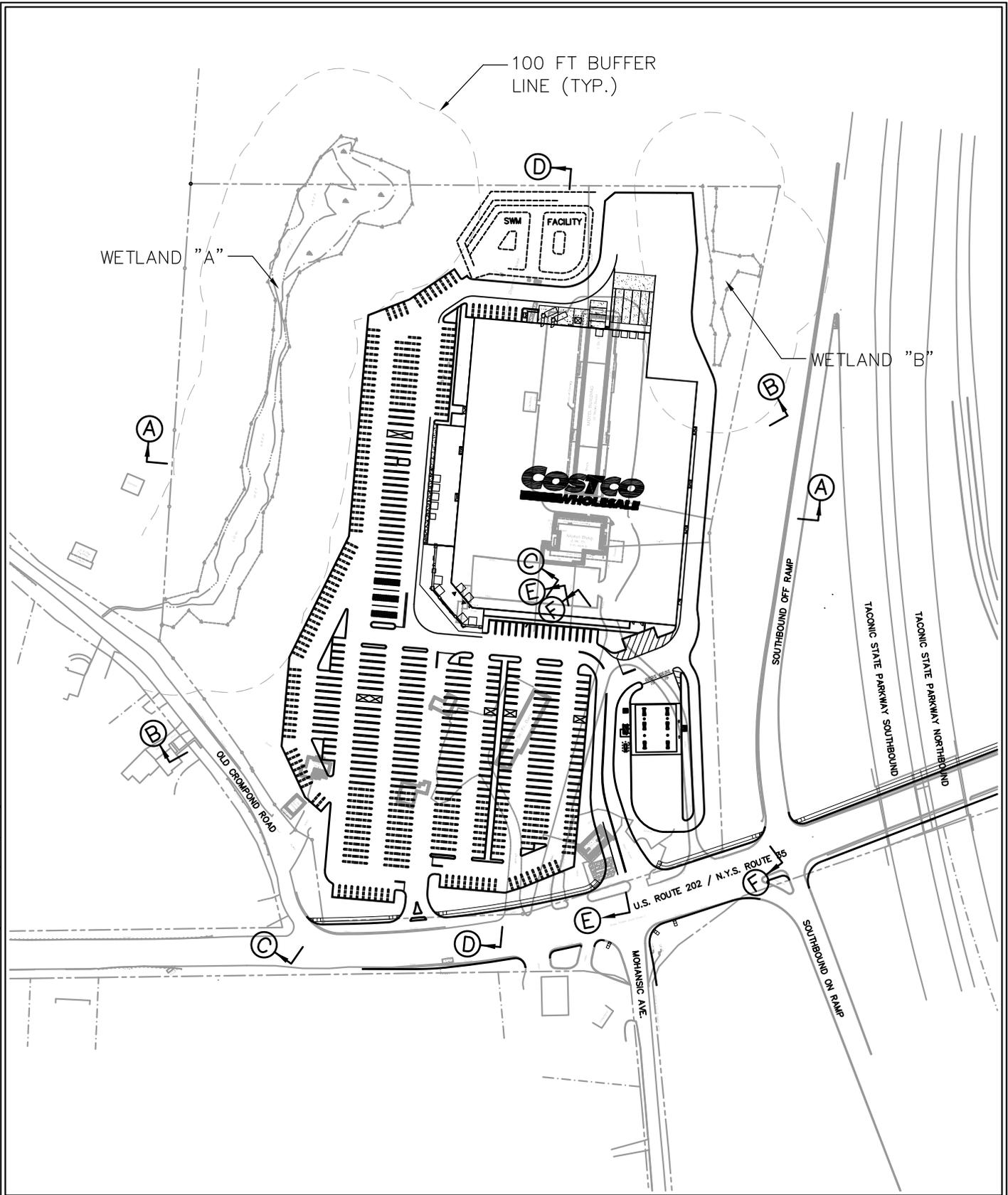


c. Sight Line Sections

Sight line sections were developed to show the line of sight from various locations from offsite roadways including the TSP, Route 202/35 and Old Crompond Road. Exhibits III.B-55 to III.B-57 reflect these views. According to the Applicant, from Section A, we can see that although the proposed building would be within the line of sight, the view from the TSP it will be obscured by proposed plantings. Section B illustrates that the view of the building from Old Crompond Road is limited. Sections C through F indicate that the view of the proposed building from Route 202/35 will be limited to the section of roadway generally between the intersections of the TSP southbound off-ramp and just east of its intersection with Old Crompond Road. The section between these two limits will be softened by the introduction of proposed plantings along the Route 202/35 site frontage.

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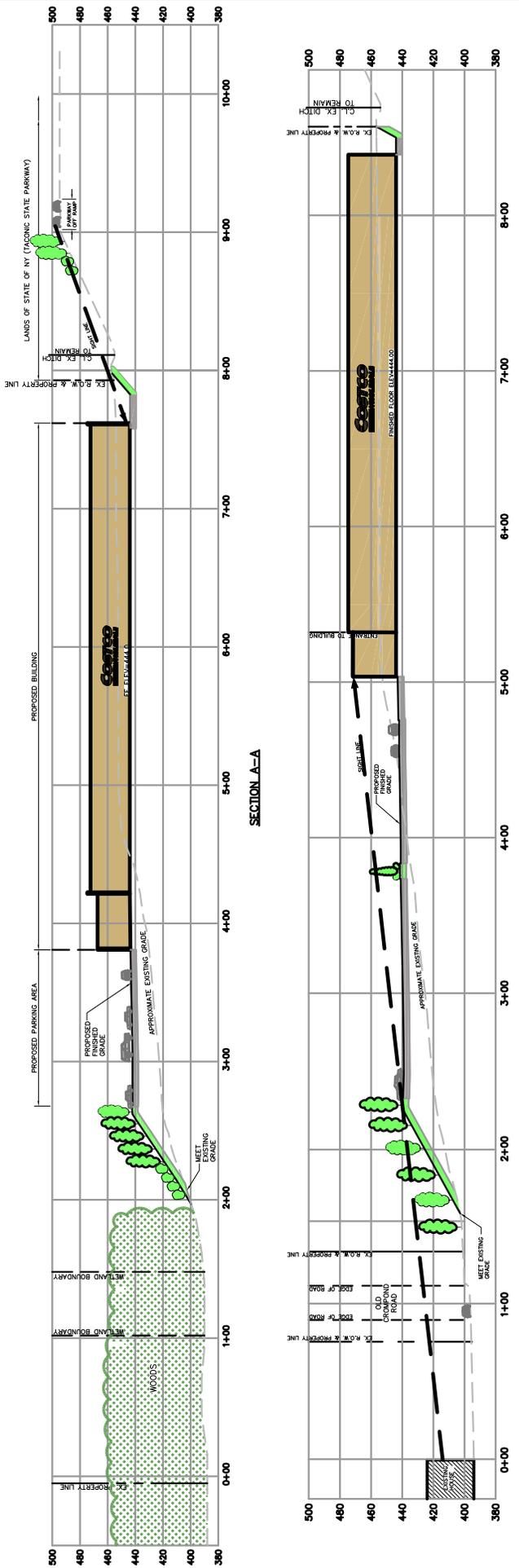
TRC Engineers, Inc.
 7 Skyline Drive
 Hawthorne, New York 10532

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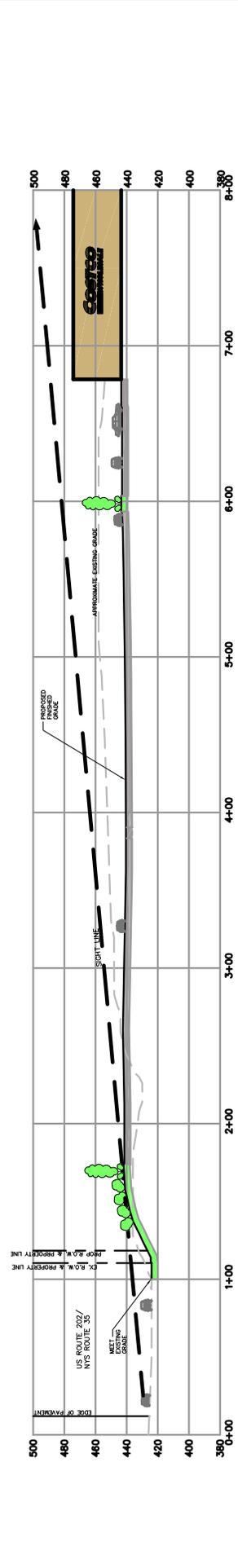
Exhibit III.B-55
 Sight Line Section Location Plan



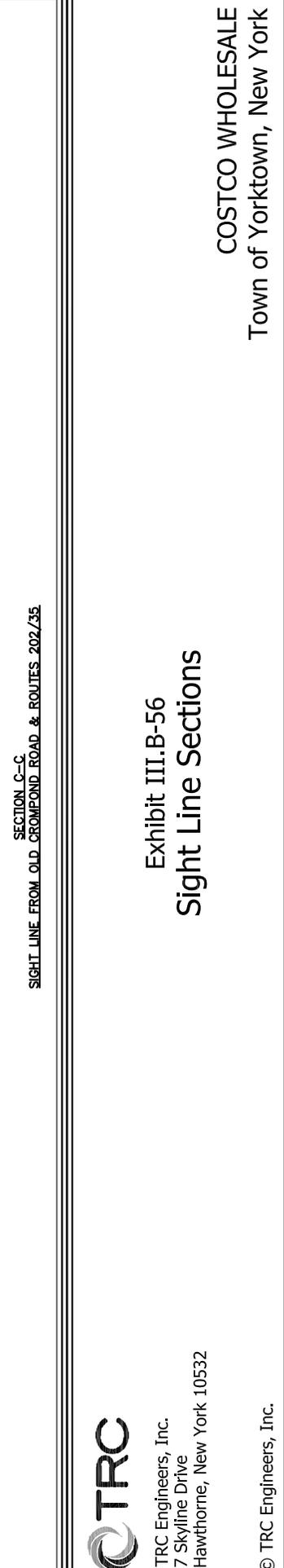
COSTCO WHOLESALE
 Town of Yorktown, New York



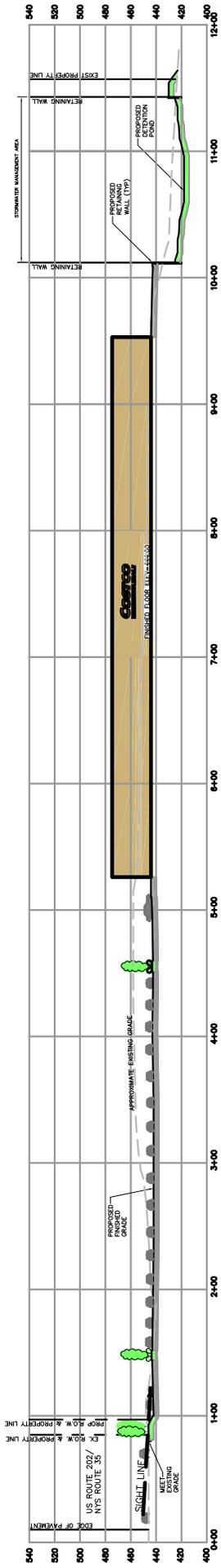
SECTION A-A
SIGHT LINE FROM HOUSE ON OLD CROMPOND ROAD TO BUILDING



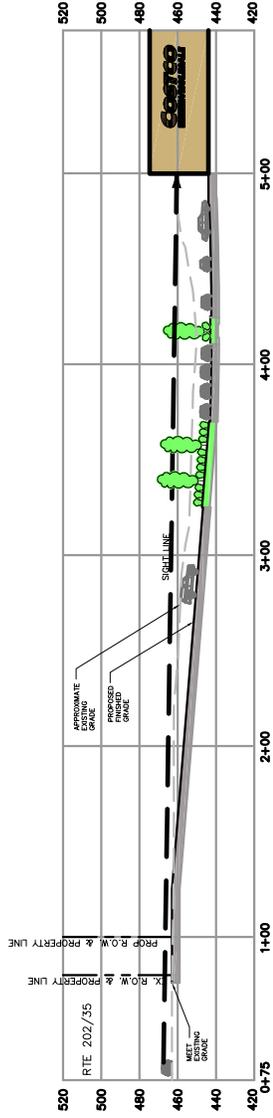
SECTION B-B
SIGHT LINE FROM OLD CROMPOND ROAD TO BUILDING



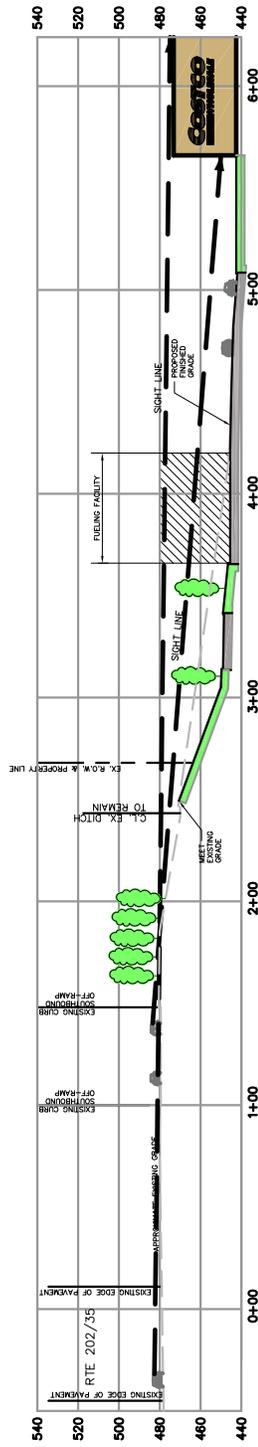
SECTION C-C
SIGHT LINE FROM OLD CROMPOND ROAD & ROUTES 202/35



SECTION D-D
SIGHT LINE FROM ROUTES 202/35



SECTION E-E
SIGHT LINE FROM ROUTES 202/35



SECTION E-E
SIGHT LINE FROM SOUTHBOUND OFF-RAMP & ROUTES 202/35



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Hawthorne, New York 10532

Exhibit III.B-57
Sight Line Sections

COSTCO WHOLESALE
Town of Yorktown, New York

d. Comparison to Existing Conditions

As a result of the Proposed Action views of the site from the TSP, Route 202/35 and Old Crompond Road will be altered. Presently views from both the TSP and Route 202/35 are visually impacted by a blighted condition typified by the abandoned motel site characterized by its overgrown condition accented with boarded up windows and doors and graffiti written walls. The King Gates is accented by partially shielded dumpsters and waste piles. The view from Old Crompond Road will be modified, as portions of the site woodlands will be replaced with development infrastructure, yet softened by proposed landscaping.

Under the Proposed Action, those visual impacts would be replaced with the new development. The existing buildings and infrastructure would be removed and the site would be redeveloped. The building is situated to the eastern side of the site farthest away from the residential district along Old Crompond Road. The building will still be tucked below the elevation of the TSP and will therefore not be visible from the TSP northbound lanes and from areas further east. The building walls will be earth tone colors so as to blend into the natural background. A wall Costco logo will be placed above the building entry door and south building elevation (see Exhibit II-5).

Article 13.07 of the New York State Parks Law restricts the use of signs within 500 feet of a parkway. Signs placed on the fronts of commercial buildings less than 24-square feet in surface area and less than 15 feet above the adjacent ground are not restricted. Since the Taconic State Parkway is maintained by the DOT, they have jurisdiction to waive the sign restriction. The Applicant is working with the NYS DOT to approve the placement of the Costco logo on the front of the building. No freestanding pylon signs are proposed on the site. (Also see Section II.C for discussion regarding signage.)

The view from Old Crompond Road would be modified, as portions of the site woodlands will be replaced with development infrastructure, however, softened by proposed landscaping. Approximately 4.15 acres of woodlands would be retained, mainly along the western portion of the site that will continue to buffer the residents along Old Crompond Road.

Site building and parking area lighting will be added. The proposed lighting fixtures will be down lit “dark sky” luminaires to minimize sky glow. These will minimize the amount of light emitted upward directly from the luminaires and reduce light levels. Perimeter light fixtures will be equipped with house side shields to reduce and minimize offsite illumination. The parking area will be lit to levels required by Costco to provide a safe shopping environment for its customers.

Chapter 200-6 of the Town Code requires that illumination levels shall be less than 1.0 footcandle at the property line. Under proposed conditions, Illumination levels at the property perimeter will be below the maximum illumination levels required by Code (see Appendix H – Photometric Analysis).

The Code also requires that freestanding and building light fixtures be no more than 16 feet in height above finished grade. Costco normally requires 40-foot high light standards to provide uniform parking area lighting. The lower the light fixture height, the more light fixtures would be required to provide the necessary uniform lighting. It is the opinion of the Applicant that reduced-height light fixtures (i.e. 16-foot high) are appropriate for small parking areas. For larger parking areas, however, as required in the Proposed Action, the number of poles would become excessive. The Applicant’s lighting design proposes 25-foot high light fixtures. The proposed height will provide uniform lighting with fewer poles. The Applicant seeks relief from the 16-foot pole height. (Also see Section II.C for discussion regarding site lighting.)

Change in Views

In summary, the proposed project has been designed to focus development on the level portion of the property where buildings and at-grade parking lots exist. The planning of Costco has retained some of the existing mature vegetation in order to provide natural screening and buffering of the proposed development from areas abutting the property. The project will change views of the site from surrounding areas, as it will demolish existing structures and redevelop the site with a new building configuration. The new building is proposed to be one story above grade with limited or no visibility from the surrounding roadways since intervening vegetation and changes in elevation will obscure the views. Residences near the proposed project will continue to be shielded by trees, shrubs and/or distance. The actual height of the proposed building is less than the existing motel on the Project Site, but the proposed building mass is greater. The proposed building’s earth-tone palette is designed to blend with its natural surroundings.

Change in Neighborhood Character

The proposed project will provide new retail and services for neighborhoods surrounding the project, consistent with existing corridor development. It will have access from the regional highway system for transportation. It will be a change from the existing limited-use commercial building and vacant buildings that exist on the site. The general character of the larger neighborhood area includes the strip retail located along the Route 202 commercial corridor, as well as single-family residential neighborhoods to the north and south of the corridor. The Applicant asserts that the addition of the proposed project will not change the existing character of the larger neighborhood.

Existing views of the Project Site were photographed, and rendered project buildings were developed for comparison with existing conditions. The views

were chosen to provide a visual assessment (i) from different parts of the Project Site, (ii) expected to be viewed by a relatively large number of viewers, and (iii) from different distances. The visual analysis determined that the proposed building would be visible from the Taconic State Parkway southbound ramp and from site frontage on Route 202. Visibility would be restricted from locations on Old Crompond Road, Route 202 east of the Taconic State Parkway northbound ramp, FDR State Park and Stony Street.

The Applicant asserts that the mere visibility of the proposed project from any of the surrounding viewsheds does not imply a detrimental effect on the perceived beauty of the place; nor will the project, by virtue of its visibility, necessarily cause the diminishment of public enjoyment and/or appreciation of the appearance of the visual resources, nor impair the character or quality of the place.

3. Proposed Mitigation

Aesthetic impact occurs when there is a detrimental effect on the perceived beauty of a place or structure. Significant aesthetic impacts are those that cause a diminishment of the public enjoyment and appreciation of an inventoried resource, or one that impairs the character or quality of such a place. Visual impact occurs when the mitigating effects of perspective do not reduce the visibility of an object to insignificant levels.

The Proposed Action contains design elements that will mitigate potential visual impacts. Such design elements include site layout, building placement, design grade elevations and proposed landscaping. Naturalized treatments including vegetative screening (landscaping described in detail below) will be used to obscure views of the proposed project from offsite locations.

Views of the building and front parking area from points along the Route 202/35 frontage will be partially diminished by grade change embankments. The remaining views will be softened by proposed landscaping. The view of the building from the Taconic State Parkway (TSP) will be obscured by existing woodlands to the northeast that will remain. The existing woodlands will be supplemented by additional landscape mitigation within the TSP right-of-way. Existing tree canopies along the western portion of the site will diminish views of the project from vantage points west and along Old Crompond Road.

With the proposed mitigation measures and the existing wooded areas to remain, visual impacts will be partly mitigated. The existing vegetation along with the proposed supplemental screening will ensure that views of the development from the surrounding areas will be limited. While the building will be visible from certain points, the natural color is designed to blend harmoniously with its natural surroundings, and landscaping throughout and around the proposed development

will soften views.

Since the Proposed Action includes demolition of the existing buildings and infrastructure, the existing blighted buildings will be removed from the Project Site and the site will be revitalized.

Landscape Mitigation

The landscape plan (Exhibit III.E-5) is intended to enhance both areas of the site that are currently disturbed and areas proposed to be disturbed, and to provide visual screening from the surrounding roads. There are six different planting zones as described following:

Planting Zone 1 consists of wetland buffer enhancement plantings around the perimeter of the wetland in the northeast corner of the site (Wetland B). These plantings will provide enhanced wildlife habitat along with increased native plant species variety. The existing area is currently vegetated with a mix of native and non-native species of deciduous trees and shrubs.

Planting Zone 2 consists of wetland buffer enhancement plantings as well as road screening plantings in two areas of the site. The first area in Planting Zone 2 is the southwest corner of the site along Old Crompond Road. The understory in this area is sparsely vegetated at present. This area will be planted with a mix of evergreen and deciduous trees that will both enhance the wetlands buffer similar to Planting Zone 1 above, as well as provide screening for the Costco building.

The second area of Planting Zone 2 is located to the east of Wetland B, just off of the Project Site, in the west sloping right-of-way for the Taconic Parkway. The right-of-way is currently vegetated with a mix of grass species along with Queen Anne's lace and bull thistle. The portion of the right-of-way that is within the buffer for Wetland B will be planted with large and small evergreen trees along with evergreen and deciduous shrubs. The planting in this area is an extension of the Taconic Parkway screen planting as described in Planting Zone 3 below.

Planting Zone 3 consists of road screen plantings along Old Crompond Road, NYS Route 35/202 and the embankment of the Taconic Parkway. The embankment along Old Crompond Road will be disturbed as part of the site grading activities, and large evergreens will be installed to stabilize the disturbed areas and screen the view of the parking lot and corner gas station.

Currently, the Taconic Parkway right-of-way is a steep, meadow slope. Within this slope there is a sparsely planted line of Sycamore (*Platanus*) and Eastern White Pine (*Pinus strobus*) trees, located approximately one-quarter down the slope from the paved off-ramp. This area will be mostly planted with large evergreen trees designed to screen the view of the proposed building from the

Taconic Parkway and the off-ramp adjacent to the property. Some smaller ornamental plantings will also be incorporated into this screen planting near the proposed main entrance to the site. Screening of Route 35/202 is discussed in Planting Zone 5 below.

The Applicant has met with the DOT to review the landscape plan with regard to planting within the TSP right-of-way. The DOT has received the planting concept favorably, and the Applicant continues to coordinate with the DOT.

Planting Zone 4 consists of replanting the slope that will be disturbed on the west side of the parking lot that is within the buffer of the western wetland (Wetland A). This area will be planted with large and small deciduous trees along with small deciduous and evergreen shrubs. The slope will also be seeded with a conservation wildlife seed mix that consists of native species. This planting will stabilize the disturbed areas, provide increased plant species habitat, and provide some ornamental beauty along the slope.

Planting Zone 5 entails ornamental and street tree plantings for the new parking lot. Large street trees will be installed in the largest planting islands, while smaller flowering trees will be installed in the smaller islands. Smaller shrubs and perennials will also be incorporated to beautify the entrance. Flowers, tree bark and habit, and the autumn leaf colors of the proposed parking lot planting will provide multi-season ornamental character. Evergreen shrubs will be used in the area between the parking lot and Route 202/35 to break up the view of building to the maximum extent practicable.

Planting Zone 6 includes a stormwater basin, which will be planted with native shrubs, herbaceous species and seed mixes.