

There may be a slight proportional increase in service required for the fire, police, recreation, and ambulance services due to increased density. These increases would be expected to be covered by the increase in tax revenue from the additional units.

Alternative #3 - Demographic and Fiscal Impact

The proposed project will result in an increased density on the site as compared to the DEIS/SEIS plans. The 112 unit plan anticipated a density of 417 people. Alternative #3 will generate:

$$138 \text{ Units} \times 3.72 \text{ household size} = 513 \text{ people}$$

It is anticipated that the tax revenue generated for the project will cover the cost of increased municipal services.

In addition, Alternative #3 substantially reduces the amount of proposed Town Road which would be the long term responsibility of the Town which would further offset any long-term maintenance costs.

For the proposed town road, the project will have its own lighting district for the proposed lighting shown on Map #78. These lights will be maintained by the Town, but costs will be covered by the taxes assessed to the members of the district. The lighting within the townhouse project will be owned and maintained by the Homeowners Association.

Alternative #3 - Public Utilities and Services

Alternative #3 will be served by the Orange County Sewer District for sanitary sewer. The layout of all utilities are shown on the site plans. A letter from the Sewer District confirming capacity and willingness to serve was included in the DEIS.

Alternative #3 - Cultural Resources/Visual Impacts

Based on the Alternative #3 plans, the visual impact analysis was revised to show the updated building locations and orientation. The view from the NYS Route 17 was added to the analysis as requested by the Planning Board. Map #87 shows the existing winter view. The view of the SEIS is included as Map #87A and the Alternative #3 view is included as Map #87B. Due to the changes in the grading, both the SEIS and Alternative #3 will have more roof lines visible from this view than the DEIS plan. For this reason, the Planting Plan includes a considerable number of shade trees at the center portions of the site and, prior to construction, shade trees in the undisturbed portion of the site will be identified and construction practices implemented to ensure that the trees are protected by construction fencing and other construction practices so that they will remain after construction is completed, as shown on Maps #82-86.

There will also be a change to the views at Durant Drive. Now that this drive will become a right turn only enter and exit, this drive will be slightly reduced visually (Map #88). The drive opposite Old Country Road will be eliminated and the views from the south will remain substantially undisturbed (Map #89). Views from the residence on Boyd Road (Map #90) and King Street (Map #91) will be changed slightly. An additional sheet showing the mitigation planting that has also been added to the plans. The 60' No Disturbance Buffer identified in the DEIS has been extended along the King Street properties south to Spring Street. An updated site section (Figures 6 and 7) shows the elimination of the wall in this area, thereby protecting the 60' zone. Bald Hill units in this area have been built into the hill to reduce the wall area visible from these houses.

Alternative #3 - Noise

There will be no discernable increase in noise levels due to a slight increase in traffic generated by the 26 additional units. In addition, since the road redesign eliminates the southern access, future potential traffic noise in vicinity of that area will be eliminated.

Alternative #3 - Summary

Alternative #3 has potential impacts consistent with the DEIS which have been mitigated as described in the DEIS and SEIS. The 26 additional units will generate additional traffic and school children, require additional water and sewer, increase density on the site, increase impervious surface and area of disturbance. The new plan will also generate additional tax revenue, have an increased number of age-restricted units, eliminate the southern access reducing disturbance and noise at that portion of the site, has stormwater basins to mitigate the increased impervious surface, provides a connection to the Larkin Drive Extension, and includes full erosion control plans to minimize potential impacts during construction. Alternative #3 conforms to the Town of Monroe Zoning Regulations. Alternative #3 is the applicant's preferred plan and it is the applicant's opinion that all potential impacts have been identified and mitigated to the maximum extent practicable.

Larkin Drive Extension

The Larkin Drive Extension, as shown on Maps #129 and #131, would require subdivision approval for the construction of a new road through the Oliveri property. As this project is located on lands by Oliveri, the property owner will undertake and secure various approvals including but not limited to:

1. Coordination with Orange and Rockland for work within their easements and in the vicinity of the existing towers
2. Subdivision Approval - to create new road right of way
3. Review of construction plans for new road
4. ACOE permit for wetland disturbance
5. Town of Monroe Wetland Permit