III.C Visual Resources

1. Introduction and Principal Conclusions

The DEIS considers seven off-site vantage point locations to assess the views of the proposed project. The seven vantage point locations include:

- I-84
- Route 312
- Twin Brook Manor
- Maple Road
- Putnam Trailway
- Sunset Drive
- Garrity Road

The proposed project would not be visible from the Route 312 vantage point and Garrity Road vantage point due to substantial vegetative screening and topographical variation. The proposed project would be barely visible from most locations along the I-84 vantage point and Twin Brook Manor vantage point due to traveling speeds, substantial vegetative screening, and intervening distances. The proposed project would be partially visible from the Maple Road vantage point, Putnam Trailway vantage point, and Sunset Drive vantage point. Several steps have been taken to ensure the proposed project would not be visually intrusive including: designing the finished floor elevations of the buildings below the highest existing grades, protecting existing mature trees, using neutral building colors such as various shades of green and light grey/green, installing extensive landscaping, and planning for deep building setbacks from roadways and lot lines. Accordingly, the proposed development is not expected to have a significant impact on community character.

2. Existing Conditions

The site is comprised substantially of former farm fields which are now primarily brush areas, as well as wooded areas and wetland brush areas. Previously existing buildings on the site have been razed. The site contains two ridgeline areas which are discussed below. The majority of the site frontage with NY 312 is comprised of wooded areas. The site elevations vary from elevation 540 in the vicinity of Route 312 to elevations 672 and 690 on the two ridgetops. Portions of the sites have relatively level to moderate slopes while other areas have steeper slopes.

3. Future Without the Proposed Project

Without the proposed project, the site would essentially remain unchanged. The former farm fields which are now primarily brush would eventually become forested. Pugsley Road and Fields Corner Road would continue to be closed from December 1 to April 1, thus minimizing the potential use of the Town properties accessed via the roadways.

4. Anticipated Impacts

a. Ridgelines

Section 138-12.1 of the Town Zoning Code discusses ridgeline protection. The Applicant understands that this provision was enacted in response to the Highlands (Home Depot/Kohl's) development at NY 312/Independent Way/I-84 and is intended to minimize adverse visual impacts resulting from development at prominent points in the Town. The "ridgeline" is defined in the Code as the uppermost 50 vertical feet of a hill or mountain above a minimum elevation of 500 feet above mean sea level. This provision applies to two areas within the subject property. Area A is located in the vicinity of Buildings 1 and 2 and Area B is located in the vicinity of Buildings 3 and 4 (see Figures III.C-1 and III.C-2).

Consistent with the intent of minimizing adverse visual impacts, the Code specifies that buildings and structures within any area defined as ridgeline are not, to the maximum extent practicable, to be visible above the top of the ridgeline, or above the top of vegetation located within the ridgeline area, from surrounding property or public rights-of-way in adjoining lowlands or adjoining ridgelines. Neither is excessive clearing of any ridgeline area to be permitted for the purpose of site access, site landscaping, installation of subsurface sewage disposal systems, or any other modification to the natural land. The term "excessive clearing" in this context means the removal of more than 10 trees, eight inches or more in diameter at breast height, per quarter acre of land disturbed. Accordingly, the Code provides criteria relative to the number of trees that can be removed without "excessive clearing", while the Code does not prohibit construction along the top of ridgelines or regrading portions of the ridgeline.

Several measures are proposed to comply with the ridgeline protection provisions. The measures include designing the buildings to be approximately five feet lower than permitted, having the proposed finished floor elevations of the buildings being substantially below the existing tops of the ridgelines, removing trees at a ratio substantially below the maximum number of trees permitted by the Town, preserving existing trees within the ridgeline and adjacent areas where practicable, providing a substantial buffer from roadways and residents, coloring the building to blend into the surroundings, providing retaining walls, providing extensive evergreen and deciduous tree plantings, and providing dark sky friendly site lighting.

The OP-3 zone permits a maximum building height of 45 feet, excluding parapet walls up to four feet, as well as rooftop mechanical equipment not exceeding 10 percent of the roof area and appropriately set back from the edge of the roof at least one foot for each one foot that the structure exceeds the maximum height. The proposed buildings will have a clear interior ceiling height of 36 feet, which is

typical for new Class A logistics center buildings. The roof support structure will be approximately four-six feet in height, resulting in a total height of approximately 40-42 feet, excluding the parapet. The parapet height is planned at 6 inches, except at the corners of the buildings, where it will be two feet. As a result, the buildings will have a roof height of 40-42 feet, and with a 6-inch parapet, the total apparent height is 40.5-42.5 feet, except at the corners of the buildings where it will be 42-44 feet.

Therefore, the roof height does not exceed the permitted height of 45 feet, which excludes the parapet height, and the parapet does not exceed its permitted height of 4 feet. In summary, while the buildings could have a total permitted apparent height of 49 feet (maximum 45 feett of roof height and maximum 4 feet of parapet height), they instead have a total apparent height of only 40.5-42.5 feet except at the corners of the buildings.

Buildings 1 and 2 have been designed with the finished floor elevations of the buildings below the highest existing grades of the top of the ridgeline, thus reducing their visibility along the ridgeline. The proposed project would remove the top of the ridgeline and set the building at a lower elevation, thus minimizing the impact to the viewshed. Similarly, Buildings 3 and 4 have been sited so that the finished floor elevations of the buildings are below the highest existing grades , with Building 4 being 17.5 feet below the top of the existing ridgeline which will be removed. Figures III.C-1 and III.C-2 provide cross sections of the proposed buildings through the existing ridgelines. The cross sections illustrate the existing grades with a dashed line and the proposed grades with a solid line. With the proposed finished floor elevations below the existing grades of the ridgetops, the visibility of the proposed buildings has been reduced to the maximum extent practicable. Further lowering of the buildings could create a major imbalance, on a phase by phase basis, of the amount of fill that would either need to be exported from the site. This reduces the effective height of the proposed roof level height for Building 4 from 40-42 feet to approximately 22.5 - 24.5 feet (after subtracting the 17.5 feet

below the existing ridgetop) along the top of the existing ridgeline, as compared to the 49 feet of maximum permitted roof height including a four foot parapet, resulting in a total reduction of up to approximately 50 percent at the top of the existing ridgeline. Figure III.C-2A shows a comparison of the proposed Building 4 with a finished floor elevation 17.5 feet below the highest existing grade compared to a permitted 49 foot (including the parapet) high building constructed on the ridgetop.

Where practicable, existing trees within and adjacent to the ridgeline areas will remain, which will further screen the proposed buildings. For example, a row of mature deciduous trees will remain between Building 4 and the Twin Brook Manor development. Trees within and immediately adjacent to the proposed limits of disturbance have been surveyed. Thousands of additional existing trees on the site which have not been surveyed will be preserved, including trees in the vicinity of the ridgelines.

Relative to the Town criteria related to removing trees within the ridgeline, "excessive clearing" is considered the removal of more than 10 trees (eight inches or more in diameter at breast height) per quarter acre of land disturbed. The majority of the ridgeline areas are comprised of former farm fields which generally contain brush. Accordingly, most of the ridgelines are not comprised of trees with diameters of eight inches or greater. The individual existing trees proposed to remain within the ridgelines are shown in green and the individual existing trees to be removed within the ridgelines are shown in pink. Detailed information on the sizes and types of trees to be removed are shown on Drawings C-701 through C-705, C-711 and C-712. As shown on Figures III.C-3 and III.C-4, Area A will have 2.9 trees removed per quarter acre and Area B will have 1.4 trees removed per quarter acre. Thus, the project conforms with and is substantially below the tree removal criteria threshold of the ridgeline protection provisions, with Area A being 29 percent of the maximum permitted criteria and Area B being only 14 percent of the maximum permitted criteria.

The proposed building locations provide substantial buffers from area roadways, other than Pugsley Road and Field Corners Road which are very lightly traveled roads and are proposed to be closed to through traffic. The closest building to NY 312, Building 1, will be approximately 965 feet from the roadway. The closest building to I-84, Building 2, will be separated from the highway by approximately 1,650 feet. Most of the existing trees will remain between the proposed buildings and the traveled roads. The closest proposed building to residential units, Building 4, is approximately 600 feet from the Twin Brook Manor development.

The colors of the buildings are proposed to minimize the visibility of the buildings and blend into the surroundings. The buildings will be predominately medium to dark green as well as light grey/ green colors. The green colors will be similar to natural green colors of vegetation. No bright colors are proposed. Figure II.5 depicts the proposed building elevations and a perspective of a proposed building is shown on Figure II-5A. The project facade materials will consist of pigmented precast concrete panels with cast-in reveals. The metal and glass storefront system at main entrance areas and metal exit doors around perimeter will be accented by metal canopies above. Loading dock areas will consist of metal roll up doors and dock seals, also accented by a continuous metal canopy above. The roof will be a PVC type membrane system utilizing energy smart colors.

Retaining walls are proposed at various locations throughout the site. The retaining walls will be terraced and will have plantings between the individual walls as well as along the tops of the walls to screen the walls and buildings. The walls will minimize disturbances within the site, including wetland buffers, and will preserve trees which would otherwise be removed.

Extensive evergreen trees and other plantings are also proposed to screen the buildings, as depicted on the Landscaping Plans (Drawings C-501 through C-505). A total of 604 trees are proposed, including 475 evergreen trees and 129

deciduous trees, the vast majority of which are located within the ridgelines. Most of the trees are proposed adjacent to the building perimeter parking areas to maximize the screening of the buildings and parking. In addition, approximately 1,360 shrubs will be planted throughout the site.

The proposed site lighting will be dark sky friendly to minimize the visibility of the lighting. All lighting fixtures will be directed down and shielded to mitigate light spillage.

In summary, a variety of measures are proposed to comply with or be substantially less than the maximum permitted by the ridgeline protection provisions. The buildings are proposed to be approximately five feet lower than permitted by the zoning code. The proposed finished floor elevations of the buildings are substantially below the existing tops of the ridgelines, resulting in a total height reduction of approximately 45 percent at the top of the existing ridgeline. The project conforms with and is substantially below the tree removal criteria threshold of the Town ridgeline protection provisions, with Area A being 29 percent of the maximum permitted criteria and Area B being only 14 percent of the maximum criteria. Where practicable, existing trees within and adjacent to the ridgeline areas will remain, which will further screen the proposed buildings, and thousands of additional existing trees on the site which have not been surveyed will be preserved. The proposed building locations provide substantial buffers from area roadways. The closest building to NY 312 will be approximately 965 feet from the roadway and the closest building to I-84 will be separated from the highway by approximately 1,650 feet. Most of the existing trees will remain between the proposed buildings and the traveled roads. The closest proposed building to residential units is approximately 600 feet from the Twin Brook Manor development. The green and grey colors of the buildings are proposed to minimize the visibility of the buildings and blend into the surroundings. Proposed retaining walls will be terraced and will have plantings between the individual walls as well as along the tops of the walls to screen the walls and buildings. The walls

will minimize disturbances within the site and will preserve trees which would otherwise be removed. A total of 604 trees (475 evergreen and 129 deciduous) and approximately 1,360 shrubs are proposed, the vast majority of which are located within the ridgelines. Most of the trees are proposed adjacent to the building perimeter parking areas to maximize the screening of the buildings and parking. The proposed site lighting will be dark sky friendly to minimize the visibility of the lighting.

b. Retaining Walls & Embankments

Section 138-15.1 of the Town Zoning Code discusses grading and land disturbance, including retaining walls. The proposed zoning text amendment provides that the review of the criteria be undertaken by the Planning Board. The Zoning Code includes the following:

A. Manufactured slopes

(1) No manufactured slope shall exceed 30 feet in height or have a slope angle steeper than two horizontal to one vertical or 50%.

(2) Manufactured slopes shall be rounded and shaped to simulate the natural contours of adjacent slopes.

(3) Manufactured slopes shall have a mix of deciduous and evergreen trees at least six feet in height at time of planting located at the base of the slope. Such landscaping shall be maintained on a regular basis, and any plants not in a healthy state shall be replaced within one year at the beginning or end of the growing season, as appropriate to the species.

B. Retaining walls

Retaining walls shall be no higher than 10 feet in height. However, a series of retaining walls of 10 feet in height may be constructed to a maximum height of 30 feet. The horizontal distance between each retaining wall (measured from center line to center line) in a series shall be no less than 10 feet and shall be planted with a dense ground cover, noninvasive vine, shrub, or ornamental tree. Such landscaping shall be maintained on a regular basis, and any plants not in a healthy state shall be replaced within one year at the beginning or end of the growing season, as appropriate to the species.

The proposed retaining walls and slopes have been designed to comply with the Town criteria to the maximum extent practicable. The retaining walls will minimize disturbances within the site and will preserve trees which would otherwise be removed as the proposed parking lot and driveway elevations are transitioned to existing grades to remain. The retaining walls are terraced and will be planted extensively, including with climbing vines to soften and "green" their appearance. Proposed slopes will be no steeper than the two horizontal to one vertical slope permitted by the Town. In certain instances, terraced retaining walls will be combined with proposed slopes, the total vertical height of which will exceed 30 feet. While the Town criteria does not specifically address combining retaining walls and slopes relative to the 30 foot criteria, a waiver is requested from the Planning Board in the event the Town determines the two types of slope treatments should not be combined. The combination of walls and slopes are necessary to provide access to Buildings 1 and 2 due to the existing changes in elevations between Pugsley Road and the proposed buildings relative to the proposed access driveway. A slope would also be necessary in association with the potential roundabout at the NY 312/Pugsley Road intersection. In addition, relief from the 30 foot maximum height slope may be needed whether or not the walls and slopes are combined. It is anticipated that waivers will be required for four areas as follows:

- At the southwest corner of Building 1, there is a proposed slope of approximately 46 feet. The slope is not expected to be visible from off of the site based on existing roadway locations, topography and existing trees to remain.

- At the southwest corner of Building 4, there is a proposed slope of approximately 44 feet. Similar to the proposed slope at the southwest corner of Building 1, the slope is not expected to be visible from off of the

site based on existing roadway locations, topography and existing trees to remain.

- The transition between the east side of Building 1 and the proposed site access driveway serving Buildings 1 and 2 is proposed to have a combined height of approximately 52 feet, consisting of a slope of approximately 32 feet above retaining walls totaling 20 feet. Since Pugsley Road and Fields Corner Road are intended to not be traveled by through traffic in the future, as requested by the Town of Patterson, few vehicles not associated with the site will travel along the roadways, and the roadways will essentially function as internal roads within a commercial campus development.

- A slope of approximately 40 feet is anticipated adjacent to the proposed/alternative roundabout at the Pugsley Road/NY 312 intersection. The limits of the slope will be determined during the NYSDOT highway work permit review process. The slope is intended to be a soil slope which will be seeded.

While the Town criteria discusses providing landscaping at the base of the slopes, the Applicant has proposed that most of the tree plantings in the vicinity of the proposed buildings be provided at the tops of the slopes and retaining walls in an effort to maximize the screening of the proposed buildings and parking areas from traveled roadways and residences. The vast majority of the proposed walls and slopes will not be seen from traveled roadways or residences as a result of the substantial distances between the walls and slopes to the roads and residences. Accordingly, the Applicant believes that the requested waiver would not have a significant impact.

c. Analysis of Altered Views Into Site; Viewshed Analysis to Include at a Minimum Line of Sight in Winter and Summer From:

At the request of the Town, extensive visual analyses have been prepared to illustrate the visibility of the proposed buildings from various vantage points. In addition to the figures referenced below, videos were presented to the Town Board and Planning Board as part of the Town review. The images are computer simulations which reflect actual topographic information based on a combination of site survey and GIS data. Simulated vegetation representing trees of the approximate type and size are based on a review of aerial and ground photographs as well as LIDAR. Proposed building, landscaping and related site improvements are consistent with the site plans and architectural plans. As requested by the Town, the simulations show conditions with leaves off of the trees, representing late fall and winter, as well as with leaves on the trees, representing spring, summer and early fall.

The DEIS considers seven off-site vantage point locations to assess the views of the proposed project. The seven vantage point locations include:

- I-84
- Route 312
- Twin Brook Manor
- Maple Road
- Putnam Trailway
- Sunset Drive
- Garrity Road

The proposed project would not be visible from the Route 312 vantage point and Garrity Road vantage point due to substantial vegetative screening and topographical variation. The proposed project would be barely visible from most

locations along the I-84 vantage point and Twin Brook Manor vantage point due to traveling speeds, substantial vegetative screening, and intervening distances. The proposed project would be partially visible from the Maple Road vantage point, Putnam Trailway vantage point, and Sunset Drive vantage point. Several steps have been taken to ensure the proposed project would not be visually intrusive including: designing the finished floor elevations of the buildings below the highest existing grades, protecting existing mature trees, using neutral building colors such as various shades of green, installing extensive landscaping, and planning for deep building setbacks from roadways and lot lines. Accordingly, the proposed development is not expected to have a significant impact on community character.

- <u>I-84</u>

  Views from I-84 were presented to the Town Board and Planning Board showing the view of drivers. The views are based on traveling along both directions between NY 312 and the northern limits of the site. I-84 westbound is generally at higher elevations than I-84 eastbound. The existing views of the ridgelines on the site are generally reduced by existing vegetation along I-84, including trees and shrubs within the right of way as well as the site frontage and the Town and County properties between I-84 and Pugsley Road/Fields Corner Road. There will generally be limited views of the proposed buildings by drivers along the westbound direction, especially in the leaves on condition, and even lesser views for drivers along the eastbound direction, which is lower in elevation and substantially screened by existing vegetation. As further requested by the Town, views from passengers in the vehicle and/or a driver turning his/her head from the road to look at the buildings have been provided, as shown on Figures III.C- 5 through III.C-22. The figures confirm that the views will generally be limited and will be substantially less than views of other existing commercial buildings along the I-84 corridor in the vicinity of the site.

- Route 312

  The existing ridgelines on the site are not visible from Route 312 due to existing trees. It is not expected that the proposed buildings will be visible from NY 312 since the roadway is at lower elevations than the majority of the site and existing trees which will be preserved will screen the view of the proposed buildings. Videos previously presented to the Town Board and Planning Board demonstrate the lack of visibility of the buildings.

- Twin Brook Manor

  The Twin Brook Manor development is located northwest of Building 4, with the nearest units being approximately 600 feet from the proposed building. There are limited views of portions of the site from a few of the units in Twin Brook Manor, primarily during the winter/leaves off condition. Figure III.C-23 shows the orientation of the view analyzed from Twin Brook Manor towards Building 4. Figure III.C-24 is a composite leaves off view from Twin Brook Manor based on proposed site conditions superimposed on a photograph. As seen in the figure, existing mature woods which will remain screen the site substantially when the leaves are off and the visibility of the building will be further reduced with leaves on during the spring, summer and early fall. A row of mature deciduous trees will remain between Building 4 and the Twin Brook Manor development.

- Maple Road

  The visibility of the proposed buildings was evaluated from Maple Road, which is located west of the site. Portions of the site ridgelines are currently visible from Maple Road. A video was prepared and presented to the Town which reflects a driver traveling along Maple Road. Figure III.C-25 indicates the view location from Maple Road looking across the Middle Branch Reservoir. Figures

III.C-26 and III.C-27 show the perspectives showing partial visibility of two of the proposed buildings with leaves off and leaves on conditions, with slightly more of the buildings being visible in the leaves off condition.

- Putnam Trailway

Similar to the views from Maple Road, views were analyzed from the Putnam Trailway, which crosses the Middle Branch Reservoir west of Maple Road. Portions of the site ridgelines are currently visible from the Putnam Trailway as it crosses the reservoir. Figures III.C-28 through III.C-30 show the location of the view and leaves off and leaves on conditions, with slightly more of the buildings being visible in the leaves off condition. Two of the proposed buildings will be partially visible from the trailway at the analyzed location.

- Sunset Drive

The proposed buildings will be approximately 1.75 miles west of Sunset Drive. Based on observations while driving along Sunset Drive as well as a review of record photographs, the existing views toward the site from Sunset Drive are typically obstructed by the topography, existing trees along the road and existing houses. The site ridgelines are visible from Sunset Drive at its intersection with Locust Drive. Figure III.C-31 provides a perspective from Sunset Drive at its intersection with Locust Drive, from which the proposed buildings will be partially visible, and Figure III.C-31A provides a section from the same location. Based on the substantial distance from the site, it is not expected that the proposed building(s) will be significantly more visible in the leaves off condition.

- Garrity Road

The existing and potential visibility of the site from Garrity Road was also

reviewed based on driving along the road and looking towards the site and it is believed that the proposed buildings will not be visible based on the existing topography between the site and Garrity Road. The lack of visibility is demonstrated on Figure III.C-32, which shows that existing topography between the site and Garrity Road screens the visibility of the site.

5. Mitigation Measures

a. Open Space

Approximately 82.6 percent of the site will be open space after development, which will not be occupied by buildings or other impervious areas, and is well in excess of the minimum open space zoning requirement of 45%.

b. Buffers

The project has been specifically designed to provide buffering between the proposed buildings and residential districts, protect property values, and preserve community character. The proposed building locations provide substantial buffers from area roadways, other than Pugsley Road and Field Corners Road which are very lightly traveled roads and are proposed to be closed to through traffic. The closest building to NY 312, Building 1, will be approximately 965 feet from the roadway. The closest building to I-84, Building 2, will be separated from the highway by approximately 1,650 feet. Most of the existing trees will remain between the proposed buildings and the traveled roads. The closest proposed building to residential units, Building 4, is approximately 600 feet from the Twin Brook Manor development.

c. Building Color

The colors of the buildings are proposed to minimize the visibility of the buildings and blend into the surroundings. The buildings will be predominately medium to

dark green as well as light gray/green colors. The green colors will be similar to natural green colors of vegetation. No bright colors are proposed.

d. Landscaping

Extensive evergreen trees and other plantings are also proposed to screen the buildings, as depicted on the Landscaping Plans (drawings C-501 through C-505). A total of 604 trees are proposed, including 475 evergreen trees and 129 deciduous trees, the vast majority of which are located within the ridgelines. Most of the trees are proposed adjacent to the building perimeter parking areas to maximize the screening of the buildings and parking. In addition, approximately 1,360 shrubs will be planted throughout the site.

e. Additional Ridgeline Protection Measures

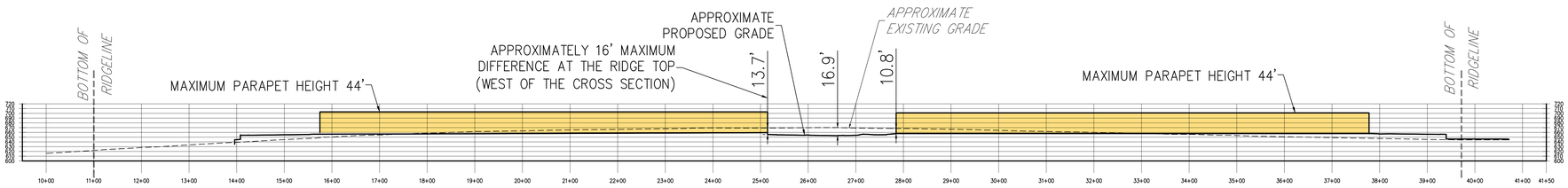
In addition to the above mitigation, a variety of other measures are proposed to comply with or be substantially less than the maximum permitted by the ridgeline protection provisions. The buildings are proposed to be approximately five feet lower than permitted by the zoning code. The proposed finished floor elevations of the buildings are substantially below the existing tops of the ridgelines, resulting in a total height reduction of approximately 45 percent at the top of the existing ridgeline.

The project conforms with and is substantially below the tree removal criteria threshold of the Town ridgeline protection provisions, with Area A being 29 percent of the maximum permitted criteria and Area B being only 14 percent of the maximum criteria.

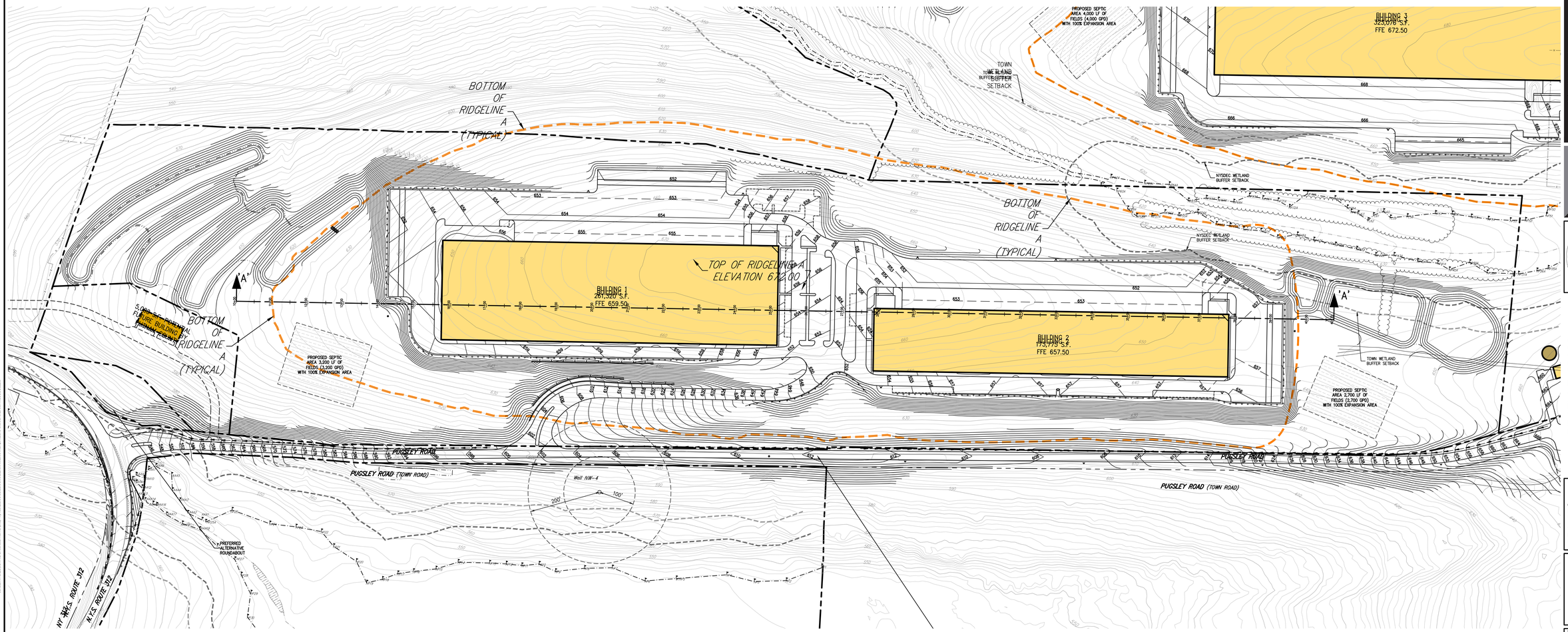
Where practicable, existing trees within and adjacent to the ridgeline areas will remain, which will further screen the proposed buildings, and thousands of additional existing trees on the site which have not been surveyed will be preserved.

Proposed retaining walls will be terraced and will have plantings between the individual walls as well as along the tops of the walls to screen the walls and buildings. The walls will minimize disturbances within the site and will preserve trees which would otherwise be removed.

The proposed site lighting will be dark sky friendly to minimize the visibility of the lighting.



SECTION 'A'–'A'



No.	Revision	Date	By
	DES COMPLETENESS SUBMISSION	05/11/2018	KRM

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RIDGELINE CROSS SECTION 'A'–'A'

NORTHEAST INTERSTATE LOGISTICS CENTER
NY 312 & PUGSLEY ROAD
TOWN OF SOUTHEAST, NEW YORK

ANY ALTERATION OF PLANS, SPECIFICATIONS, PLATS AND REPORTS BEARING THE SEAL OF A LICENSED PROFESSIONAL ENGINEER OR LICENSED LAND SURVEYOR IS A VIOLATION OF SECTION 7209 OF THE NEW YORK STATE EDUCATION LAW, EXCEPT AS PROVIDED FOR BY SECTION 7209, SUBSECTION 2.

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Project No:	14012
14012-SECNOL	SECTION-A
2015-SECNOL.dwg	
Drawing No:	III. C–1

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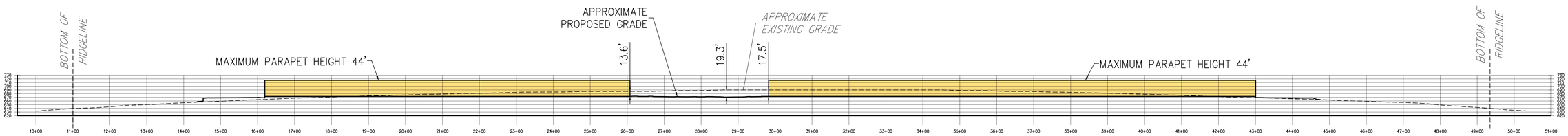
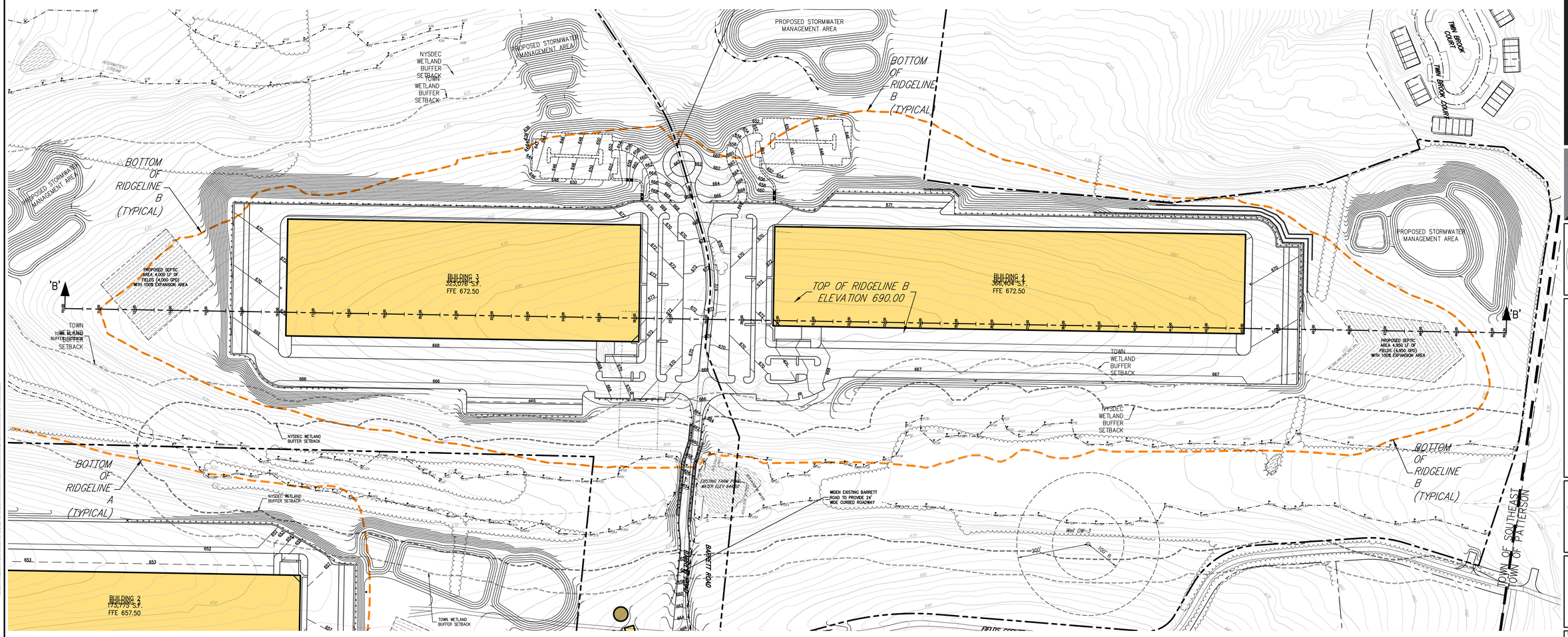


SECTION 'B'–'B'



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RIDGELINE CROSS SECTION 'B'-'B'

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Drawing No:	III. C–2

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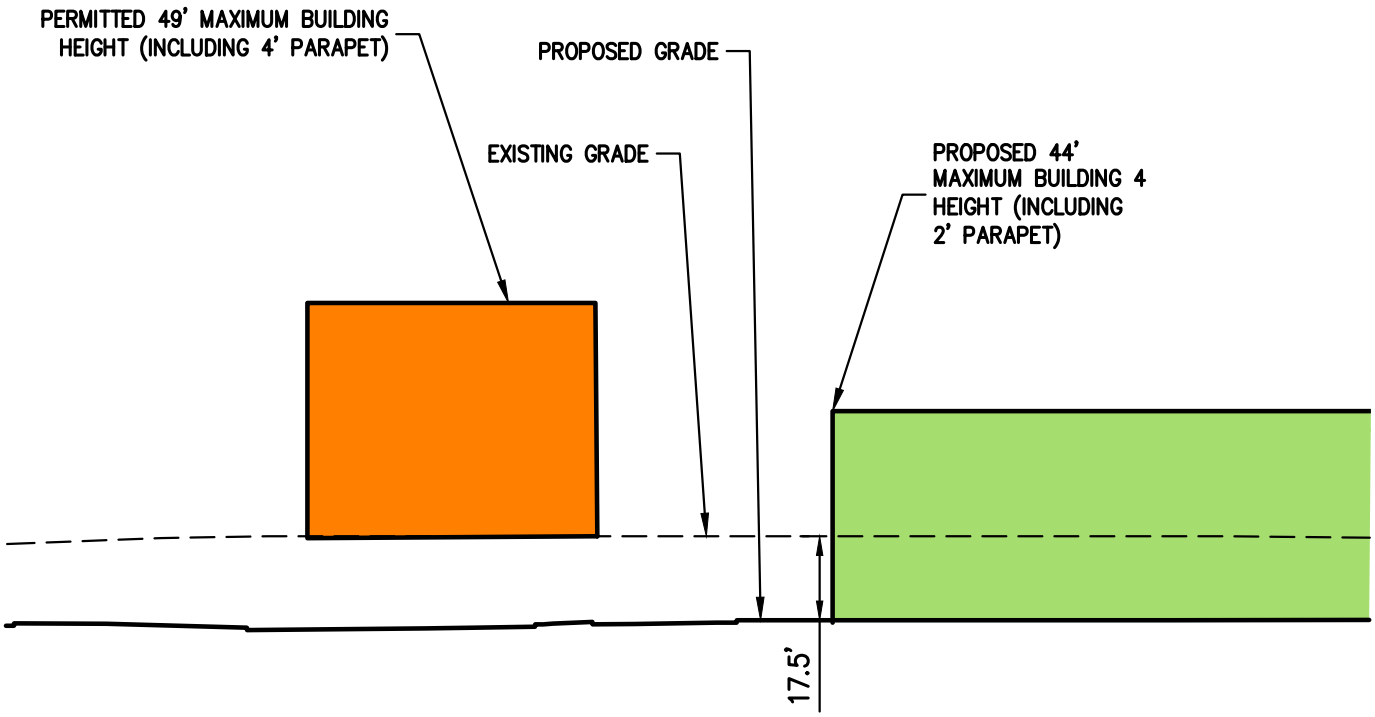

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

PROPOSED / PERMITTED BUILDING HEIGHT COMPARISON

DATE: 06/2018 — JMC PROJECT: 14012

FIGURE: III. C - 2A — SCALE: 1" = 40'

120 BEDFORD RD
ARMONK
NY 10504

(914) 273-5225
fax 273-2102

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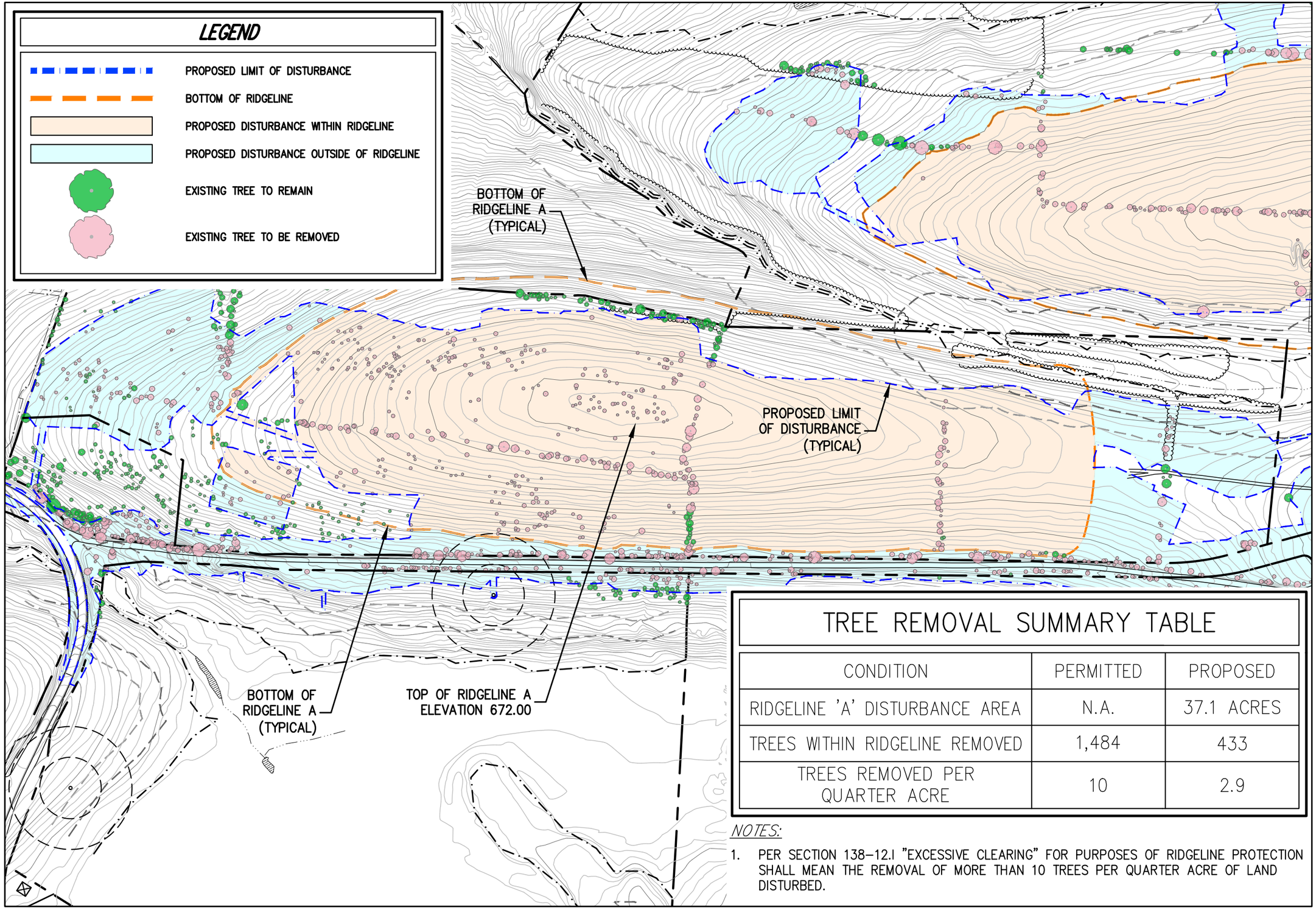
LEGEND

- PROPOSED LIMIT OF DISTURBANCE
- BOTTOM OF RIDGELINE
- PROPOSED DISTURBANCE WITHIN RIDGELINE
- PROPOSED DISTURBANCE OUTSIDE OF RIDGELINE
- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED



TREE REMOVAL SUMMARY TABLE

CONDITION	PERMITTED	PROPOSED
RIDGELINE 'A' DISTURBANCE AREA	N.A.	37.1 ACRES
TREES WITHIN RIDGELINE REMOVED	1,484	433
TREES REMOVED PER QUARTER ACRE	10	2.9

NOTES:

1. PER SECTION 138-12.I "EXCESSIVE CLEARING" FOR PURPOSES OF RIDGELINE PROTECTION SHALL MEAN THE REMOVAL OF MORE THAN 10 TREES PER QUARTER ACRE OF LAND DISTURBED.

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RIDGELINE 'A' PLAN

JMC PROJECT: 14012

SCALE: 1" = 300'

DATE: 06/2018

FIGURE: III. C - 3

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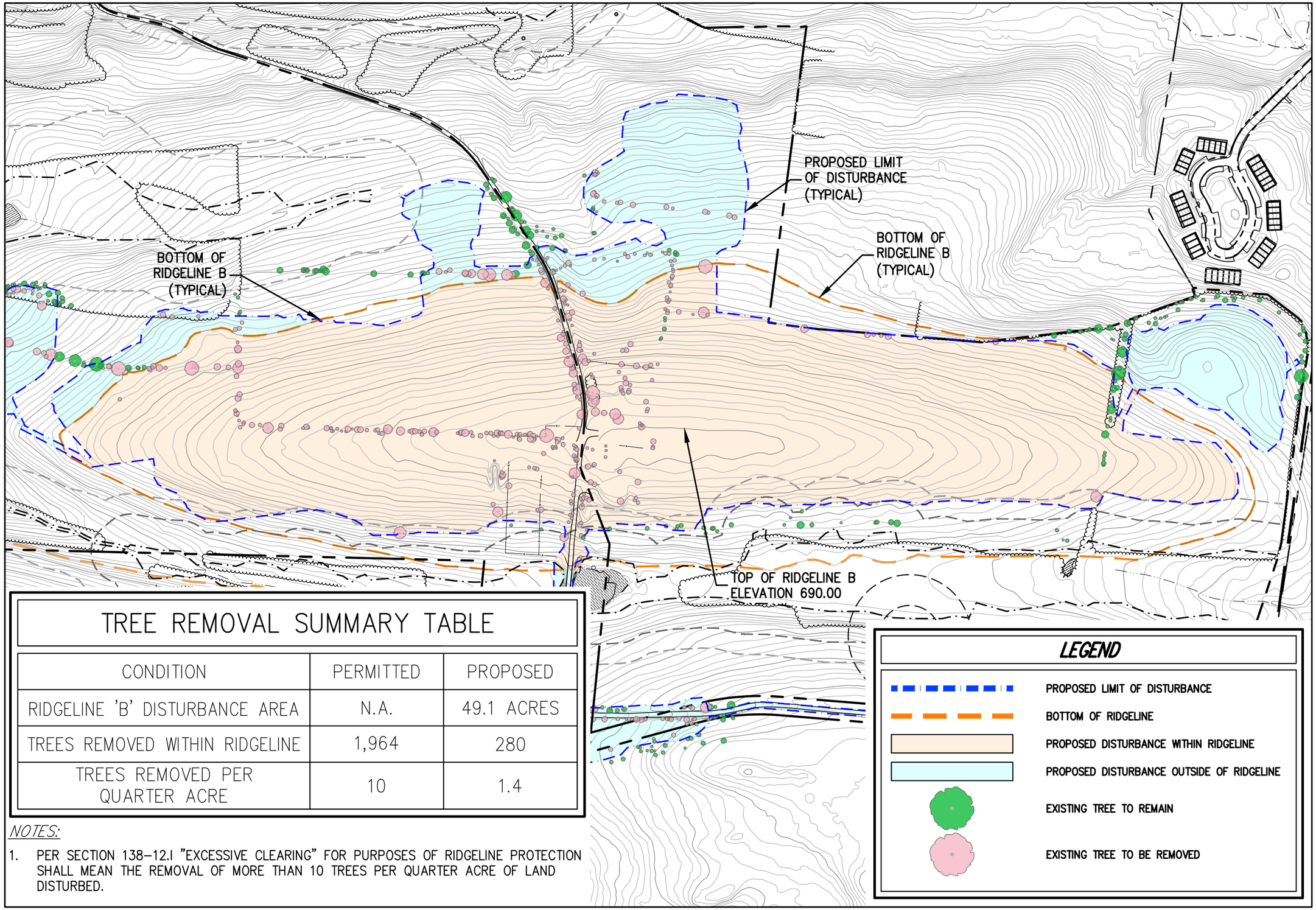
14012-TREE-PRESERVE.dwg; RIDGELINE-A.tab; TREE-CLEARING.scr



TREE REMOVAL SUMMARY TABLE

CONDITION	PERMITTED	PROPOSED
RIDGELINE 'B' DISTURBANCE AREA	N.A.	49.1 ACRES
TREES REMOVED WITHIN RIDGELINE	1,964	280
TREES REMOVED PER QUARTER ACRE	10	1.4

NOTES:

1. PER SECTION 138–12.I "EXCESSIVE CLEARING" FOR PURPOSES OF RIDGELINE PROTECTION SHALL MEAN THE REMOVAL OF MORE THAN 10 TREES PER QUARTER ACRE OF LAND DISTURBED.

LEGEND

- PROPOSED LIMIT OF DISTURBANCE
- BOTTOM OF RIDGELINE
- PROPOSED DISTURBANCE WITHIN RIDGELINE
- PROPOSED DISTURBANCE OUTSIDE OF RIDGELINE
- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE REMOVED

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RIDGELINE 'B' PLAN

JMC PROJECT: 14012

SCALE: 1" = 300'

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FIGURE: III. C - 4

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14012– TREE–PRESERVE.dwg; RIDGELINE–B.tab; TREE–CLEARING.scr

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FIGURE: III. C - 5

SCALE: N.T.S.

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14012-FIGS-RENDERING.dwg; III. C-5.tab

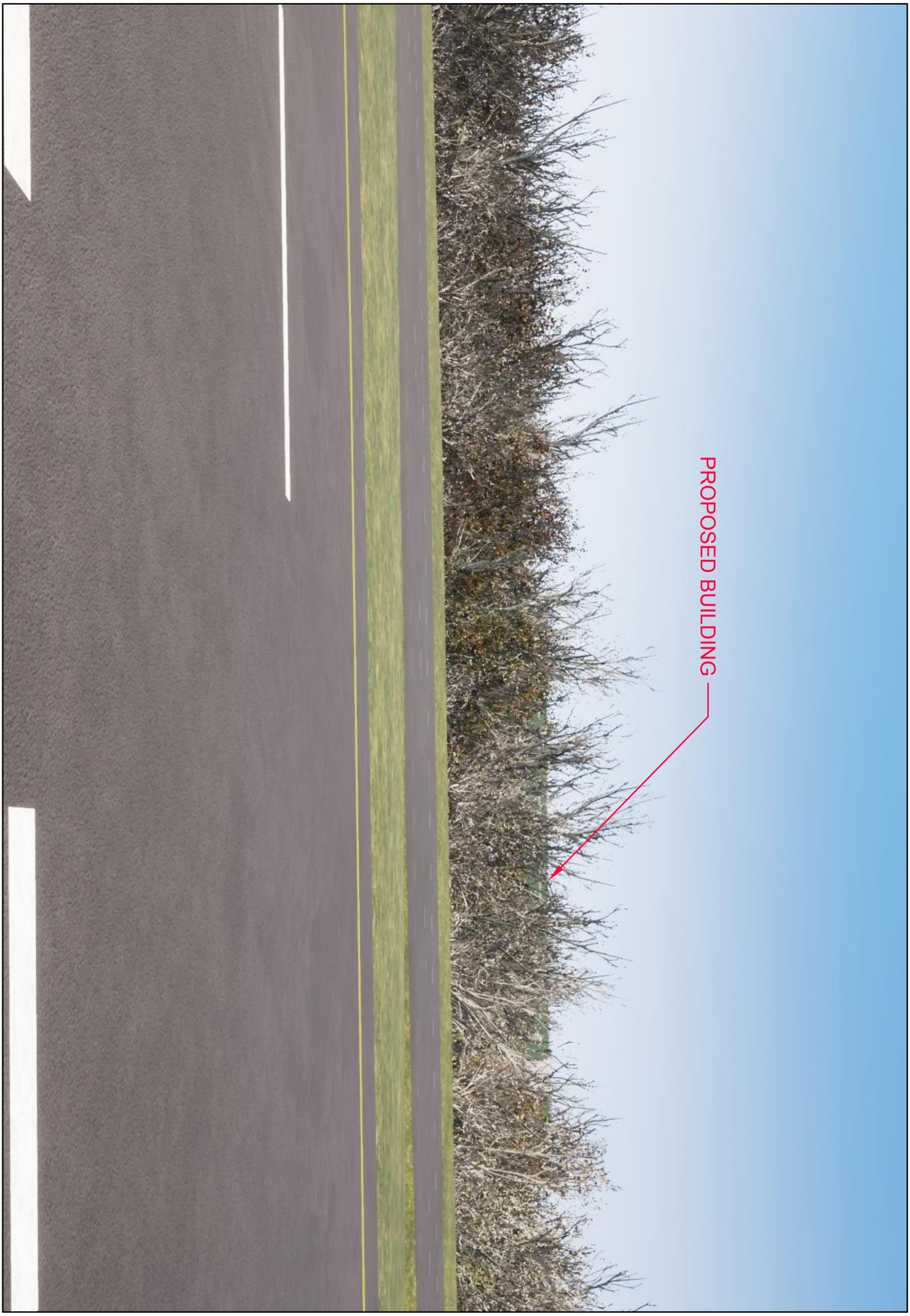

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FIGURE: III. C - 6 — SCALE: N.T.S.

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14012-FIGS-RENDERING.dwg; III. C-6.tab

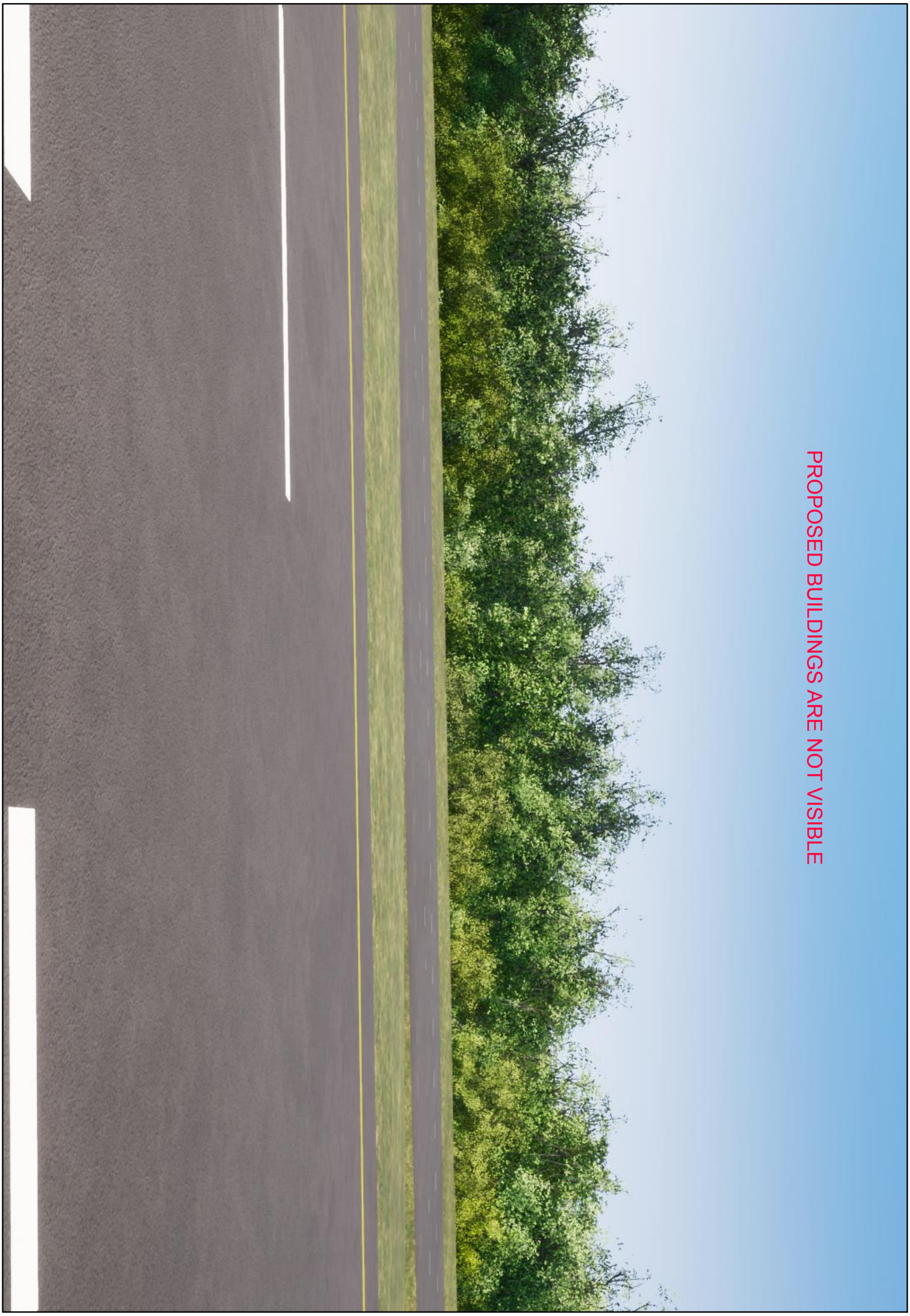

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FIGURE: III. C - 7 — SCALE: N.T.S.

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14012-FIGS-RENDERING.dwg; III. C-7.tab

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FIGURE: III. C - 8

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14012-FIGS-RENDERING.dwg; III. C-8.tab

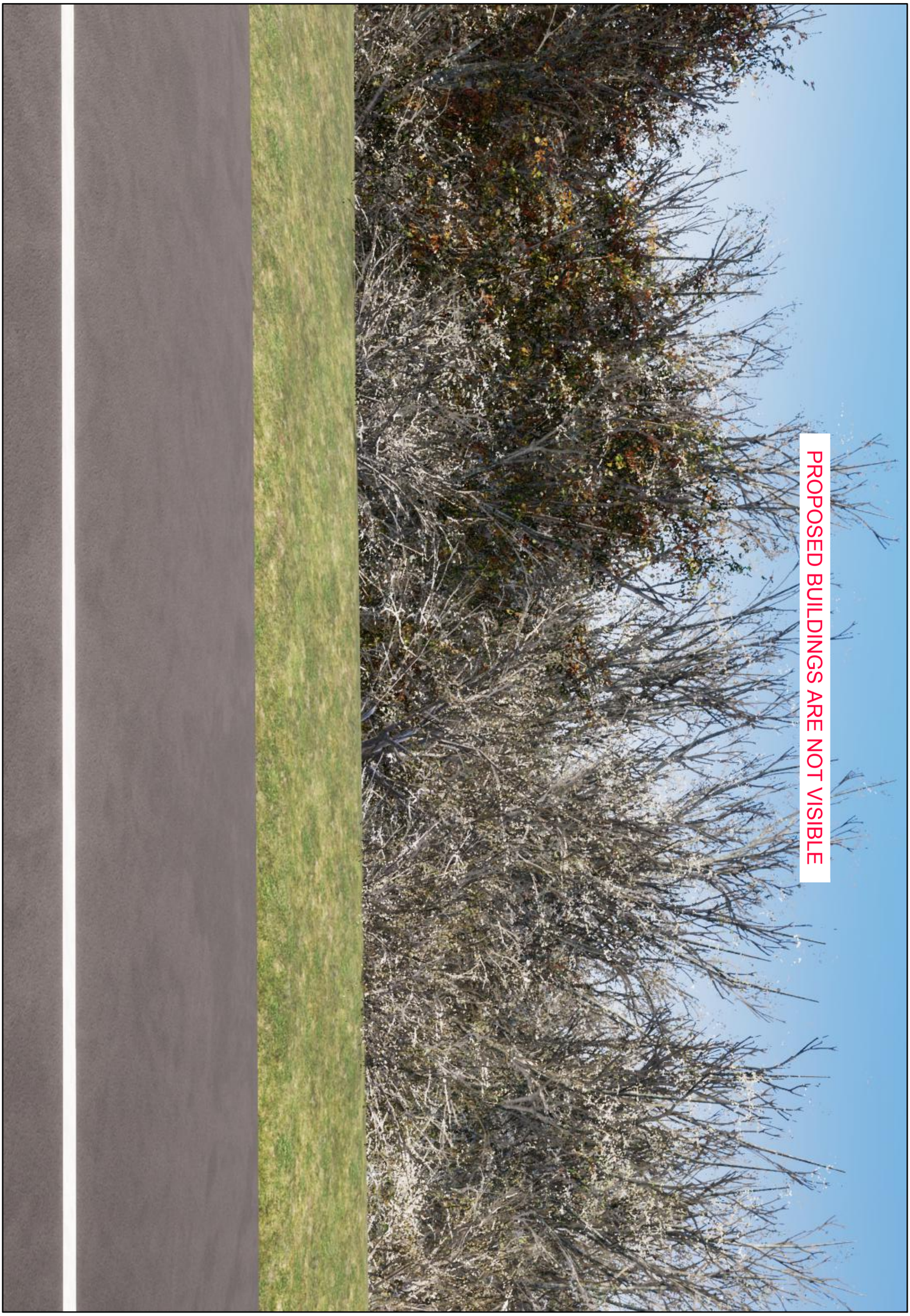

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FIGURE: III. C - 9

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14012-FIGS-RENDERING.dwg; III. C-9.tab

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FIGURE: III. C - 10

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14012-FIGS-RENDERING.dwg; III. C-10.tab

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FIGURE: III. C - 11

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14012-FIGS-RENDERING.dwg; III. C-11.tab

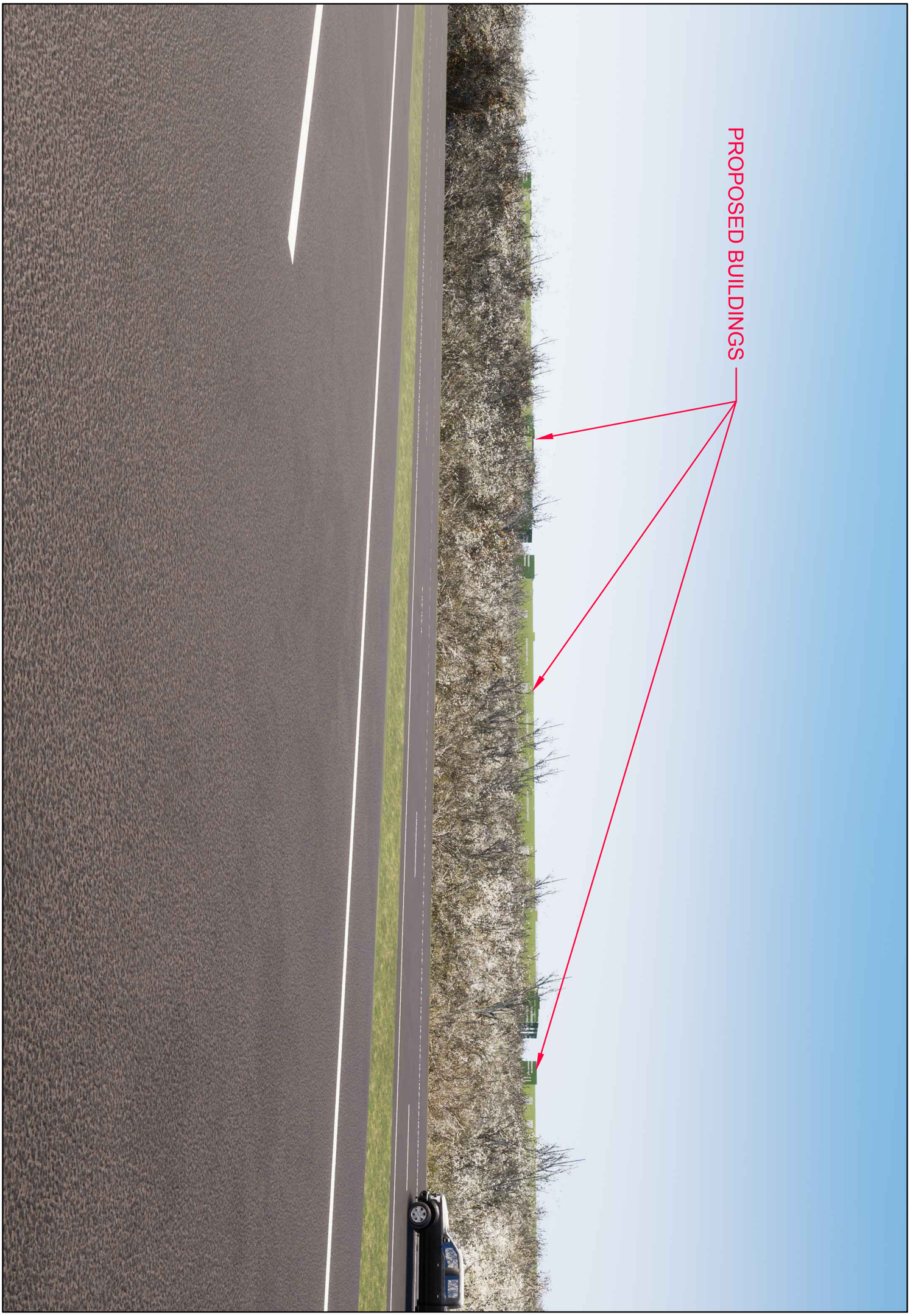

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FIGURE: III. C - 12 — SCALE: N.T.S.

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14012-FIGS-RENDERING.dwg; III. C-12.tab

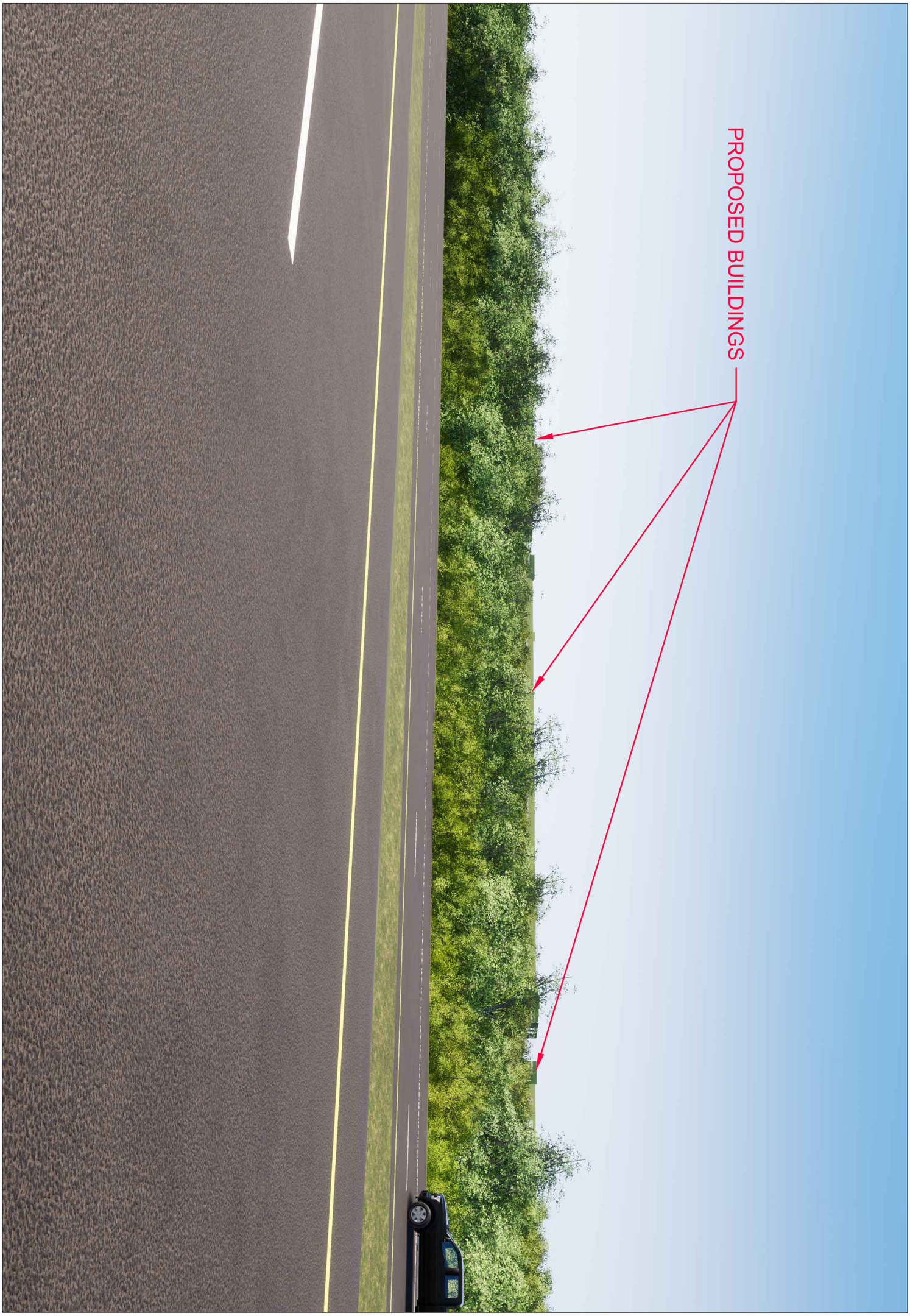

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FIGURE: III. C - 13

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14012-FIGS-RENDERING.dwg; III. C-13.tab

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FIGURE: III. C - 14

SCALE: N.T.S.

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14012-FIGS-RENDERING.dwg; III. C-14.tab

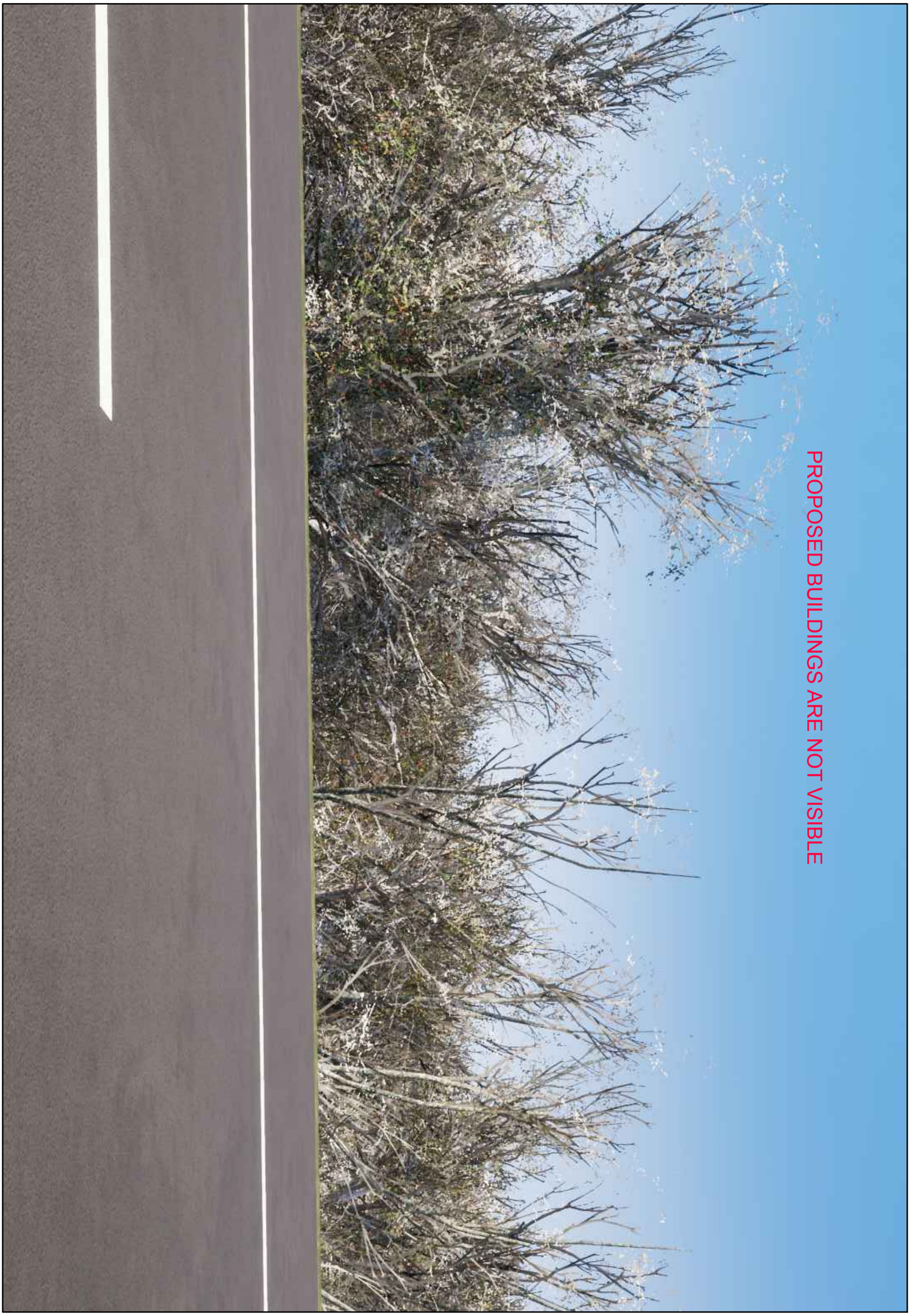

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FIGURE: III. C - 15 — SCALE: N.T.S.

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14012-FIGS-RENDERING.dwg; III. C-15.tab

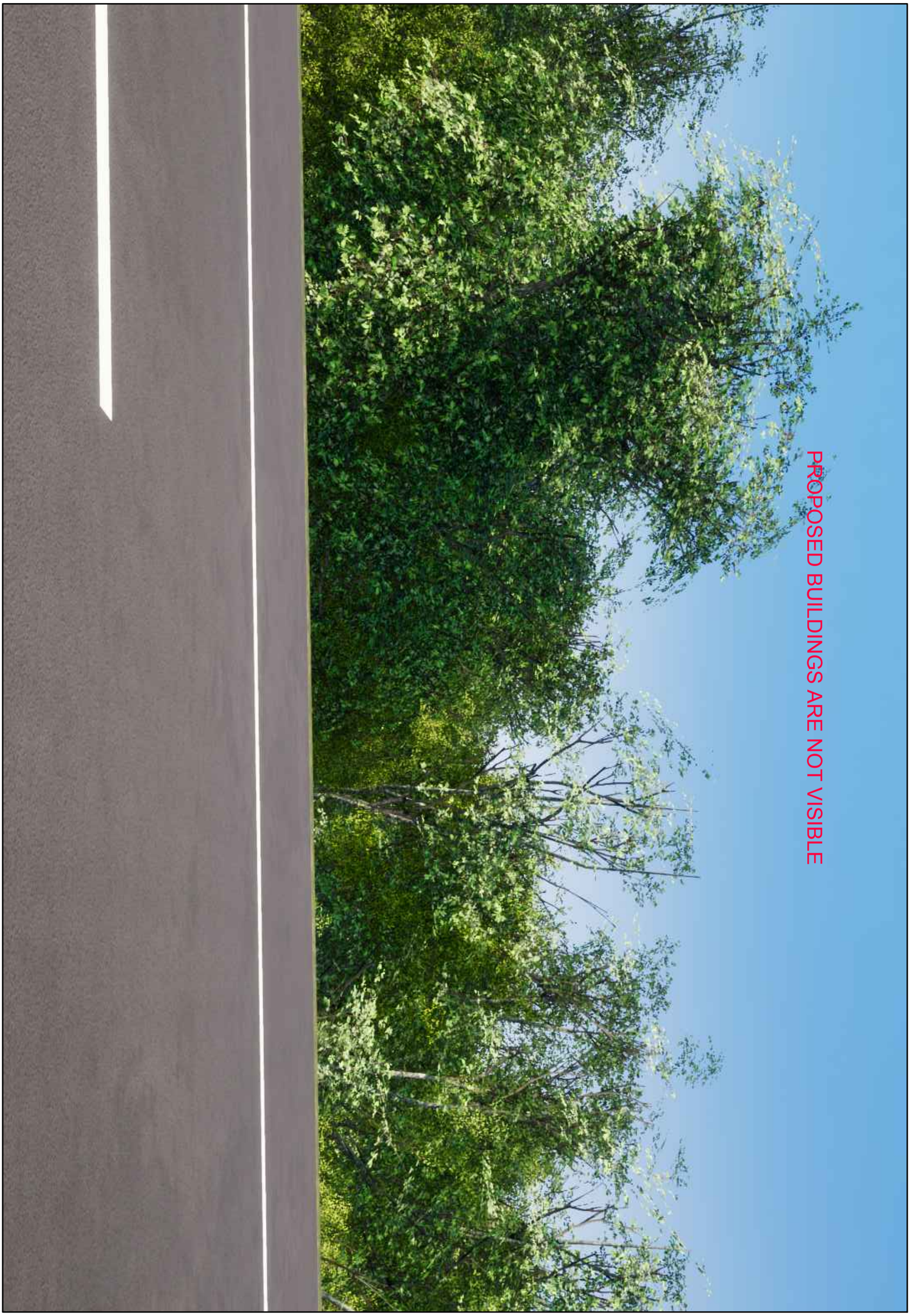

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FIGURE: III. C - 16 — SCALE: N.T.S.

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14012-FIGS-RENDERING.dwg; III. C-16.tab

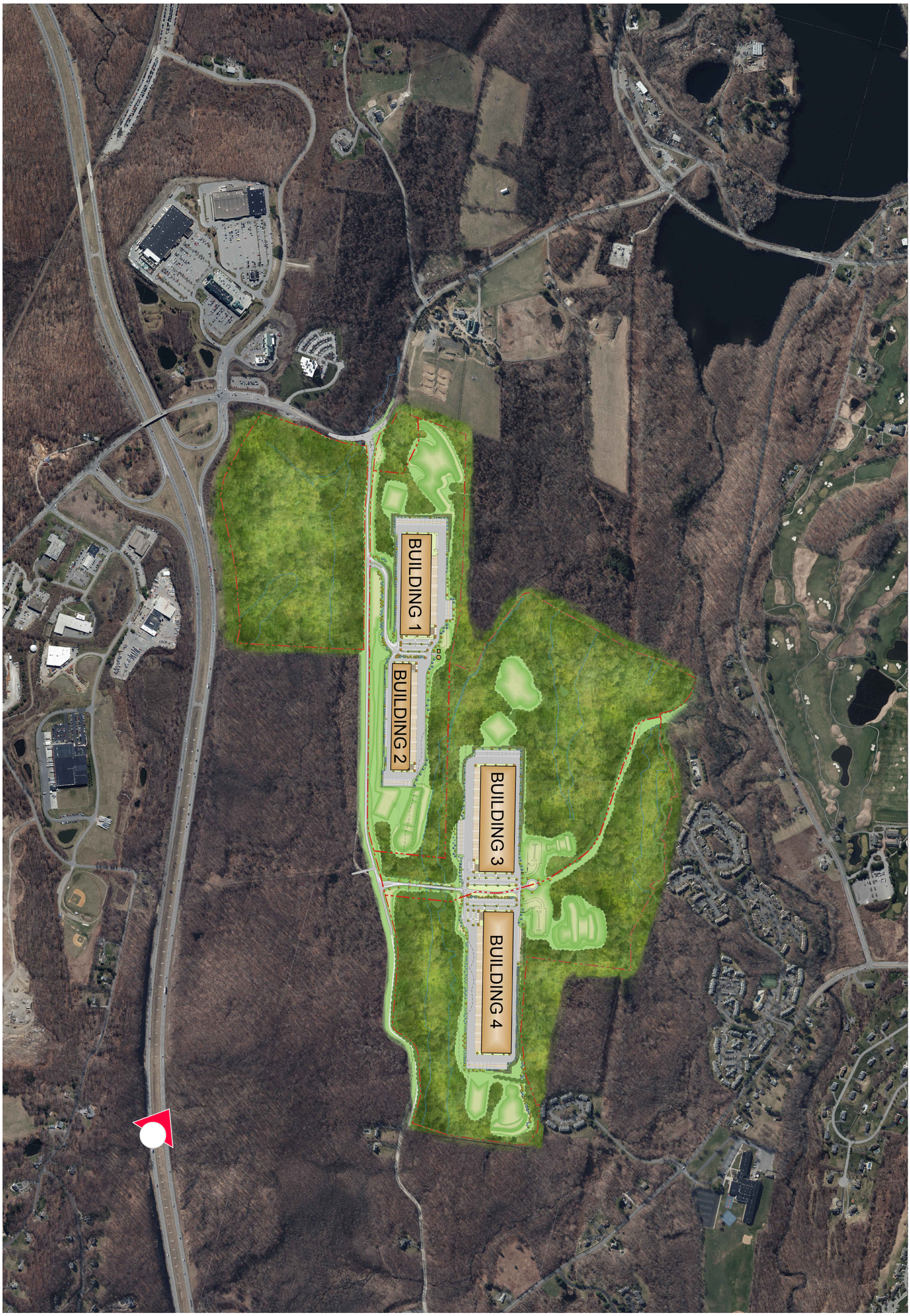

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FIGURE: III. C - 17

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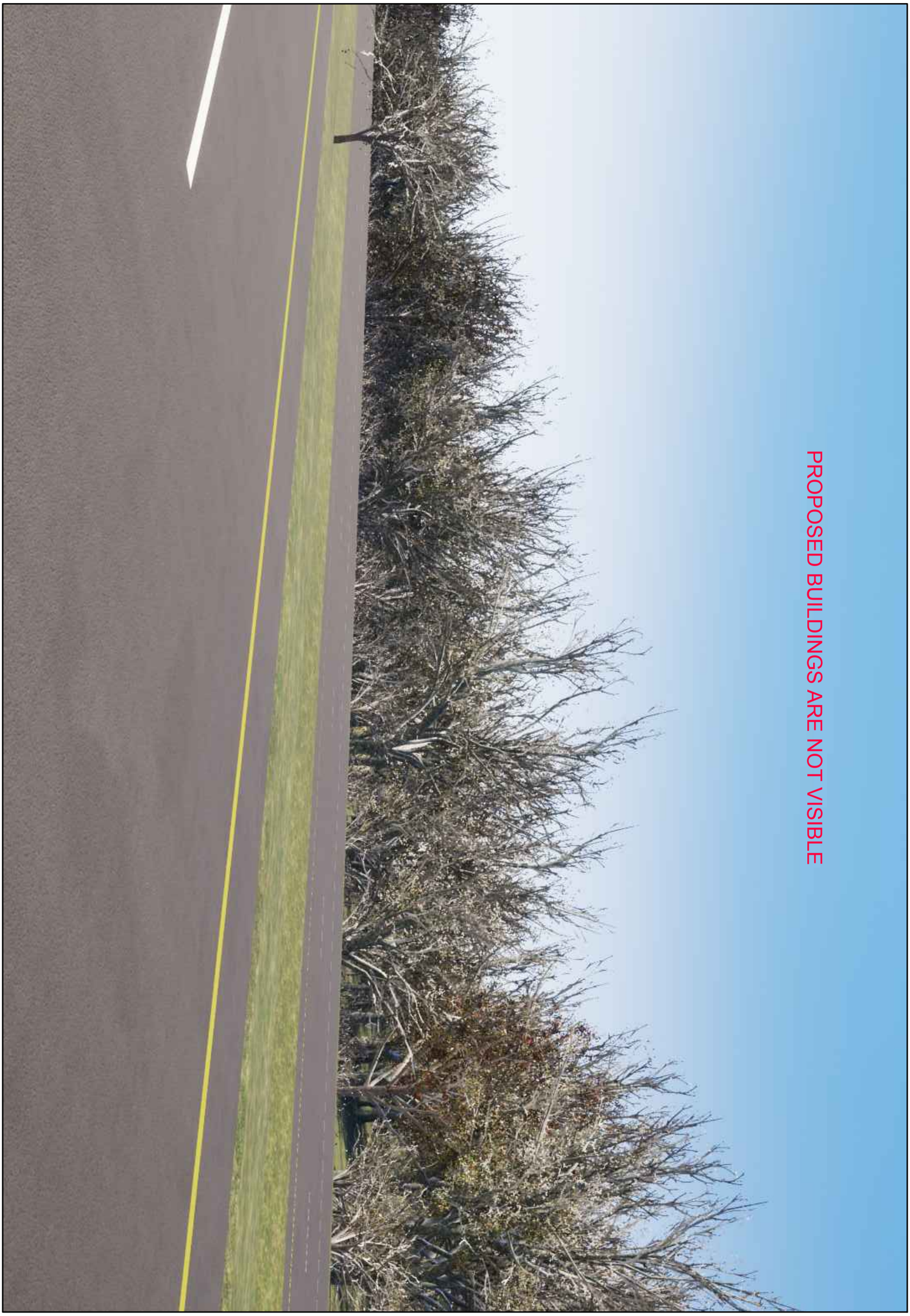

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FIGURE: III. C - 18 — SCALE: N.T.S.

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14012-FIGS-RENDERING.dwg; III. C-18.tab

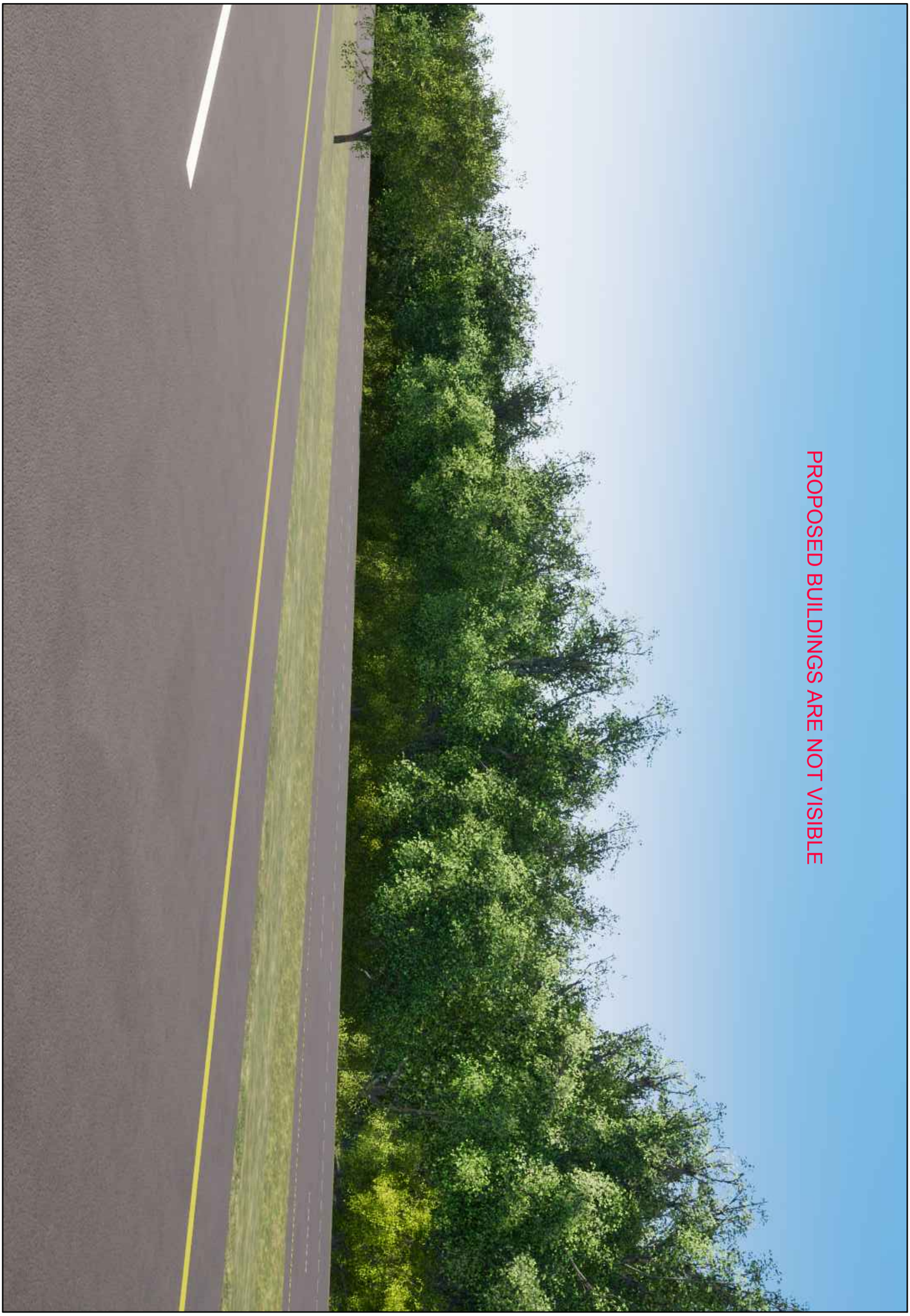

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FIGURE: III. C - 19 — SCALE: N.T.S.

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14012-FIGS-RENDERING.dwg; III. C-19.tab

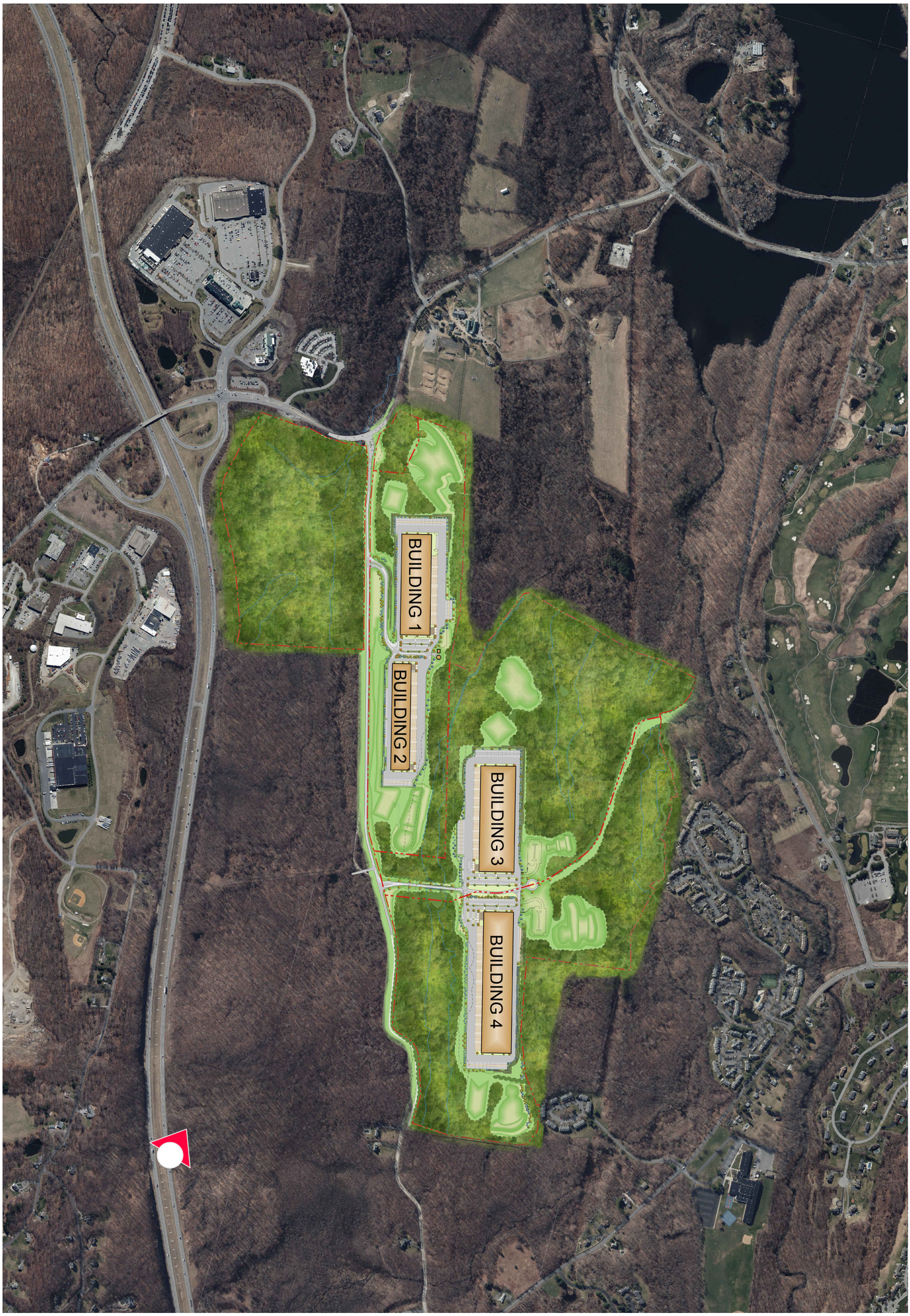

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FIGURE: III. C - 20

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14012-FIGS-RENDERING.dwg; III. C-20.tab

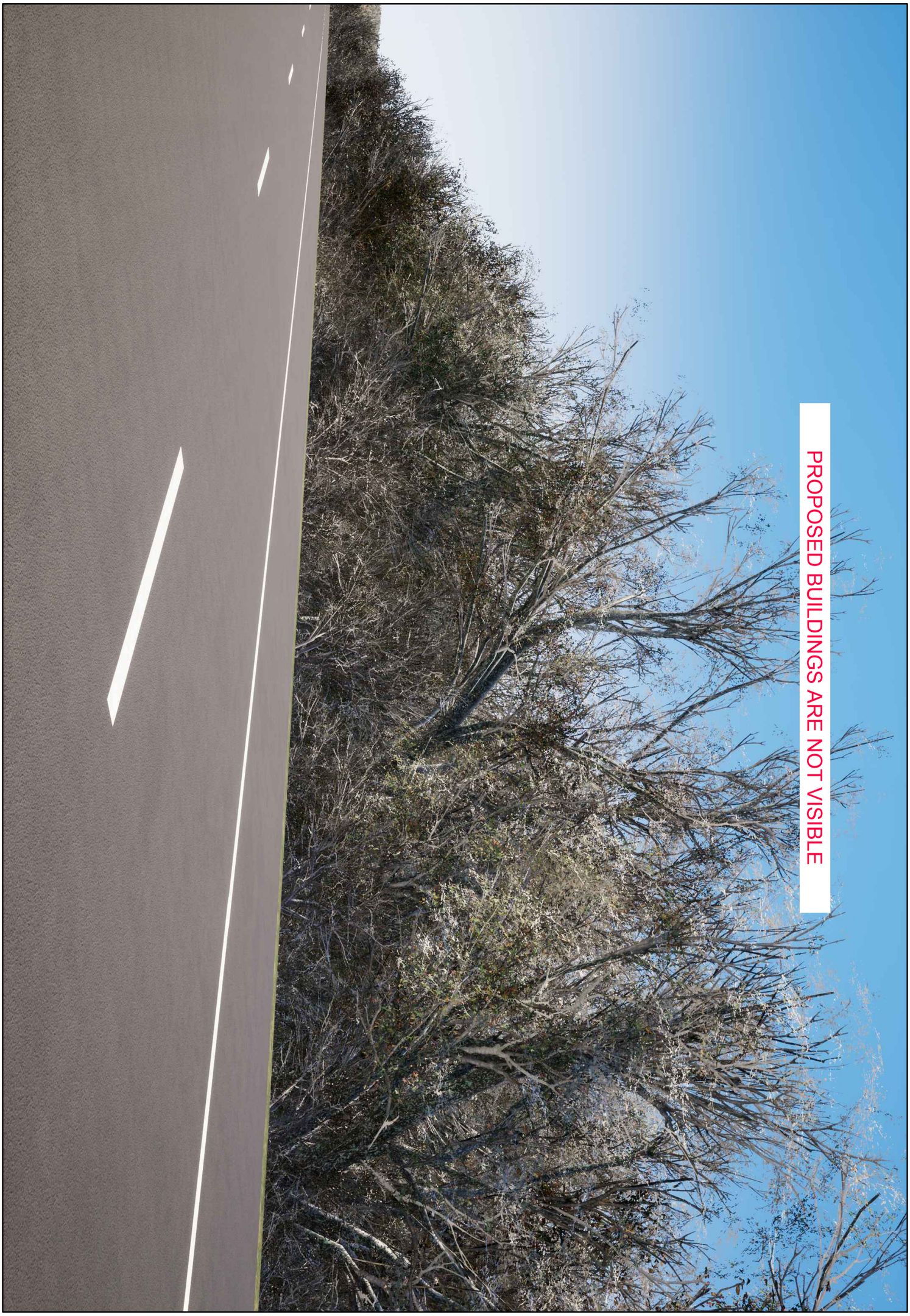

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FIGURE: III. C - 21 — SCALE: N.T.S.

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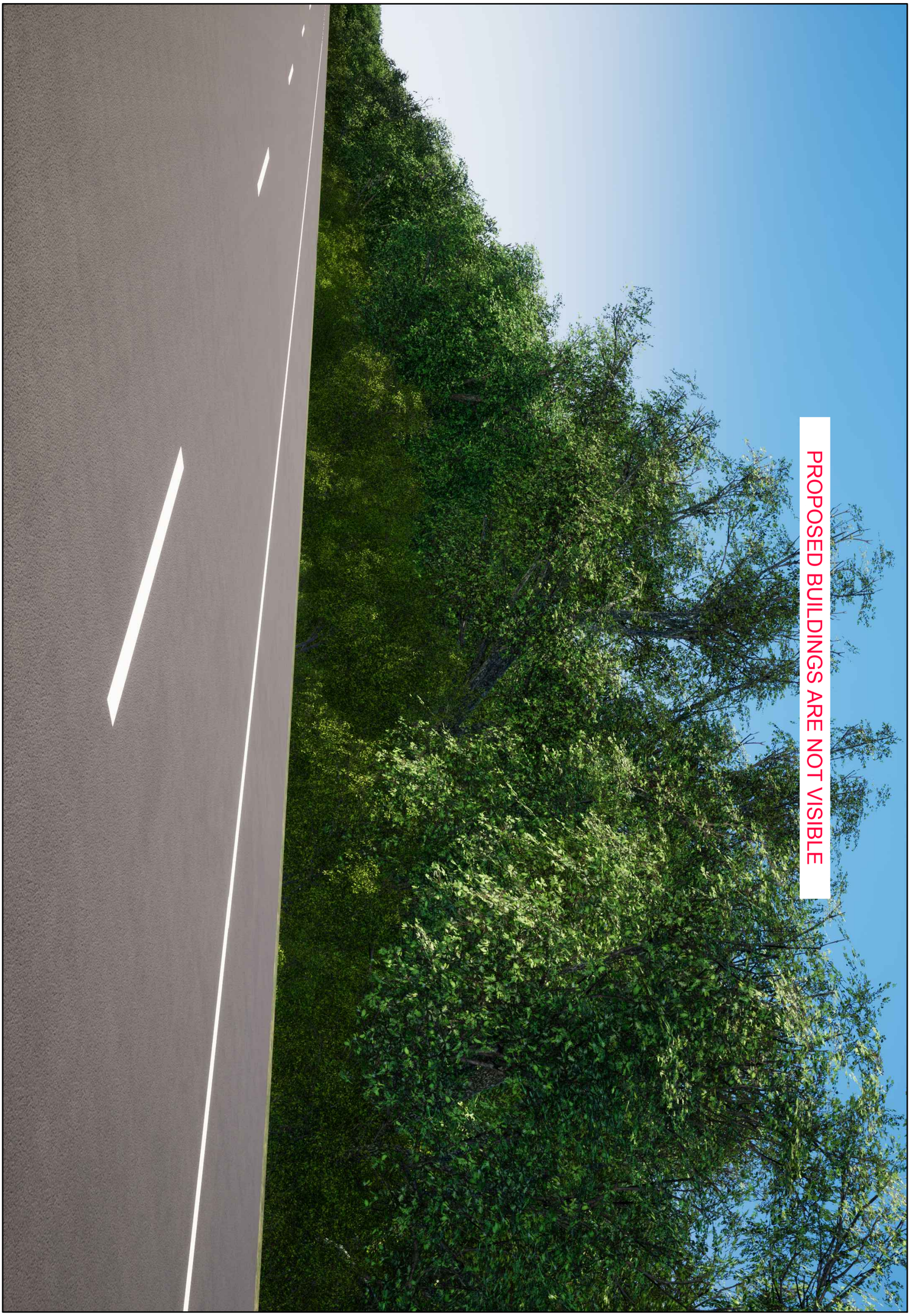

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FIGURE: III. C - 22 — SCALE: N.T.S.

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14012-FIGS-RENDERING.dwg; III. C-22.tab

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD

TOWN OF SOUTHEAST, NEW YORK

PERSPECTIVE VIEW FROM TWIN BROOK COURT

DATE: 06/2018

JMC PROJECT: 14012

FIGURE: III. C - 23

SCALE: N.T.S.

120 BEDFORD RD
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14012-FIGS-RENDERING.dwg; III. C-23.tab

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

PERSPECTIVE VIEW FROM TWIN BROOK COURT
(LEAVES OFF)

DATE: 06/2018 — JMC PROJECT: 14012

FIGURE: III. C - 24 — SCALE: N.T.S.

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14012-FIGS-RENDERING.dwg; III. C-24.tab

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD

TOWN OF SOUTHEAST, NEW YORK

PERSPECTIVE VIEW FROM MAPLE ROAD

DATE: 06/2018

JMC PROJECT: 14012

FIGURE: III. C - 25

SCALE: N.T.S.

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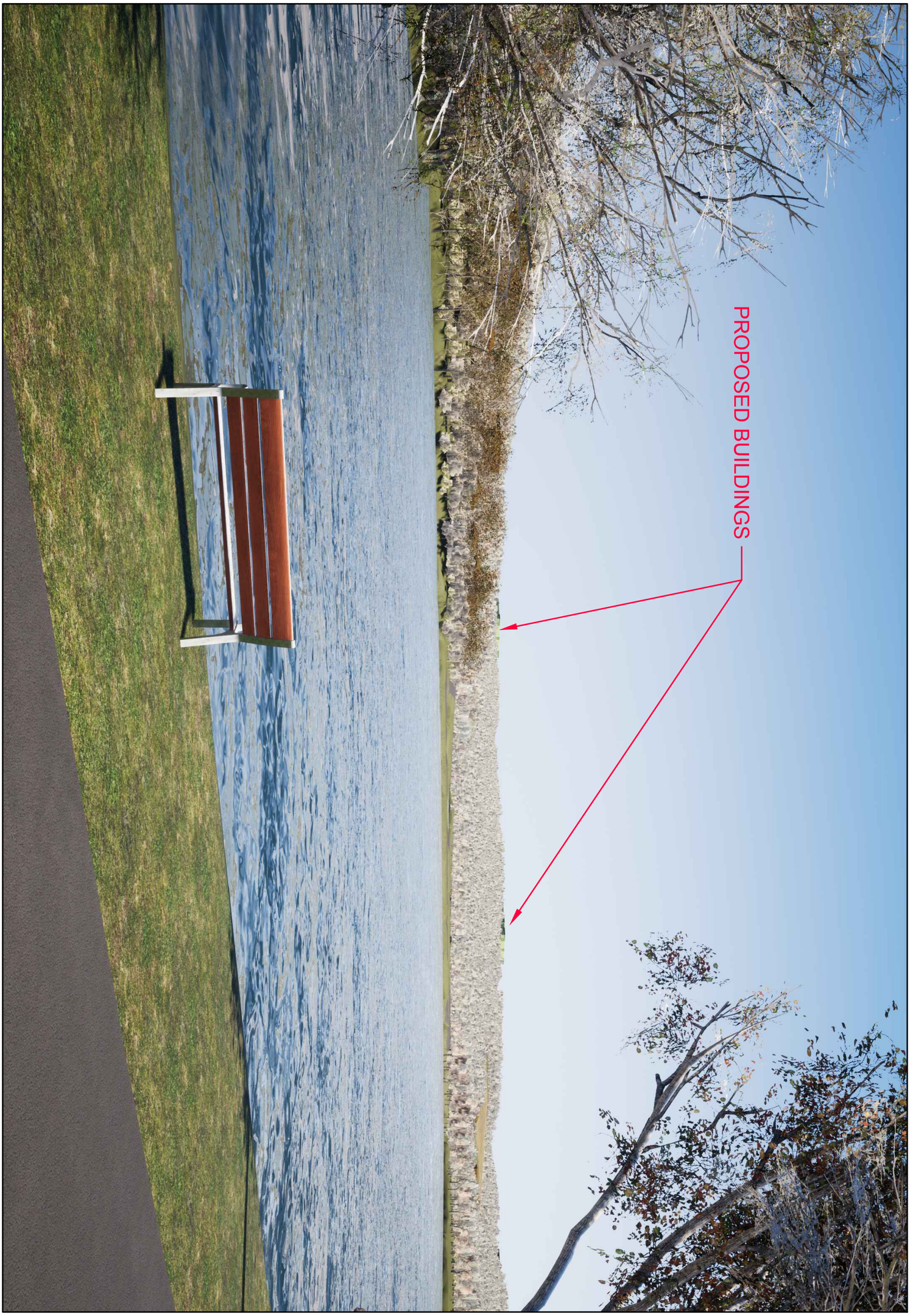

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD

TOWN OF SOUTHEAST, NEW YORK

PERSPECTIVE VIEW FROM MAPLE ROAD
(LEAVES OFF)

DATE: 06/2018

JMC PROJECT: 14012

FIGURE: III. C - 26

SCALE: N.T.S.

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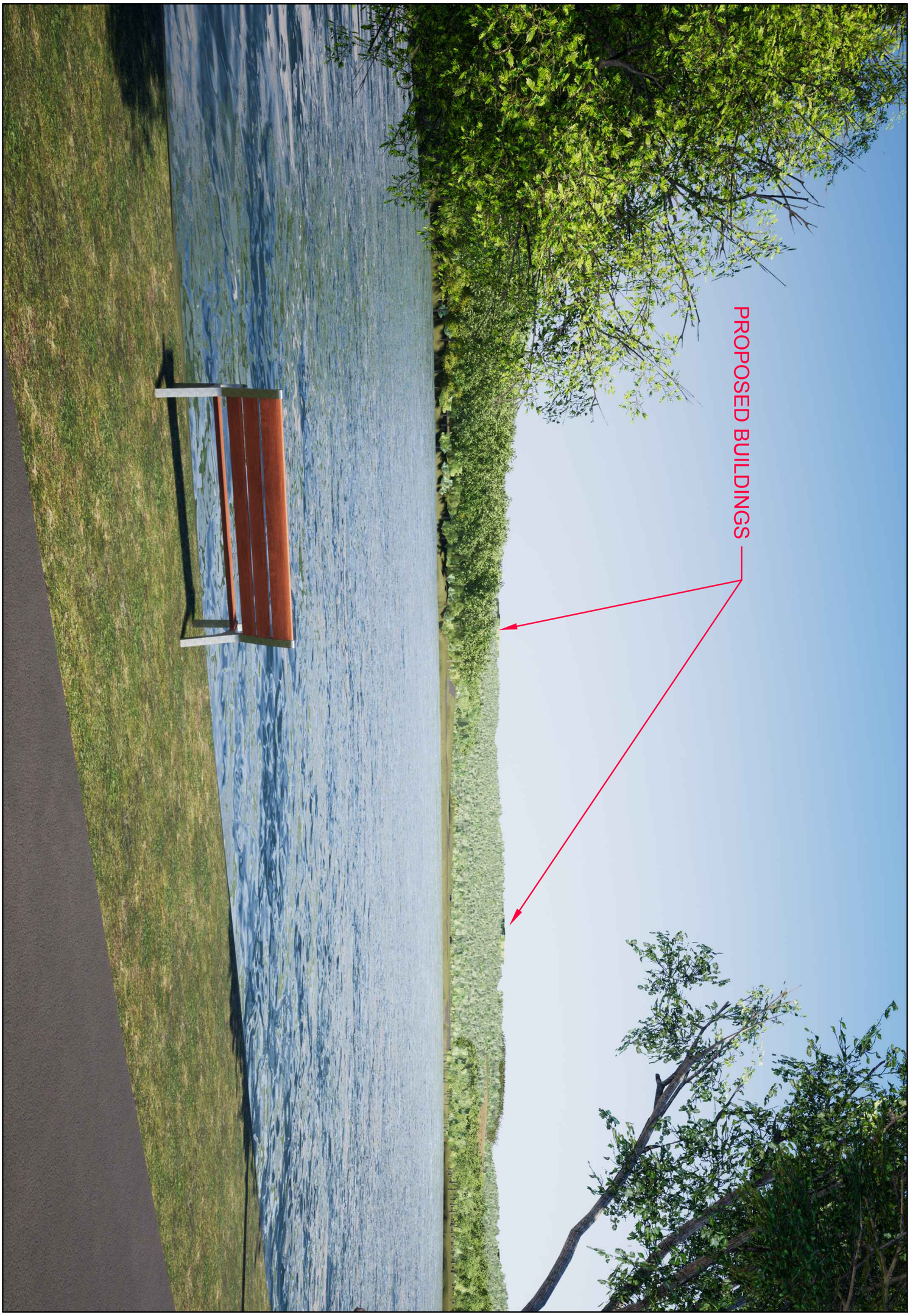

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD

TOWN OF SOUTHEAST, NEW YORK

PERSPECTIVE VIEW FROM MAPLE ROAD
(LEAVES ON)

DATE: 06/2018

JMC PROJECT: 14012

FIGURE: III. C - 27

SCALE: N.T.S.

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14012-FIGS-RENDERING.dwg; III. C-27.tab

NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD

TOWN OF SOUTHEAST, NEW YORK

PERSPECTIVE VIEW FROM PUTNAM TRAILWAY

DATE: 06/2018

JMC PROJECT: 14012

FIGURE: III. C - 28

SCALE: N.T.S.

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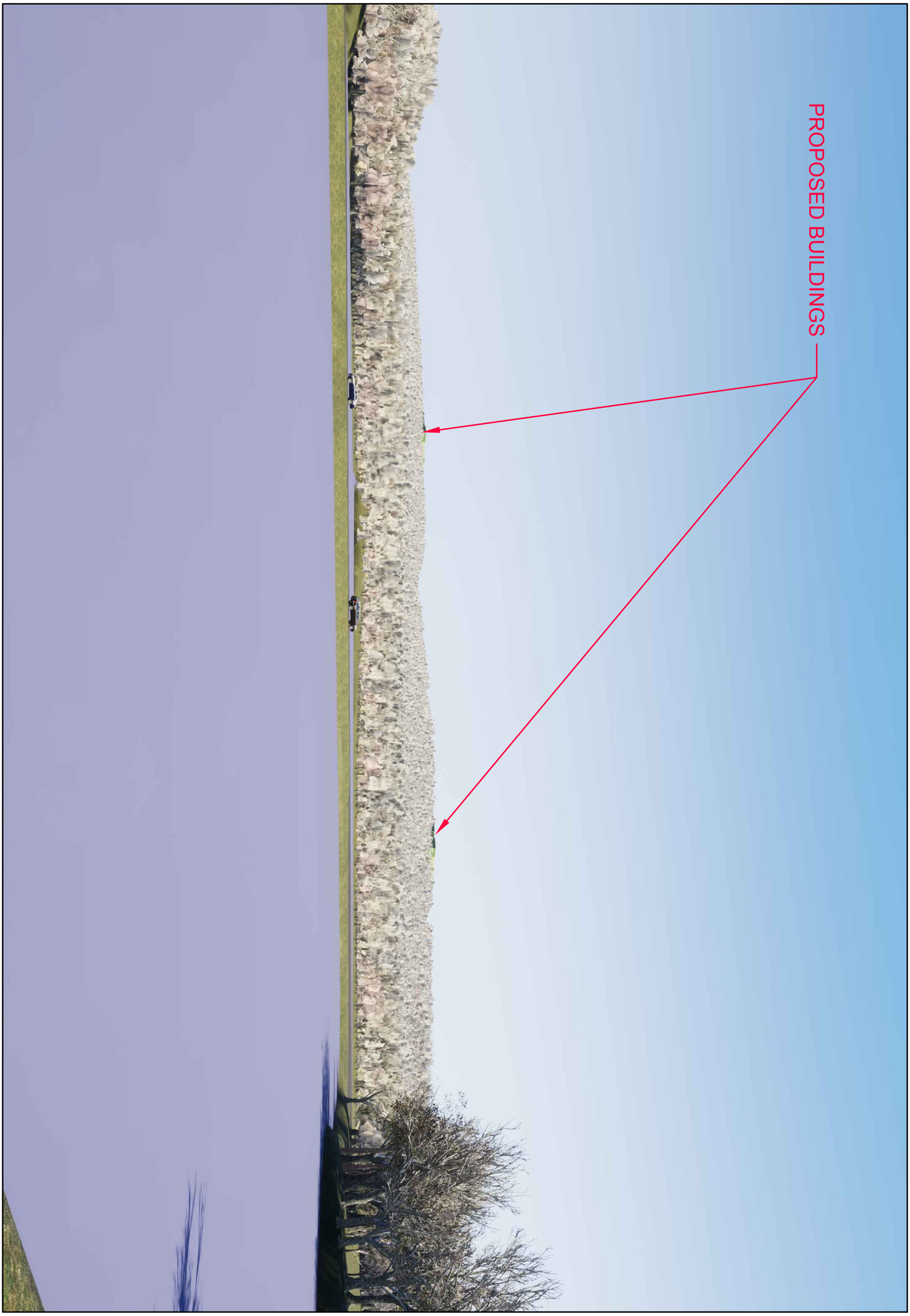
14012-FIGS-RENDERING.dwg; III. C-28.tab



NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD

TOWN OF SOUTHEAST, NEW YORK

PERSPECTIVE VIEW FROM PUTNAM TRAILWAY
(LEAVES OFF)

DATE: 06/2018

JMC PROJECT: 14012

FIGURE: III. C - 29

SCALE: N.T.S.

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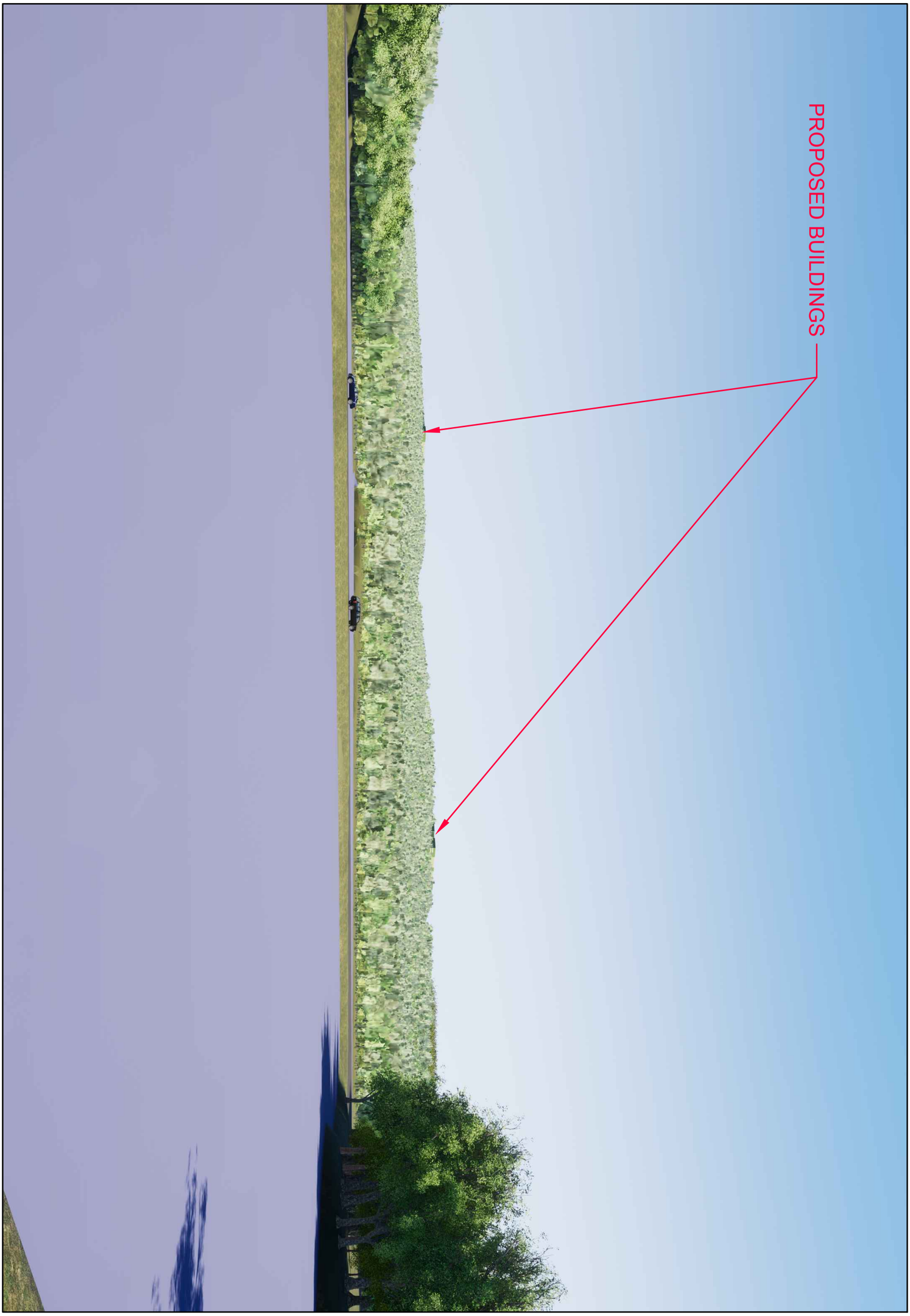
14012-FIGS-RENDERING.dwg; III. C-29.tab



NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD

TOWN OF SOUTHEAST, NEW YORK

PERSPECTIVE VIEW FROM PUTNAM TRAILWAY
(LEAVES ON)

DATE: 06/2018

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FIGURE: III. C - 30

SCALE: N.T.S.

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NORTHEAST INTERSTATE LOGISTICS CENTER

NY 312 & PUGSLEY ROAD — TOWN OF SOUTHEAST, NEW YORK

PERSPECTIVE VIEW FROM SUNSET DRIVE @ LOCUST DRIVE

DATE: 06/2018 — JMC PROJECT: 14012

FIGURE: III. C - 31 — SCALE: N.T.S.

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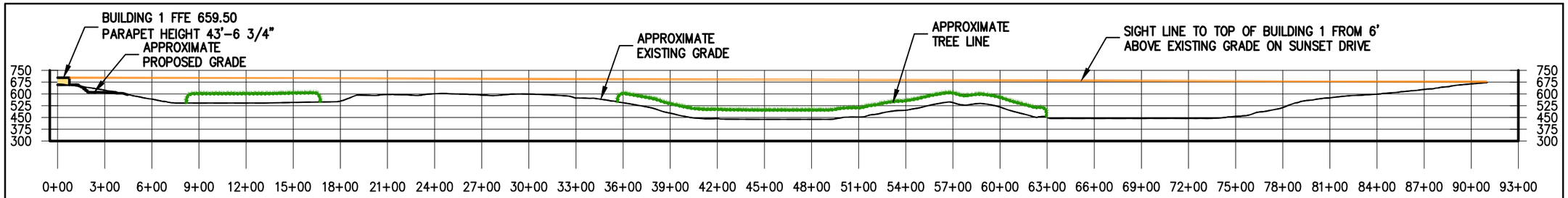
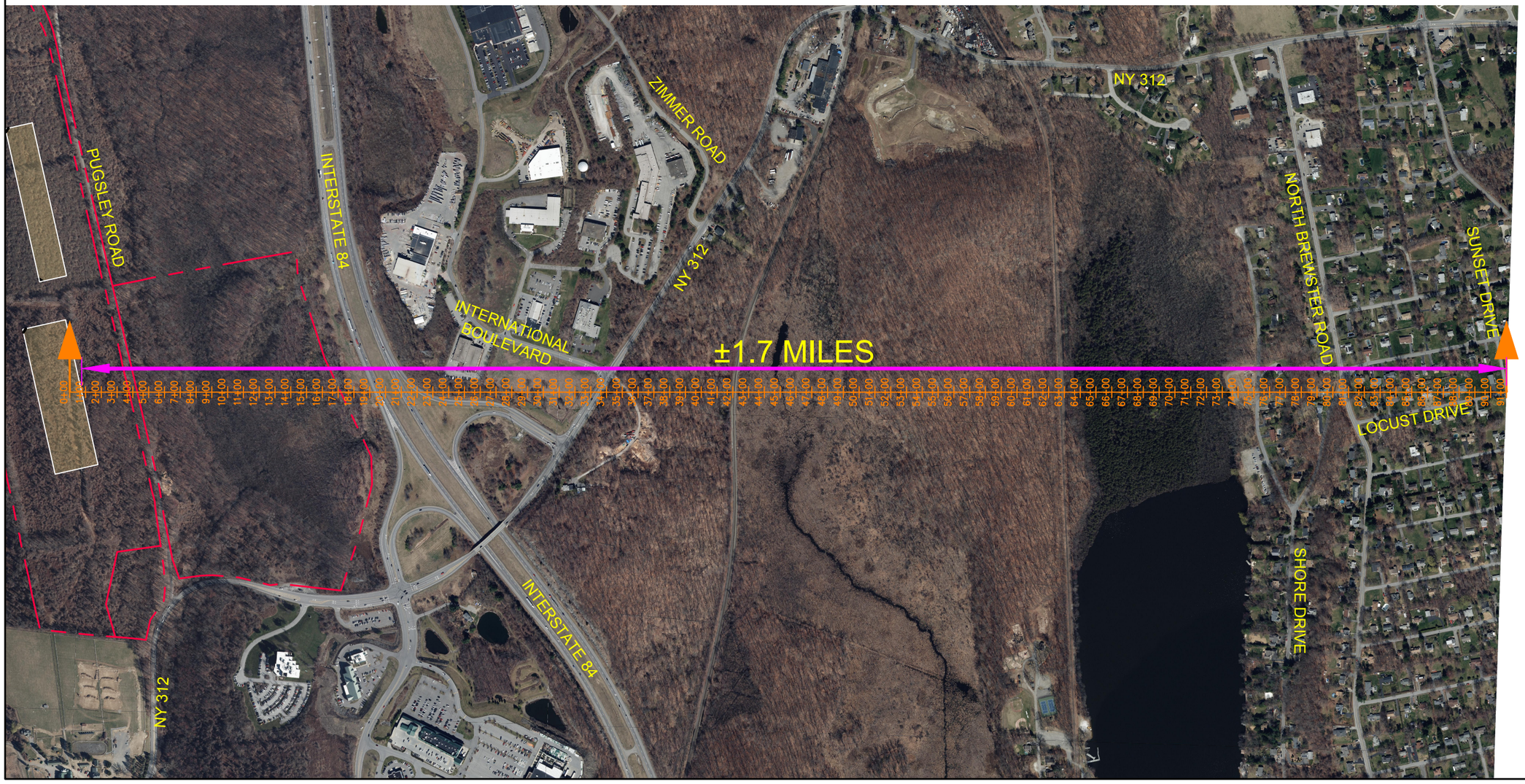
14012-FIGS-RENDERING.dwg; III. C-31.tab



SUNSET DRIVE

HORIZONTAL SCALE: 1" = 700'
VERTICAL SCALE: 1" = 700'



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SUNSET DRIVE @ LOCUST DRIVE CROSS SECTION

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SCALE: 1" = 700'

FIGURE: III. C - 31A

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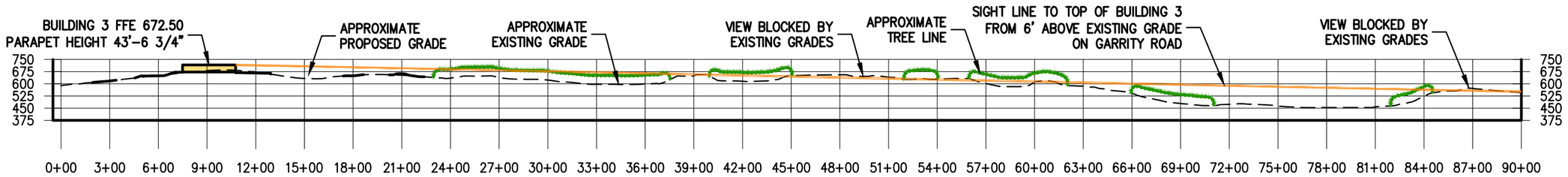
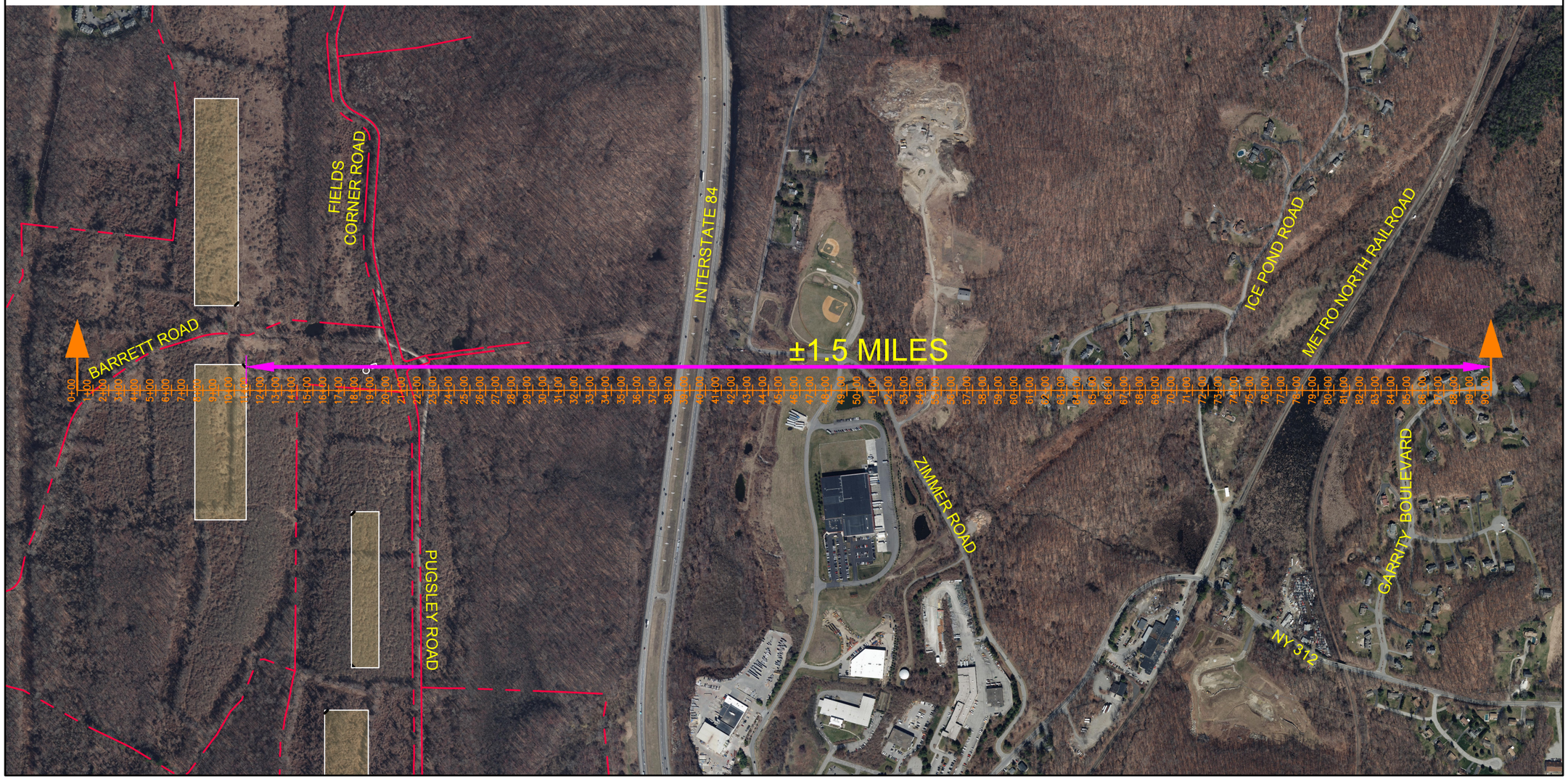
14012-SECTIONS.dwg; SUNSET-DR-FIG.tab; SECTION-FAR-AWAY.scr



GARRITY BOULEVARD

HORIZONTAL SCALE: 1" = 700'
VERTICAL SCALE: 1" = 700'



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GARRITY BOULEVARD CROSS SECTION

JMC PROJECT: 14012
DATE: 06/2018
SCALE: 1" = 700'
FIGURE: III. C - 32

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14012-SECTIONS.dwg; GARRITY-BLVD-FIG.tab, SECTION-FAR-AWAY.scr