

A. INTRODUCTION

Paulus, Sokolowski and Sartor Engineering, P.C. (PS&S) has prepared this Visual Resource Assessment for the Proposed Action. This Visual Resource Assessment evaluates the Proposed Action's potential for visual and aesthetic impacts on scenic, recreational and historical areas, and identifies and examines the visual resources and the visual qualities of the landscape within a one-mile radius of the Proposed Action (the "Study Area").

Since the UG distribution feeders and the OH and UG C&R 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 OH transmission circuit (spanning from Pole #55 to the west and Pole #58 to the east).

B. METHODOLOGY

An inventory of sensitive aesthetic and visual resources was prepared following the guidance in the New York State Department and Environmental Conservation (NYSDEC) Program Policy "Assessing and Mitigating Visual Impacts", including locations or resources identified by local jurisdictions as having scenic or aesthetic quality. The location of identified resources are shown on the Visual Resource Assessment Map (see **Figure D-1**).

To determine visual impacts of the Proposed Action on resources within the Study Area, various illustrations were prepared. The potential visibility of the Proposed Action is illustrated on **Figure D-1**. Visual renderings were prepared by computer generated three-dimensional modeling that depict the Proposed Substation from various viewsheds and are included as **Figures D-2 through D-6**. Photosimulations were prepared using photographs taken from numerous locations in the Study Area, and are presented as **Figures D-7 through D-16**. These photosimulations locations were selected to depict representative views of existing conditions from access ways adjacent to the Proposed Action. At each of the photograph locations, the direction in which the photographs were taken was recorded.

C. NYSDEC GUIDANCE

The Visual Resource Assessment was prepared in accordance with the NYSDEC Program Policy "Assessing and Mitigating Visual Impacts". 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.

According to DEP-00-2, a "visual impact" occurs when "the mitigating 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. While tall equipment 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. As distance increases, and with potential intervention of topography and structures the visibility of objects become reduced to insignificant levels.

The significance of the visibility is dependent on several factors: the perceived beauty, presence of any designated historic or scenic 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 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.

D. 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 assessed to be non-discernable beyond a distance of one mile due to the relatively flat topography, intervening vegetation and existing development in the area surrounding the Proposed Action. As such, a radius of one mile (the “Study Area”) was assessed to be appropriate for the inventory of scenic and aesthetic resources. Views of the Proposed Action will vary throughout the Study Area as a function of topography, vegetation, and built structures.

E. EXISTING CONDITIONS

Land Use

The Proposed Action is located in a suburban community containing a mix of commercial, transportation, energy infrastructure and municipal services. The Proposed Substation is located on the south side of Brooklyn Avenue, along which are commercial/industrial land uses and associated aboveground development and infrastructure, including automobile repair, municipal services, and commercial supply businesses. An approximately 125-foot tall communications monopole is located immediately west of the Proposed Substation property, on an adjacent property that is not owned or operated by LIPA.

Veterans Boulevard is located to the south of the property; the public roadway is terminated by a gate for a municipal public works facility and is not a through-street. The Proposed Substation property is located immediately north of a transportation corridor that extends east to west and includes a commuter railroad (LIRR Babylon Branch, which is located on raised train tracks) and state highway (Sunrise Highway/Route 27). The LIRR Babylon Branch tracks are located south of Veterans Boulevard; the Massapequa railroad station is located two blocks east of the site and the Seaford railroad station is located four blocks to the west. The LIRR tracks are grade-separated from the surrounding land uses

and are elevated on a berm approximately 12 to 14 feet higher than the adjacent ground surface. An overhead electric transmission circuit and associated pole alignment is present within the transportation corridor, immediately north of the elevated LIRR tracks and within the associated track berm.

One block to the east of the Proposed Substation property is Hicksville Road, which crosses underneath the LIRR tracks via an underpass. A fire station and a variety of commercial uses are located on Hicksville Road, including medical offices, personal services, automobile service center and a commercial childcare/learning center. Sunrise Highway (Route 27) parallels the LIRR to the south; land uses along the northern side of the Sunrise Highway include parking areas for train stations, wooded lots and commercial buildings. Sunrise Highway contains commercial property along the entire southern side (east-bound) side of the highway. Single-family residential neighborhoods extend northward and southward from the Sunrise Highway/LIRR corridor.

Topography

The existing topography at the Proposed Substation property is generally flat with elevations approximately 25 feet above mean sea level (AMSL). The elevations throughout the Study Area range from 25 feet to 30 feet AMSL. Change in topography is very moderate throughout the Study Area, and topography slopes very gradually upward to the north and downward to the south.

F. INVENTORY OF RESOURCES

An inventory of sensitive aesthetic and visual resources was prepared following the guidance in NYSDEC Program Policy “Assessing and Mitigating Visual Impacts” (DEP-00-2, July 31, 2000). 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 and scenic areas, natural features, naturally occurring landscapes and manmade features. The NYSDEC’s Program Policy, *Assessing and Mitigating Visual Impacts*¹, identifies 15 categories of aesthetic resources of statewide significance which have been recognized through either national or state designations. An inventory of visual resources designated by NYSDEC located within the Study Area is included 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 (“OPRHP”) Cultural Resource Information System (“CRIS”)² identified 26 OPRHP listed or eligible sites within the Study Area, as listed in **Table D-1** below.

¹ NYSDEC. DEP-00-2 Assessing and Mitigating Visual Impacts. Issued July 31, 2000. http://www.dec.ny.gov/docs/permits_ej_operations_pdf/visual2000.pdf.

² <<https://cris.parks.ny.gov/>>.

Table D-1 National or State Register of Historic Places Listed/Eligible Sites Within Study Area				
Map ID	OPRHP ID No.	Site/Property	Status	Date
L01	5903.001174	390 Ocean Avenue - 390 Ocean Ave 11758	Listed	7/27/2017
L02	5903.000080-84	Grace Church Complex	Listed	5/3/1983
E01	5901.000619	Seaford Middle School - 3940 Sunset Avenue	Eligible	12/31/2018
E02	5901.000691	Private Residence, 1919 - 1706 Monroe Avenue	Eligible	12/31/2018
E03	5901.000844	Private Residence, 1950 - 3769 New York Avenue	Eligible	12/31/2018
E04	5901.000042	Seaford Historical Society Museum - 3900 Waverly Ave	Eligible	12/31/2018
E05	5901.000361	Kelley, Walsh, Matera & Cinquemani P.C. Attorneys at Law - 2174 Jackson Ave 11783	Eligible	12/31/2018
E06	5901.000044	St. Michael & All Angels' Episcopal Church & Rectory - 2197 Jackson Avenue	Eligible	12/31/2018
E07	5901.000045	Seaford Public Library, 1955 - 2234 Jackson Avenue 11783	Eligible	12/31/2018
E08	5901.000041	Powell's Hotel - 3903 Merrick Road	Eligible	12/31/2018
E09	5901.000703	Private Residence, 1958 - 3903 Laureen Court	Eligible	12/31/2018
E10	5901.000753	Private Residence, 1958 - 3897 Laureen Court	Eligible	12/31/2018
E11	5901.000765	Private Residence - 3893 Laureen Court	Eligible	12/31/2018
E12	5903.000575	Private Residence, 1965 - 2 Berkley Place	Eligible	12/31/2018
E13	5903.000079	Residence - 8 Elm Street	Eligible	12/31/2018
E14	5903.000471	Private Residence, CA 1951 - 375 Harrison Avenue	Eligible	12/31/2018
E15	5903.001433	177 Ocean Avenue 11758	Eligible	12/31/2018
E16	5903.001423	324 Ocean Avenue 11758	Eligible	12/31/2018
E17	5903.001354	36 Lincoln Avenue 11758	Eligible	12/31/2018
E18	5903.001329	58 Lincoln Avenue 11758	Eligible	12/31/2018
E19	5903.00133	57 Lincoln Avenue 11758	Eligible	12/31/2018
E20	5952.000034	20 Granada Place 11758	Eligible	12/31/2018

Table D-1 National or State Register of Historic Places Listed/Eligible Sites Within Study Area				
Map ID	OPRHP ID No.	Site/Property	Status	Date
E21	5903.001092	House at 25 Fox Blvd - 25 Fox Boulevard 11758	Eligible	1/29/2020
E22	5903.001332	22 Fox Boulevard 11758	Eligible	12/31/2018
E23	5952.000074	120 Glengariff Road 11762	Eligible	12/31/2018
E24	5952.000075	140 Glengariff Road 11762	Eligible	12/31/2018

A consultation request was submitted to the OPRHP on June 23, 2021, in order to evaluate the potential impact from the Proposed Action (inclusive of only the Proposed Substation, the preliminary design route for the distribution exit feeder, and transmission work area) on archaeological and/or historic resources.

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

No State Parks, as defined by Parks, Recreation and Historic Preservation Law §3.09 were identified within the Study Area.

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

The State Heritage Areas program has replaced the urban cultural parks program. The Long Island North Shore State Heritage Area (LINSHA) is defined as the entire north shore of Long Island from Great Neck to Orient Point, with its southern boundary generally following the Long Island Expressway. The Proposed Action is not located within the LINSHA.

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

The state forest preserve is limited to Adirondack and Catskill Parks, and some portions of the counties where these two parks are located. No such lands are present on Long Island. Thus, the Proposed Action is not located in the state forest preserve.

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

No National or State refuges or wildlife management areas are present within the Study Area.

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

No National Natural Landmarks are located within the Study Area.

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

No national parks are located within the Study Area.

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

No National or State Wild, Scenic or Recreational rivers are located within the 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].*

Areas subject to Article 49 designation include Scenic Byways (now under the purview of the New York State Department of Transportation), parkways designated by OPRHP, and other areas designated by the NYSDEC. No designated areas are located within the Study Area.

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

No Scenic Areas of Statewide Significance are located within the Study Area.

11) *A State Or Federally Designated Trail, Or One Proposed For Designation [16 U.S.C. Chapter 27 Or Equivalent].*

Two state designated trails are located within the Study Area, as listed on **Table D-2** below.

Table D-2 State/National Designated Trails Within Study Area			
Resource	Figure ID No.	Location	Approximate Location
Nassau-Suffolk Greenbelt Trail	T01	Massapequa	0.5 mile from Proposed Action
Bethpage Bikeway	T02	Massapequa	0.25 mile from Proposed Action

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 Study Area.

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

Palisades Park is not located within the 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 were identified within the Study Area.

G. LOCALLY SIGNIFICANT RESOURCES

An inventory of additional visual resources including public parks and recreation areas is also considered within the context of the NYSDEC Program Policy “Assessing and Mitigating Visual Impacts”.

Eight county, municipal, and privately owned recreational sites were identified within the Study Area, as summarized in **Table D-3** below. These municipal recreational areas include passive and active recreation, municipal parks and school playing fields, and sports courts.

Table D-3 Local Recreational Sites Within Study Area				
Name	Figure ID No.	Facilities	Location	Bearing and Distance
Tackapausha Museum and Preserve	P1	Nature preserve, trails	2225 Washington Avenue Seaford	0.27 miles west
Bethpage Bikeway/Massapequa Preserve	P2	Trail and nature preserve, passive recreation	Parkside Boulevard, Massapequa	0.47 miles east
Fairfield Elementary School	P3	Sports fields	Massapequa Avenue and School Street, Massapequa	0.5 miles south
Manor Elementary/Seaford Middle School/Seaford High School	P4	Sports fields	1575 Seamans Neck Road, Seaford	0.73 miles northwest
Washington Avenue Park	P5	Baseball fields	Washington Avenue, Seaford	1.0 miles northwest
Raymond J. Lockhart School/Massapequa High School	P6	Sports fields	199 Pittsburgh Avenue Massapequa	0.66 miles northeast
Massapequa Police Athletic League	P7	Sports fields	510 Parkside Boulevard, Massapequa	0.4 miles east
Brady Park	P8	Sports fields, sports courts	1000 Lake Shore Drive, Massapequa Park	0.7 miles east

H. HISTORIC, ARCHAEOLOGIC AND ARCHITECTURAL RESOURCES

The FEAF Part 1 identified that portions of the Proposed Action are located within OPRHP designated archaeologically sensitive areas. In addition (as discussed above in Section F,1), several properties that are listed on, or eligible for listing, on the State or National Register of Historic Places are located within the Study Area.

A consultation request was submitted to the OPRHP on June 23, 2021, in order to evaluate the potential impact from the Proposed Action (inclusive of only the Proposed Substation, the preliminary design route for the distribution exit feeder, and transmission work area) on archaeological and/or historic resources. A response was received from the OPRHP on June 30, 2021. A copy of the OPRHP's Letter of No Impact is provided in **Appendix B**. The final distribution exit feeder routes will traverse public roadways adjacent to the public roadways that were submitted to OPRHP for consultation, and do not traverse any roadways containing properties listed or eligible for listing on the State or National Register of Historic Places.

I. POTENTIAL IMPACTS OF THE PROPOSED ACTION

Impact on Inventoried Resources

As discussed in Sections F and G, limited visual resources (26 properties listed or eligible for listing on National or State Register of Historic Places; two state-designated trails; and eight locally significant resources) were identified within the Study Area. The Proposed Action will not have any potential for significant adverse visual impacts for resources that do not exist within the Study Area.

Figure D-1 is a Visual Resource Assessment Map that illustrates the visibility of the Proposed Action from vantage points in the Study Area. 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 mostly limited to the adjacent public roads and properties within one or two blocks of the Proposed Substation site, and therefore will not be visible from the vast majority of identified visual resources. Visibility of the Proposed Substation is assessed to be limited to non-existent 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 equipment. The overhead transmission poles and conductor are constructed to a greater height than the Proposed Substation equipment and will have visibility from a greater distance than the Proposed Substation equipment.

The inventory of visual resources identified two State Register of Historic Places Listed properties located within the Study Area (390 Ocean Avenue and Grace Church Complex). 390 Ocean Avenue (OPRHP ID No.5903.001174) is a residential home located approximately 0.3 miles from the Proposed Action. Views from this property facing in the direction of the Proposed Action consist of existing residential buildings, trees and overhead electric utilities, and view of the Proposed Action is screened by these existing structures and trees. Grace Church Complex (OPRHP ID No. 5903.000080-84) is located one mile southeast of the Proposed Action; the Proposed Action is not visible from Grace Church due to distance and presence of intervening existing buildings, trees, and overhead utilities. Therefore, the Proposed Action will either be not visible or minimally visible from these properties.

24 properties eligible for listing in the State or National Register of Historic Places were identified within the Study Area. Of these 24 properties, three were identified to have potential visibility of the Proposed Action given their distance from the Proposed Action (57 Lincoln Ave [Map ID No. E19, OPRHP ID No. 5903.00133]), 58 Lincoln Avenue [Map ID No. E18, OPRHP ID No. 5903.01329] and 36 Lincoln Avenue (Map ID No. E17, OPRHP ID No. 5903.01354). These properties are located within 0.25 miles of Sunrise Highway within a residential neighborhood that is opposite Sunrise Highway from the Proposed Action. Each of these properties have the view towards the Proposed Action screened by existing trees and structures, and the Proposed Action will not be visible from these locations. The remaining 21 properties within the Study Area that are eligible for listing on the State

Register of Historic Places are assessed to have no visibility of the Proposed Action due to distance and presence of existing trees and structures.

The visual resources inventory identified two state-designated trails within the Study Area (the Bethpage Bikeway and the Nassau-Suffolk Greenbelt Trail). These two trails are located in close proximity to each other, often overlapping, and are located within the Massapequa Preserve, with portions extending into Bethpage State Park. Visibility of the Proposed Action from both of these trails is minimal given intervening vegetation and development. Potential for visibility from these trails exists in the vicinity of the LIRR Massapequa train station parking lot, located at the end of Parkside Boulevard. Existing infrastructure and development, including existing transmission lattice towers and poles, are currently visible from this location; therefore, the Proposed Action will not significantly alter this viewshed when compared to existing conditions.

In addition, eight locally significant resources were identified within the Study Area. Of these eight resources, two are identified as having potential visibility of the Proposed Action (Tackapausha Museum and Preserve [Figure D-1 - Map ID P1] and Bethpage Bikeway/Massapequa Preserve [Figure D-1 - Map ID P2]). These two sites have potential visibility of the Proposed Action from locations that are near the existing LIRR tracks. New and replacement pole numbers 55, 56, 57, 58, 5BK-1 and 5BK-2 are located along the LIRR tracks and will be visible from the right-of-way adjacent to these sites. However the new and replacement poles will be screened in part by existing electric transmission poles and lattice towers, and OH conductor. No significant adverse visual impacts to these locally significant resources is anticipated. As illustrated on **Figure D-1**, the six remaining locally significant resources will have no visibility of the Proposed Action, due to distance from the activity and presence of structures and trees between each location and the Proposed Action.

Historic, Archaeologic and Architectural Resources

OPRHP responded to PSEG Long Island's consultation request on June 30, 2021, stating that the Proposed Action will have no impact on archaeological sensitive areas and/or historic resources listed in or eligible for the New York State and National Register of Historic Places. A copy of the OPRHP's Letter of No Impact is provided in **Appendix B**. The final distribution exit feeder routes will traverse public roadways adjacent to the public roadways that were submitted to OPRHP for consultation, and do not traverse any roadways containing properties listed or eligible for listing on the State or National Register of Historic Places.

The OH distribution C&R work will occur along various existing distribution circuits, and the UG distribution cable work will occur beneath public roadways, in the neighborhoods surrounding the Proposed Substation. This work will generally include the replacement or re-phasing of OH distribution wire, distribution pole replacements and installations, installation of standard pole-mounted switching equipment, and installation of UG distribution cable and conduit under existing paved public roadways. Select areas of this work may be located adjacent or close to the identified historic or archaeological resources. However, given that the nature of this work is similar to routine utility maintenance work, and will be located in previously disturbed areas where existing OH or UG utilities exist, this work will not result in a significant adverse impact on these resources.

Visual Assessment Illustrations

The potential visibility of the OH components of Proposed Action are illustrated by various illustrations prepared as part of this Visual Assessment, and include the following: the Visual Resource Assessment Map provided as **Figure D-1**; visual renderings provided as **Figure D-2** through **Figure D-6**; and photosimulations provided as **Figure D-7** through **Figure D-18**. A summary of these illustrations and a description of the visual renderings and the proposed structure modifications are discussed below. It should be noted that the increased visibility of the transmission conductor in the 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.

Figure D-1 depicts the location of the visual resources identified within the Study Area. Figure D-1 is based on GIS analysis of the proposed structures, existing structures, and landform, and illustrates the visibility of the Proposed Action. The new infrastructure (substation equipment and transmission poles) is visible from adjacent roads and land areas. The equipment will be visually similar to the existing electric transmission facilities and the new and replacement poles will be constructed within an existing overhead electric transmission corridor. The replacement of existing steel transmission lattice towers and poles with new natina-finished steel transmission poles will not introduce a unique new element to the landscape.

Figure D-2 is an OH plan view of the Proposed Substation. This view illustrates the location of Proposed Substation equipment within the fenced Proposed Substation property, and depicts some adjacent properties to the Proposed Substation. As can be seen in this view, the Proposed Substation is primarily surrounded by paved areas and parking lots associated with commercial and industrial properties.

Figure D-3 and **Figure D-4** provide oblique bird’s eye views of the Proposed Substation and nearby transmission circuit. As shown in these figures, an approximately 125-foot communications monopole is located on a property immediately west of the Proposed Substation, which is substantially taller than the Proposed Substation structures. Adjacent land uses depicted in this view are primarily light industrial; the Massapequa Water District tanks are visible to the north of the Proposed Substation, and the Town of Oyster Bay Highway Yard and raised LIRR Babylon Branch train tracks are visible to the south of the Proposed Substation. As shown in the figures, the existing transmission circuit is located south of the Proposed Substation, immediately adjacent to the LIRR tracks. All new or replacement transmission poles will be installed within this existing transmission pole alignment. Given the nature of the area immediately surrounding the Proposed Substation, as well as installation of transmission poles that will be located within the existing transmission alignment and similar in height and appearance to existing transmission infrastructure, the Proposed Action will not significantly alter visual conditions when compared to existing conditions.

Figure D-5 is a perspective from the intersection of Brooklyn Avenue and Hicksville Road, facing west toward the Proposed Substation. The Proposed Substation and new transmission poles are visible from this location, but are lower in height than infrastructure located on a neighboring property (an approximately 125-foot tall communications monopole), and is also partially screened by existing buildings.

Figure D-6 is a perspective from one block east of the Proposed Substation, facing east along Brooklyn Avenue towards the Proposed Substation. The existing communications monopole and

existing commercial buildings occupy the viewshed. The Proposed Substation is partially screened by the existing structures; however, lightning masts and switching structures within the Proposed Substation are visible from this perspective. The transmission circuit is visible to the south of the Proposed Substation and nearby existing buildings. The new and replacement transmission poles will be similar in location and height to existing utility towers and poles, and while the Proposed Substation is visible, it is lower in height than existing infrastructure in the immediate vicinity. Therefore, the Proposed Action will not significantly alter visual conditions when compared to existing conditions.

Figure D-7 and **Figure D-8** depict existing and proposed conditions from a municipal parking lot located southeast of the Proposed Substation. Existing conditions depict steel transmission lattice towers and poles located along the existing transmission circuit just south of the Proposed Substation. Proposed conditions depict the replacement and slight relocation of a steel lattice tower with a natina finished steel pole, and the replacement and slight relocation of existing steel transmission poles with new natina finished steel poles. The replacement poles are generally the same height as the existing towers and poles (approximately 10 feet taller or less). However, the replacement steel poles will have a natina finish that will blend better with the surrounding environment. The replacement natina-finished steel poles will not significantly alter visual conditions when compared to existing conditions.

Figure D-9 and **Figure D-10** depict existing and proposed conditions from New York Avenue, a primarily residential street, located north of the Proposed Substation. The existing transmission pole alignment located to the south of the Proposed Substation, and the communications monopole located on the property adjacent to the Proposed Substation are visible in existing conditions. Proposed conditions depict limited visibility of the Proposed Substation, and slight increased visibility of the new and replacement steel transmission poles. The new and replacement poles located within the existing transmission circuit will have a natina finish that will blend more naturally with the surrounding environment, and will be comparable in size to the existing poles. The transmission poles located within the Proposed Substation property will have a galvanized finish that will blend with the Proposed Substation equipment, and will be comparable in size to the existing poles within the transmission circuit. The Proposed Substation will be minimally visible, and will consist of equipment that has a substantially lower vertical profile than the communications monopole located west of the Proposed Substation. Therefore, the Proposed Substation and transmission pole work will not significantly alter visual conditions when compared to existing conditions.

Figure D-11 and **Figure D-12** depict existing and proposed conditions from the Town of Oyster Bay Highway Yard, located immediately south of the Proposed Substation. Existing conditions depict existing steel transmission poles located in the transmission alignment just south of the Proposed Substation. Proposed conditions depict the replacement of these steel poles with natina-finished steel poles, as well as the installation of a new natina-finished steel pole. Given that the new and replacement poles will be comparable in both height and appearance to the existing poles, and the location of this transmission alignment adjacent to an existing LIRR track and municipal highway yard, the transmission pole work will not significantly alter visual conditions when compared to existing conditions.

Figure D-13 and **Figure D-14** depict existing and proposed conditions from the intersection of Sunrise Highway and Hicksville Road, located approximately 500 feet southeast of the Proposed

Substation. Existing conditions depict the existing transmission pole alignment located south of the Proposed Substation. Proposed conditions depict the replacement and relocation of several steel poles with natina-finished steel poles, and the installation of a new natina-finished steel pole within the transmission alignment. Given the comparable height and appearance of the new and replacement poles, as well as their location within the existing transmission pole alignment, the transmission pole work will not significantly alter visual conditions when compared to existing conditions.

Figure D-15 and **Figure D-16** depict existing and proposed conditions from an unnamed roadway located immediately south of the Proposed Substation. Existing conditions depict the existing transmission pole alignment located south of the Proposed Substation. Proposed conditions depict the shifted location of an existing pole (further west, out of view) and the installation of a new natina-finished steel pole. Given the comparable height and appearance of the new and replacement poles, as well as their location within the existing transmission pole alignment, the transmission pole work will not significantly alter visual conditions when compared to existing conditions.

As demonstrated by the Viewshed Analysis (**Figure D-1**), based on the generally flat topography of the lands surrounding the Proposed Action, and existing vegetation/structures in the areas surrounding the Proposed Action, the visibility of the Proposed Action will be limited from most of the identified visual resources. At inventoried locations where the Proposed Action is visible, intervening vegetation and development exists that will partially screen the Proposed Action. As such, and given the current character of the area, the Proposed Action will not significantly alter visual conditions when compared to existing conditions.

As demonstrated by the renderings, the Proposed Substation and transmission pole work is visible from adjacent public roads, however will not be visible from most of the surrounding neighborhood vantage points due to intervening vegetation and structures. The renderings illustrate that the Proposed Substation and transmission poles will be located in an area that currently consists of light industrial and municipal uses and aboveground infrastructure, including but not limited to, the communications monopole located on the property immediately west of the Proposed Substation, the Massapequa Water District located just north of the Proposed Substation, the Town of Oyster Bay municipal highway yard located immediately south of the Proposed Substation, and the LIRR Babylon Branch raised train tracks located south of the Proposed Substation.

As demonstrated by the photosimulations, potential visibility of the substation equipment installations is limited from locations beyond the Proposed Substation Property in all directions given the generally flat topography of the area, the limited vertical profile of the equipment, and existing vegetation and the development of the surrounding area. Although the Proposed Substation and transmission poles will be visible from these perspectives, Proposed Substation equipment will be shorter in height than existing infrastructure in the immediate area, and transmission pole work will be completed within an existing transmission pole alignment that currently consists of steel poles of comparable height and similar appearance. Further, the natina finish on the new and replacement transmission poles will allow these poles to better blend with their surrounding environment, as compared to the current steel transmission towers and poles.

J. CONCLUSION

The Visual Resource Assessment Map, renderings, and photosimulations, illustrate that the project will be visible from public rights-of-way and limited visual resources located within the Study Area. Most of the identified visual resources within the Study Area have intervening vegetation and/or structures that block the view of the Proposed Action. Given the location of the Proposed Substation within an existing light industrial area, the presence of existing OH infrastructure that is either similar or taller in height than the Proposed Action, as well as the intervening vegetation and development that will limit visibility of the Proposed Action from the identified visual resources, the Proposed Action does not have the potential to result in significant increased adverse visual impacts.

Based on the results of the visual impact assessment, the Proposed Action will not result in significant adverse impacts on the visual character of the Study Area and will not result in significant alteration to the existing visual quality and visual resources in the project area. The Proposed Substation equipment and transmission pole installations will not significantly impair the visual landscape as experienced from any scenic or aesthetic resources and will not interfere with or reduce the public's, or area residents' enjoyment or appreciation of the appearance of any inventoried scenic, open space, or other resource. Thus, there will be no significant adverse visual impacts as a result of the Proposed Action.