

## **5.0 Visual Resources**

### **5.1 Existing Conditions**

#### **Introduction**

A visual resources assessment was conducted to determine whether the proposed facility is potentially within the viewshed of a designated aesthetic resource and whether there are potential significant impacts that require measures to eliminate, mitigate or compensate for an adverse visual effect.

This assessment was conducted by a NYS Registered Landscape Architect in accordance with generally accepted methods used in professional practice to determine whether the proposed action is potentially visible from local area roadways and other public places, and whether there are potential significant impacts that require measures to eliminate, mitigate or compensate for an adverse visual effect. This assessment follows a methodology outlined in a New York State Department of Environmental Conservation (NYSDEC) policy and guidance memorandum for assessing and mitigating visual impacts.<sup>1</sup> Much of the terminology in this assessment comes from the NYSDEC guidance. The memorandum relates to assessing and mitigating visual impacts of proposed facilities that may be located in visual proximity to visually sensitive land uses.

*Viewshed* is defined as the geographic area from which a facility may be seen. An *aesthetic resource* is a formally designated place visually accessible to the public for the purpose of enjoying its beauty. For the purposes of this assessment, that resource may be designated by a local jurisdiction, a State agency, or a Federal agency. Additionally, other scenic and cultural resources may be considered significant aesthetic resources for the purposes of the visual assessment based on their unique characteristics. In this study, places that are designated or otherwise identified for their scenic quality within the potential viewshed of the proposed project are considered aesthetic resources and are evaluated.

A visual assessment is an analytical technique that determines the viewshed of a particular facility, identifies aesthetic resources within the viewshed, determines the *potential impact* of the facility on aesthetic resources, and identifies strategies to avoid, eliminate or reduce adverse impacts. This assessment incorporated the use of digital technology to create graphic line-of-sight analyses to define the potential viewshed and demonstrate potential visibility of the proposed facility from particular viewpoints located within the viewshed study area. A *line-of-sight profile* is a to-scale graphic depiction of the topographic relief taken along a straight path between two selected locations, with a straight line depicting the potential line of sight between those two locations. This evaluation is based on available topographic mapping and verified through in-field reconnaissance.

It is noted that mere visibility of a facility, even startling visibility, does not automatically mean it has an adverse visual or aesthetic impact. Aesthetic impact occurs when there is a demonstrated detrimental effect on the public enjoyment of an aesthetic resource. Variables that may affect the actual visual experience include atmospheric perspective (diminishing clarity and

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<sup>1</sup>New York State Department of Environmental Conservation, "Assessing and Mitigating Visual Impacts", Program Policy DEP-00-2, NYSDEC Division of Environmental Permits, July 2000.

contrast of visible elements due to atmospheric interference), and size perspective (reduction of apparent size of objects as distance increases).

### **Existing Visual Setting and Views into the Site**

The project site of the Brewster Yards project is located in rolling wooded terrain in a setting of mixed land uses and natural land cover. Current development in the area consists of an interstate transportation corridor directly adjacent to the east; two rural residential house lots to the north surrounded by wooded County-owned land; suburban residential development further to the north; a formerly farmed tract to the west that is currently being cleared of overgrowth and developed into an interstate logistics (warehouse) use; and wooded Town-owned land to the south. Further afield are areas of commercial development to the south (Southeast Executive Park and the Highlands Center), concentrated at the intersection of NYS Route 312 and Interstate 84, and industrial development to the east of the Interstate on International Boulevard (including Terravest Corporate Park). Due to the notably rolling topography of the region, views from most locations are limited by the nearby hills, woodland vegetation and curving roadway corridors.

Of note is a small, isolated Ridgeline Overlay District depicted on the Town's Zoning Map that is located in the northeast corner of the site. The uppermost 50 feet in elevation of a rocky, wooded knoll, which are the highest elevations in the immediate project area, are designated as a Ridgeline Protection Area in the Town Code, given its potential visibility from surrounding areas.

Potential views from publicly accessible areas in the site vicinity were investigated for this assessment and are described below. Other than the aforementioned Ridgeline Protection Area, there were no other significant aesthetic resources or public facilities of cultural importance identified within the site viewshed that would be sensitive to changes in the visual environment as relates to the subject project proposal.

### Visual Surveys

A visual survey was conducted in the study area in October 2021 to identify locations in the vicinity where the project site may be visible from roads and properties with public access. At the time of the surveys, leaves were on the trees. During times of the year when trees are in off leaf condition, the project site may be somewhat more visible although, given the density of the existing vegetation surrounding the site and in the intervening areas between the investigated viewpoints and the site, potential visibility would not be expected to differ significantly from the discussion in this section. The extent of the survey was initially determined by inspection of US Geological Survey (USGS) topographic mapping with the aid of Google Earth imagery. Thus, the initial survey task established the *potential viewshed* of the site and the proposed project. In this case the viewshed potentially extends up to one mile to the north, 0.75 mile to the south, and less than 0.25 mile to the east and west of the project site.

There were no prominent or sensitive visual features identified to exist on the project site.

Figure 5-1 provides a topographic map indicating potential visibility of the project site from locations within a one-mile radius of the site based on available mapping. Potential visibility was investigated from the following sites in particular that were identified in the DEIS Scoping document:

- A location on I-84 north of the site;
- A location on I-84 south of the site;
- Garrity Boulevard (to the east);
- Independent Way (to the southeast);
- International Boulevard (to the south); and
- Pugsley Road and Fields Corner Road (north and south of the site).

The field survey refined this initial assessment based on actual factors that limit visibility of the site: stationary factors such as topography, vegetation, and buildings, and transitory factors like activities of the potential viewer and direction of travel of the potential viewer. The field survey verified specific publicly-accessible locations in the identified viewshed where the site, and potentially the proposed project, could be visible. The actual viewshed of the project site is limited by intervening topography and existing tree cover, which varies from every potential view point. Figure 5-1, Key Map to Visual Sections, provides an overview of the study area and identifies the views, photographs and sight lines described below. Figure 5-1 shows the locations where post-development line-of-sight profiles were constructed (shown in subsequent figures) that cross the project site. Photographs reproduced in Appendix I show images taken from the study vantage points that depict the existing conditions and are further described below.

The survey included identification of prominent land forms, land cover types, and the visual character of the site and local area. Photographs taken from select locations in the study area depict the visual character and context of the areas surrounding the project site.

#### *View from I-84 North of the Site<sup>2</sup>*

Existing views toward the site from Interstate 84 while traveling eastbound are limited by heavy tree cover existing on the rising topography to the north of the site. A photograph from this vantage point is provided in Appendix I, Image I-1.1. For viewers in vehicles on I-84, the angle of view occurs above the foreground treeline that exists off-site and thus clearly above the subject property. Due to the intervening tree cover and topography, site visibility is obscured from this location until the vehicle passes directly by the County-owned parcel that adjoins the site. Visual exposure from this latter viewpoint would be limited in winter by the angle of view (looking directly to the right from a vehicle moving at highway speed) and further obscured by the roadside vegetation in months of the year when leaves are on the trees.

Visual exposure of the surrounding landscape experienced by a viewer from a moving vehicle, especially traveling at highway speeds, is reduced by the distractions or obstructions of highway travel, other vehicles, the median barriers and signs.

#### *View from I-84 South of the Site*

Existing views toward the site from Interstate 84 while traveling westbound are limited by the tree cover that exists between the highway and the site, and further reduced by the ameliorating effects of distance. Photographs from Interstate 84 westbound vantage points are provided in Appendix I, Image I-2.1 and Image I-2.2. For a limited period of view for viewers in automobiles travelling at highway speed, the sight line occurs over the treeline that exists off-site and

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<sup>2</sup> Interstate-84 is an east/west route, however the highway in this locale is physically oriented north/south.

appears to expose the treetops on the subject property. This view would be similar in any season of the year.

It is further noted that visual exposure for either eastbound or westbound travelers is reduced by the distractions of highway travel and obstructions of other vehicles, the median barriers and signs.

*View from Garrity Boulevard*

Garrity Boulevard is a residential street that climbs up and wraps around a hill located one mile to the west of the project site. Existing publicly accessible views toward the site from Garrity Boulevard are limited to breaks in the tree cover that exists on properties on this local street. Such views are further reduced by the ameliorating effects of distance. From this street, one vantage point was identified where a view toward the project site may be possible through an opening in the trees at the driveway of a residence near the crest of Garrity Boulevard. This view over the top of the residence would be similar in any season of the year. The narrow vista is shown in the photograph from this vantage point provided in Appendix I, Image I-3.1.

*View from Independent Way*

Independent Way is a Town road that runs from Route 312 past the Highlands Center (Home Depot/Kohl's commercial complex) and over a hill to the Southeast train station. Thus, significant commuter traffic leaving the train station may potentially experience a view toward the horizon to the north and toward the project site from a high vantage point. Existing views were investigated from the high point in Independent Way and from the nearby Town-owned multiple use area called "Sunset Ridge at the Highlands" off of Independent Way. The existing view toward the north from either vantage point exposes a panorama of the landscape where the outline of the designated ridgeline is prominent. A photograph from Independent Way vantage point is provided in Appendix I, Image I-4.1. A photograph from Sunset Ridge vantage point are provided in Image I-4.2. The latter view looks over the roof of what is called Southeast Executive Park. There are no landmarks on the subject property that are visible from this location.

For potential viewers travelling north on Independent Way this view is experienced for a brief period at the crest of the hill while approaching Route 312, thus the potential visual experience is reduced by the distractions of the road. Potential viewers on the Sunset Ridge property, when it is open to the public in the future, would likely experience this view while stationary or engaged in leisure activities. (At the time of the field survey this property was not officially open to the public as it was being used as a construction staging area.)

*View from International Boulevard*

International Boulevard is a Town road that runs north from Route 312 and generally parallel to Interstate 84, serving several industrial businesses and corporate offices in Terravest Corporate Park. A portion of the road rises above the elevation of the Interstate thereby providing a panoramic view toward the western landscape. The existing view from International Boulevard that revealed the greatest potential view toward the site was identified and photographed from the southern driveway into Ace Endico Corporation. A photograph from this vantage point is provided in Appendix I, Image I-5.1. The rise of the ridgeline area at the north end of the site is clearly visible on the right side of this view.

For a short length of International Boulevard the view over Interstate 84 and beyond the opposite treeline is possible, although viewers in automobiles would be travelling in a direction perpendicular to the view and would be subject to the aforementioned distractions of driving. This view would be similar in any season of the year.

#### *View from Pugsley Road*

Existing views on Pugsley Road are limited to short distance views of the narrow road corridor, given the extensive tree cover on both sides. At certain locations where the grades allow there are views into the adjacent woodland understory for short distances. In winter months when leaves are off the trees visibility into the adjacent woodlands would be greater, while there would still be no long distance views out of the corridor due to the tree cover and curvilinear road alignment. Being a narrow, rural road, a portion of which is unpaved, the number of possible viewers is very small. The unpaved portion of Pugsley Road is legally closed to traffic in the winter.

A photograph from Pugsley Road looking north toward the intersection of Zimmer Road provided in Appendix I, Image I-6.1 illustrates the visual character of the project site access within the context of its surroundings.

#### *View from Fields Corner Road*

Like the experience from Pugsley Road, existing views on Fields Corner Road are limited to short distance views of the narrow road corridor and nearby woodland, given the varying grades and thick tree cover on both sides. A photograph from this vantage point is provided in Appendix I, Image I-7.1. In winter months when leaves are off the trees visibility into the adjacent woodlands would be greater, while there would still be no long distance views out of the corridor due to the tree cover and curvilinear road alignment. Approaching the project site the road is unpaved, serving only two residences near the Town line at the northern boundary of the site and thus the number of possible viewers is very small. The portion of Fields Corner Road in the Town of Southeast is legally closed to traffic in the winter.

## **5.2 Future Without the Proposed Project**

Without any development on the subject site, the visual character of the property would remain a fully wooded site, available to passive public uses such as walking and mountain biking, although there are few established trails.

## **5.3 Potential Visual Impacts**

Construction of the project will require removal of existing woodland cover over a sizable area of the site. Given the nature of the proposed program, clearing and grading is necessary to achieve relatively level playing fields, thus potentially creating a change to the visual character of the site area when viewed from off-site. Tree clearing will occur well below the highest elevations of the site thereby preserving the designated ridgeline protection area at the north end of the property, which as can be seen in many of the existing conditions photographs, will retain its prominent landform and remain tree covered.

The project design is laid out generally in terraces with the baseball clover set at the highest elevations of the developed area. This configuration will result in a broad terrace with the

highest physical element being the proposed sports lighting towers that are shown in the post-development profile views discussed below.

Sight line profile drawings were prepared to illustrate potential visibility of the project after development from the study vantage points previously discussed. Figure 5-1 is a key map to views and sight line profiles described below. The profiles are depicted in to-scale drawings generated from available topographic mapping and aerial imagery, with actual tree lines shown. Woodland tree cover in the study area is generally 50 to over 70 feet in height. The illustrative profiles depict the elements that are located directly on the line of the profile or close to the profile line. The profiles include horizontal elevation lines for reference, shown at 200-foot intervals.

There are no vantage points identified in the surrounding area from which the project would create a prominent visual change, a dominant visual element or glaring incongruity with the surrounding landscape. There is no viewpoint from which the entire development would be visible. No portion of the project would protrude above the ridgeline as defined by the Zoning Code.

#### *Views from I-84 North of the Site*

The potential sight line toward the project from a point north on Interstate 84 (traveling eastbound) is depicted in Figure 5-2, Sight Line Profile 1. From this location, existing trees on land between the highway and the site direct the sight line above the trees and significantly higher than the site itself. Thus, project visibility would not be possible from points north on I-84.

#### *Views from I-84 South of the Site*

The potential sight line toward the project from a point south on Interstate 84 (traveling westbound) is depicted in Figure 5-3, Sight Line Profile 2. From this location, existing trees on land between the highway and the site are situated on lower topography so that the sight line at the treeline would occur above the project site however the view may potentially reveal the sports lighting above the fields when they are lit at night. At this distance, approximately one-half mile away, the light poles would not be a noticeable visual element in the broad landscape view in the daytime. At nighttime, the sports lights would likely be visible to travellers for a brief period as they pass on the highway. Given the distance and angle of view it is not anticipated that this visibility would have an adverse effect. By contrast, the existing lighting that is readily seen on the opposite side of I-84 from industrial development on International Boulevard is closer to the viewer, significantly brighter and noticeably more prominent than the proposed sports lighting would be.

As previously described, the visual exposure of distant elements in the landscape is reduced for travelers at highway speed by the distractions on and near the highway.

#### *View from Garrity Boulevard*

The potential sight line toward the project from a point on Garrity Boulevard, a residential street to the east, is depicted in Figure 5-4, Sight Line Profile 3. From this location, sight lines through existing trees along Garrity Boulevard and between this street and the site obstruct the potential half-mile view. Treelines visible from this vantage point are located about half the distance to the project site and obscure further view toward the west.

#### *View from Independent Way*

A potential viewpoint at Independent Way, a Town road, is located one mile to the south. The potential sight line toward the project is depicted in Figure 5-5, Sight Line Profile 4. From one particular location experienced primarily by commuters riding north on Independent Way, the sight line would occur over intervening trees and might reveal the tree clearing and lights of the ballfield clovers that would be situated higher on the site. Given the distance and expanse of the overall view experienced from this location and the intervening visual distraction of power lines, in addition to the movement of the viewer while cresting the hill on Independent Way, view of the project would be neither prominent nor in stark contrast to its surroundings. At this distance the project lighting would not be a noticeable visual element in the daytime. At nighttime, the sports lighting would likely be visible to travelers passing the crest of the hill for a very brief period.

Likewise, the potential view to the north from the Sunset Ridge multiple use area, when it is ultimately opened to the public, would include visibility of the proposed project site within a broad landscape view to the horizon -- visibility of the project would be neither prominent nor in stark contrast to the surrounding landscape.

#### *View from International Boulevard*

For a short length of International Boulevard at its highest elevation, the view over Interstate 84 and beyond from vehicles passing by the Ace Endico Corporation facility may reveal the southern portion of the project -- the clearing for the showcase baseball field and possibly the roofline of the proposed recreation building. See post-development Figure 5-6, Sight Line Profile 5. The tree cover to remain on the slopes on the east side of the site would obscure view of proposed improvements on the north end of the site.

The low angle of view would obscure view of the ground, however the field lighting would be visible at night to a limited number of viewers who travel the north portion of International Boulevard.

#### *View from Pugsley Road and Fields Corner Road*

The potential sight line to the project from Pugsley Road is illustrated in post-development Figure 5-2. The northbound approach to the site entrance will allow direct view of the project driveway and the recreation building. This experience would be notably different than the existing views along Pugsley Road primarily due to the road widening improvements (by the Logistics project) that will occur regardless of the Brewster Yards project, although much of the corridor would remain a woods-lined roadway. In close proximity to Brewster Yards views from the road would open onto various features of the new development, with portions filtered through a landscaped buffer.

The potential sight line to the project from Fields Corner Road is illustrated in post-development Figure 5-3. The southbound approach to the site would be filtered by a buffer of existing woods 260 feet deep or more that would remain at the north end of the site. This depth of woods would partially obscure the removal of tree cover where the ballfields are developed at the north end of the project, especially during the non-winter months.

### *Landscaping, Lighting and Architecture*

Site landscaping and lighting designs are preliminary at this time and will be part of the construction documents to be approved for this development. The landscape plan will include a street tree pattern for driveways and parking areas, shade trees and ornamental flowering trees around the plaza areas, and buffer planting where appropriate around the perimeter of the developed areas. The plan must conform with Town of Southeast Code regarding landscaping of parking areas. A color perspective rendering showing the landscaping at the time of project opening is provided in Figure 5-7; Figure 5-8 shows the landscaped project five to ten years later.

Site lighting is proposed to illuminate the site at night to provide pedestrian and vehicle safety and security throughout the developed portion of the project and will be designed to comply with applicable Town standards. A regular pattern of pole-mounted lights will illuminate the entrance area and internal driveways and parking lots. Sports lighting is proposed for every playfield. Modern lighting design for sports fields using LED technology is anticipated to create well lit play fields while limiting stray light outside the intended areas.

The conceptual site lighting design for the project depicted in Figure 5-9 includes playfield lighting and general landscape lighting with an assessment of light levels out to the property lines. No measurable light trespass from the project would occur at the property lines, except in the vicinity of the site driveway, in conformance with Town lighting regulations.

Maximum light levels in the pavement (pedestrian and vehicle circulation) areas would be approximately 4 to 10 footcandles (fc) within the property lines (measured three feet above the ground surface). Luminaire mounting heights and luminaire styles will be specified that will provide sufficient ground illumination while minimizing the light spillage to non-pavement areas. Light levels on the playfields is designed according to standard sportsfield illumination for safe play -- average infield level of 50 fc and outfield level of 30 fc. Field lighting will be turned off when the field facilities are not in use. It is anticipated that a minimum level of all-night illumination will be maintained at the buildings for safety and security after operating hours.

Intensity of the light near ground level is the determining factor relative to impacts to neighboring uses and it can be measured in the field. While portions of the illuminated site would be visible from off-site, lamp characteristics and pole spacing in this project will be designed to avoid measurable light emissions at the property line and have minimal effect on neighboring residential uses. No significant adverse effect of night lighting is expected from this project.

The architecture of the buildings has been developed to conceptual level at this time. Figures in section 1 of this document illustrate the current building plans. The main building will be designed to reflect a modern facility in general keeping with the rural residential character in the local area.

### *Effect on the Night Sky*

Brightness of the night sky occurs from both natural and human-made sources and varies from night to night and place to place. The sources of the natural component of sky glow include sunlight reflected off the moon and the upper atmosphere, and starlight scattered in the atmosphere. The predominant human-made source is outdoor electric lighting. Light that is either emitted directly upward from a light source, reflected off surfaces on the ground, or scattered by particles in the atmosphere may produce a luminous "glow" in the night sky.

Sky glow is highly variable due to the numerous variables that affect brightness of the night sky which change constantly. Sky glow is difficult to measure and quantify in any meaningful way. As in most cases, the impact of light from the proposed project is relative to the existing light levels experienced in the area surrounding the site.

Qualitatively, for an outdoor project with sports field lighting of the size proposed here, some level of sky glow under certain atmospheric conditions is typically unavoidable. Several of the sight lines described above would include potential nighttime visibility of the field lighting in the project. Direct view of the light fixtures would be avoided or minimized by the style of lighting proposed (LED light fixtures) that direct light downward to the ground surface rather than outward, in addition to the angle of view from these vantage points. Also, elements on the ground illuminated by the field lights are low in profile so they would not be in the line of sight from these vantage points nor are they highly reflective. Thus, reflected light which would otherwise contribute to sky glow over the project site can be expected to be minimal.

### *Cumulative Effects*

Tilly Foster Farm, a Putnam County education/recreation facility, is open to the public and during the summer months holds outdoor events including music concerts. There is no significant outdoor lighting at this site with the possible exception of the summertime concerts when portable light towers are installed for periodic weekend events.<sup>3</sup> The lighting at Tilly Foster Farm is not known to create an obvious visual effect from off-site viewpoints or sky glow.

As previously described, the potential cumulative effect of lighting at the project site, lighting at the Logistics project site<sup>4</sup> and lighting at the Tilly Foster Farm cannot practically be assessed in a quantitative manner. Overall, the developed area at the Logistics site entails approximately 50 acres at two buildings<sup>5</sup>, around which the circulation areas will be illuminated to modest light levels -- average levels of 1.33 to 1.76 footcandles, and maximum level of 4.6 footcandles, measured at the ground. The building areas are situated on two ridgelines oriented parallel to Pugsley Road and generally within 600 to 900 feet of the proposed fields at Brewster Yards. The Logistics project plans call for LED lighting from 17' poles that is typically directed downward to the ground such that stray light that would affect the night sky is minimized. Based on the lighting information provided on the plans of the two Pugsley Road projects, the potential cumulative effect of night lighting from Brewster Yards and Logistics once fully developed would not be expected to create significant outdoor illumination levels affecting neighboring properties or the greater study area. Lighting from the adjacent property will not increase the maximum or average illumination values at Brewster Yards.

There would be increased intensity of land use on Pugsley Road that results from the Brewster Yards and Logistics projects. Consequently, periodic increases in noise, traffic and light pollution are possible. As a sports events venue, Brewster Yards would attract activities that result in noise, traffic and light which would change the character of the neighborhood on a very local scale, given that the neighborhood consists of sizable tracts of wooded, vacant land, existing and future commercial enterprises, active transportation corridors, and two single family

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<sup>3</sup> Conversation with Katie Hanrahand, General Manager, Tilly Foster Farm, 1/18/22.

<sup>4</sup> The Commercial Campus at Fields Corner project was also called Northeast Interstate Logistics Center and is currently called Lincoln Logistics Brewster.

<sup>5</sup> Commercial Campus at Fields Corner FEIS site plans.

homes. The potential effects of an increase in traffic from Brewster Yards is assessed in section 11 of this DEIS and an increase in ambient noise is assessed in section 14.

As described above, no significant change in measurable light levels at night would be expected along Pugsley Road given the modern LED type of lighting proposed which is designed to control stray light. Illumination of the facilities at Brewster Yards, however, would allow the playfields to be visible at night from the local road and illumination in the Logistics project would also be visible, in contrast to the existing condition where there is no artificial light source or nighttime human activity on Pugsley Road. The nighttime visibility of lights in the Brewster Yards and Logistics developments would change the local character from a rural neighborhood to a developed suburban neighborhood. Any change in measurable light levels would be negligible. Such change is not considered to be a significant adverse impact.

In summary, the field reconnaissance and assessment of factors related to the proposed lighting at Brewster Yards does not identify any situation where the proposed change at the site would result in a significantly adverse change to the landscape character or the nighttime visual experience. The addition of field lighting will not result in a stark contrast in visual character compared to the site environs, particularly given the scale and visibility of the subject site within the broader landscape. While the occurrence of some level of sky glow from sports field lighting is typically unavoidable, the project as proposed is not anticipated to dominate the view from any publicly accessible location in the studied viewshed.

Visibility of this facility from the study vantage points may be possible to varying degrees, as demonstrated, however no significant adverse visual impact has been identified to result from the proposed project. Areas of development that exist within the project viewshed, such as Southeast Executive Park, the Highlands Center, Terravest Corporate Park, and the public road corridors, (and Logistics Center soon to exist along the opposite side of Pugsley Road), all have elements that are visible to the public to varying degrees. This study demonstrates that there would be no detrimental effect on the use of public spaces in the study area nor on the public enjoyment of any designated aesthetic resource.

#### **5.4 Mitigation Measures**

The described changes in views toward the site will not result in an adverse change in visual character of the surrounding landscape. To the contrary, the location of the project within a wooded landscape that will buffer the use from virtually all viewpoints with a substantial amount of existing tree cover will preserve the character of the area. Placement of this use at this location addresses a stated goal of the Town Comprehensive Plan: “Future non-residential uses should be targeted to those areas where they will have minimal impact on ... community character.” [Page 7-4, Comprehensive Plan]

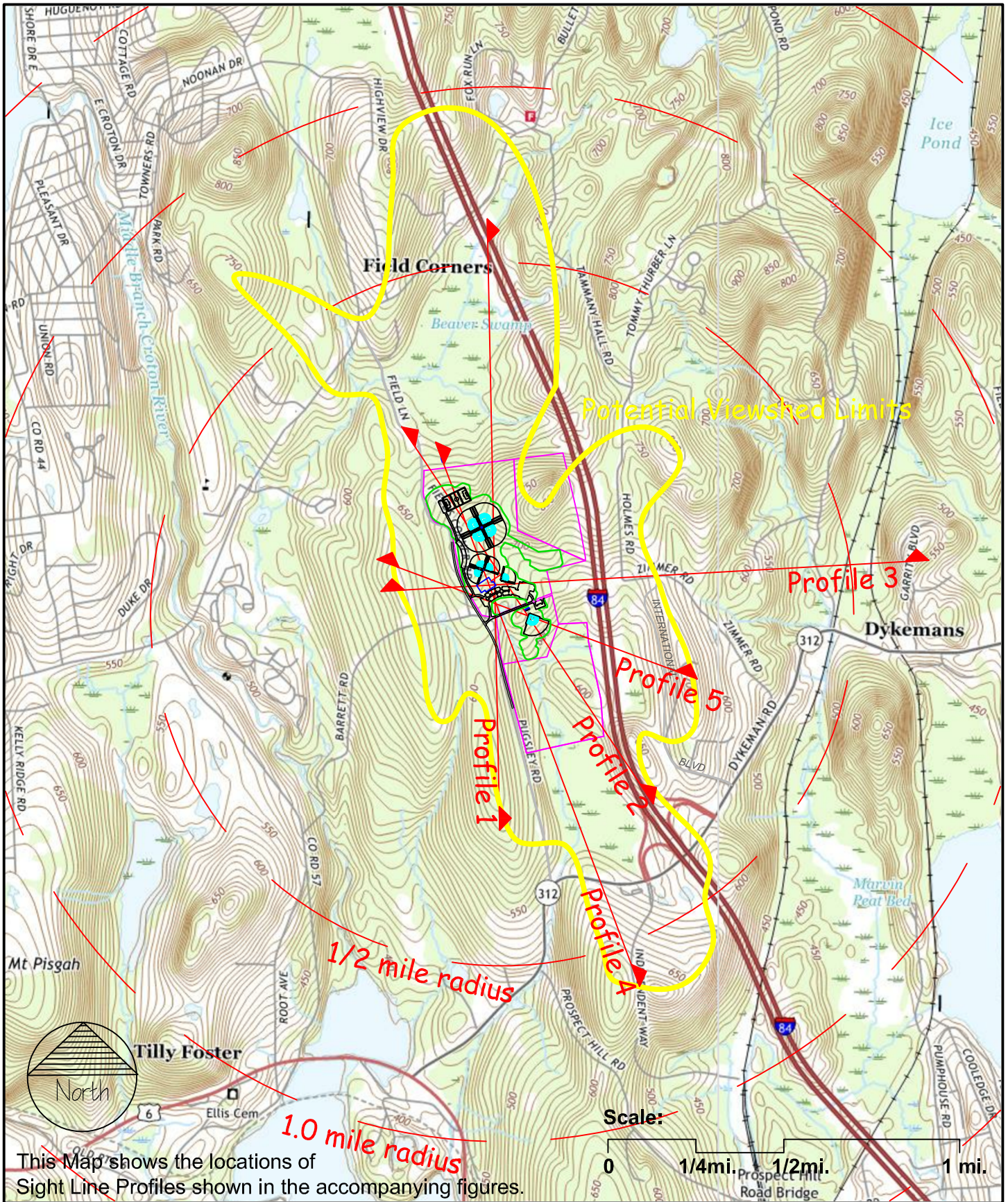
The proposed architecture of the main recreation building and ancillary buildings in this project is designed to fit in the landscape of the site and to be complementary to the style, scale and quality of buildings found in the area.

In conformance with the Town Code, all proposed improvements at Brewster Yards will be situated so that none are visible above the top of the ridgeline or top of vegetation located on the ridgeline as viewed from the surrounding area, nor will any tree clearing occur on a ridgeline. [§138-12I, Performance Standards.]

*Measures to Minimize Adverse Effects*

In reviewing the potential visibility of the proposed lighting (both as direct illumination and indirect sky glow), and compatibility of the project with the nearby residential uses, the following mitigating factors would reduce the extent of potential nighttime visual impact:

- Conformance with the recommended practice for sports and recreational area lighting as published by the Illuminating Engineering Society of North America (IESNA). [Southeast Code §138-98.G]
- Specification of light fixtures that incorporate the latest technology in lighting design for energy efficiency. Use of luminaires that will sufficiently light the project for its intended use.
- Specification of light fixtures designed to minimize stray light and outfitted with shields as appropriate to direct the light toward the sports surface.
- Specification of pole heights that will provide for optimal downlighting, thereby minimizing glare, stray and reflected light.
- Field lighting will be turned off when the field facilities are not in use.
- Outdoor activities at the project will be reduced when leaves are off the trees.
- Preservation of existing trees around the perimeter of the property to maintain a natural woods buffer to soften direct views to the playfields from local viewpoints.

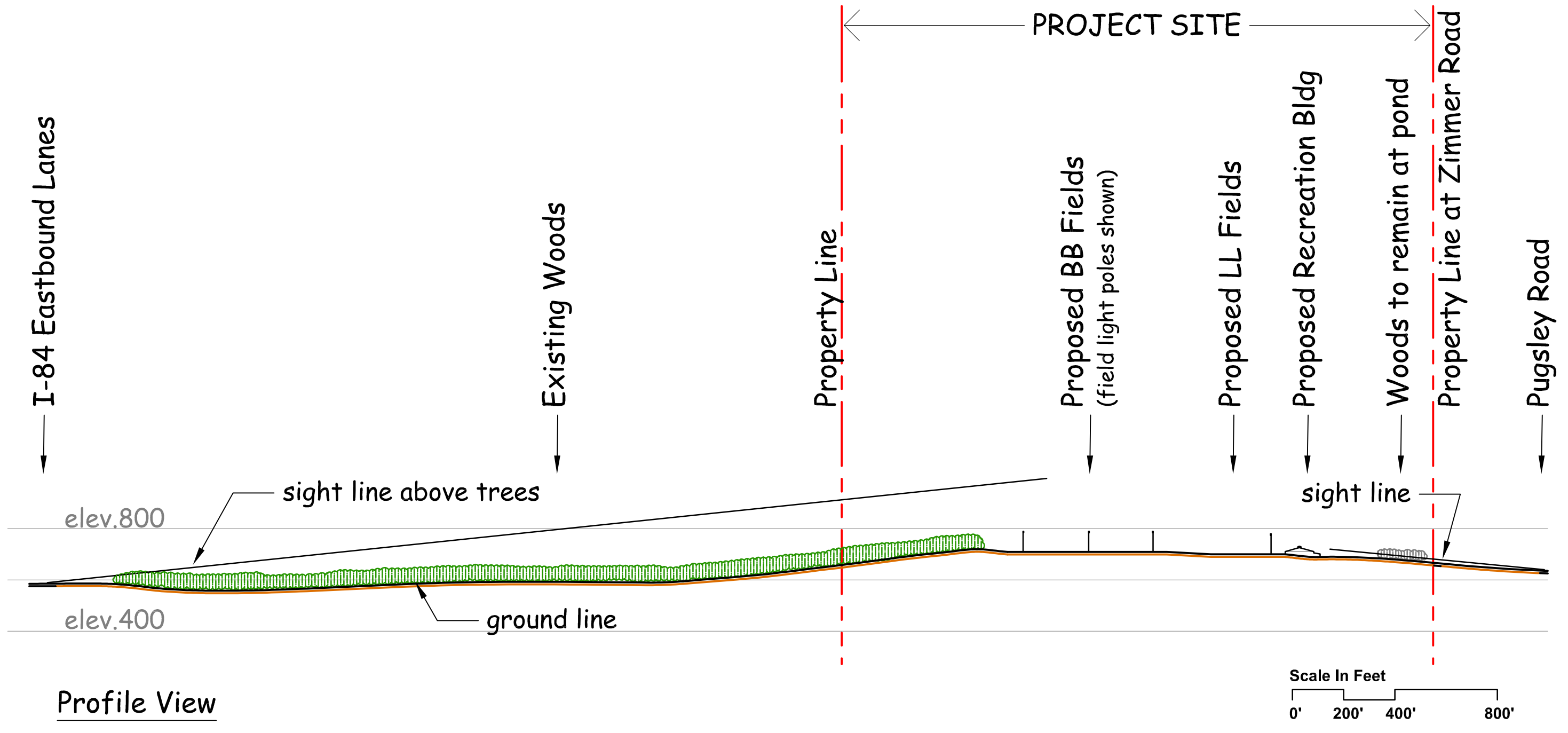


This Map shows the locations of Sight Line Profiles shown in the accompanying figures.

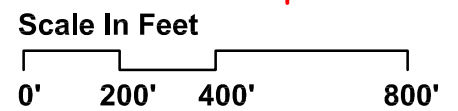
**Figure 5-1: Profile Location Map**  
**BREWSTER YARDS DEIS**  
 Town of Southeast, Putnam County, New York  
 Base Map: USGS Topography

12/20/21  
 Scale: As Shown  
 KG+D 2020-1054

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### Profile View



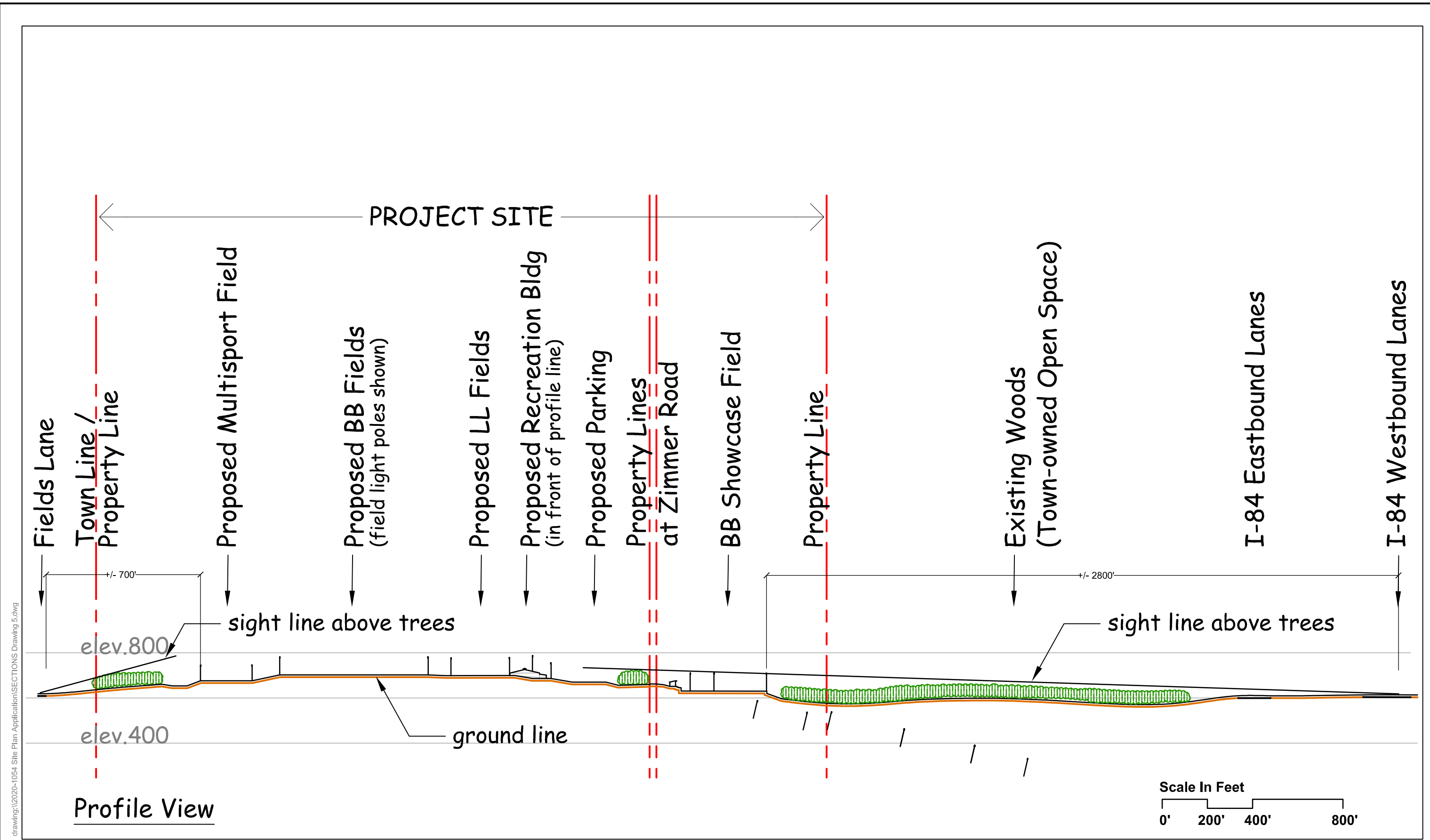
This Figure depicts Sight Line Profile 1 From I-84 Eastbound taken through the project site as shown in Figure 5-1, Key Map to Visual Assessment.

Figure 5-2: Sight Line Profile 1  
BREWSTER YARDS DEIS

12/20/21  
Scale: 1" = 400' (at 11x17)  
KG+D 2020-1054

Town of Southeast, Putnam County, New York

Data Source: Insite Engineering Site Plan, USGS Topographic Mapping, Aerial Imagery



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**Profile View**

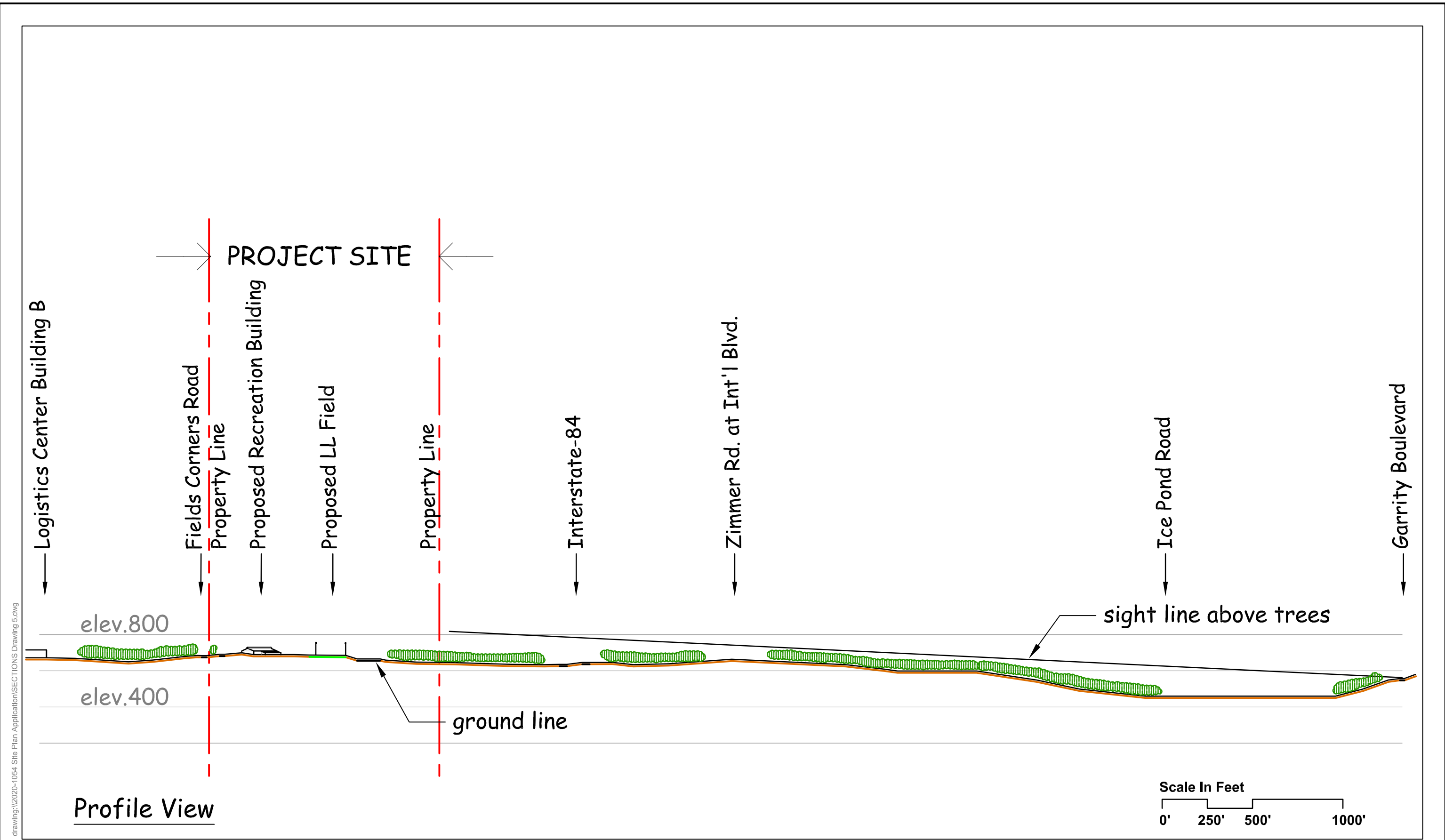
This Figure depicts Sight Line Profile 2 From I-84 Westbound taken through the project site as shown in Figure 5-1, Key Map to Visual Assessment.

12/20/21  
 Scale: 1" = 400' (at 11x17)  
 KG+D 2020-1054

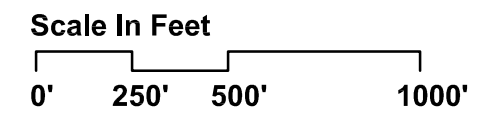
**Figure 5-3: Sight Line Profile 2**  
 BREWSTER YARDS DEIS

Town of Southeast, Putnam County, New York

Data Source: Insite Engineering Site Plan, USGS Topographic Mapping, Aerial Imagery



**Profile View**



This Figure depicts Sight Line Profile 3 From Garry Boulevard taken through the project site as shown in Figure 5-1, Key Map to Visual Assessment.

12/20/21  
Scale: 1" = 500' (at 11x17)  
KG+D 2020-1054

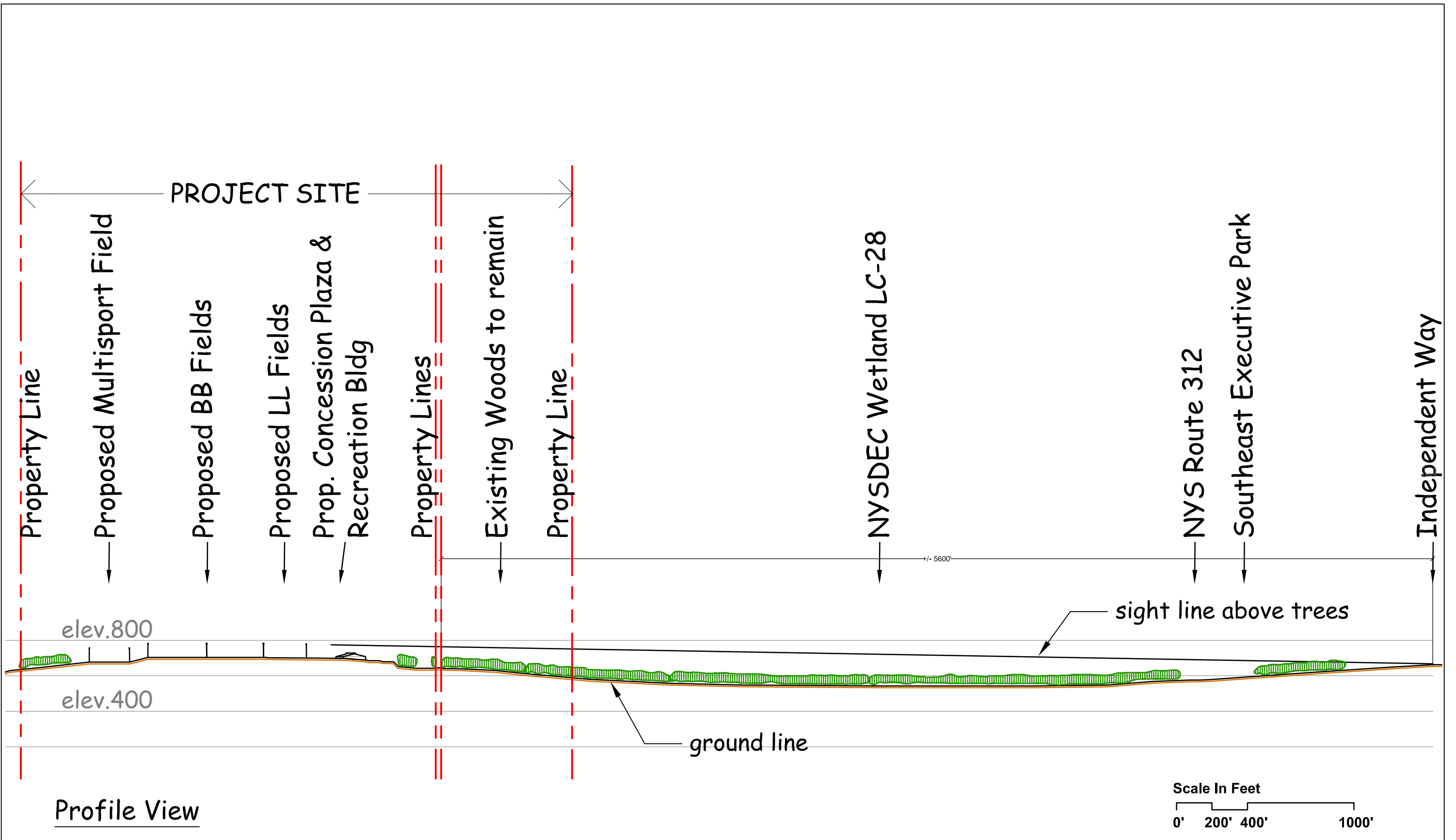
**Figure 5-4: Sight Line Profile 3**  
**BREWSTER YARDS DEIS**

Town of Southeast, Putnam County, New York

Data Source: Insite Engineering Site Plan, USGS Topographic Mapping, Aerial Imagery

drawing:\2020-1054 Site Plan Application\SECTIONS Drawing 5.dwg

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### Profile View

This Figure depicts Sight Line Profile 4 From Independent Way taken through the project site as shown in Figure 5-1, Key Map to Visual Assessment.

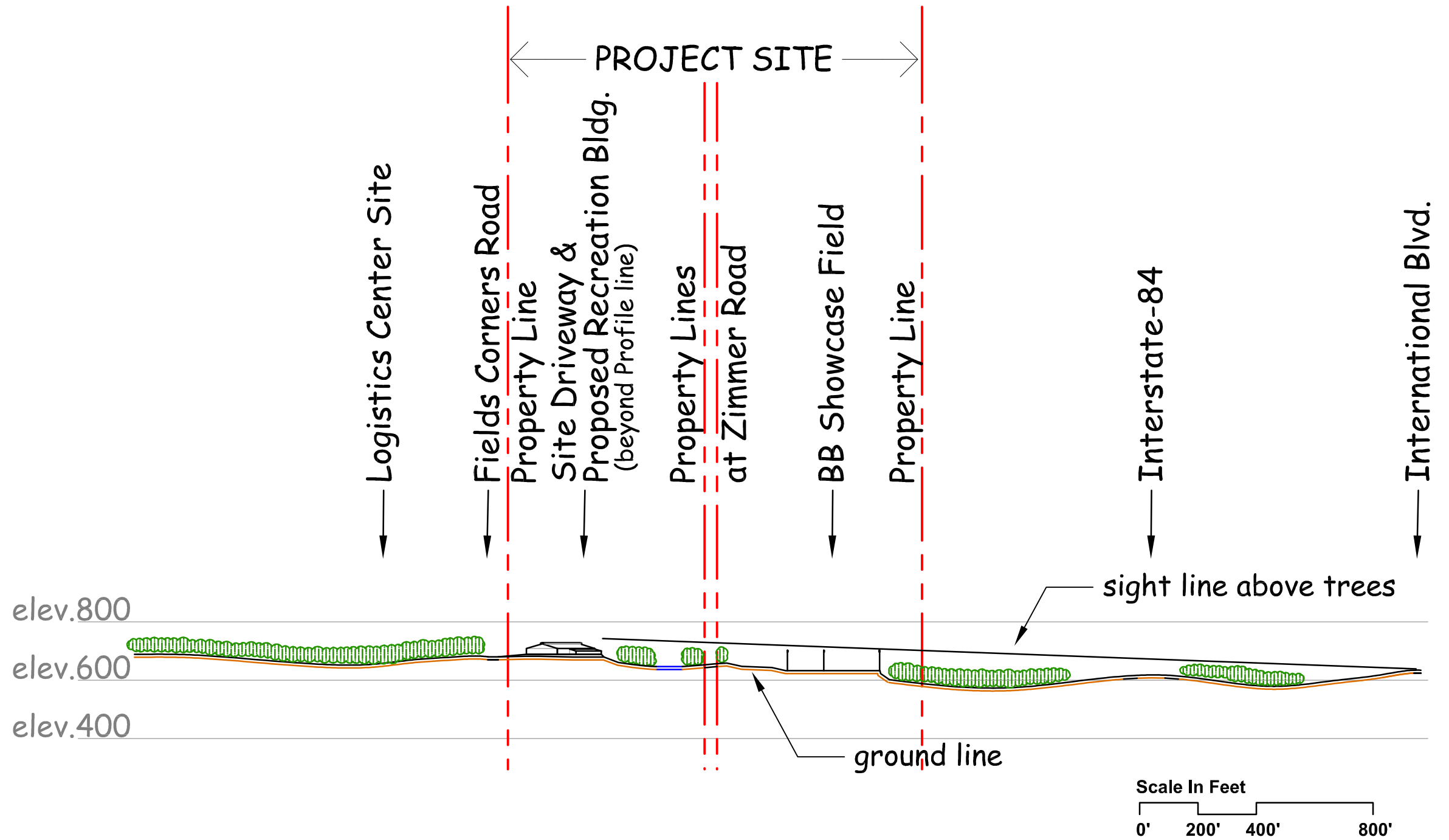
12/20/21  
Scale: 1" = 525' (at 11x17)  
KG+D 2020-1054

Figure 5-5: Sight Line Profile 4  
BREWSTER YARDS DEIS

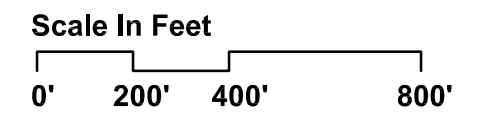
Town of Southeast, Putnam County, New York

Data Source: Insite Engineering Site Plan, USGS Topographic Mapping, Aerial Imagery

drawing:\2020-1054 Site Plan Application\SECTIONS Drawing 5.dwg



### Profile View



This Figure depicts Sight Line Profile 5 From International Blvd. taken through the project site as shown in Figure 5-1, Key Map to Visual Assessment.

12/20/21  
Scale: 1" = 400' (at 11x17)  
KG+D 2020-1054

Figure 5-6: Sight Line Profile 5  
BREWSTER YARDS DEIS

Town of Southeast, Putnam County, New York

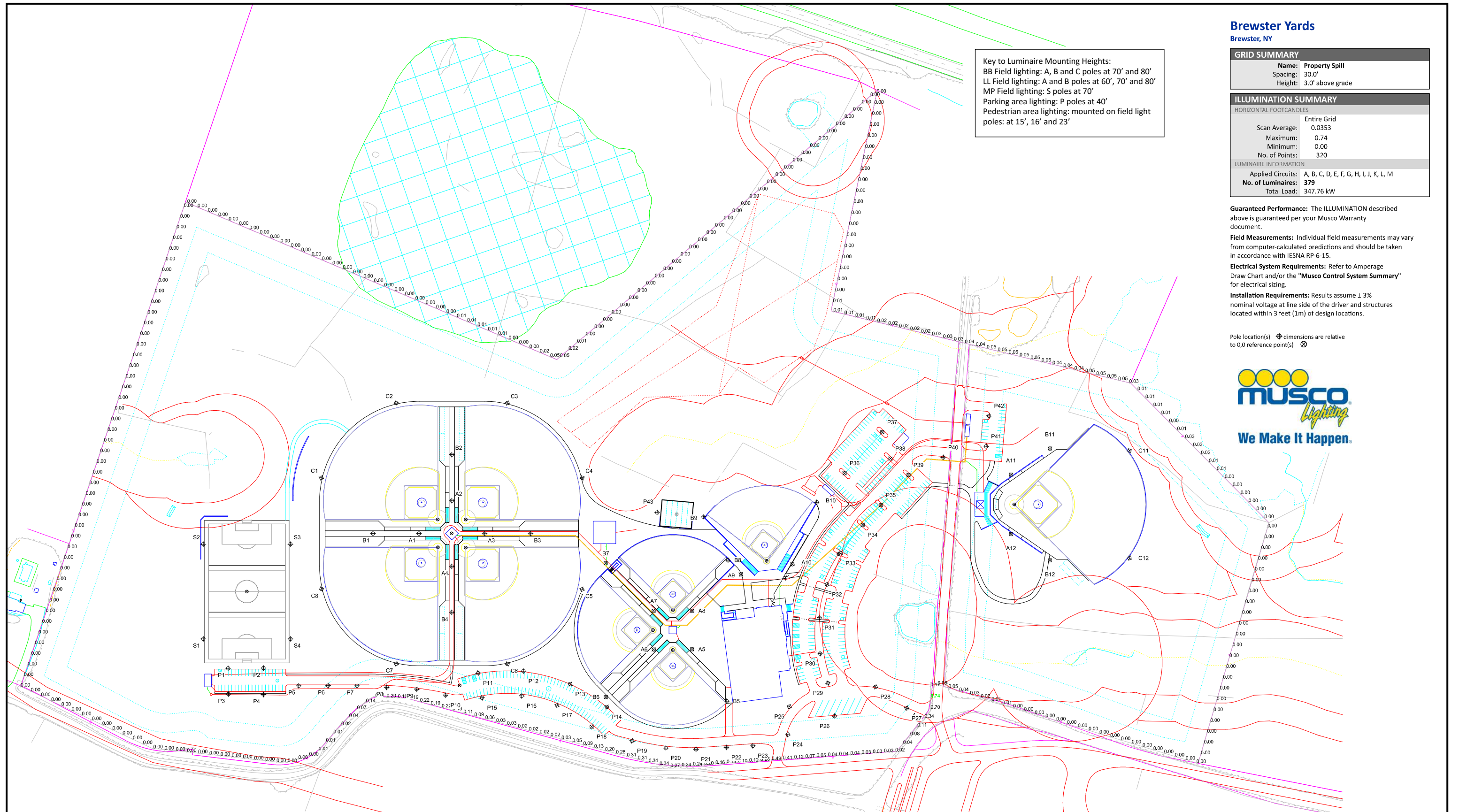
Data Source: Insite Engineering Site Plan, USGS Topographic Mapping, Aerial Imagery



Figure 5-7  
Birdseye View of Project Entrance on "Day 1"  
BREWSTER YARDS DEIS  
Town of Southeast, Putnam County, New York



Figure 5-8  
Birdseye View of Project Entrance  
BREWSTER YARDS DEIS  
Town of Southeast, Putnam County, New York



This plan shows illumination levels in footcandles at the property lines modeled from the light pole layout shown.

Figure 5-9  
 Conceptual Site Lighting Plan  
 BREWSTER YARDS DEIS  
 Town of Southeast, Putnam County, New York  
 Source: Musco Lighting, Dec. 2021