

III. EXISTING CONDITIONS, IMPACTS AND MITIGATION

B. Visual Character

I. Use and Conservation of Energy – Green Technology

B. Visual

This section presents a visual impact assessment (VIA) in accordance with New York State Department of Environmental Conservation (NYSDEC) policy guidance. Its purpose is to 1) describe the visual setting/character of the project study area and existing visual and aesthetic resources and viewsheds of the proposed Project Site from adjacent areas, 2) describe the visual components of the proposed project and evaluate potential project visibility and 3) assess the visual change and aesthetic impacts associated with the proposed project.

1. Existing Conditions

The Project Site is bounded by Route 35/202 to the south, Old Crompond Road and residential properties to the west, vacant lands of the State of New York to the north and the Taconic State Parkway to the east.

Land Use

Approximately 10 acres of the 18.75-acre site are previously disturbed; the existing land uses include a combination of commercial and residential: (1) a plant nursery/lawn mower service center comprised of 3 buildings, (2) a residential property with two structures, (3) a former motel comprised of 2 buildings and 2 sheds, and (4) a fencing contractor on the site of a former two-bay service station. Almost 9 acres of the site are undeveloped and vacant. Refer to Exhibits III.B-1 through III.B-4.

a. Inventory of Aesthetic Resources

The following scenic and aesthetic resources were identified in the visual study area adjacent to the proposed project:

- (1) Scenic Areas of Statewide Significance – Taconic State Parkway is a State-designated Scenic Byway
- (2) National Register-listed Historic Place – Taconic State Parkway
- (3) State Park – FDR State Park (also designated NYS Critical Environmental Area)

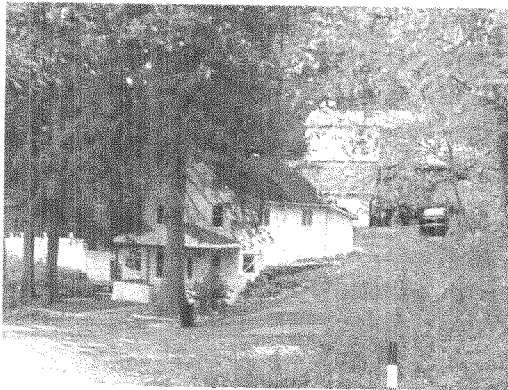


Exhibit III.B-1: Residential property on Project Site.

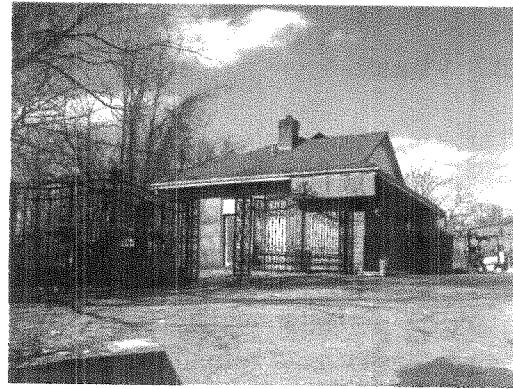


Exhibit III.B-2: Fencing contractor on Project Site.



Exhibit III.B-3: Nursery viewed from Rt. 202.



Exhibit III.B-4: Former motel on Project Site.

Larger photos
more maps

b. Existing Views of the Site and Adjacent Affected Areas

Photographs are provided to show existing views to and from the site and the surrounding area, along with a description of the views from roads/highways adjacent to the property. The photographs were taken during early fall (October 2010), when surrounding vegetation had close to full foliage, and during late winter/early spring (March 2011) to show the maximum visibility when deciduous trees and shrubs were leafless. Additional photographs were taken in late May 2011 for the balloon study. In general, views of the site from off-site locations are limited due to existing vegetation surrounding the site.

April 29, 2011

▪ **Old Crompond Road**

Exhibit III.B-5 shows the view from the existing residence on the Project Site. The former motel (where the proposed Costco building will be situated) is not visible from this point due to vegetation and site gradation. Similarly, as shown on Exhibits III.B-6 and III.B-8, views of the Project Site from Old Crompond Road are obscured by existing vegetation and topographic relief.

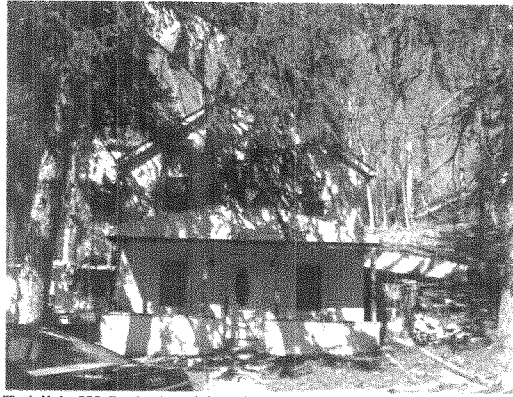


Exhibit III.B-5: Residential property on Project Site.



LEAVES

Exhibit III.B-6: View NE towards Project Site from Old Crompond Rd.

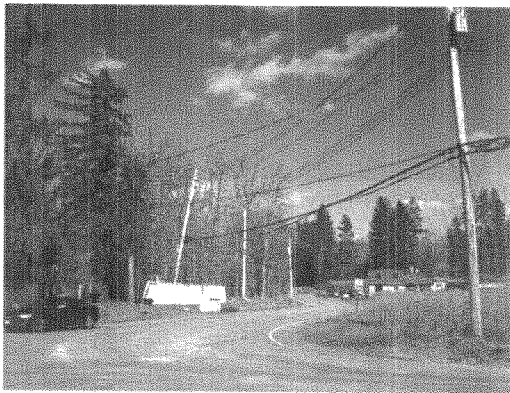


Exhibit III.B-7: View NE towards Project Site from residence on Old Crompond Rd.

Chase Bank



LEAVES

Exhibit III.B-8: View E towards Project Site from Old Crompond Rd.

▪ *Stoney Street*

Views of the Project Site from Stoney Street are obscured by existing vegetation (Exhibits III.B-9 and III.B-10).



Exhibit III.B-9: View E from Stoney St. and Old Crompond Rd.



Exhibit III.B-10: View SE from Stoney St.

▪ *Taconic State Parkway*

As shown in Exhibits III.B-11 through III.B-14, the former motel structures on the Project Site are partially visible due to very light landscaping. Limited vegetation planted along the Taconic State Parkway has little effect of screening. Buildings that are visible exhibit blighted conditions; boarded-up windows and covered with graffiti.



Exhibit III.B-11: View W from Taconic State Pkwy SB Ramp.



Exhibit III.B-12: View W from Taconic State Pkwy SB Ramp.



Exhibit III.B-13: View W from Taconic State Pkwy SB Ramp.



Exhibit III.B-14: View W from Taconic State Pkwy SB Ramp.

• *FDR State Park Road*

As shown in Exhibits III.B-15 and III.B-16, the Project Site is not visible from FDR State Park Road. Views are obscured by existing vegetation and terrain elevation.

where exactly? - show on a map



Exhibit III.B-15: View NW from FDR State Park Rd.



Exhibit III.B-16: View NW from a knoll at FDR State Park entrance.

▪ *Route 202*

Route 202 is a main east/west connector road that provides access to local commercial retail services and residences. Street trees and landscaping are sporadically located along the roadway. The general visual character of Route 202 can be described as strip retail and service buildings set back from the roadway. Exhibits III.B-17 and III.B-18 show views toward the site from Rt. 202. The Taconic State Parkway and embankment shields the view of the site from this location. Exhibit III.B-19 shows an access road to the site from Rt. 202. Existing mature vegetation and topography obscure the views of the site further west on Route 202. Along Route 202, the Project Site is visible between the Taconic southbound ramp and Old Crompond Road. Existing run-down conditions of the vacant motel are more clearly visible from the southbound ramp and near the intersection of the ramp and Route 202. The view from farther west on Route 202 near Old Crompond Road is shielded by vegetation.

*car dealers
all near
road
all on
south
side
of 202*



Exhibit III.B-17: View NE on Rt. 202.

NW



Exhibit III.B-18: View N on Rt. 202.



Exhibit III.B-19: View N, site access from Rt. 202.



Exhibit III.B-20: Site and Fencing Company from Rt. 202.

c. Existing Visual Setting and Character of Surrounding Neighborhood

The Project Site is in a prominent location located at the intersection of the Taconic State Parkway (TSP) southbound exit ramp and Route 202/35. Much of the existing development that is visible from this intersection is in poor condition reflected by its run-down appearance. The former motel is characterized by its boarded-up windows and doors and graffiti-covered walls. The King Gates is accented by partially shielded dumpsters and waste piles. Exhibits III.B-21 to III.B-24 show these visually unappealing conditions.



Exhibit III.B-21: Former Motel Side View

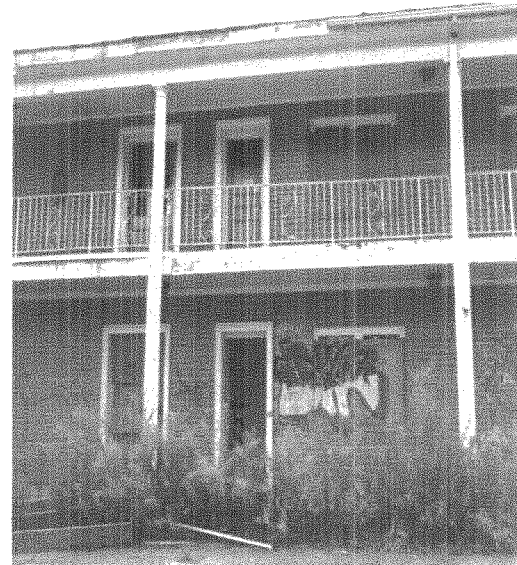


Exhibit III.B-22: Former Motel Front View

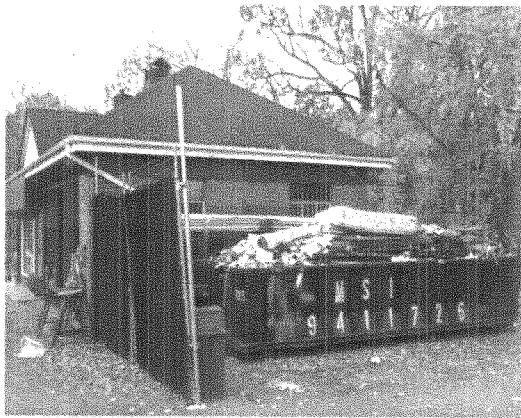


Exhibit III.B-23: View of King Gates



Exhibit III.B-24 View of Dumpster

Adjacent land uses within the immediate vicinity of the Project Site include institutional and commercial along Route 202 to the south, public parkland to the north and east, and a low-density, single-family residential neighborhood (with minimum lot sizes of ½ or 1 acre) to the west generally along Old Crompond Road. The site is surrounded by hills of forested land to the north and to the west. With the exception of the developed commercial corridors, the study area is relatively rural and largely undeveloped. Broad tracts of land include open space and public parkland. Built features in surrounding neighborhoods typically include low-density development of single-family residences.

2. Potential Impacts

a. Balloon Study

For the VIA, a balloon test was performed, and photographs were taken from various points around the Project Site, to determine the potential visibility of the project and evaluate visual change. In addition, the analysis includes visual simulations of the proposed project to illustrate visual characteristics of the landscape setting with the proposed project, and a discussion of visual significance and potential impacts.

To determine offsite locations from where the Project Site, in particular the Costco building, would be visible, on April 29, 2011 the Applicant's team identified the physical location of the proposed building and marked it. Four 4-foot diameter helium-filled balloons were located generally at the four corners of the proposed building. The balloons were flown to the height of the proposed Costco roof at elevation 475. A single 5-foot balloon was located within the building envelope and was flown to a height of around 100 feet above the existing grade. The purpose of this central balloon was so that the site could be easily identified from offsite viewpoints, even when the building balloons could not be discerned. The balloons were differentiated by color to help orient the view when observed from offsite locations. The two westerly corners were identified by red balloons, and the two easterly corners were identified by yellow balloons. The central balloon was orange.

→ why no one notified.

Roof itself
Parapets
HVAC units?

The site was then photographed from strategic offsite locations including the Taconic State Parkway, Route 202/35, Old Crompond Road, Stoney Street and the FDR Park, to determine balloon visibility and viewpoints from where the building would be visible. The viewshed from which the proposed building would potentially be seen was then determined. The following photographs of the site illustrate the views from the offsite viewpoints.

Views from Taconic State Parkway

The area within and adjacent to the proposed project includes sites that New York State Department of Environmental Conservation (NYSDEC) Visual Policy considers a scenic resource of statewide significance: the Taconic State Parkway. According to the New York State Scenic Byway Program, a scenic byway is defined as a road corridor with regionally outstanding scenic, natural, recreational, cultural, historic or archaeological significance. Unlike arterial roads and interstate highways which emphasize direct, efficient travel routes, scenic byways are typically roads which contain additional resources, features and facilities that heighten the travel experience and increase the harmony with the character of the areas through which they pass. A scenic byway "...offers an alternative travel route to our major highways and daily travel patterns, while telling a story about New York State's heritage, recreational activities or beauty."

As shown from the photos, the Costco building will be visible from the TSP southbound off-ramp. The building will also be visible from the TSP southbound lanes. Since the building roofline is tucked below the adjacent TSP embankment, it will not be visible from the TSP northbound lanes or areas eastward.

Exhibit III.B-25: View Southwest on Taconic State Parkway South ramp. Yellow and orange balloons visible at northeast corner.



Bigger & Photos

Exhibit III.B-26: View West on Taconic State Parkway South ramp. Orange and yellow balloon at northeast corner is visible.



Exhibit III.B-27: View West on Taconic State Parkway South Ramp. Orange and yellow balloons visible.



Exhibit III.B-28: View West on Taconic State Parkway South ramp.
Orange and yellow balloons visible at southeast corner.

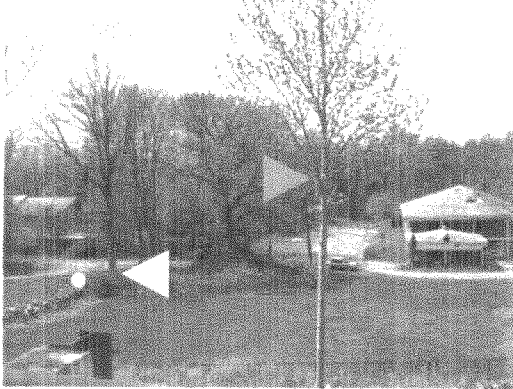


Exhibit III.B-29: View Northwest on Taconic State Parkway South ramp.
Orange and yellow balloon visible at northeast corner.



Views from Route 202

As shown from the photos, the Costco building will be visible from Route 202/35 generally from west of the TSP bridge to east of the intersection with Old Crompond Road.

Exhibit III.B-30: View North on site
Balloons visible at southeast and northeast corners.

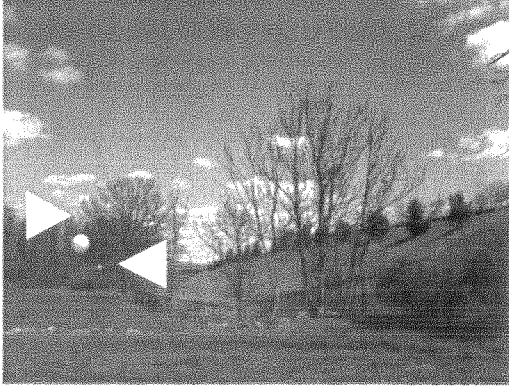


Exhibit III.B-31: View Northwest on Route 202.
Orange balloon visible but not yellow (proposed buildings are tucked behind embankment).



Exhibit III.B-32: View North from Site Access Road
Yellow balloon visible at southeast corner.



Exhibit III.B-33: View North Route 202 and Taconic State Parkway Southbound ramp
Orange balloon visible.



View from Old Crompond Road

As shown from the photos, the Costco building will not be visible from the westerly portions of Old Crompond Road. The view will be obscured by existing vegetation.

Exhibit III.B-34: View Northeast on Crompond Road. Balloons are not visible.

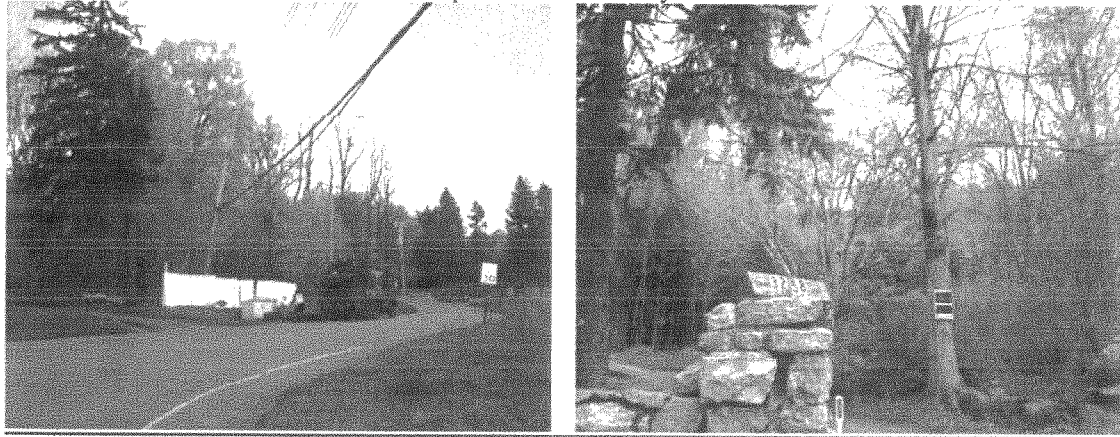


Leaves?

Exhibit III.B-35: Views East on Crompond Road. Balloons are not visible.



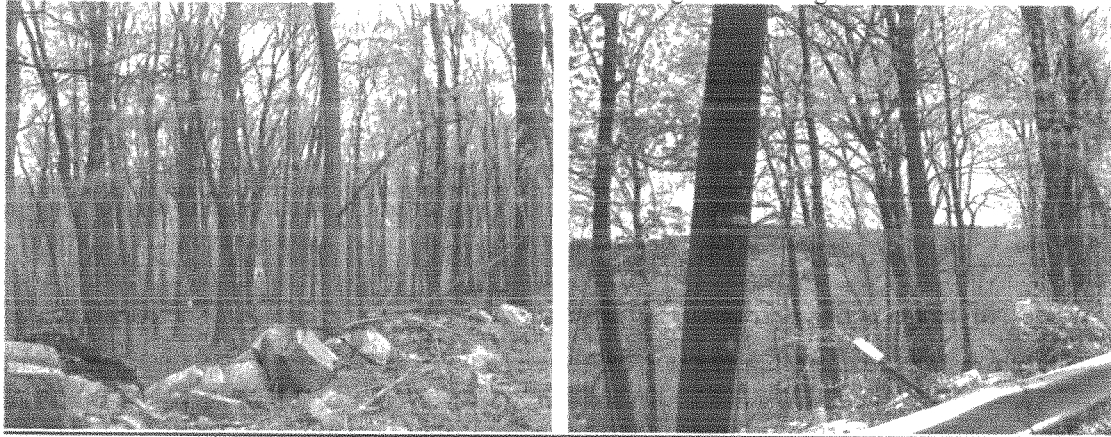
Exhibit III.B-36: Views Northeast on Crompond Road at Stoney Street. Balloons are not visible.



Stoney Street

As shown from the photos, the Costco building will not be visible from Stoney Street. The view will be obscured by existing vegetation.

Exhibit III.B-37: Views Southeast on Stoney Street. The building is not distinguishable.



Views from FDR State Park

As shown from the photos, the Costco building will not be visible from the FDR Park. The view will be obscured by existing vegetation and the TSP. The building roofline (elevation 475) is approximately fifty feet below the TSP Bridge (elevation +/-525).

No views of N.TSP shown.

Exhibit III.B-38: View Northwest from FDR State Park Knoll.



Exhibit III.B-39: View from FDR State Park Road.



Summary

In summary, based on the balloon study, we can determine that the viewshed from which the Costco building will potentially be seen is restricted to the TSP southbound lanes and off-ramp and the portion of Route 202/35, generally west of the TSP bridge and east of the intersection of Old Crompond Road. Although the study shows that the building may be seen, it does not account for proposed landscape screening that will

be planted along the project perimeter. In addition to the balloon study, the Applicant's design team provides additional graphics to illustrate the potential visual impacts as described below.

b. Visual 3D Simulations

To show anticipated visual changes associated with the proposed project, computer-enhanced image processing was used to create visual simulations of the project from each of the offsite viewpoints. The visual simulations were developed by constructing three-dimensional computer models based on the existing and proposed topography. Exhibits III.B-40 to III.B-49 illustrate the views from several locations from the TSP, Route 202/35 and Old Crompond Road where the project would be visible. The visual renderings consider existing offsite conditions as well as the proposed site layout and topography. The proposed site elements include the building and parking area as well as the proposed landscape plantings.

As shown, the proposed landscaping along the TSP (see Exhibit III-E.5) provides dense evergreen screening that significantly obscures the views of the proposed site. Transparent views are also included to give perspective and illustrate the site conditions that lie beyond the landscape screen. The landscape plan calls for evergreen plantings of initial size ranging from eight to ten feet in height. One can expect tree growth to be in the range of one to two feet per year; therefore in five years after the initial planting one could expect the trees to be thirteen to twenty feet in height. The renderings reflect plantings approximately five to ten years after initial planting.

species?
Need
DOT
Approval.

The site will be visible from viewpoints along Route 202/35. Views of the site will be softened by proposed landscaping along the road frontage and within landscaped islands placed throughout the parking area.

Exhibit III.B-40: View Reference Key



Exhibit III.B-41: View 1



Exhibit III.B-42: View 1 Transparent



Roof top
Units.
Skylights

Exhibit III.B-43: View 2

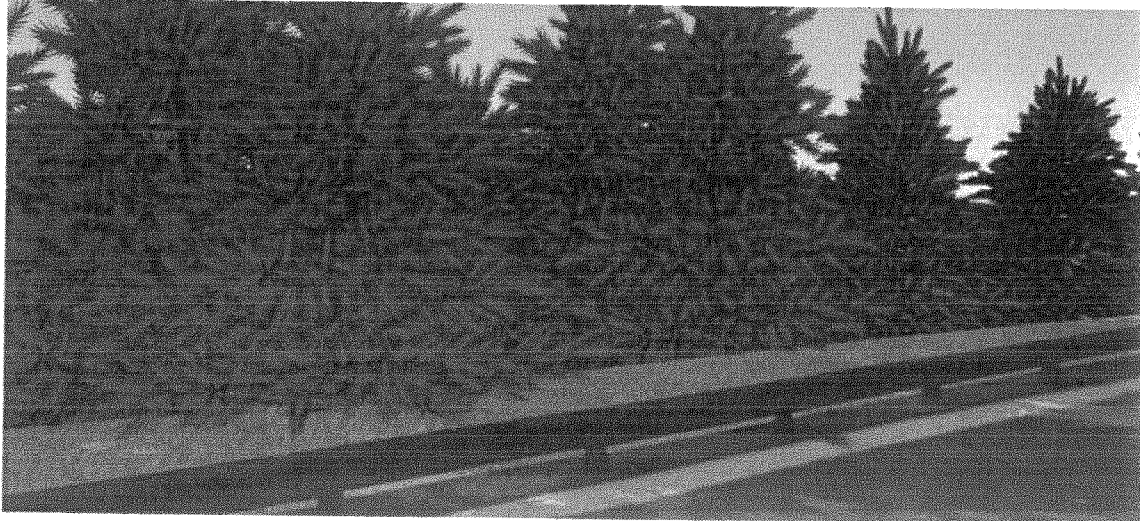


Exhibit III.B-44: View 2 Transparent

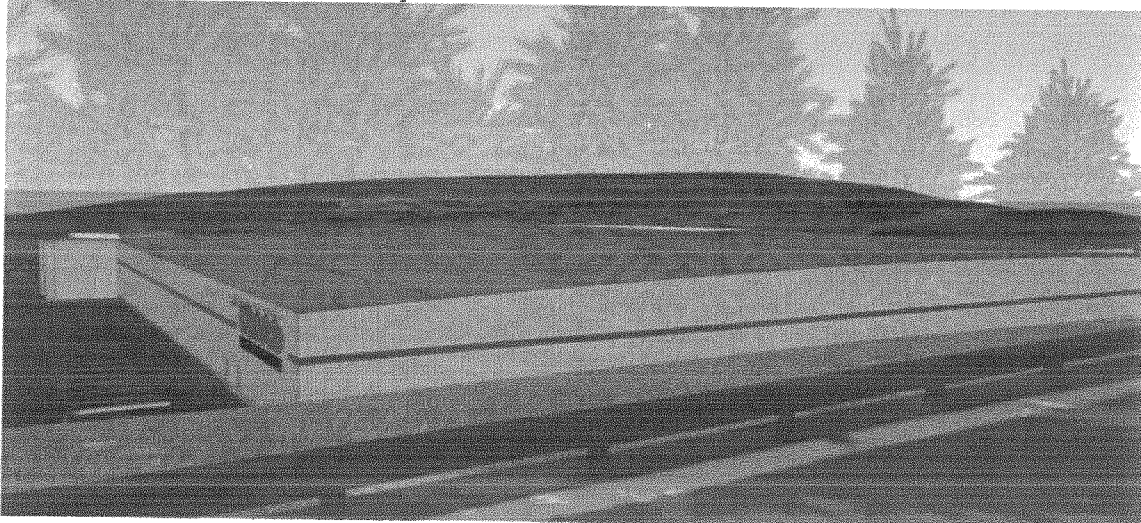


Exhibit III.B-45: View 3



Exhibit III.B-46: View 3 Transparent



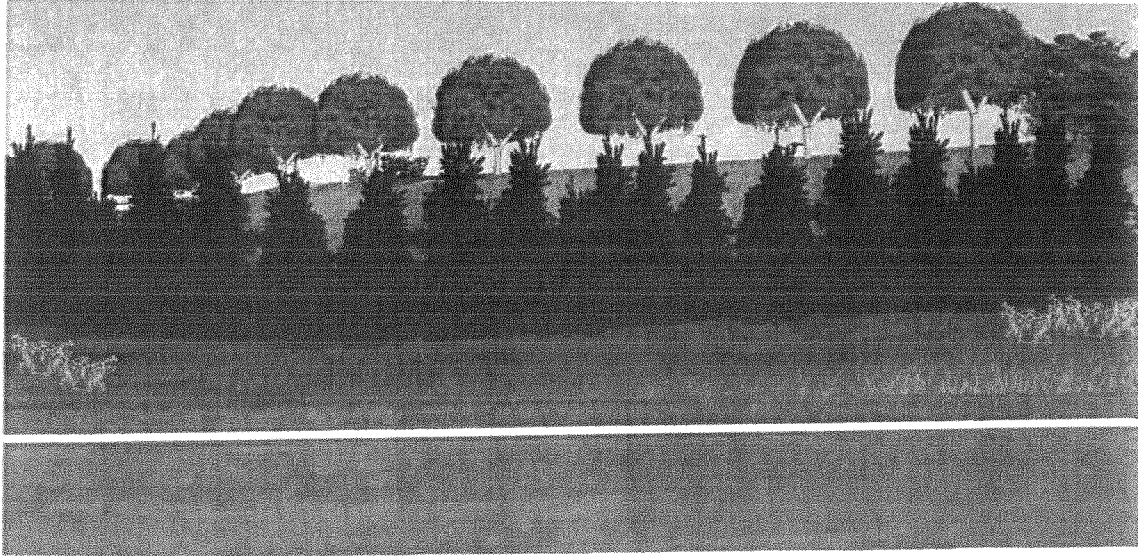
Exhibit III.B-47: View 4



Exhibit III.B-48: View 5



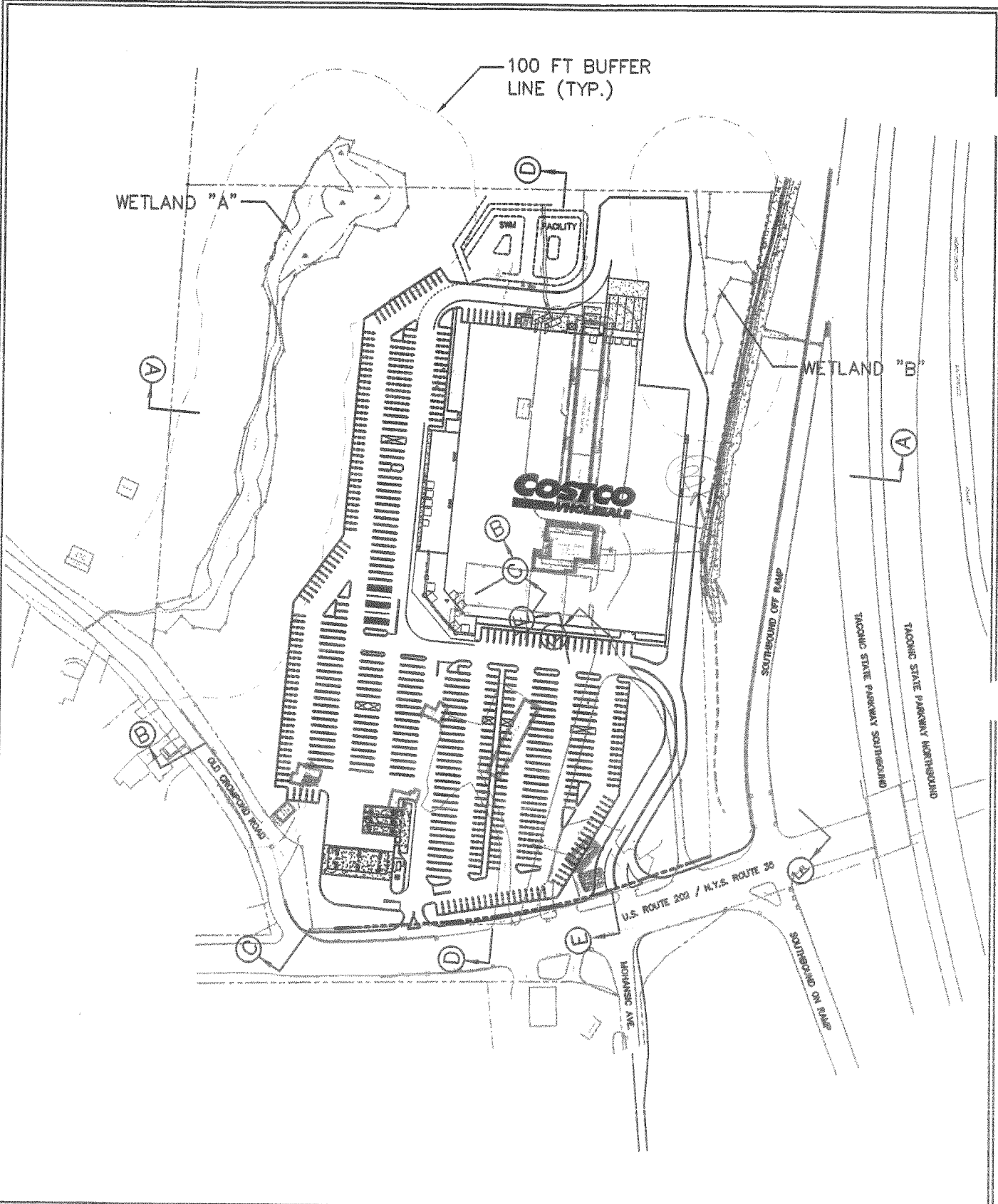
Exhibit III.B-49: View 6 (Old Crompond Road)



← Trees on slope?
Evergreens

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 (Exhibit III.B-50) Exhibits III.B-51 to III.B-52 reflect these views. From Section A, we can see that although the proposed building would be within the line of sight, the view from the TSP 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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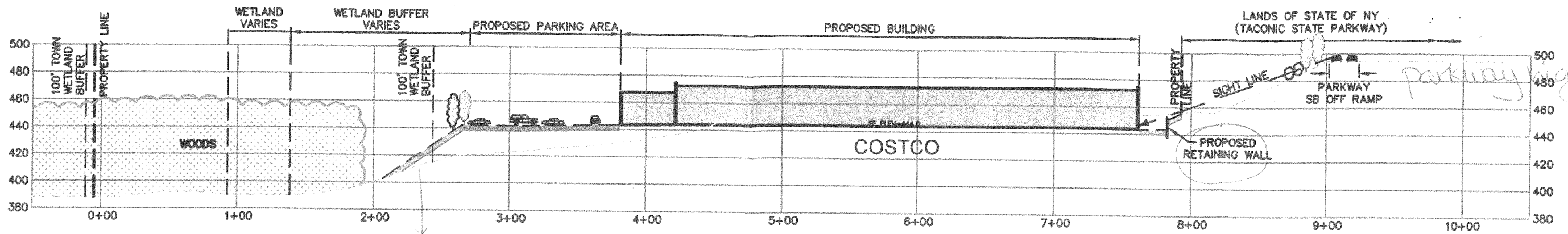
TRC Engineers, Inc.
 7 Skyline Drive
 Hawthorne, New York 10532

Exhibit III.B-50
 Sight Line Section Location Plan

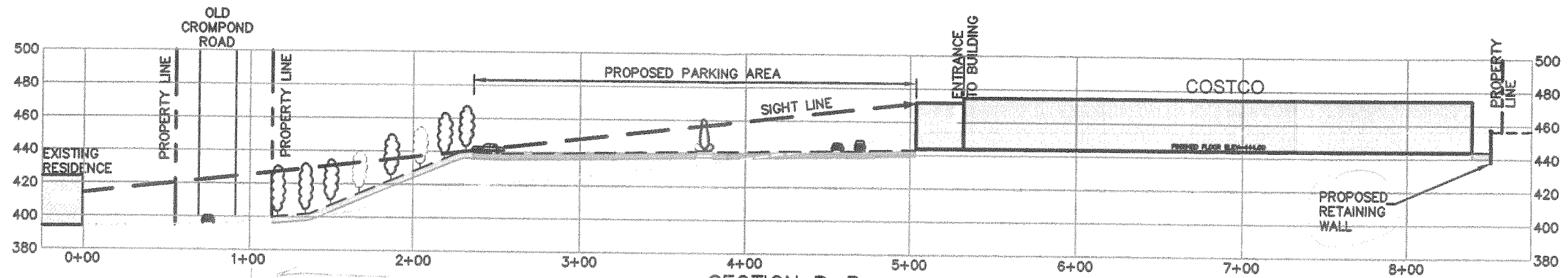


COSTCO WHOLESALE
 Town of Yorktown, New York

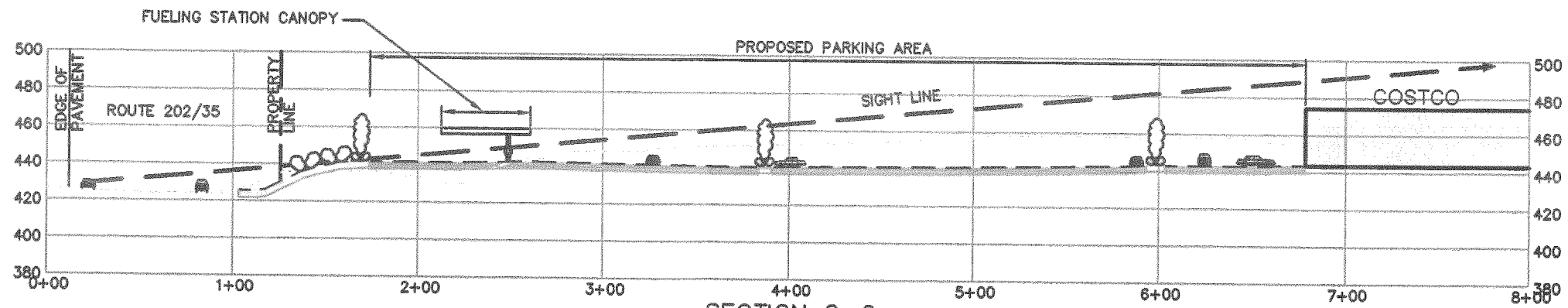
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SECTION A-A
SIGHT LINE FROM PARKWAY OFF RAMP



SECTION B-B
SIGHT LINE FROM RESIDENCE ON OLD CROMPOND ROAD



SECTION C-C
SIGHT LINE FROM OLD CROMPOND ROAD AT ROUTE 202/35

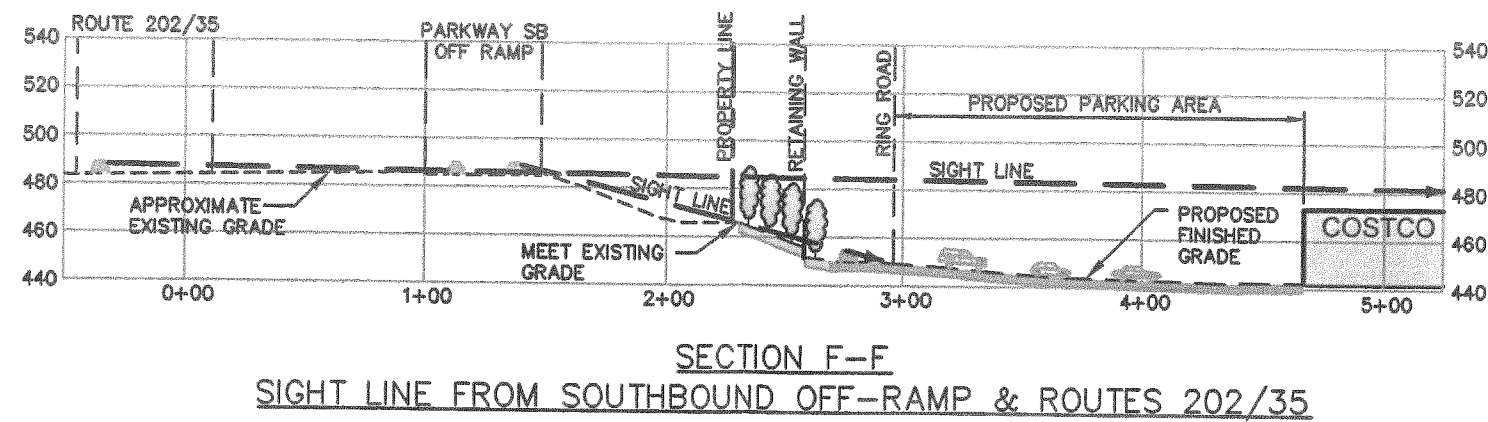
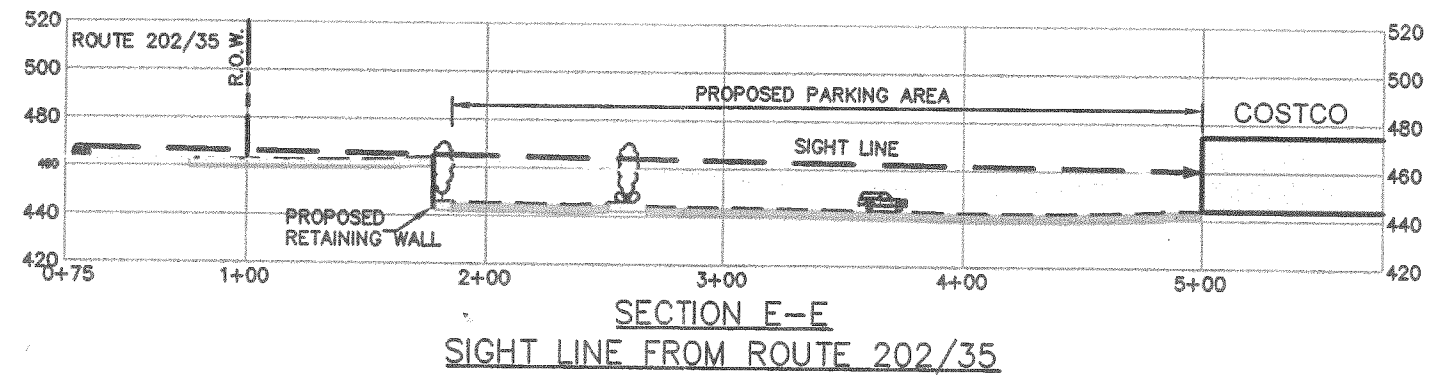
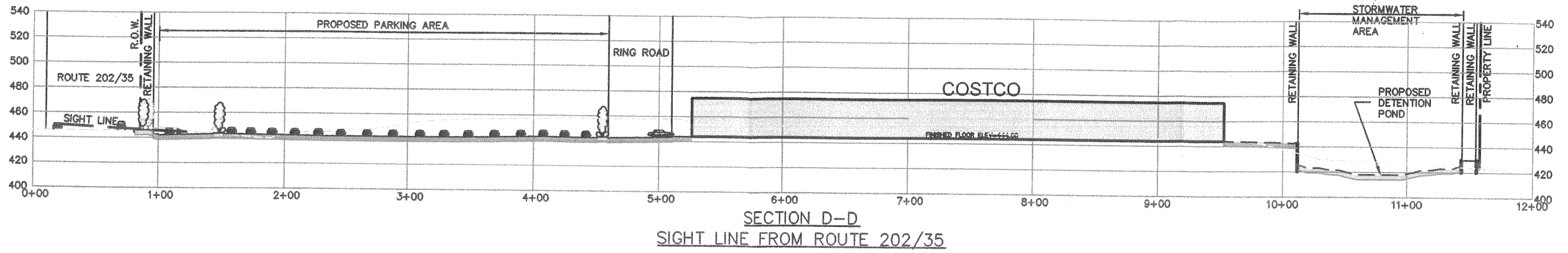
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TRC
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7 Skyline Drive
Hawthorne, New York 10532

Exhibit III.B-51
Sight Line Sections

COSTCO WHOLESALE
Town of Yorktown, New York

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TRC
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Exhibit III.B-52
Sight Line Sections

© TRC Engineers, Inc.

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).

Project identification signage will be minimal. No pylon signs are proposed. The "Costco Wholesale" building sign and the "Costco Gasoline" signs are the only project identifications on the site (Exhibits II-5 and II-6). Four wall signs are proposed for the Costco building and two signs are proposed on the fueling station canopy (front and rear).

The Costco building signs will include one sign at each of the following locations: the west wall, south wall, over the entry and at the tire service entry. Building signs will be externally lit with goose-necked lighting fixtures. Article XX, Signs, of Chapter 300 of the Town's Zoning Code regulates the signs. Table 300:A9 indicates the maximum permissible sign area. Based on maximum allowable sign area calculation as set forth in the Town's Signage Ordinance Manual, the building signs for the Costco and fueling station will meet the size criteria. - 20 #5

Article 13.07 of the 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. The Applicant is working with the NYS DOT to approve the placement of the Costco logo on the front of the building based on the argument that the signs will have minimal exposure to drivers on the Taconic State Parkway.

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 4.45 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 lighting will be provided throughout the parking area. Illumination will be provided to maintain safety. Parking lot lighting will be provided in accordance with Costco standards and will meet the minimum lighting criteria recommended by the Illuminating Engineering Society (IES). Costco standards require a minimum parking area illumination of 2.5 footcandles and a maximum to minimum ratio of 3:1.

Chapter 200-6 of the Yorktown Code requires that the illumination shall be less than 1.0 footcandle at the property line. The Proposed Action provides light shields on perimeter light fixtures as necessary to reduce offsite light spillage and to meet the Town's standards. The proposed parking area fixtures will have "dark sky" luminaires that throw light downward and will therefore minimize sky glow.

Parking area lighting will have LED luminaires of varying wattage. The LED fixtures, when compared to metal halide or other conventional equivalent luminaires will utilize significantly lower wattage, thereby, realizing a significant reduction in energy usage.

The parking area will remain illuminated from dusk to just after the facility closes. Typical hours of warehouse operation are Monday through Friday 10:00 a.m. to 8:30 p.m.; Saturday 9:30 a.m. to 6:00 p.m.; and Sunday 10:00 a.m. to 6:00 p.m. Typical hours of operation of the fueling facility are Monday through Friday 6:00a.m. to 9:30 p.m.; Saturday 6:00 a.m. to 7:00 p.m.; and Sunday 6:00 a.m. to 6:00 p.m. Minimal lighting as required for security will remain lit throughout the hours of darkness when the facility is closed.

The Zoning Code also requires that light fixtures be no more than 16 feet above the finished grade. Costco normally requires 40-foot high light fixtures to provide uniform parking area lighting. The higher mounting height typically can provide the necessary illumination with fewer light fixtures. The Applicant recognizes, however, that 40-foot high mounting heights would not meet the intent of the ordinance and therefore proposes a lighting design using 25-foot high mounting heights. The Applicant's engineer prepared two site lighting designs, one with a 16-foot mounting height and a second design with a 25-foot mounting height. Both designs met the Costco and Town illumination requirements having a minimum brightness of 2.5 footcandles and a maximum to minimum ratio of 3:1. Enhanced illumination is provided at the store entrance and driveway entrances at Route 202/35.

The comparative analysis revealed that the design with the 16-foot mounting height would require approximately 185± fixtures. The design proposing the 25-foot mounting height provided the same illumination with approximately one-third fewer light fixtures. It is the opinion of the Applicant that the 25-foot mounting height is more appropriate for a development of this size and fewer light sources would be more desirable. Detailed lighting specifications and summaries are provided in Appendix H and full size drawings are provided in the drawing set.

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 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 Stoney Street.

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 has been sited and designed to mitigate potential impacts. It has been sited in a location that precludes the possibility of having an aesthetic resource within its viewshed. In addition, sensitive design treatment will reduce impacts on significant resources. Finally, the existing blighted buildings will be removed from the Project Site and replaced with a usable, high functionality site.

Traditional treatments such as vegetative screening and landscaping will be used to conceal the proposed project from view (described in detail below). The proposed building along the western edge of the property will be partially obscured by the tree canopies that exist in the wooded area to remain between the proposed Costco building and the Taconic State Parkway. Visibility of the proposed project cannot be completely mitigated. From views where the proposed project structures will be visible, vegetative screening and attractive landscaping will provide a visual buffer from the Parkway and the neighborhood to the west of the Parkway.

With the proposed mitigation measures and the existing wooded areas to remain, no significant visual impacts are anticipated. 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.

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. Due to the limited space between the parking lot and Route 35/202, it is not feasible to use large evergreen trees to screen the view from Route 35/202. Therefore, smaller evergreen shrubs will be used in this area 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.