change
40	Difference between a faintly audible sound and a very loud sound
Source: Bolt Beranek and Neuman, Inc., Fundamentals and Abatement of Highway Traffic Noise, Report No. PB-222-703. Prepared for Federal Highway Administration, June 1973.	

The NYSDEC table below, Table 3.14-3, discusses the human perceptions to an increase in sound pressure levels, or decibel levels. The table provides a basis to evaluate how off-site sensitive receptors are affected by changes in noise levels.

Table 3.14-3 Human Reaction to Increases in Sound Pressure Level (dB)	
Increase in Sound Pressure (dB)	**Human Reaction**
Under 5	Unnoticed to tolerable
5 - 10	Intrusive
10 - 15	Very noticeable
15 - 20	Objectionable
Over 20	Very objectionable to intolerable
Source: NYSDEC Assessing and Mitigating Noise, 2001 (taken from Down and Stocks - 1978)	

According to the NYS Department of Environmental Conservation (NYSDEC) *Assessing and Mitigating Noise Impacts* (Rev. 2001), the goal for any permitted operation should be to minimize increases in sound pressure level above ambient levels at the chosen point of sound reception. Increases ranging from 0-3 dB should have no appreciable effect on receptors.

Village of Monroe Noise Ordinance

Chapter 145 of the Village of Monroe Code describes the intent of the noise ordinance and specific prohibited activities and exceptions. The goals or findings of the noise code are described as follows:

> *The Village Board finds that unreasonable noise, as that term is defined herein, degrades the environment of the village to a degree which is harmful and detrimental to the public health, safety and welfare of its inhabitants. Such noise interferes with the comfortable enjoyment of life, property and recreation and with the conduct and operation of business and industry. No one has the right to create unreasonable noise as defined herein. Effective control and elimination of unreasonable noise is essential to the furtherance of the public health, safety and welfare of the village's inhabitants and to the conduct of the normal pursuits of life, recreation, commerce and industrial activity.*

The Code defines unreasonable noise as:

- *Any airborne sound or series of sounds of such level and duration as to be or which tends to be injurious to human health, safety or welfare or that would unreasonable interfere with the enjoyment of life or property.*

- *Any airborne sound or series of sounds that would endanger the safety or health of or disturb a reasonable person of normal sensitivities or endanger personal or real property.*

- *Any sound or series of sounds so unreasonably loud, noisy, offensive or disruptive as to cause public inconvenience, annoyance or alarm.*

Prohibited acts that apply to the proposed development include construction outside of certain hours, including:

> *The erection, excavation, demolition, alteration or repair of any building other than between the hours of 7:00 a.m. and 9:00 p.m., prevailing time, weekdays and between the hours of 9:00 a.m. and 9:00 p.m., prevailing time, Saturdays and Sundays, except in cases of urgent necessity in the interest of public safety as determined by the Building Inspector or other applicable laws in the Code of the Village of Monroe.*

Therefore, construction is permitted between 7:00 a.m. and 9:00 p.m. weekdays and between the hours of 9:00 a.m. and 9:00 p.m. Saturdays and Sundays. In addition, the following operational noise is deemed not a violation of the noise code:

> *Between the hours of 7:00 a.m. and 9:00 p.m., sounds created in the exercise of any trade, industry, business or employment, provided that it is not conducted in such a manner as to create any unreasonable, unnecessary or unusual noise of an unreasonable extent and duration.*

Federal and NY State Criteria

The United States Department of Housing and Urban Development (HUD) has adopted environmental criteria, and guidelines for determining acceptability of federally assisted projects (24 CFR Part 51 – Environmental Criteria and Standards). The standards consider an exterior noise level of 65 dBA to be acceptable for residential uses. These standards reflect an EPA goal that continuous exterior noise levels do not exceed 65 decibels. The exterior noise goal for exterior uses established by HUD and the EPA is 55 decibels (see Title 24 CFR, Section 51.101A(8)).

The NYSDEC publication *Assessing and Mitigating Noise Impacts (Rev. Feb. 2, 2001),* does not have specific noise criteria for residential settings but does reference EPA's "Protective Noise Levels" of 55 dBA, as sufficient to protect public health and welfare.

Sensitive Noise Receptors

Sensitive noise receptors are locations and uses where excessive noise may affect the operation or enjoyment of those locations. Sensitive receptors may include: residences, public parks, schools, hospitals, licensed daycare centers group homes, nursing homes and retirement communities. For this assessment, sensitive receptors within 1,500 feet of the project site or slightly more than one-quarter mile were identified. The sensitive receptors are shown in Figure

3.14-1 Noise Monitoring Map. Those locations closest to the site would be most affected by short-term construction noise or operational noise since on-site noise will lessen with distance from the site or attenuate. Sensitive noise receptors closest to the site include:

- Orange and Rockland Park (adjacent)
- YMCA of Southern Orange County / Inspire Kids Preschool (adjacent)
- Crystal Run Healthcare (700 feet northwest)
- Residences on North Avenue (closest residence, 250 feet east-southeast)
- Luke and Friends Preschool (650 feet southwest of site)
- Crane Park (725 feet southwest)
- North Main Street School (1350 feet southeast)

Ambient Noise Conditions

Vacant portions of the project site do not generate noise. Noise is generated from the existing two residences onsite. Residential noise may include vehicles, lawn maintenance equipment (mowers, blowers), and barking dogs.

Ambient sources of noise at the site are primarily from vehicle traffic on Route 208, on Gilbert Street Extension and further from the site on North Main Street, Schunnemunk Road to the east and Route 17M to the west. These local roads have relatively heavy traffic volumes during morning and afternoon peak traffic periods.

Tim Miller Associates, Inc. monitored ambient noise levels on the project site on December 13 and 14, 2022. Three representative locations were selected, representing locations closest to sensitive receptors, and locations where future operational activity on the site will occur including traffic circulating in parking areas and around the building. The noise monitoring locations are shown in Figure 3.14-1 – Noise Monitoring Map.

Location 1 is located near the project entrance on Route 208, Location 2 near the northern property line and the adjacent Orange and Rockland Park and Location 3 near the western property line and the adjacent YMCA.

The Scoping Document specified a screening assessment of existing noise levels at the property line facing the closest sensitive receptor in each cardinal direction. As shown in Figure 3.14-1, noise measurements were not collected at the southern property line. No sensitive receptors are located adjacent to the southern property lines, as is the case for Locations 2 and 3. Location 1 is representative of the highest existing noise levels on the property due to its location next to NY Route 208.

Noise measurements were collected using Casella 63X measuring units, programmed to collect A-weighted and octave band sound pressure measurements on a continuous basis. The measurements were collected continuously from approximately 1:00 p.m. on October 13, 2021 until 10:30 a.m. on October 14, 2021. This represents approximately 21.5 hours of continuous monitoring. While noise levels were monitored continuously, periods were selected for peak morning and afternoon traffic times and at a nighttime period (9:00 to 11:00 p.m. to provide representative periods during the day and night.
At each location, the instrument microphone was placed on a tripod, approximately 3 feet from the ground surface. Each of the machines were calibrated before being set up for the monitoring.

There was no precipitation during the monitoring period. The temperature ranged from 65 degrees (F) during the daytime to 35 degrees (F) during early morning hours with sunny and clear conditions. Wind was generally light and a wind shield was used on each noise instrument microphone.

During the set-up and removal of the noise monitoring equipment, the dominant ambient sounds were of traffic on Route 208 and North Main Street and to a lesser extent from Gilbert Street Extension, the YMCA and Route 17M to the west.

Table 3.14-4 indicates the locations, times and noise levels recorded.

Table 3.14-4
Site Noise Measurements

Noise Monitoring Location	**Noise Measurements (dBA)**		
	Morning Peak	**Afternoon Peak**	**Evening**
	6:00-8:00 am	4:00-6:00 pm	9:00-11:00 pm
Location 1	60.3	59.3	55.0
Location 2	56.1	51.6	49.0
Location 3	55.3	50.2	47.4

Source: Tim Miller Associates, Inc. 2022 (TMA collected and averaged noise levels collected over the periods shown).

Although noise measurements were collected for a continuous approximate 21 hour period, the Scoping Document specified collecting noise measurements during peak morning and peak afternoon hours, related to off-site traffic volumes. The noise levels for the 6:00 to 8:00 am period, intended to represent the peak morning period, were averaged logarithmically to develop an LeqA for that period (for example, 60.3 dBA at location 1). LeqA is a time averaged sound level utilizing an “A” weighting, which is an adjustment of response in the frequency levels of a sound level meter to achieve a desired measurement. The “A” weighting done by most sound level meters used for environmental studies provide measurements that approximate human hearing. Existing noise levels for two hour evening period were averaged to provide existing conditions for that period.

The existing on-site noise levels are below the EPA standard of 65 dBA for exterior noise levels acceptable for residential uses. The existing noise levels were at or exceeded the NYSDEC referenced EPA Protective Noise Level of 55 dBA at all locations in the morning peak hour. Existing noise levels at Location 1 were at or exceeded that noise level at the three selected time periods.

3.14.2 Potential Impacts

Short Term Construction-related Noise

Local daytime ambient noise levels will increase both on and off of the project site during construction of the proposed 208 Business Center. Construction activities and the operation of construction equipment are an expected and required consequence of any new construction project and cannot be avoided. Therefore, some noise impacts from construction would be

expected. It is important to note that noise resulting from construction activities is a temporary impact, and will cease upon completion of the project. The following Table 3.14-5 shows representative maximum sound levels for diesel powered equipment and activities.

Table 3.14-5
Construction Noise Levels
(dBA)

Equipment/Activity	50 feet
Augered earth drill	80
Backhoe	83-86
Cement mixer	63-71
Chain saw cutting trees	75-81
Compressor	67
Jackhammer	82
Wood chipper	89
Bulldozer	80
Grader	85
Truck	91
Generator	78
Rock Drill	98

Source: NYSDEC Assessing and Mitigating Noise, 2001 (excerpt and derived from Cowan, 1994)

Noise levels from construction activity will reduce over distance from the source. At a distance of 1000 feet, noise levels from certain equipment is in the range of ambient noise conditions measured in the vicinity of the site. As described, sensitive receptors near the subject property are between 50 (adjacent) and 1,300 feet from the site, resulting in lower sound levels from construction at greater distance from the site.

The level of impacts of these noise sources depends on the type and number of pieces of construction equipment being operated, as well as the distance from the construction site. The noisiest period of construction will occur during site clearing and grading activities when sections of the site are prepared for internal driveways, paved areas, and building pad.

Noise levels due to construction activities will vary widely, depending on the phase of construction activities, including clearing and grading, delivery of materials, and actual construction of on-site buildings. Noise levels at the site property line are projected to range between 65 dBA and 90 dBA, depending on the actual location of construction equipment at any given time.
It is anticipated that nearby sensitive receptors, including the YMCA, Orange and Rockland Park and residences on North Main Street may experience temporary elevated noise levels at occasional points during the construction of the proposed project, with most noise resulting from the site preparation, such as tree removal and grading activity.

Construction activity will be limited to the periods specified in the Village noise code, or between the hours of 7:00 a.m. and 9:00 p.m. weekdays and between the hours of 9:00 a.m. and 9:00 p.m. Saturdays and Sundays.

Blasting

Pile driving is not anticipated for the building construction, based upon geotechnical testing, although blasting and rock removal is anticipated. Bedrock was found at the surface in the western edge of the site and at shallow grades in the footprint of the proposed building. Limited blasting and rock removal may be required for the building foundation. Blasting will be limited in extent and duration.

The Village of Monroe has regulations regarding blasting in Chapter 76: Blasting Operations in the Village Code. The Code requires a blasting permit from the Village Clerk prior to any blasting operations. The Code provides blasting procedures, hours of blasting operations and insurance requirements. The applicant will prepare a Blasting Protocol, for review and approval by the Planning Board, during the site plan review process. The protocol will include procedures for notification of residents and businesses before a blasting event. Blasting operations and mitigation measures are described in Section 3.13.- Short Term Impacts – Construction.

Long-Term Operational Noise Effects

The 208 Business Center will generate noises typical of commercial properties with retail and office uses. Noise from the operation of the commercial development will result from both mobile sources (vehicles) and stationary sources (equipment).

The primary operational noise resulting from the 208 Business Center will be vehicles entering and exiting the development. The majority of the vehicle trips will be passenger cars, but trucks will enter and exit the site for deliveries. According to the Traffic Impact Study, the project is expected to generate 228 new trips in the AM peak hour, 442 new trips in the PM peak hour and 516 new trips in the Saturday peak hour. This increase in traffic will increase noise on the project site and incrementally on nearby local roads including Route 208, North Main Street and Schunnemunk Street. Current residents (sensitive receptors) on nearby streets will experience an incremental increase in noise as traffic volumes increase.

The increase in activity and circulating vehicle traffic on the site will increase noise levels for sensitive receptors near the site including the YMCA and Orange and Rockland Park. It is noted that the highest traffic levels on the site will occur during daytime periods, when general traffic volumes are high on nearby roads, such as Route 208 and Route 17M. The overall noise levels from on-site traffic is mitigated somewhat by the necessarily low speeds of vehicles circulating on-site and parking. Noise from traffic is substantially affected by vehicle speed.

Specific noise studies for shopping center parking lots are not common through available on-line sources. The Bavarian State Agency for the Environment has been conducting and updating surveys of parking lot noise since 1986 and published the most recent version in 2007*, Parking Area Noise* (6^{th} edition). The survey includes the collection of noise measurements for surface parking areas for different uses, garages and underground garage ramps.

The *Parking Area Noise* study included a summary of data from the collection of sound levels at three surface parking lots: 1) a small supermarket (44 spaces), a Park and Ride lot (417 spaces) and a discotheque (303 spaces). For comparison, the proposed 208 Business Center proposes 261 parking spaces. Six of the seven measurements were withing approximately 4 dBA, and therefore, generally consistent, given the variables of parking lot size and monitoring locations. The measurements were averaged (LAeq) over the measurement periods ranging from 38 to 88

minutes. The measurements and summary of the *Parking Area Noise* study are provided in Appendix F.

Noise data is measured in decibels, which are expressed on a logarithmic scale, and cannot be added or averaged using standard arithmetic calculations. Utilizing logarithmic calculations, the seven parking lot measurement locations from the *Parking Area Noise* study provide a time weighted average noise level of 59.5 dBA. This level can be used to approximate future operational noise from the 208 Business Center parking area.

Near Route 208, at the edges of the southern main parking area the estimated future noise level would be 59.5 dBA or within 1.0 dBA of exiting conditions. At Locations 2 and 3, a noise level of 59.5 would represent an on-site increase from approximately 3.4 to 4.2 dBA above existing conditions in the peak morning period and from 7.9 to 9.7 dBA in the peak afternoon period. These increased noise levels are within the property and do not represent the anticipated noise levels at nearby sensitive receptor locations.

Potential Noise Increases for Nearby Receptors

The sensitive noise receptors closest to the subject property are: 1) Orange and Rockland Park (adjacent to the north) 2) the YMCA of Southern Orange County (adjacent to the west), and 3) the single family residences on the west side of North Main Street near its intersection with Schunnemunk Street (closest, 200 feet southeast). The closest noise receptors for on-site activity are shown in Figure 3.14-2. Sound levels decrease over the distance between the source and the receptor. According to the NYSDEC Noise Program Policy, every doubling of the distance produces a 6 dB reduction in the sound[1].

The NYSDEC program Policy *Assessing and Mitigating Noise Impacts* (2001) provides methods for evaluating potential impacts to sensitive receptors for new projects. The NYSDEC policy guidance was used in the evaluation of potential Route 208 Business Center noise on nearby receptors. According to the Policy, an Impact Assessment should consider the following factors.

- Ambient noise level
- Future noise level
- Increase in sound pressure
- Sharp and startling noise
- Frequency and Tone
- Percentile of Sound Levels
- Expression of Overall Sound

According to the Policy, *"A goal for any permitted key factor in determining potential impacts is the goal for any permitted operation should be to minimize increases in sound pressure level above ambient levels at the chosen point of sound reception. Increases ranging from 0-3 dB should have no appreciable effect on receptors. Increases from 3-6 dB may have potential for adverse noise impact only in cases where the most sensitive of receptors are present. Sound pressure increases of more than 6 dB may require a closer analysis of impact potential depending*

[1] *Assessing and Mitigating Noise Impacts, NYSDEC, revised* 2001.

on existing SPLs and the character of surrounding land use and receptors. SPL increases approaching 10 dB result in a perceived doubling of SPL".

For this evaluation, ambient noise levels were not measured at off-site receptor locations, but rather at on-site locations adjacent or close to nearby receptors. These ambient noise levels can be used as representative of noise levels experienced at receptor locations, as further described below. The following is a discussion of the potential operational noise, the noise loss over distance and a comparison of future noise levels at off-site receptors to existing noise levels. Since traffic and activity in the parking lot will be the main factor in future operational noise levels, a future average noise levels of 59.5 at the edges of the proposed parking lot is used to estimate peak operational noise. The parking lot noise incudes delivery trucks.

1) **Orange and Rockland Park** Forty one (41) parking spaces will be provided at the northern side (rear) of the building, adjoining Orange and Rockland Park. These spaces will likely be utilized by employees or for overflow visitor parking. The 35 foot building will reduce the noise levels from the main parking area for visitors to the Orange and Rockland Park. The building will act as a noise barrier between the main parking area and the Orange and Rockland Park (see Figure 3.14-2). Assuming the worst case noise level of 59.5 dBA at the northern property line, noise loss over distance will result in a noise level of 47.5 dBA at 100 feet from the property line and 42 dBA at 200 feet, during peak periods. Existing ambient noise levels were not collected in the interior of Orange and Rockland Park, but they are influenced by traffic on NY Route 208 to the east and Route 17M to the west. A comparison of existing and estimated future noise for visitors of Orange and Rockland Lake Park is provided in Table 3.14-6, below.

2) **YMCA of Southern Orange County** Following the 208 Business Center development, visitors and workers at the YMCA will experience noise at levels somewhat higher than existing conditions in outdoor areas north and south of the YMCA building at peak operational times (see Figure 3.14-2). The existing two story YMCA building will block operational noise from areas west of the building. As described above, assuming the worst case noise level of 59.5 at the western property line, noise loss over distance will result in a noise level of 47.5 dBA at 100 feet from the property line and 42 DBA at 200 feet, during peak periods. The sound level of 47.5 dBA is below the existing noise levels measured at Location 3 near the YMCA property line of 55.3 dBA in the morning period and 50.2 in the afternoon period. Noise levels at or near the YMCA property line may be higher in the range of 59.5 dBA. A comparison of existing and estimated future noise for visitors of the YMCA is provided in Table 3.14-6, below.

3) **North Main Street Residences** The nearest residences to the subject property area located on North Main Street, approximately 200 feet southeast of the Gilbert Street property frontage. Assuming a noise level from parking lot activity of 59.5 dBA at the southern property line, the noise level from the site would be reduced to 42 dBA, based on noise loss over distance. This level is expected to be below the existing ambient noise conditions, since the Main Street residences are exposed to existing traffic noise from both North Main Street and Schunnemunk Street. A comparison of existing and estimated future noise for the closest Main Street residences is provided in Table 3.14-6, below.

Table 3.14-6 **Existing and Estimated Future Noise Levels**				
Noise Monitoring Location	**Existing Noise Levels (dBA)**			**Estimated Future Operational Noise Levels (dBA)**
Periods	**Morning Peak**	**Afternoon Peak**	**Evening**	**(Peak Periods)**
	6:00-8:00 am	4:00-6:00 pm	9:00-11:00 pm	
Orange & Rockland Park (Monitoring Location 2)	56.1	51.6	49.0	47.5 dBA– 100 ft 42 dBA -200 ft
YMCA Property (Monitoring Location 3)	55.3	50.2	47.4	47.5 dBA– 100 ft 42 dBA -200 ft
Residences on North Main St (Monitoring Location 1)	60.3	59.3	55.0	42 dBA -200 ft
Source: Tim Miller Associates, Inc. 2022 (TMA collected and averaged noise levels collected over the periods shown).				

As provided in the Table, off-site sensitive receptors are not expected to experience any significant increases in noise levels from the proposed development.

The proposed development will result in the removal of nearly all of the existing tree cover on the property. According to the NYSDEC “dense vegetation that is at least 100 feet in depth will reduce the sound levels by 3 to 7 dBA. The existing vegetation on the site is not dense and consists of second growth trees, as described in Section 3.4 Vegetation and Wildlife. The removal of on-site vegetation for the development is not expected to noticeably change sound levels or expose visitors to Orange and Rockland Park to greater sound levels.

The proposed grocery store may operate up to 24 hours per day, introducing activity on the site where there currently is little, with the exception of the two existing residences. It is anticipated that late-night activity (10:00 p.m. to 6:00 a.m.) will be much less than shopping activity during daytime and peak periods. Nevertheless, limited nighttime traffic to and from the site and circulation in the parking lot will occur. Noise levels from occasional visitors is not expected to create excessive noise levels during late night time periods.

The heating, ventilation and cooling equipment (HVAC) for the proposed building will be a stationary source of noise for nearby receptors. Commercial HVAC systems for multi-floor buildings will vary in design and in the location of the heating and cooling units. Many commercial units are placed on building roofs for aesthetics and maintenance. Buildings may have large centralized heating and cooling units or multiple smaller units. According to Lennox Heating and Cooling Systems (Lennox), current models of split system commercial air conditioning units have sound ratings of 76 to 80 dBA. This measurement is taken at one meter from the operating unit. The HVAC equipment will likely be located on the roof of the building and screened from view with a low parapet wall. The design of the building HVAC system has not yet been completed.

Such equipment is not expected to create substantial or excessive noise for nearby sensitive receptors such as the Orange and Rockland Park and the YMCA. The potential increase in noise to receptors from the proposed building's HVAC equipment is difficult to model given its location on the roof and the influence of parapet walls.

3.14.3 Proposed Mitigation Measures

Construction activities will comply with the Village noise ordinance. Construction activity will be limited to the periods specified in the Village noise code, or between the hours of 7:00 a.m. and 9:00 p.m. weekdays and between the hours of 9:00 a.m. and 9:00 p.m. Saturdays and Sundays. It is likely that construction will be limited to a greater degree by typical contractor work periods, such as 7:00 a.m., to 5 p.m.

Construction equipment will be well maintained and proper mufflers and sound reducing equipment will be used to reduce noise levels from machinery and heavy equipment during construction. The construction contractor will be responsible to maintain equipment during construction.

Deliveries to the development will be limited to daytime periods to reduce potential truck traffic before and after typical business hours (7:00 a.m. to 6:00 p.m.).

The on-site HVAC equipment will likely be located on the roof of the building and screened from view with a low parapet wall. The design of the building HVAC system has not yet been completed. Shielding the HVAC equipment will reduce the equipment noise for nearly receptors including the Orange and Rockland Park and the YMCA. The applicant will be responsible for the selection of HVAC equipment and project design.

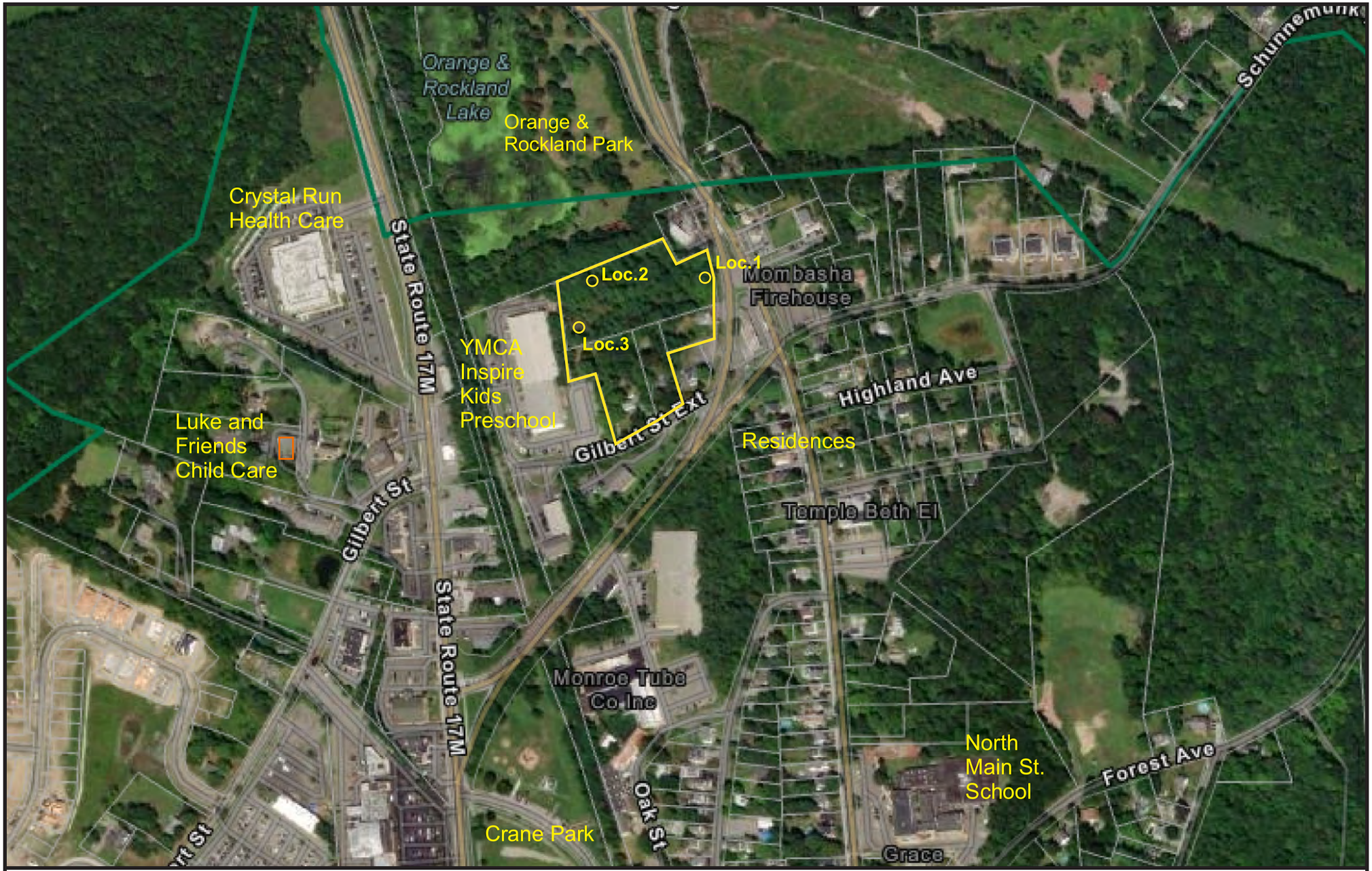

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Figure 3.14-1: Noise Monitoring Map
208 Business Center
Village of Monroe, Orange County, NY
Scale: wn
Source: Orange County GIS

Tim Miller Associates, Inc.,10 North Street, Cold Spring, New York 10516 (845) 265-4400 Fax (845) 265-4418

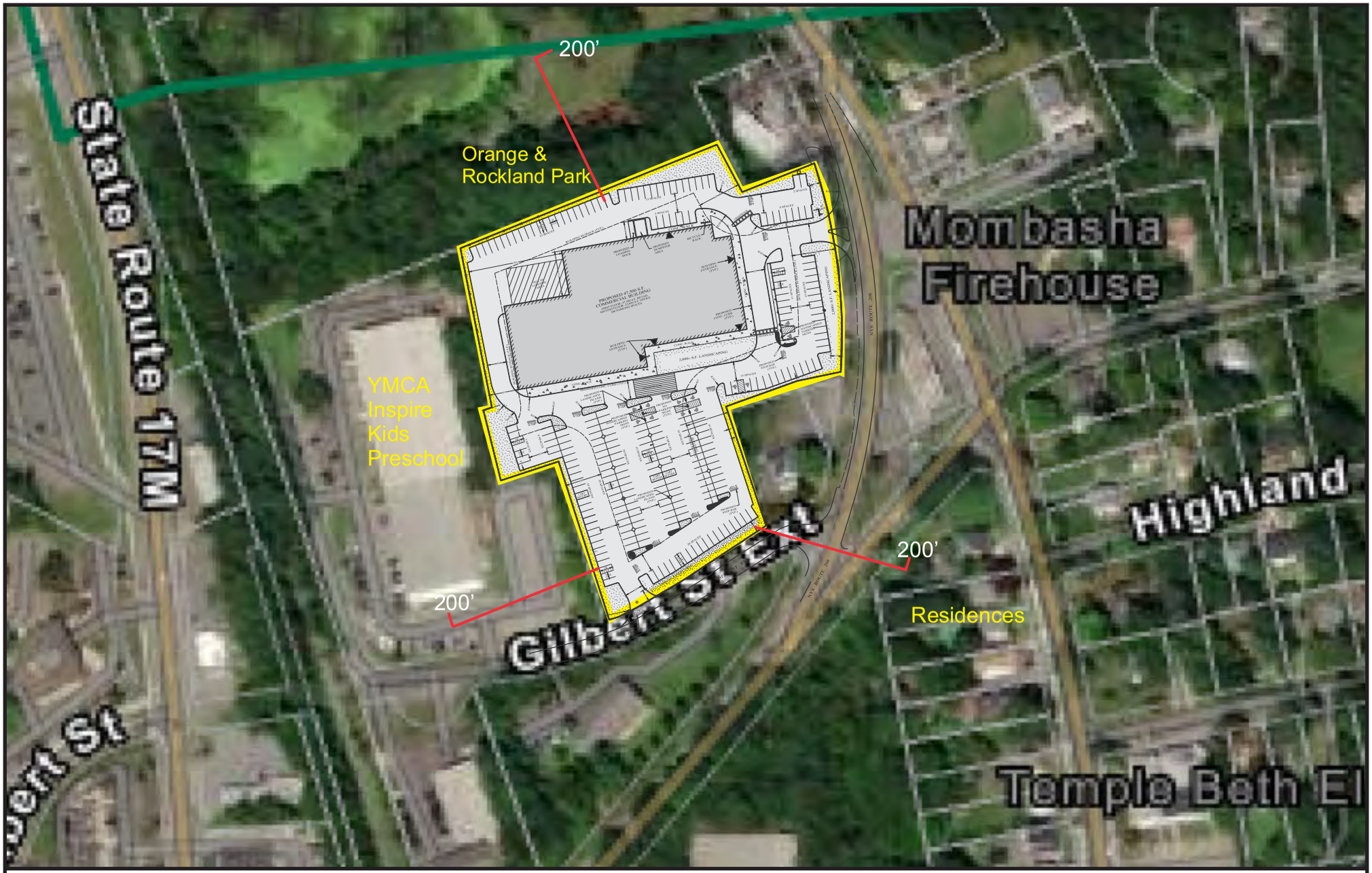

Figure 3.14-2: Noise Receptor Locations
208 Business Center
Village of Monroe, Orange County, NY
Source: Orange County GIS

3.15 Cumulative Impacts

3.15.1 Existing Conditions

In order to assess the cumulative impacts of growth in the region the Town of Monroe, Village of Monroe, Village of Harriman, and Village of Kiryas Joel /Town of Palm Tree were contacted to identify pending projects in the region.

The approved Scoping Document listed other pending projects and actions that could potentially result in cumulative traffic impacts that affect the project area including from the Village of Monroe and Town of Monroe, plus the Clovewood Development in South Blooming Grove. These projects are listed as follows:

- YMCA of Monroe – 22,000 s.f. expansion
- 24 Gilbert Street – 12,000 s.f. conversion of existing building to office
- 324 Rt. 208 – 30,000 s.f. of mixed-use office, retail and medical
- 326-328 Rt. 208 (Threetel)– 15,000 s.f. warehouse
- Clovewood, South Blooming Grove 600 single family homes and 600 accessory apartments
- 310 Schunnemunk Rd. – 21 single family homes
- 424-434 North Main Street – 11,600 s.f. office

The primary cumulative effect of these projects, in addition to the proposed action, is traffic and its effect on the local traffic network. Other potential cumulative effects are water use and sewer treatment demand, community services such as police and fire department emergency response and greenhouse gas emissions. The purpose of the traffic impact study is to assess the traffic from the project in the future condition and how the project generated traffic, as well as traffic from other projects will cumulatively affect local traffic conditions.

The project traffic consultant, in consultation with the lead agency's consultants selected the "No-Build" projects as listed in the approved Scoping Document. Scoping for the Route 208 development occurred between February and April 2021, including a public Scoping Session. Since these projects are pending or active, they can be expected to have a cumulative impact to the Village and Town of Monroe. The selection of projects with potential cumulative effects, mostly related to traffic, were determined in consultation with the Village and through a public Scoping process. Other potential projects that may have had a cumulative effect on traffic in the Village of Monroe, Village of Harriman, Village of Kiryas Joel/Town of Palm Tree and Town of Monroe were not identified at that time. The projects listed above are those most likely to result in cumulative impacts to traffic, as well as local water use and sewer demand, local community services (Village and Town of Monroe) and greenhouse gas emissions.

All of the above projects, with the exception of the Clovewood development are located in the Village and Town of Monroe. The primary cumulative impact of the Clovewood project is traffic, since it is not located in the Village water district or OCSD No. 1.

Other natural resource issues such as wetlands and water courses, ecological resources geology and cultural resources are more site specific and can result in site or local impacts.

Village of Harriman

The Building Inspector in the Village of Harriman identified two residential developments;

- Village View Estates – This is a residential project of approximately 30 units in the central part of the Village

- Harriman Manor - This is a residential project of approximately 80 units in the southern part of the Village

Based upon location, traffic distribution from the Harriman projects will not significantly impact the intersections studied in the Route 208 Business center. The factor for background growth will account for any trips in the local area. The Village of Harriman has its own water distribution system, thus there are no impacts to water supply from these projects. The Village also has its own police and fire departments, thus would not rely on the same sources for Community Services as the Route 208 Business Center. Sewer Service is provided by the Harriman Sewer Treatment Plant, like the Route 208 Business Center, however the Sewer District has accounted for additional area projects to come on line in estimating the allocation for the Route 208 Business Center. Refer to the April 11, 2022 letter from the Orange County Department of Public Works, included in Correspondence.

Village of Kiryas Joel/Town of Palm Tree

The Village Administrator for the Village of Kiryas Joel/Town of Palm Tree provided the following list of current projects, the most significant of which is the Veyoel Moshe Gardens (VMG) residential development, located on Nininger Road in the Town of Monroe.

- Veyoel Moshe Gardens Phase 2 – 1,600 units of residential
- Ace Farm – 364 residential units
- Coronet Lake – 380 residential units
- Golden Towers – 160 residential units
- Deutch/Klein – CR 105 – 120 residential units
- Schlessinger – CR 105 – 28 residential units
- Hamaspik – 112 residential units
- Schlessinger – 94 residential units
- Lee Gardens (16-20 Israel Zupnik) – 48 residential units
- 93 Bakertown Road – 58 residential units
- Mann – Isarael Zup – 24 residential units
- Mizrachi – Israel Zup – 36 residential units
- Preizler – Bakertown – 63 residential units
- B&H – Ares Road – 53 residential units
- 421-453 CR 105 – Highview Estates – 72 residential units
- Acres Enclave – 528 residential units

Traffic distribution from the active development projects in the Village of Kiryas Joel/Town of Palm Tree were accounted for in the traffic analysis conducted for the Route 208 Business

Center. As identified in the Traffic Analysis, several of the local intersections are experiencing significant delays under existing conditions. The proposed traffic improvements will result in an overall improvement in area traffic operations, thus providing available capacity to handle the anticipated traffic including residential traffic from Kiryas Joel.

The Village of Kiryas Joel/Town of Palm tree has its own water supply via the Village's connection to the Catskill aqueduct, thus there will be no impacts to water supply for the Route 208 Business Center from these projects. The Village also has its own police and fire departments, thus would not rely on the same sources for Community Services as the Route 208 Business Center. Sewer Service is also provided by the Harriman Sewer Treatment Plant, like the Route 208 Business Center, however the Sewer District has accounted specifically for additional residential projects to come on line when estimating the allocation for the Route 208 Business Center. Refer to the April 11, 2022 letter from the Orange County Department of Public Works, included in Correspondence which indicates available capacity for the Route 208 development.

3.15.2 Potential Impacts

The cumulative impacts of the project generated traffic are thoroughly assessed the Traffic Impact Study that is a part of this DEIS. That study assessed the existing traffic conditions in the area affected by the above projects in the Village and Town of Monroe, the future traffic without the project (no-build), and the traffic conditions with the project combined with other pending projects, or the cumulative impacts (see Section 3.7 Transportation).

The following conclusions and recommendations were made based on the results of the Traffic Impact Study completed for the proposed *208 Business Center.*

1. The proposed project is estimated to generate a total of 228 new vehicle trips during the AM peak hour, 442 new vehicle trips during the PM peak hour, and 516 new vehicle trips during the Saturday peak hour at the completion of the project.
2. The level of service analysis indicates that the study area intersections, the primary of which is the Schunnemunk Street/N. Main Street intersection, will degrade because of the traffic impacts from the project. Traffic from this intersection will queue back into upstream intersections and negatively affect operations. Improvements will be necessary to accommodate the projected traffic flows.
3. In order to mitigate existing poor traffic operations as well as impacts of the 208 Business Center it is recommended that the Village work with NYSDOT and Orange County in order to implement the improvements shown in Figure 3.7-1 – Triangle Improvement Concept. These include converting the one-way Route 208 slip ramp to two-way traffic and adding signals at the Gilbert Street Extension and Site Driveway 1 intersections with Route 208. This option mitigated the existing congestion in the triangle area and impacts from the project. Additional investigation (on-going) is needed to determine if adequate right-of-way and funding is available for these improvements. Since this improvement mitigates impacts from the project, existing conditions, and impacts from other developments included in the analysis, the Village, as lead agency, should require a fair-share participation in funding the improvements.
4. The Village, NYSDOT, OCTC, applicants, and elected officials should collaborate to determine potential funding sources for the improvements.

The applicant is engaged in discussions with the Village, Orange County, and NYSDOT regarding these improvements and will be obtaining additional survey and developing a preliminary plan of the improvements. Further detail is provided in Section 3.7 Transportation and the TIS provided in Appendix C.

The cumulative impacts to the Village of Monroe Water District and the Orange County Sewer District #1 are described in Section 3.9 Utilities Water and 3.10 Utilities Wastewater of this DEIS. The analysis of the cumulative impacts to Village water supply assessed those projects from the traffic study, that are in the Village water district. The projects include:

- YMCA of Monroe – 22,000 s.f. expansion
- 24 Gilbert Street – 12,000 s.f. conversion of existing building to office
- 324 Rt. 208 – 30,000 s.f. of mixed-use office, retail and medical
- 326-328 Rt. 208 (Threetel) – 15,000 s.f. warehouse
- 310 Schunnemunk Rd. – 21 single family homes
- 424-434 North Main Street – 11,600 s.f. office

The factors and calculations for estimating the cumulative water usage are provided in Appendix I. The pending projects that may be added to the water demand for the Village, in addition to the proposed project total an estimated 19,315 gallons per day. The volume above with the estimated usage for the project will total approximately 26,565 gallons per day.

The pending (No-Build) projects that may be added to the sewage treatment capacity demand for the HWWSTP, in addition to the proposed project total an estimated 19,315 gallons per day. The volume above with the estimated usage for the project will total approximately 26,565 gallons per day. This estimate is consistent with the cumulative water demand estimate described in Section 3.9 Utilities – Water.

Currently, sufficient capacity exists for both sewer and water services with the project and other pending projects in the Village and Town of Monroe and other area pending projects.

The increase in demand for police, fire and emergency response services resulting from the project is incremental and will be cumulative with the completion of other pending projects in the Village. The future demand for community services will occur over a period of years and Village community services will adjust their capabilities and budgets based, in part, upon demand. The tax revenue generated by the proposed commercial and office development will offset this future demand.

The energy use by the proposed action and resultant greenhouse gas emissions is a cumulative impact, which although local is a global issue. Section 3.12 discusses the potential energy use by the proposed development and mitigation measures intended to reduce energy consumption and greenhouse gas emissions. The “No-Build” projects listed above are expected to generate greenhouse gas emissions proportional to the specific size, design and nature of those projects.

3.15.3 Proposed Mitigation Measures

The Traffic Impact Study provides recommendations for traffic improvements to address existing and future traffic problem areas in the local network. As described in the study, accomplishment of the proposed improvements will require coordination between the applicant, Village of Monroe, NYSDOT and Orange County, as well as sponsors of other pending projects.

The estimated tax revenue to be provided to the Village and various taxing jurisdictions will offset the demand for community services such as police, fire and emergency medical services.

4.0 ADVERSE ENVIRONMENTAL IMPACTS THAT CANNOT BE AVOIDED

The development of the proposed project will result in some adverse environmental impacts which cannot be avoided. Although these impacts cannot be avoided, they can be mitigated as noted in each of the preceding chapters. Some of these impacts will be temporary or short-term impacts associated with the construction phase of the project, while others will be long term impacts associated with occupancy of the residences.

Short Term Impacts

- presence of construction and delivery vehicles on the site and on surrounding roads
- localized increase in noise due to operation of construction vehicles and equipment
- localized decrease in air quality (especially dust) due to construction operations
- increased potential for on-site soil erosion and downstream sedimentation impacts

Long Term Impacts

- permanent alterations to existing topography to grade areas for the proposed parking and building foundation
- loss of woodland vegetation and associated wildlife habitat
- need to maintain stormwater quantity and quality management facilities
- An increase in activity and light on the project site
- Increase in local area traffic

5.0 ALTERNATIVES

The proposed 208 Business Center development involves a new mixed use retail and office building with a footprint of approximately 47,500 s.f. on the 5.08 acre property. The first floor is proposed to consist of approximately 47,500 s.f. of leasable space to be used for retail uses with the balance of the first-floor area being common areas. The second floor is proposed to consist of an additional approximately 25,000 s.f. of office space. The total square footage of the development is approximately 72,500 s.f. The proposed building will be two-stories with a height of 35 feet, consistent with the zoning code.

This is the applicant's preferred development project.

Section 617.9(b)(5) of the regulations implementing SEQRA requires that a draft environmental impact statement include a description and evaluation of the range of "*reasonable alternatives to the proposed action which are feasible, considering the objectives and capabilities of the project sponsor"*. The range of alternatives must include the "No Action" alternative. The references to the SEQRA regulations below reflect a range of alternatives that may also include different factors, "*as appropriate*".

The Scoping Document for this DEIS requires an evaluation of the following:

A. No Action Alternative per 6 NYCRR 617.9(b)(5)(v).
B. Two Building Alternative on existing separate tax parcels per 6 NYCRR 617.9(b)(5)(v) – d. Design.
C. Prior 208 Monroe Plaza Alternative per 6 NYCRR 617.9(b)(5)(v)-f. Use
D. Reduced Scale Alternative per 6 NYCRR 617.9(b)(5)(v) – c. Scale and Magnitude.
E. Phasing Alternative per 6 NYCRR 617.9(b)(5)(v) e. Timing.

The five alternatives listed above are described and compared below. Table 5.1 Alternatives Comparison Table provides a comparison of potential impacts from the five alternatives, including impervious surface, water / sewer treatment demand, traffic generation, as well as other impact topics presented in this DEIS.

5.1 No Action Alternative

In accordance with SEQRA regulations, the No Action alternative must evaluate the adverse or beneficial impacts that would occur in the reasonably foreseeable future in the absence of the proposed action. For purposes of this analysis, the No Action alternative assumes that the proposed project site would remain with two existing residences and an empty residence formerly used as a bicycle shop.

The No Action alternative would be inconsistent with the objectives of the applicant. Under the No-Action alternative, none of the impacts identified in this report, whether adverse or beneficial, would occur.

The No Action alternative would result in no grading disturbance to the 5.08 acre site and the excavation of soil and rock to facilitate the development. The alternative would not result in the alteration of drainage patterns on the project site nor the introduction of up to in an increase of approximately 3.9 acres of new impervious surface. There would be no construction of stormwater

management systems on the site. No disturbance or removal of up to 4.98 acres of second growth brush and woods. The site would continue to provide habitat and cover for local suburban wildlife.

The No-Action alternative would leave approximately 5 acres of prime real estate along Route 208 mostly undeveloped and would retain the existing two residences on the property. Without the development there would be no increase in tax revenues to the Village and the School District. There would be no increase in the demand placed on community services and facilities as a result of the No Action alternative. There would be no increased demand placed on water supply, wastewater treatment facility capacity, electric or gas.

Under the no-build condition, there would be no increase in traffic volume from the 208 Business Center project, although background growth and traffic from other area developments would likely still occur, as described in the Traffic Impact Study.

The site would remain developed with two residences and a vacant business building, although a new business may occupy the vacant bicycle shop. Existing views of the site from Route 208, Gilbert Street Extension and the Orange and Rockland Park would remain the same. There would be no increase in the use of energy resources.

5.2 Two Building Alternative

A conceptual two building alternative was previously discussed with the Planning Board. A conceptual two-building plan is shown in Figure 5-1 Two Building Alternative Plan. As shown in Figure 5-1, the alternative plan provides for a primary, L-shaped commercial building with approximately 50,000 square feet. A smaller stand-alone building with 3,100 square feet would be located in the southeast portion of the site, near NY Route 208 and the entrance. The 3,100 s.f. building could be used as a café or restaurant, since a drive through aisle is provided. This alternative plan provides a total of 226 parking spaces. The total square footage of commercial space would be 53,100 square feet.

This plan would provide a single entrance at NY Route 208, and does not provide a second access point at Gilbert Street Extension, as the preferred plan provides. The entrance at NY Route 208 would be a right-turn in and right-turn out entrance.

A comparison of areas and potential impacts of the two-building plan, as compared to the proposed plan and other alternatives is provided in Table 5-1 Alternatives Comparison Table.

This plan would involve somewhat less impervious surface than the proposed plan (approximately 3.93 acres instead of 4.53 acres) and therefore less volume of treated stormwater. The plan provides for an approximate 20,000 s.f. area adjacent to the YMCA parcel that could be landscaped or some existing trees retained. This area for the property was previously cleared and graded.

In terms of land uses, this alternative would provide potentially similar commercial and retail shopping opportunities, but would not provide the mixed-use office component provided with the proposed project. The commercial retail square footage in the two-building alternative would be slightly greater than for the proposed project (53,100 s.f. as compared to 47,500 s.f.), but the difference is not significant in terms of the overall commercial space provided and fiscal impacts to the Village.

Given the smaller overall commercial space, as compared to the proposed multi-use plan, the two building alternative would generate somewhat less traffic with 324 trips in the peak p.m. hour, as compared to 442 trips in the same period for the proposed action.

This alternative was evaluated by the applicant and did not meet the objectives of providing a mixed-use development with office space. The single entrance on NY Route 208 limits access to the site from the south and does not provide the flexibility of two entrances.

5.3 Prior 208 Monroe Plaza Alternative

In 2005, the Planning Board considered a commercial shopping center proposal on the northern portion of the site consisting of 2.6 acres. The proposal involved two attached one-story commercial buildings with a combined area of 16,152 s.f.. The project was proposed by a different property owner / applicant and the plan prepared by a different engineer. A plan of this proposed Prior Monroe Plaza Alternative is provided as Figure 5-2.

This commercial project would result in a substantially smaller development than the proposed project, approximately one quarter the square footage of the proposed action. This alternative would result in the disturbance and introduction of impervious surface over nearly the entire 2.6 acre property. The shopping center entrance would be in the approximate same location as the proposed project, but no access to Gilbert Street Extension would be provided. The two residences and the former bicycle shop, part of the current property would remain off-site and unconnected to this development. In terms of land uses, this alternative would provide potentially similar commercial and retail shopping opportunities, but would not provide the mixed-use office component provided with the proposed project.

A comparison of areas and potential impacts of the Prior 208 Monroe Plaza Alternative, as compared to the proposed plan and other alternatives is provided in Table 5-1 Alternatives Comparison Table.

The applicant currently owns 5.08 acres in a prominent location in the Village with access from both Route 208 and Gilbert Street extension. It would not be reasonable or practical to leave approximately one-half of the property undeveloped to proceed with the development of the Prior 208 Monroe Plaza Alternative.

5.4 Reduced Scale Alternative

The Reduced Scale Alternative, as described in the Scoping Document, is an alternative that is feasible considering the objectives and capabilities of the applicant, and designed to avoid, lessen or minimize identified environmental impacts on the site including the on-site natural and cultural resources affected by the project and to lessen environmental impacts to surrounding properties and the Village and Town.

A Reduced Scale Alternative has been developed which reduces the footprint of the proposed building from 47,500 s.f. to 36,250 s.f. a reduction of 11,250 s.f.. Under this alternative, the lot coverage would be reduced from 21.5 percent to 17 percent. The reduction in the size of the building is the result of making the first and second floors of the building the same size at 36,250. The first floor would contain 36,250 s.f. and the second floor would contain 25,00 s.f. of office, the same as the proposed plan, but 11,250 s.f. of retail would be added to the second floor. Retail space on the second floor is not preferable for many retail tenants, but such a layout is found in certain settings. A Site Plan for the Reduced Scale Alternative is provided in Figure

5-3. A comparison of areas and potential impacts of the Reduced Scale Alternative, as compared to the proposed plan and other alternatives is provided in Table 5-1 Alternatives Comparison Table.

The primary benefit of this alternative is the reduction of impervious surface on the property, approximately 11,250 s.f. and the related opportunity for landscaping. Under this alternative, the stormwater from approximately 11,250 s.f. of the property would not require stormwater treatment and would infiltrate naturally in landscaped areas. An area of approximately 25 to 30 feet along the northern and eastern borders of the property could be landscaped.

The traffic generated by the development would be the same as for the proposed action. The demand for community services and water and sewer treatment demand would remain consistent with the proposed project. Annual taxes generated for the Village and School District would be similar to the proposed project. Energy demand would remain the same as the current action.

5.5 Phasing Alternative

The Scoping Document lists a phasing alternative that is coordinated with construction and use of any required street modifications, necessary for accommodating the additional traffic generated by the proposed action.

Local traffic in the area of the site including on North Main Street, Schunnemunk Street and Route 208 is a known issue of concern for the Village of Monroe and the NYSDOT. The Traffic Impact Report provided in this DEIS discusses the existing conditions, future conditions without the project (No-Build scenario) and future conditions with the project. Various off-site local traffic improvements are proposed, including a proposed Schunnemunk Street connector road proposed by the Village of Kiryas Joel. This proposed connector road is described in the TIS as the Forrest Road Extention and a Conceptual Plan for this connector road is shown in Figure 5-4 (reproduced from TIS Figure 4-3). The proposed 208 Business Center will require a NYSDOT permit to construct the entrance on Route 208.

The approval and timing of the larger traffic improvements recommended in the TIS are not under the control of the applicant and will only be realized by the involvement and agreement by the applicant working collaboratively with the Village of Monroe, the NYSDOT, the Town of Monroe and Orange County. The 208 Business Center project cannot be implemented and operational without a majority of the local traffic improvements recommended in the TIS having been built. The project is not dependent upon the proposed Forrest Road Extension, although the Traffic Impact Study indicates that this connector road would allow traffic travelling to points west and to the Route 17 / NY Route 208 interchange to bypass the triangle area, reducing traffic volumes in the vicinity of the site. If the connector road was built, visitors to the Route 208 Business Center could continue to use Schunnemunk Road and Route 208 to access the site from the north. Access from the east and south through North Main Street or NY Route 208 would be unaffected by the Forrest Road Extension.

The applicant is engaged in discussions with the Village, Orange County and NYSDOT regarding the triangle redesign improvements and recommends that any current and future project in the area pay a fair share contribution to help complete the improvements and also recommends collaboration amongst stakeholders to determine potential funding sources for the improvements.

Table 5-1
Alternatives Comparison Table

Areas and Potential Impacts	Proposed Action	No Action Alternative	Two Building Alternative	Prior 208 Monroe Plaza Alternative	Reduced Scale Alternative	Phasing Alternative
Buildings and Development						
Number of Buildings	1 Mixed-use	2 Resdential 1 Retail	2 Retail	2 Retail 2 Residential	1 Mixed-use	1 Mixed-use
Retail / Office square footage	47,500 / 25,000	1,500	53,100	16,152	47,500 / 25,000	47,500 / 25,000
Topography, Soils & Geology	Site grading: 4.95 ac.	No site disturbance	Site Grading: 4.6 ac.	Site grading: 2.6 ac.	Site grading: 4.95 ac.	Site grading: 4.95 ac.
Wetlands & Surface Waters	No direct impacts. Potential off-site water quality impacts Stormwater treatment	No direct impacts. Potential off-site water quality impacts Untreated stormwater	No direct impacts. Potential off-site water quality impacts Stormwater treatment	No direct impacts. Potential off-site water quality impacts Stormwater treatment	No direct impacts. Potential off-site water quality impacts Stormwater treatment	No direct impacts. Potential off-site water quality impacts Stormwater treatment
Stormwater Management	4.35 ac. impervious Stormmwater treatment	0.3 ac. impervious Untreated stormwater	3.93 ac. impervious Stormwater treatment	2.8 ac. impervious Stormwater treatment	4.1 ac. impervious Stormwater treatment	4.35 ac. impervious Stormwater treatment
Vegetation and Wildlife	Loss of existing vegetation: 4.95 ac.	No loss of existing vegetation	Loss of existing vegetation: 4.6 ac.	Loss of existing vegetation: 2.6 ac.	Loss of existing vegetation: 4.95 ac.	Loss of existing vegetation: 4.95 ac.
Cultural Resources	No impact per OPRHP	No impact	No impact per OPRHP	No impact per OPRHP	No impact per OPRHP	No impact per OPRHP
Visual Resources	Two-story Commercial development introduced to site	No change	Single story commercial development introduced to site	Commercial dev. Introduced to northern portion of site. No change to southern portion	Two-story Commercial development introduced to site	Two-story Commercial development introduced to site
Transportation	Total AM Peak Hr Trips/ **228** Total PM Peak Hr Trips/ **442** Total Sat. Peak Hr Trips/ **516**	Total AM Peak Hr Trips/ **4** Total PM Peak Hr Trips/ **14** Total Sat. Peak Hr Trips/ **10**	Total AM Peak Hr Trips/ **167** Total PM Peak Hr Trips/ **324** Total Sat. Peak Hr Trips/ **378**	Total AM Peak Hr Trips/ **34** Total PM Peak Hr Trips/ **70** Total Sat. Peak Hr Trips/ **84**	Total AM Peak Hr Trips/ **228** Total PM Peak Hr Trips/ **442** Total Sat. Peak Hr Trips/ **516**	Total AM Peak Hr Trips/ **228** Total PM Peak Hr Trips/ **442** Total Sat. Peak Hr Trips/ **516**
Land Use and Zoning	Proposed development is consistent with GB zoning district	Existing development consistent with GB zoning district	Proposed development is consistent with GB zoning district	Proposed development is consistent with GB zoning district	Proposed development is consistent with GB zoning district	Proposed development is consistent with GB zoning district
Utilities - Water and sewer treatment demand	7,250 gpd	810 gpd	5,310 gpd	2,275 gpd	7,250 gpd	7,250 gpd
Community Facilities and Services	Proposed Mixed use development would require additional community services	No change in demand for community facilities and services	Proposed commercial development would require additional community services	Proposed commercial development would require additional community services	Proposed Mixed use development would require additional community services	Proposed Mixed use development would require additional community services
Greenhouse Gases and Climate Change	Proposed development would result in an increase in greenhouse gas emissions	No change in greenhouse gas emissions	Proposed development would result in an increase in greenhouse gas emissions	Proposed development would result in an increase in greenhouse gas emissions	Proposed development would result in an increase in greenhouse gas emissions	Proposed development would result in an increase in greenhouse gas emissions
Short-Term Impacts - Construction	Construction noise and traffic would have short-term impacts to neighbors	No short-term construction impacts	Construction noise and traffic would have short-term impacts to neighbors	Construction noise and traffic would have short-term impacts to neighbors	Construction noise and traffic would have short-term impacts to neighbors	Construction noise and traffic would have short-term impacts to neighbors
Noise	Mixed use development would result in an increase in ambient daytime noise	No change in ambient noise	Commercial development would result in an increase in ambient daytime noise	Commercial dev. would increase ambient noise in northern portion of site. No change to southern portion	Mixed use development would result in an increase in ambient daytime noise	Mixed use development would result in an increase in ambient daytime noise

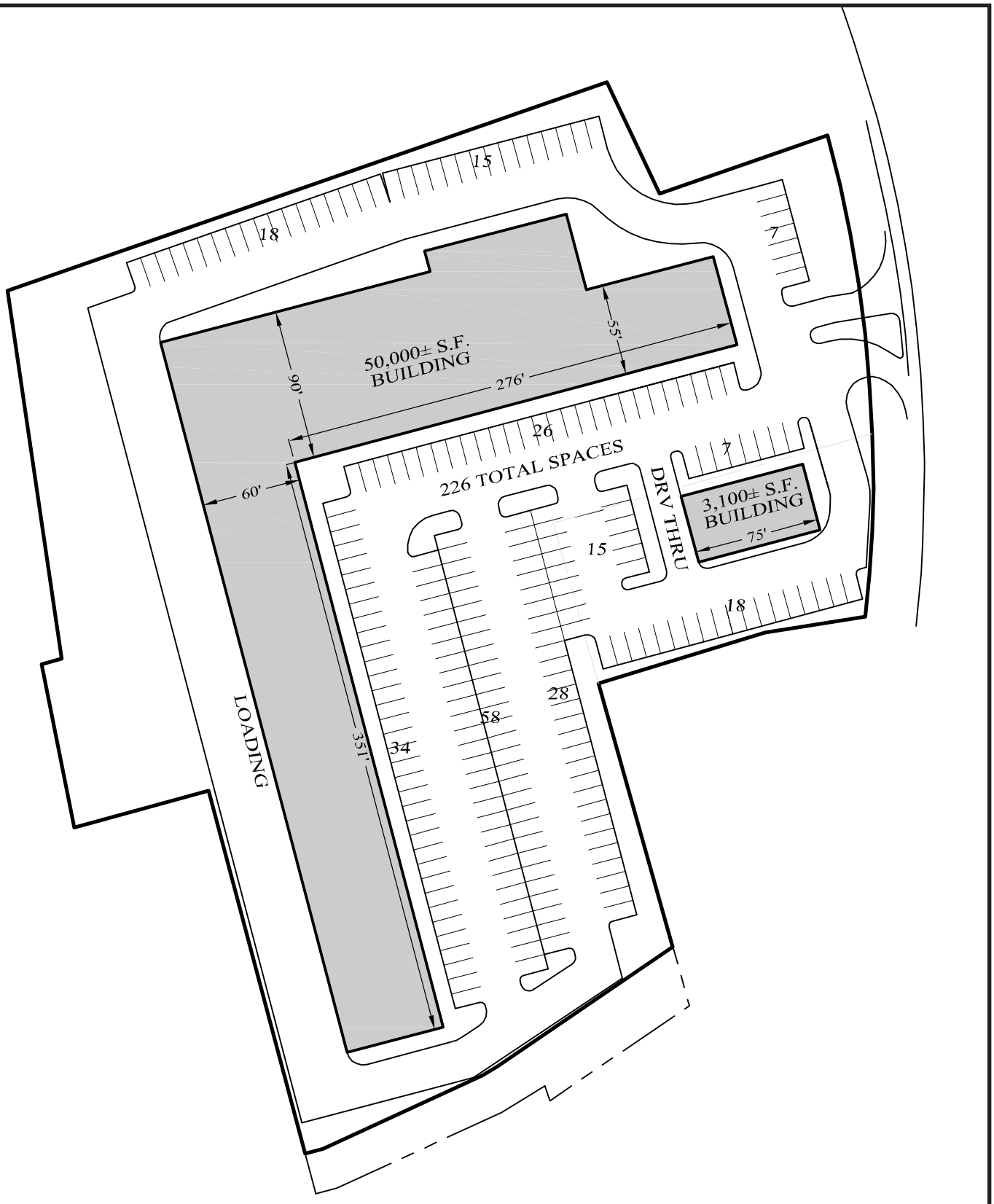

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Figure 5-1: Two Building Alternative
Monroe 208 Business Center
Village of Monroe, Orange County, New York
Source: Kirk Rother, P.E. Consulting Engineering, PLLC

File 21032 09-30-2021

Tim Miller Associates, Inc.,10 North Street, Cold Spring, New York 10516 (845) 265-4400 Fax (845) 265-4418

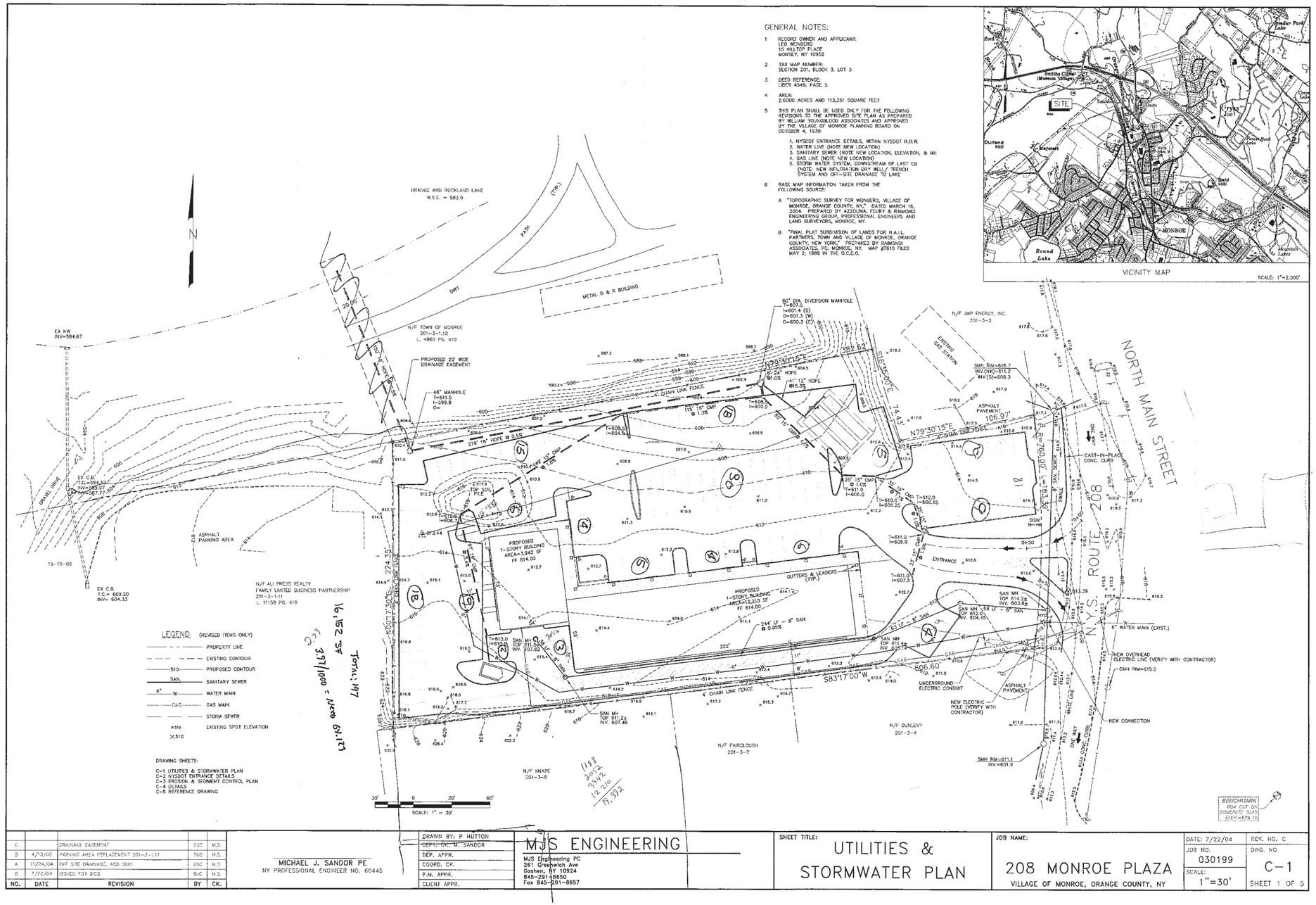

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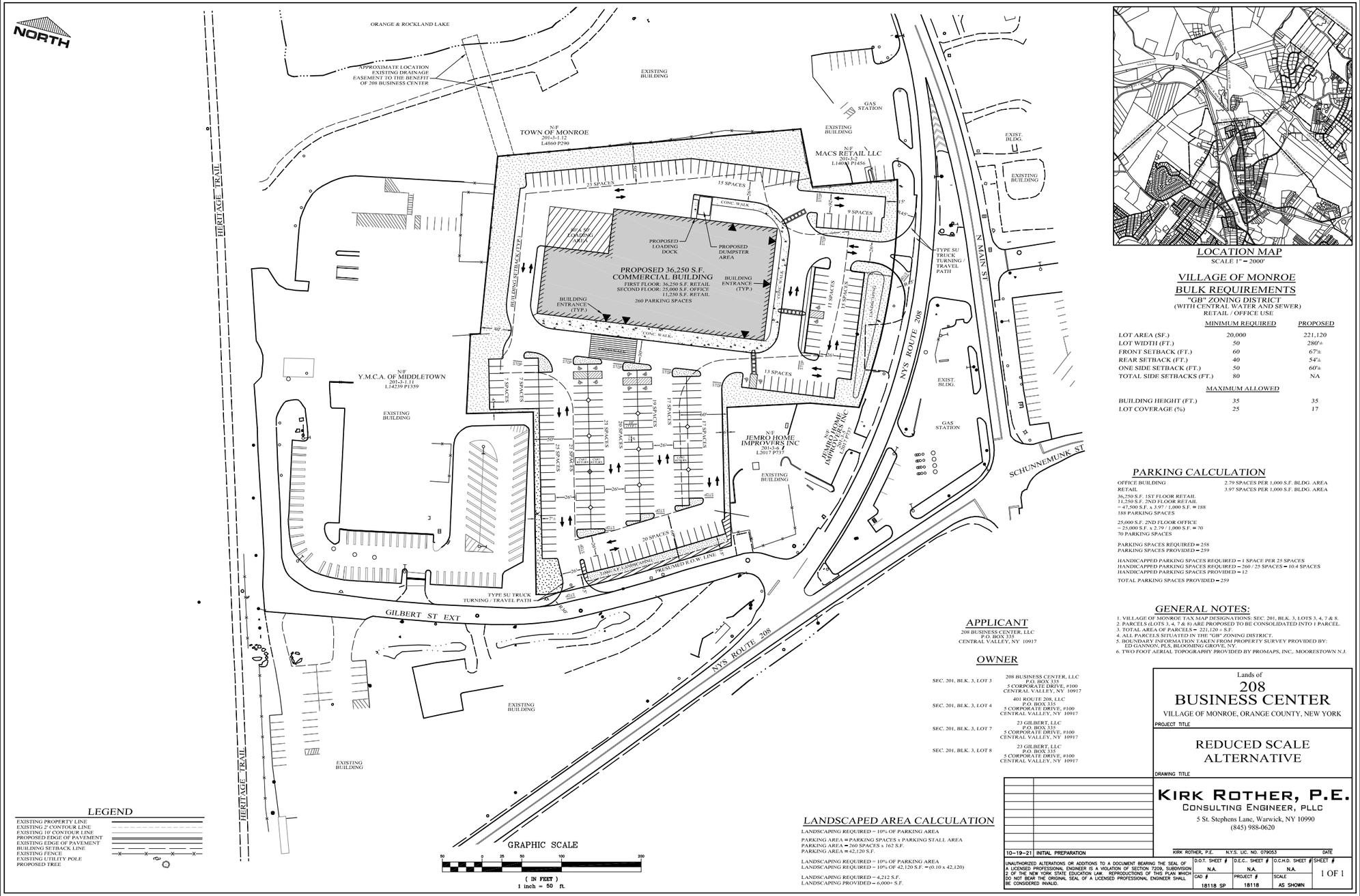
Figure 5-2: Prior Monroe Plaza Alternative
208 Business Center
Village of Monroe, Orange County, New York
Source: MJS Engineering PC

File 2095 Fig XX TMA 10/11/02



LOCATION MAP

SCALE 1" = 2000'

VILLAGE OF MONROE BULK REQUIREMENTS

"GB" ZONING DISTRICT
(WITH CENTRAL WATER AND SEWER)
RETAIL / OFFICE USE

	MINIMUM REQUIRED	PROPOSED
LOT AREA (SF.)	20,000	221,120
LOT WIDTH (FT.)	50	280'±
FRONT SETBACK (FT.)	60	67'±
REAR SETBACK (FT.)	40	54'±
ONE SIDE SETBACK (FT.)	50	60'±
TOTAL SIDE SETBACKS (FT.)	80	NA
	MAXIMUM ALLOWED	
BUILDING HEIGHT (FT.)	35	35
LOT COVERAGE (%)	25	17

PARKING CALCULATION

OFFICE BUILDING	2.79 SPACES PER 1,000 S.F. BLDG. AREA
RETAIL	3.97 SPACES PER 1,000 S.F. BLDG. AREA

36,250 S.F. 1ST FLOOR RETAIL
11,250 S.F. 2ND FLOOR RETAIL
= 47,500 S.F. x 3.97 / 1,000 S.F. = 188
188 PARKING SPACES

25,000 S.F. 2ND FLOOR OFFICE
= 25,000 S.F. x 2.79 / 1,000 S.F. = 70
70 PARKING SPACES

PARKING SPACES REQUIRED = 258
PARKING SPACES PROVIDED = 259

HANDICAPPED PARKING SPACES REQUIRED = 1 SPACE PER 25 SPACES
HANDICAPPED PARKING SPACES REQUIRED = 260 / 25 SPACES = 10.4 SPACES
HANDICAPPED PARKING SPACES PROVIDED = 12

TOTAL PARKING SPACES PROVIDED = 259

GENERAL NOTES:

1. VILLAGE OF MONROE TAX MAP DESIGNATIONS: SEC. 201, BLK. 3, LOTS 3, 4, 7 & 8.
2. PARCELS (LOTS 3, 4, 7 & 8) ARE PROPOSED TO BE CONSOLIDATED INTO 1 PARCEL.
3. TOTAL AREA OF PARCELS = 221,120 ± S.F.
4. ALL PARCELS SITUATED IN THE "GB" ZONING DISTRICT.
5. BOUNDARY INFORMATION TAKEN FROM PROPERTY SURVEY PROVIDED BY: ED GANNON, PLS, BLOOMING GROVE, NY.
6. TWO FOOT AERIAL TOPOGRAPHY PROVIDED BY PROMAPS, INC,. MOORESTOWN N.J.

APPLICANT

208 BUSINESS CENTER, LLC
P.O. BOX 335
CENTRAL VALLEY, NY 10917

OWNER

SEC. 201, BLK. 3, LOT 3	208 BUSINESS CENTER, LLC P.O. BOX 335 5 CORPORATE DRIVE, #100 CENTRAL VALLEY, NY 10917
SEC. 201, BLK. 3, LOT 4	401 ROUTE 208, LLC P.O. BOX 335 5 CORPORATE DRIVE, #100 CENTRAL VALLEY, NY 10917
SEC. 201, BLK. 3, LOT 7	23 GILBERT, LLC P.O. BOX 335 5 CORPORATE DRIVE, #100 CENTRAL VALLEY, NY 10917
SEC. 201, BLK. 3, LOT 8	23 GILBERT, LLC P.O. BOX 335 5 CORPORATE DRIVE, #100 CENTRAL VALLEY, NY 10917

LEGEND

EXISTING PROPERTY LINE	━━━━
EXISTING 2' CONTOUR LINE	- - - -
EXISTING 10' CONTOUR LINE	────
PROPOSED EDGE OF PAVEMENT	═══
EXISTING EDGE OF PAVEMENT	━━━
BUILDING SETBACK LINE	— — —
EXISTING FENCE	—x—x—x—x—
EXISTING UTILITY POLE	◯
PROPOSED TREE	✲

LANDSCAPED AREA CALCULATION

LANDSCAPING REQUIRED = 10% OF PARKING AREA

PARKING AREA = PARKING SPACES x PARKING STALL AREA
PARKING AREA = 260 SPACES x 162 S.F.
PARKING AREA = 42,120 S.F.

LANDSCAPING REQUIRED = 10% OF PARKING AREA
LANDSCAPING REQUIRED = 10% OF 42,120 S.F. = (0.10 x 42,120)

LANDSCAPING REQUIRED = 4,212 S.F.
LANDSCAPING PROVIDED = 6,000+ S.F.

Lands of
208
BUSINESS CENTER
VILLAGE OF MONROE, ORANGE COUNTY, NEW YORK
PROJECT TITLE

REDUCED SCALE
ALTERNATIVE
DRAWING TITLE

10-19-21	INITIAL PREPARATION

KIRK ROTHER, P.E.
CONSULTING ENGINEER, PLLC
5 St. Stephens Lane, Warwick, NY 10990
(845) 988-0620

KIRK ROTHER, P.E. N.Y.S. LIC. NO. 079053 DATE

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D.O.T. SHEET #	D.E.C.. SHEET #	O.C.H.D. SHEET #	SHEET #
N.A.	N.A.	N.A.	1 OF 1
CAD #	PROJECT #	SCALE	
18118 SP	18118	AS SHOWN	

Figure 5-3: Reduced Scale Alternative
208 Business Center
Village of Monroe, Orange County, New York
Source: Kirk Rother, PE, Consulting Engineer, PLLC

Figure 5-4: Forest Road Extension
208 Business Center
Village of Monroe, Orange County, New York
Source: Creighton Manning