

A. INTRODUCTION

This attachment summarizes the findings of the Visual Resources Assessment, which evaluates the potential for visual impacts to sensitive receptors resulting from the Proposed Action. The Visual Resource Assessment identifies and examines the visual resources and the visual qualities of the landscape within a one-mile radius of the Proposed Action, and evaluates visual and aesthetic impacts on scenic, recreational and historical areas from the construction and operation of the Proposed Action.

Since the UG components of the Proposed Action do not have the potential for visual impacts, the Visual Resources Assessment was limited to the following OH components of the Proposed Action: 1) the Proposed Substation, and; 2) the two 69kV OH transmission line and structure modification areas (Sections A and B). The components of the Proposed Action included in the Visual Resources Assessment are depicted on **Figure C1**, provided in **Appendix C**.

B. METHODOLOGY

An inventory of sensitive aesthetic and visual resources was prepared following the guidance in the New York State Department of Environmental Conservation (NYSDEC) Program Policy “Assessing and Mitigating Visual Impacts” including locations or resources identified by local jurisdictions as having scenic or aesthetic quality. To determine the visual impacts of the Proposed Action on sensitive receptors and from typical view sheds, a field investigation was conducted on June 14, 2018. Photograph locations were selected to depict representative views of the Proposed Substation and the OH 69kV transmission line and structure modification areas (Sections A and B) from publicly accessible views and sensitive receptors. At each of the photograph locations, the direction in which the photographs were taken was recorded. These photographs are included in **Appendix C**.

Visual renderings were prepared using images of the existing conditions at the Proposed Substation property and the Section A and B OH 69kV transmission lines and structure modification areas from adjacent accessways (See **Appendix A**). The visual renderings do not provide an exhaustive collection of views from every location where these components of the Proposed Action would be visible. Rather, these views are intended to demonstrate the appearance of the Proposed Substation and OH 69kV transmission lines that would be visible to area residents and the general public.

NYSDEC GUIDANCE

NYSDEC Visual Impact Assessment Methodology, “Assessing and Mitigating Visual Impacts,” (DEP-00-2) was developed as guidance for NYSDEC’s review of actions, however the methodology and impact assessment criteria established by the policy are comprehensive and are readily used by other State and local agencies to assess potential impacts. This Visual Resources Assessment utilizes this methodology.

According to DEP-00-2, a “visual impact” occurs when “the mitigating¹ effects of perspective” do not reduce the visibility of an object to insignificant levels. While beauty does not play a role in whether there is a “visual impact,” it does play a role as to whether there is an “aesthetic impact”:

Aesthetic impact occurs when there is a detrimental effect on the perceived beauty of a place or structure. Mere visibility, even startling visibility of a project proposal, should not be a threshold for decision making. Instead a project, by virtue of its visibility, must clearly interfere with or reduce the public’s enjoyment and/or appreciation of the appearance of an inventoried resource. (DEP-00-2, p. 9)

The “mitigating effects of perspective” are important to understand in the assessment of visual impact. For example, while an object such as a switchgear may be visible over a long distance, “atmospheric perspective,” which DEP-00-2 describes as the “reduction in intensity of colors and the contrast between light and dark as the distance of the objects from the observer increases,” and which is a product of the natural particles within the atmosphere that scatter light, serves to minimize the significance of the object in the overall viewshed. A second factor that reduces the potential for impact is the overall character of the surrounding landscape, including existing vegetation, buildings, and topography. The effects of distance and contextual topography typically reduce the visibility of switchgears associated with the Proposed Substation to insignificant levels.

Thus, while the elements of the Proposed Action may be visible within a viewshed, mere visibility is not a threshold of significance. The significance of the visibility is dependent on several factors: the perceived beauty, presence of any designated visual resources within the viewshed of the Proposed Action; distance; general characteristics of the surrounding landscape; and the extent to which the visibility of the Proposed Action interferes with the public’s enjoyment or appreciation of the resource. A significant adverse visual impact will only occur when the effects of design, distance, and intervening topography and vegetation did not minimize the visibility of an object and the visibility significantly detracts from the public’s enjoyment of a resource.

STUDY AREA

Although the NYSDEC program policy “Assessing and Mitigating Visual Impacts” provides direction to inventory scenic or aesthetic resources within five miles of the Proposed Action, the Proposed Action is not discernable beyond a distance of one mile based on field observations. As such, a study area of one-mile was determined to be more appropriate for inventorying scenic and aesthetic resources.

¹ DEP-00-2 uses the term “mitigating” or “mitigation” to refer to design parameters that avoid or reduce potential visibility of a project. This should not be confused with the use of the term “mitigation” with respect to mitigation of significant adverse environmental impacts as required by the State Environmental Quality Review Act (SEQRA).

Views of the Proposed Action will vary throughout the study area as a function of topography, vegetation, and built structures. Visibility of the Proposed Substation is non-existent, or limited, from locations beyond a 0.25-mile radius due to the generally flat topography of the area and the limited vertical profile of the Proposed Substation and associated equipment. Views of the Proposed Substation equipment (i.e., switchgears) will vary due to the presence or absence of vegetation and buildings. In addition, the areas within one mile of the Proposed Substation and the Section A and Section B OH 69kV transmission lines are well developed and include existing utility transmission and distribution infrastructure and lighting poles. As such, replacement of transmission structures or installation of new transmission structures will be consistent with the current use and visual character of the area.

The components of the Proposed Action that were evaluated as part of the Visual Resources Assessment are briefly described below. As previously discussed, the Visual Resources Assessment was limited to those components of the Proposed Action noted above.

B. EXISTING CONDITIONS

LAND USE

The Proposed Action is located in mixed-use areas within hamlets of Uniondale, East Meadow and Salisbury, Town of Hempstead, Nassau County, New York. Land uses in the vicinity of the aboveground components of the Proposed Action are discussed below. Land uses for all components of the Proposed Action (including underground components) are discussed in **Attachment B**.

PROPOSED SUBSTATION

The Proposed Substation property is located in an area primarily characterized by industrial, commercial and institutional uses. An industrial power plant, Nassau Energy Corporation, is currently located immediately west of the substation property. Nassau Veterans Memorial Coliseum (an indoor arena hosting sporting and entertainment events) and an associated parking area is located immediately southwest of the substation property, across Charles Lindbergh Boulevard. The Long Island Marriot hotel and an associated surface parking area is located south of the Proposed Substation property, across Charles Lindbergh Boulevard. The Francis T. Purcell Preserve is located southeast of the Proposed Substation, across Charles Lindbergh Boulevard. The Hempstead Plains, an area of native grassland, as well as the Hempstead Plains Education Center, are located east-northeast of the Proposed Substation parcel, across Perimeter Road. Vegetated undeveloped land is located immediately north of the Proposed Substation and a Nassau Community College parking lot is located further north of the Proposed Substation property.

Notable properties with tall structures in the vicinity of the Proposed Substation, as well as in the vicinity of nearby identified visual resources, include: the adjacent Nassau Energy Corporation, with a stack extending to approximately 140 feet above ground level; an office

complex (333 Earle Ovington Boulevard) located approximately 1,400 feet west of the Proposed Substation, with heights extending to approximately 145-feet above ground level, and; the Nassau Community College “T” Tower located approximately 1,500 feet northwest of the Proposed Substation, with heights extending to approximately 170 feet above ground level. In addition, the Long Island Marriot, an 11-story hotel with heights extending to approximately 115 feet above ground level, is located approximately 700 feet south of the Proposed Substation and RXR Plaza, a 15-story commercial complex with heights extending to approximately 190-feet above ground level, is located approximately 2,200 feet south of the Proposed Substation along Hempstead Turnpike.

OH TRANSMISSION LINES AND STRUCTURE MODIFICATIONS

The land uses surrounding the Section A and Section B OH transmission line areas consist of commercial, single and multi-family residential, industrial, institutional and open space uses, as detailed below.

Section A

The Section A OH transmission line is located adjacent to a Long Island Rail Road (LIRR) right-of-way. This existing OH transmission line consists of transmission tower structures and poles measuring up to 68 feet above grade, and conductor that is approximately 0.5 inches in diameter. Land uses along this area include single and multi-family residential uses, as well as some commercial and industrial uses.

Portions of Section A OH transmission activities, including reconductoring and replacement of the transmission line and the removal or replacement of tower structures and steel poles, are located within and immediately adjacent to the National Register-listed Mitchel Air Base and Flight Line Historic District (NYSOPRHP ID No. 17NR00115). In addition, the Meadowbrook State Parkway is a state-designated (per Article 49 of the ECL) Scenic Byway located approximately ≤ 0.03 miles east of Section A OH alignment.

A notable property with tall structures located near the Section A OH transmission line, as well as in the vicinity of nearby identified visual resources, is Covanta Hempstead, an industrial energy-from-waste facility. This facility is located approximately 1,000 feet north of the Section A OH transmission line and consists of an approximately 375-foot tall stack, and several other buildings.

Section B

The Section B OH transmission line is located along a tree-lined paved pathway within the Eisenhower Park Golf Course and extends slightly east of Carman Avenue on public roadway right-of-way. This existing OH transmission line consists of transmission tower structures measuring up to approximately 75 feet above grade, and conductor that is approximately 0.5 inches in diameter. The Eisenhower Park Golf Course is located immediately north and south of this transmission line, with the exception of the eastern end

of this line extending slightly east of Carman Avenue, which is bound by Nassau County Correctional Center. A notable property with tall structures located near the Section A OH transmission line, as well as in the vicinity of nearby identified visual resources, is Nassau University Medical Center, located approximately 2,500 feet south of the Section B OH transmission, with heights extending to approximately 300 feet above ground level.

TOPOGRAPHY

The existing topography throughout the Proposed Action areas is generally flat with elevations at the Proposed Substation ranging from approximately 80 feet to 85 feet above mean sea level (AMSL), elevations ranging from approximately 80 feet to 90 feet AMSL along the Section A transmission line area, and from approximately 90 to 100 feet AMSL along the Section B transmission line area. The topography surrounding the Proposed Action is characterized as flat, built-up environments. Topography in these areas range in elevation from 90 feet to 105 feet AMSL. The highest elevations within one-mile Proposed Action are located north of the Proposed Action at 110 feet AMSL (approximately 25 feet higher than the elevation of the Proposed Substation), in the vicinity of the Wantagh State Parkway. This is also located east of the Section B OH transmission line. The lowest elevations within one-mile of the Proposed Action are located south of the Proposed Action in the vicinity of the East Meadow Brook, with elevations at approximately 65 feet AMSL.

INVENTORY OF RESOURCES

Visual resources are landscape areas and features that are significant because of either their inherent visual quality or their cultural importance, including landscapes that demonstrate historical significance, designated recreation area and scenic areas, natural features, naturally occurring landscapes and manmade features.

NYSDEC Visual Policy Categories

An inventory of sensitive aesthetic and visual resources was prepared following the guidance in DEP-00-2. The DEP-00-2 guidance identifies 15 categories of aesthetic and natural resources of statewide significance which have been recognized through either national or state designations. The location of the identified aesthetic and visual resources are depicted on **Figure C2**, provided in **Appendix C**. An inventory of visual resources designated by the NYSDEC within the Study Area are identified below.

1) *A property on or eligible for inclusion in the National or State Register of Historic Places [16 U.S.C. §470a et seq., Parks, Recreation and Historic Preservation Law Section 14.07].*

A review of the New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP) Cultural Resource Information System (CRIS)¹ identified the National-

¹ <<https://cris.parks.ny.gov/>>. Accessed June 4, 2018.

Register Listed Mitchel Air Base and Flight Line Building District (the “District”, NYSOPRHP ID No. 17NR00115) and multiple listed associated buildings within the Proposed Action study area. The District is large, with over 100 extant structures from the period of significance in the early 1930s. The ownership of the District is mixed; a portion is still federally owned, while other parts have been repurposed as aviation museums and as classrooms for Nassau Community College. In addition, some associated historic residences are privately owned. A single National Register Listed Site was identified within the visual resource study area, as presented in **Table D1** below.

Table D1: National Register Listed Sites Within One-Mile of Proposed Action

NYSOPRHP ID No.	Figure ID No.	Site/Property	Approximate Location/Comments
17NR00115	NRL01	Mitchel Air Base and Flight Light Line	Immediately south of Section A overhead transmission line

Additionally, seventeen properties were identified as eligible for listing, as summarized in **Table D2** below.

Table D2: National Register Eligible Sites Within One-Mile of Proposed Action

NYSOPRHP ID No.	Figure ID No.	Site/Property	Approximate Location/Comments
05901.000276	NR01	B-301 1932 Officers Quarters	0.65-mile northeast of Proposed Substation
05901.000277	NR02	B-302 1932 Officers Quarters	0.65-mile northeast of Proposed Substation
05901.000278	NR03	B-303 1932 Officers Quarters	0.65-mile northeast of Proposed Substation
05901.000279	NR04	B-304 1932 Officers Quarters	0.65-mile northeast of Proposed Substation
05901.000280	NR05	B-305 1932 Officers Quarters	0.65-mile northwest of Proposed Substation
05901.000981	NR06	B-306 1932 Officers Quarters	0.65-mile northwest of Proposed Substation
05901.000037	NR07	Staller Mansion (Nassau Co Historical Museum)	0.58-mile northwest of Proposed Substation
05901.000038	NR08	Staller Mansion Cottage	0.58-mile northwest of Proposed Substation
05901.000943	NR09	Bin 1018109/Single Arched Bridge, 1939	2.64 miles east of Proposed Substation
05901.000941	NR10	Bin 1036779/Bridge, 1956	2.48 miles northeast of Proposed Substation
05901.000940	NR11	Bin 1058580/Single Arch Bridge, 1938	2.41 miles east of Proposed Substation

Table D2: National Register Eligible Sites Within One-Mile of Proposed Action

NYSOPRHP ID No.	Figure ID No.	Site/Property	Approximate Location/Comments
05921.000147	NR12	Nassau BOCES Farber Administrative Center	1.66 miles northwest of Proposed Substation
05921.000005	NR13	Curtiss Aircraft (1918)/Oxford Pendaflex	1.63 miles northwest of Proposed Substation
05921.000134	NR14	Stewart Avenue Elementary School (Ca. 1953)	1.66 miles northwest of Proposed Substation
05921.000027	NR15	Nunley's Amusement Building	0.55 miles northwest of Proposed Substation
05901.000942	NR16	Bin 1036779/Double Arched Bridge, 1937	2.51 miles east of Proposed Substation
05921.000188	NR17	Curtiss Aircraft Complex RA04 (Oxford Pendaflex)	1.30 miles northwest of Proposed Substation

Consultation requests were submitted to the NYSOPRHP in order to evaluate the potential impact from the Proposed Action on archaeological and/or historic resources within the project area. Responses were received from the NYSOPRHP on February 20 and March 14, 2019 stating that the Proposed Action will have no impact on archaeological and/or historic resources listed in or eligible for the New York State and National Register of Historic Places. Copies of the NYSOPRHP's Letters of No Impact are provided in **Appendix C**.

2) *State Parks [Parks, Recreation and Historic Preservation Law Section 3.09].*

No state parks are located within the study area.

3) *Urban Cultural Parks [Parks, Recreation and Historic Preservation Law Section 35.15].*

The Proposed Action and study area are not located within The Long Island North Shore State Heritage Area (LINSHA) or other Urban Cultural Parks.

4) *The State Forest Preserve [NYS Constitution Article XIV].*

The Proposed Action and study area are not located within State Forest Preserve lands.

5) *National Wildlife Refuges [16 U.S.C. 668dd], State Game Refuges and State Wildlife Management Areas [ECL 11-2105].*

No National Wildlife Refuges (NWR) are located within the Proposed Action area or study area.² No State Game Refuges and State Wildlife Management Areas (WMA) are located within the Proposed Action area or study area.³

6) *National Natural Landmarks [36 CFR Part 62].*

No National Natural Landmarks (defined by 36 CFR Part 62) are located within the Proposed Action area or study area.⁴

7) *The National Park System, Recreation Areas, Seashores, Forests [16 U.S.C. 1c].*

No National Parks (as defined by 16 U.S.C. 1c) are located within the Proposed Action area or study area.⁵

8) *Rivers designated as National or State Wild, Scenic or Recreational [16 U.S.C. Chapter 28, ECL 15-2701 et seq.]*

No Rivers designated as national or state wild, scenic or recreational are present within the Proposed Action area or study area.

9) *A site, area, lake, reservoir or highway designated or eligible for designation as scenic [ECL Article 49 or DOT equivalent and APA Designated State Highway Roadside].*

Resources identified in Article 49 of the Environmental Conservation Law (ECL) include Scenic Byways (under the purview of New York State Department of Transportation [NYSDOT]), parkways (designated by the NYSOPRHP), and other areas designated by NYSDEC. The Meadowbrook State Parkway is a state-designated scenic byway located adjacent to two riser poles (approximately ≤ 0.03 miles east) that are proposed to be installed at the eastern end of the Section A OH transmission line. In addition, the Wantagh State Parkway is a state-designated scenic byway located approximately 0.50 miles east of the Section B OH transmission line.

² Source: <http://www.fws.gov/refuges/>; posted as of 06/04/2018.

³ Source: <http://www.dec.ny.gov/outdoor/8297.html>; posted as of 06/04/2018.

⁴ Source: <http://www.nature.nps.gov/nnl/state.cfm?State=NY>; posted as of 06/04/2018.

⁵ Source: <http://www.nps.gov/state/NY/>; posted as of 06/04/2018.

10) *Scenic Areas of Statewide Significance [of Article 42 of Executive Law].*

No Scenic Areas of Statewide Significance (of Article 42 of Executive Law) are located within the Proposed Action area or study area.

11) *A State or federally designated trail, or one proposed for designation [16 U.S.C. Chapter 27 or equivalent].*

There are no federally designated trails (as defined by 16 USC Chapter 27) located within the Proposed Action area or study area.⁶

12) *Adirondack Park Scenic Vistas.*

There are no Adirondack Scenic vistas within the Proposed Action area or study area.

13) *State Nature and Historic Preserve Areas; [Section 4 of Article XIV of the State Constitution].*

There are no State Nature or Historic Preservation Areas located within the Proposed Action area or study area.⁷

14) *Palisades Park; [Palisades Interstate Park Commission].*

Palisades Park is not located within the Proposed Action area or study area.

15) *Bond Act Properties purchased under Exceptional Scenic Beauty or Open Space category.*

No Bond Act properties purchased under exceptional scenic beauty or open space category are located within the Proposed Action area or study area.⁸

Locally Significant Resources

An inventory of additional visual resources including public parks and recreation areas is also considered within the context of the NYSDEC Visual Resources Policy. Eight county, municipal and privately-owned recreational sites were identified within the Proposed Action

⁶ Sources: <http://www.nps.gov/nts/maps/National%20Trails%20map.pdf>; posted as of 06/04/2018.

⁷ Source: <http://www.dec.ny.gov/outdoor/7809.html>; posted as of 06/04/2018.

⁸ Source: <http://www.nassaucountyny.gov/3515/Environmental-Bond-Act-Properties>; posted as of 06/04/2018.

study area, as summarized in **Table D3** below. These municipal recreational areas include municipal parks, golf courses and tennis courts.

Table D3: Local Recreational Sites Within One-Mile of Proposed Action

Resource	Figure ID No.	Location	Approximate Relative Distance
Hempstead Plains Preserve	RA01	Immediately adjacent to UG 69kV transmission tie-in cables along Perimeter Road	0.03-mile from Proposed Substation
Francis T. Purcell Preserve	RA02	South of Charles Lindbergh Boulevard, east of Hotel Drive and west of Meadowbrook State Parkway	0.05-mile from Proposed Substation
Mitchel Athletic Complex	RA03	Adjacent to Charles Lindbergh Boulevard	0.37-mile from Proposed Substation
Nassau County Community College Recreational Facilities	RA04	West and east of Hazelhurst Avenue and Duncan Avenue respectively	0.45-mile from Proposed Substation
Eisenhower Park	RA05	Section B OH transmission line and structure modifications are within Eisenhower Park	0.45 mile from Proposed Substation
Grove Park	RA06	Along Grove Street	1.10 miles from Proposed Substation
Rainbow Park	RA07	At the intersection of Rainbow Place and Clinton Road	1.68 miles from Proposed Substation
Custer Park	RA08	South of Commercial Avenue and west of Grove Street	1.25 miles from Proposed Substation

POTENTIAL IMPACTS OF THE PROPOSED ACTION

The Visual Resources Assessment was limited to visual impacts resulting from permanent aboveground components of the Proposed Action: the Proposed Substation and the two OH 69kV transmission lines (Section A and Section B).

A field visit was conducted on June 13, 2018 to assist in the determination of potential visibility of the Proposed Action from the visual resources inventoried in Section B. Visual renderings of the Proposed Substation from several perspectives are provided as View 1 through View 6, in **Appendix A**. Visual renderings of the OH transmission lines and structure modifications are provided as View 7 through View 15, in **Appendix A**.

Photographs documenting existing views of the Proposed Action from inventoried resources are included in **Appendix C**. Photograph locations are provided on **Figure C3**, in **Appendix C**.

PROPOSED SUBSTATION

Based on the vertical profile of the Proposed Substation, the generally flat topography of the Proposed Substation (approximately 80 feet to 85 feet AMSL) and existing vegetation/structures in the areas surrounding the Proposed Substation, the visibility of the Proposed Substation will be limited from the identified visual resources, with exception of the Hempstead Plains Preserve (RA01) and the Francis T. Purcell Preserve (RA02). However, several other nearby properties that contain structures exceeding the height of the Proposed Substation are visible from these two visual resources, including the adjacent Nassau Energy Corporation, an office complex located at 333 Earle Ovington Boulevard, the Marriot Long Island hotel, and the RXR Plaza (see photographs of existing conditions provided in **Appendix C**). Visual renderings of the Proposed Substation are provided as View 1 through View 5, in **Appendix A**.

Views 1 through 4 depict the Proposed Substation from neighboring properties. View 1 is from the south side of Charles Lindbergh Boulevard, facing northeast towards the Proposed Substation. View 2 is from the south side of Charles Lindbergh Boulevard, along the northern boundary of the Francis T. Purcell Preserve, facing northwest towards the Proposed Substation. View 3 is from an undeveloped property located just south of the Hempstead Plains, facing west towards the Proposed Substation. View 4 is from the Hempstead Plains in the vicinity of the Hempstead Plains Education Center, facing southwest towards the Proposed Substation. In addition, View 4 is a bird's eye view of the Proposed Substation, facing south towards the Proposed Substation, and View 5 is an aerial view of the Proposed Substation, from directly overhead.

As shown in Views 1 through 5, Proposed Conditions depict substation equipment and support structures within the Proposed Substation property, and trees lining the perimeter of the Proposed Substation. The tallest structures present within the Proposed Substation property include four lightning masts, which will extend to a maximum height of approximately 60 feet above grade. The Nassau Energy Corporation is located immediately west of the Proposed Substation. As shown in Views 1 through 5, the Nassau Energy Corporation is the dominant visual feature in the immediate vicinity of the Proposed Substation and consists of a stack that is approximately 140 feet in height above grade, as well as a cluster of large industrial buildings that range from 30 to 60 feet in height. The visual dominance of the Nassau Energy Corporation facility and the stack limits potential visual impacts from the Proposed Substation. The Proposed Substation is not only consistent with the adjacent industrial land use but will also consist of equipment that will be significantly shorter than the stack and the majority of buildings present on the Nassau Energy Corporation property.

Given the existing industrial Nassau Energy Corporation property in the immediate vicinity of the Proposed Substation, which consists of a stack and other large buildings, the Proposed Substation will not result in a significant adverse impact on existing visual quality.

Further, given the existing visual aesthetic of the Nassau Energy Corporation facility and given the proposed landscape plan to install an approximately 8-foot tall permahedge fence and trees ranging from 10 to 12 feet surrounding the Proposed Substation, the Proposed Substation will not result in a significant impact to the viewshed of Hempstead Plains Preserve and the Francis T. Purcell Preserve, despite its potential visibility from locations within these properties. In addition, as other properties with taller structures are currently visible from these resources, the Proposed Substation does not represent a significant visual impact to these resources.

OH TRANSMISSION LINES AND STRUCTURE MODIFICATIONS

Based on the vertical profile of the Section A and Section B OH 69kV transmission line and structures, the generally flat topography of these areas (ranging from approximately 80 feet to 90 feet AMSL in Section A and from approximately 90 feet to 100 feet AMSL in Section B) and existing vegetation/structures in the surrounding areas, the OH transmission lines and structures will not be visible from the identified visual resources located within one-mile of these areas except from viewsheds from within the District (NRL01), Eisenhower Park (RA05) and the Meadowbrook Parkway, as described below. However, several other nearby properties with tall structures exceeding the height of the Section A and Section B OH transmission line and structures are visible from these three aesthetic and visual resources, including the Covanta Hempstead industrial facility and the Nassau University Medical Center (see photographs of existing conditions provided in **Appendix C**).

Visual renderings of the Section A OH transmission line and structure modification area are provided as View 7 through View 10, in **Appendix A**. Visual renderings of the Section B OH transmission line and structure modification area are provided as View 11 through View 15, in **Appendix A**. A description of the visual renderings and the structure modifications are discussed below. It should be noted that although transmission conductor will be replaced with new conductor measuring approximately 0.8 inches thicker in diameter, this increase is not significant and will not represent a significant visual impact as compared to the existing conductor. The increased visibility of this conductor in the Proposed Condition visual renderings is related to the generation of this rendering using a computer program, and the limitations of computer generation to depict “real-life” views.

Section A

The Section A transmission line and structure modifications are proposed along an LIRR right-of-way which runs within and immediately adjacent to the District. As such, the Proposed Transmission Structure Modifications will be visible from several vantage points within the District. In addition, the Section A transmission line and structure modifications may be visible from the Meadowbrook Parkway, located approximately ≤ 0.03 miles east of this area. The Meadowbrook State Parkway is a state-designated Scenic Byway.

The structure modifications in Section A include the removal and/or replacement of transmission towers and poles, the installation of new steel poles and the replacement of OH transmission conductor. Transmission tower and pole removal/installation information within OH transmission Section A is provided on **Table 1** in **Attachment A**.

View 7 – This view is from Commercial Avenue, located east of Quentin Roosevelt Boulevard, just south of the LIRR tracks. Existing Conditions depict Tower #204, which is approximately 45 feet in height above ground level. Proposed Conditions depict the replacement of this tower with Steel Pole #204, which will be approximately 70 feet above ground level, resulting in an increase of approximately 25 feet. Although this tower replacement will result in a height increase of approximately 25 feet, the new steel pole will occupy a smaller footprint than the existing tower. This new pole will be located adjacent to the LIRR rail tracks, and within a fenced area in the rear parking area of the Garden City United States Postal Service (USPS) facility and the USPS' associated vehicle maintenance facility. Given the commercial and industrial nature of this area, the replacement of this tower with a steel pole will not be a significant adverse impact on existing visual quality.

View 8 – This view is from the western end of Ellington Avenue West, located just northwest of the residential properties along Ellington Avenue West. Existing Conditions depict Tower #205, Steel Pole #205 and Steel Pole #205B. Proposed Conditions depict the removal of the existing tower, removal of one existing steel pole, and the replacement of the other steel pole with a new steel pole that will result in a height increase of approximately 11 feet. Given the removal of the existing tower and one existing steel pole, the modifications in this area will represent an aesthetic improvement to this viewshed.

View 9 – This view is from a private access road associated with the residential properties located along Ellington Avenue East. This private road is located south of Ellington Avenue East and runs parallel to Ellington Avenue East. Existing Conditions depict Steel Poles #212, #213A, #213B and Tower #214 visible in the distance. Proposed Conditions depict the replacement of Steel Pole #212, the removal of Steel Pole #213B, the replacement of Steel Pole #213A with Steel Pole #213 and the replacement of Tower #214 with Steel Pole #214. Replacement Steel Poles #212 and #213A will be less than 10 feet taller than the existing poles, and Steel Pole #213B will be removed without replacement. Replacement Steel Pole #214 is 22 feet taller than the tower it is replacing. However, this new steel pole will have a natina finish that is rustic brown in color, allowing it to blend more naturally with the surrounding environment, and will occupy a smaller footprint than the existing tower. This will not significantly alter visual conditions when compared to existing conditions.

View 10 – This view is from Endo Boulevard, located just east of the LIRR track area. This view is within a primarily commercial area. An elevator service company and Nassau Community College Annex Building are located to the north, and a storage facility, newspaper publishing company, Garden City Surgery Center and heat transfer solutions manufacturing facility are located to the south. Existing Conditions depict Tower #s 214 and 215, and 216 visible in the distance. Proposed Conditions depict the replacement of these three towers. The existing towers are 52 feet, 65 feet and 64 feet in height above ground level

and will be replaced with steel poles that are 75 feet, 76 feet and 75 feet in height above ground level, respectively. These new steel poles will have a natina finish that will blend more naturally with the surrounding environment, and will occupy a smaller footprint than the existing towers. Especially given the non-residential uses in the area, the poles will not significantly alter visual conditions when compared to existing conditions.

The existing conditions which will remain unchanged in Section A include six existing transmission poles located adjacent to Ellington Avenue and Bane Road, and a transmission tower located at the eastern end of the Section A alignment. The six existing transmission poles are located behind the Officer's Club and Bradley Hall, each of which are approximately 70 feet in height above ground level and can be seen from various vantage points within the District, most prominently along Ellington Avenue East. The existing transmission tower located at the eastern end of Section A is approximately 75 feet in height above ground level and is currently visible from the Meadowbrook Parkway.

The District is also located within Section A, and has been adaptively repurposed with many other modern visual intrusions, including large office buildings and various commercial and residential structures. Given the existing presence of the utility infrastructure within the District and the limited number of structure modifications proposed in this area, the construction and operation of the Proposed Action will not constitute a significant visual change or impact to viewsheds within the District or areas beyond the District. The replacement of the tower structures with steel poles constitutes an aesthetic improvement to existing viewsheds. In addition, as a 75-foot tall transmission tower will remain in-place at the eastern end of Section A, which occupies a larger footprint than the new or replacement poles, the Section A structures potentially visible from the Meadowbrook Parkway will not significantly alter visual conditions when compared to existing conditions.

Section B

The Section B structure modifications are proposed along a tree-lined pathway that bisects the Eisenhower Park Golf Course, with the exception of two pole replacements that are located east of Carman Avenue, to the east of the Eisenhower Park Golf Course. The structure modifications in Section B include the removal of transmission towers, the replacement of steel poles, the installation of steel poles and the replacement of OH transmission conductor. Transmission tower and pole removal/installation information within OH transmission Section B is provided on **Table 2** in **Attachment A**.

View 11 – This view is from an area located in the southwestern portion of the Eisenhower Park Golf Course, facing north towards the paved path bisecting the gold course. Existing Conditions depict Tower #42, located at the western end of Section B. Proposed Conditions depict the removal of Tower #42, which is approximately 74 feet above ground level, and the installation of two steel poles that are both approximately 70 feet above ground level. The new steel poles are four feet shorter than the tower and occupy a smaller footprint. These new steel poles will also have a natina finish. Thus, these poles will not significantly alter visual conditions when compared to existing conditions.

View 12 – This view is from a location just south of the paved path bisecting the Eisenhower Park Golf Course. Existing Conditions depict Tower #226, which is approximately 64 feet above ground level, and existing Tower #227 (hidden behind a tree), which is approximately 65 feet above ground level. Proposed Conditions depict the removal of these two towers and the installation of five steel poles, that are all approximately 70 feet above ground level. Although several new steel poles are being installed, they are less than 10 feet taller than the existing towers that will be removed, will have a natina finish, and will occupy a smaller footprint. These poles will not significantly alter visual conditions when compared to existing conditions.

View 13 – This view is from an area located in the southeastern portion of the Eisenhower Park Golf Course, facing north towards the paved path bisecting the gold course. Existing Conditions depict Tower #228, which is approximately 71 feet above ground level. Proposed Conditions depict the removal of Tower #228, and the installation of Steel Pole #6, which is approximately 70 feet above ground level. The new steel pole is generally the same height as the existing tower. However, this new steel pole will have a natina finish and will occupy a smaller footprint than the existing tower. The installation of this steel pole will not significantly alter visual conditions when compared to existing conditions.

View 14 – This view is from a location just south of the paved path bisecting the Eisenhower Park Go existing Tower #230, which is approximately 65 feet above ground level. Proposed Conditions depict the removal of Tower #230 and the installation of Steel Pole #10 and Steel Pole #11, both of which are approximately 70 feet above ground level. The new steel poles will occupy a smaller footprint than the tower being removed and will have a natina finish. These poles will not significantly alter visual conditions when compared to existing conditions.

View 15 – This view is from Carman Avenue, located just east of the Eisenhower Park Golf Course. Existing Conditions depict existing Tower #231, which is approximately 64 feet in height above ground level, and Tower #230 visible in the distance. Tower #230 is approximately 65 feet in height above ground level. Proposed Conditions depict the removal of these two towers and the installation of four steel poles, all of which are approximately 70 feet above ground level and will have a natina finish. The proposed conditions will not adversely change existing conditions.

As existing transmission towers and overhead conductor currently exist within Section B, the structure modifications in this area will not result in a change to the aesthetic character of the area and will not result in a significant change or significant adverse impact to viewsheds from nearby visual resources.