

CNY Raceway Park, Hastings NY

Final EIS

APPENDIX T

VISUAL IMPACT ASSESSMENT

Visual Impact Assessment

for the **Proposed**
Central New York Raceway Park

Town of Hastings
Oswego County, New York

CHA Project Number: 24641

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1.0 INTRODUCTION

1.1 PROJECT DESCRIPTION

The Central New York Raceway Park, Inc. (CNYRP) has proposed the development of a world class racing and motorsports complex to be constructed on a 143.5 acre parcel of land located in the Town of Hastings, Oswego County, New York. The proposed site (see Figure 1) is bounded by U. S. Route 11 (on the west), Interstate 81 (on the east), Central Square Middle School and Transportation Center (on the north), and the Brewerton Speedway (on the south).

CNYRP proposes to feature a state-of-the-art 2.2 mile paved road course and a one-half mile synthetic dirt racing oval. In addition, project plans include a 50 bay NASCAR style garage (with spaces to be rented to race car owners) located in an approximate 360 foot by 60 foot building in the pit area, which will include bathroom and shower facilities, an air conditioned conference room, and offices. The pit area will include parking for up to 200 large vehicle haulers, and an approximate 110 foot by 60 foot facility maintenance building (which will include eight garages, restrooms, and offices).

The complex will also include a restaurant/grandstand facility and bleacher seating located just west of the one-half mile oval track. This facility will include a 350 seat full-service restaurant, banquet room, VIP suites, observation deck, full television and radio production studio, parking garage, offices, track control tower, restrooms and snack bar to serve the grandstand and bleacher seating areas. Surface parking will accommodate approximately 1,100 spectator vehicles. The road course, oval track, buildings and parking areas will utilize LED or similar lighting.

Daily use of the 2.2 mile road course is anticipated by individuals and racing organizations (like the Corvette Club and Porsche Club), with the most common use of the road course being for a 2 to 3 day event attended during weekdays by 150 to 200 participants, support personnel, and spectators.

CNYRP anticipates hosting three (3) large size events and five (5) medium size events each racing season (from late May to early October). A total of about 7,250 people are anticipated during each of the large size events and about 3,000 people are anticipated during each of the medium size events.

2.0 EXISTING CONDITIONS

2.1 VISUAL ENVIRONMENT

The Town of Hastings Land Use Master Plan describes the historic settlement pattern of the Town as having been heavily influenced by local water and transportation systems. This historic pattern is still reflected in current development patterns in the project area along the Oneida River and major highway corridors, particularly U.S. Route 11. The Oneida River and early rail lines



Project Study Area
Central New York Raceway Park
Town of Hastings, NY

Figure 1

EIS Study Area

CHIA

and plank road corridors merged near Central Square as a hub of economic activity. That convergence of transportation along waterways and overland routes continues to influence land use development and community character especially in the southeastern part of the Town where the proposed CNY Raceway site is located.

The visual character of the area is substantially influenced by existing development along U.S. Route 11. This is a corridor that consists of a mix of auto-oriented businesses at varying scales of development that range from small ice-cream stands and several restaurants near the Oneida River transitioning quickly to large vehicle sales and service, modular home sales and auto recycling operations. Single-family residences are interspersed among non-residential development along the Route 11 corridor. The area caters to the traveling public including tourists and visitors due to the proximity of I-81 and Oneida Lake east of the project site.

Hastings is still referred to by many as a rural town despite the development of surrounding corridors. The Town's Master Plan stated in 1996 that it was a rapidly growing and suburbanizing area of the Syracuse metropolitan area's urban-rural fringe. Although development has occurred large relatively undeveloped areas still remain that contribute to some sense of this rural character. Some areas have likely not been developed at least due in part because of environmentally sensitive resources that either constrain uses or preclude development entirely. These resources include wetlands and floodplains.

Undeveloped areas near the project remain as a mix of old field grasses and shrubs with scattered stands of deciduous and evergreen trees. Most of the large undeveloped areas are located to the northeast of the project in the Town of West Monroe north of Oneida Lake and to the west and northwest in the Town of Hastings west of the U.S. Route 11 corridor.

Much of the Town's rural character in the immediate project area has significantly diminished due to roadside commercial and industrial uses concentrated along primary highway corridors, particularly along U.S. Route 11 and County Route 37 south of the project, and NYS Route 49 to the north in Central Square. A two and one-half mile stretch along both the east and west sides of the U.S. Route 11 extending from the southern boundary of the Village of Central Square southward to the Oneida River is an area of mixed residential, commercial, industrial and public/semi-public uses.

The Brewerton Speedway is immediately south of the project. The seating areas and track are readily visible from U.S. Route 11. Other notable uses near the project include the Central Square Middle School and the School District's Transportation Center immediately north of the site. Farther north along Corporate Park Drive is the area's industrial park. The industrial park contains an Onondaga County Water Authority (OCWA) water tower that is a predominant visual structure in the project area. According to information obtained from OCWA the water tower is approximately 144 feet tall.

In Hastings and adjacent towns agriculture has been replaced in many areas by suburban style homes and commercial businesses. This is especially true to the southeast of the project east of Interstate 81 in the Town of West Monroe and to the south and southwest in the towns of Cicero and Clay, respectively.

Reconnaissance of the area indicates the project site, particularly some of the higher elevated portions in the northeastern part of the site, is visible from nearby roadways including a stretch of I-81 from both northbound and southbound lanes. The site is also visible along portions of U.S. Route 11 adjacent to the project. It is also visible from Swamp Road east of I-81.

In addition to views of the project site from local roadways the site is also visible from nearby homes and businesses located alongside these same and other roads including Swamp Road to the east and parts of County Route 37 south of the site. Local topography and off-site vegetation does screen various portions of the site either entirely or partially from view from many areas.

There are several public recreational resources in the project area that are considered potentially sensitive to views of the project. These resources include: the west shore of Oneida Lake less than one mile to the east; Oneida Shores County Park (Onondaga County) about 2.5 miles east of the project on the south shore of Oneida Lake; Three Mile Bay Wildlife Management Area about 3 miles east on the north shore of Oneida Lake; and the site of the Oliver Stevens Blockhouse (the Blockhouse Museum and Historical Park) located about one-half mile southwest of the project. The historical park is operated by the Fort Brewerton Historical Society.

3.0 VISUAL ASSESSMENT

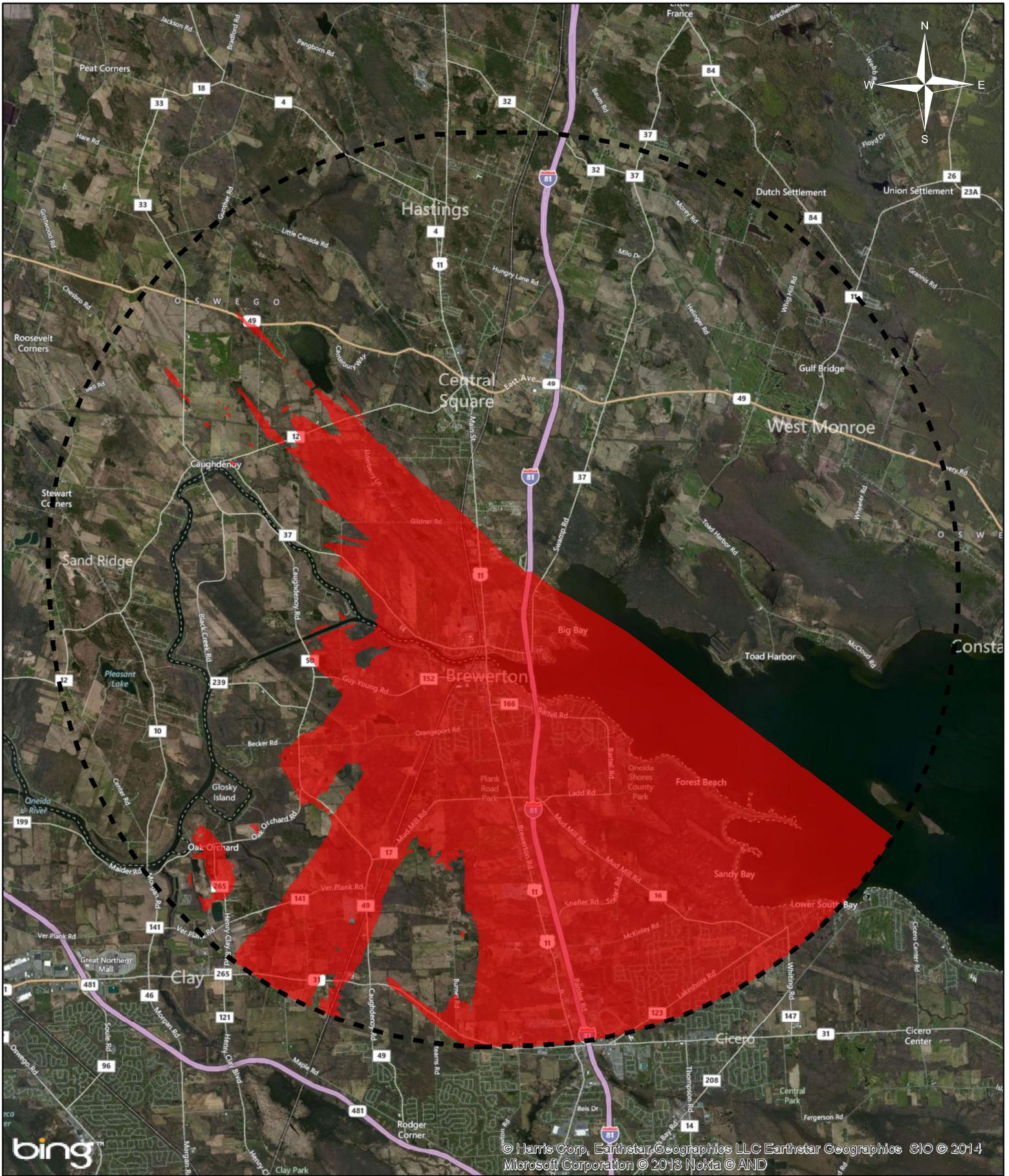
3.1 ASSESSMENT PROCESS

The visual assessment generally follows the NYSDEC's policy guidelines for assessing and mitigating visual impacts. There are four primary steps in assessing visual impacts that include:

- An inventory of aesthetic resources
- An assessment using viewshed mapping and/or line-of-sight analysis
- Assessing the significance of impacts
- Assessing mitigation options

As indicated in Section 2.1 an inventory of aesthetic resources in the area was conducted. The project area contains several potentially sensitive recreational resources along Oneida Lake to the east and north of the Oneida River to the south of the project.

A visual impact assessment of the proposed CNY Raceway Park was conducted to identify the potential impacts of the project upon nearby visual resources and sensitive receptors. The assessment included computer generation of viewshed mapping and preparation of cross-sections



 5 Mile Radius from CNYRP
 Area of Potential Visibility*

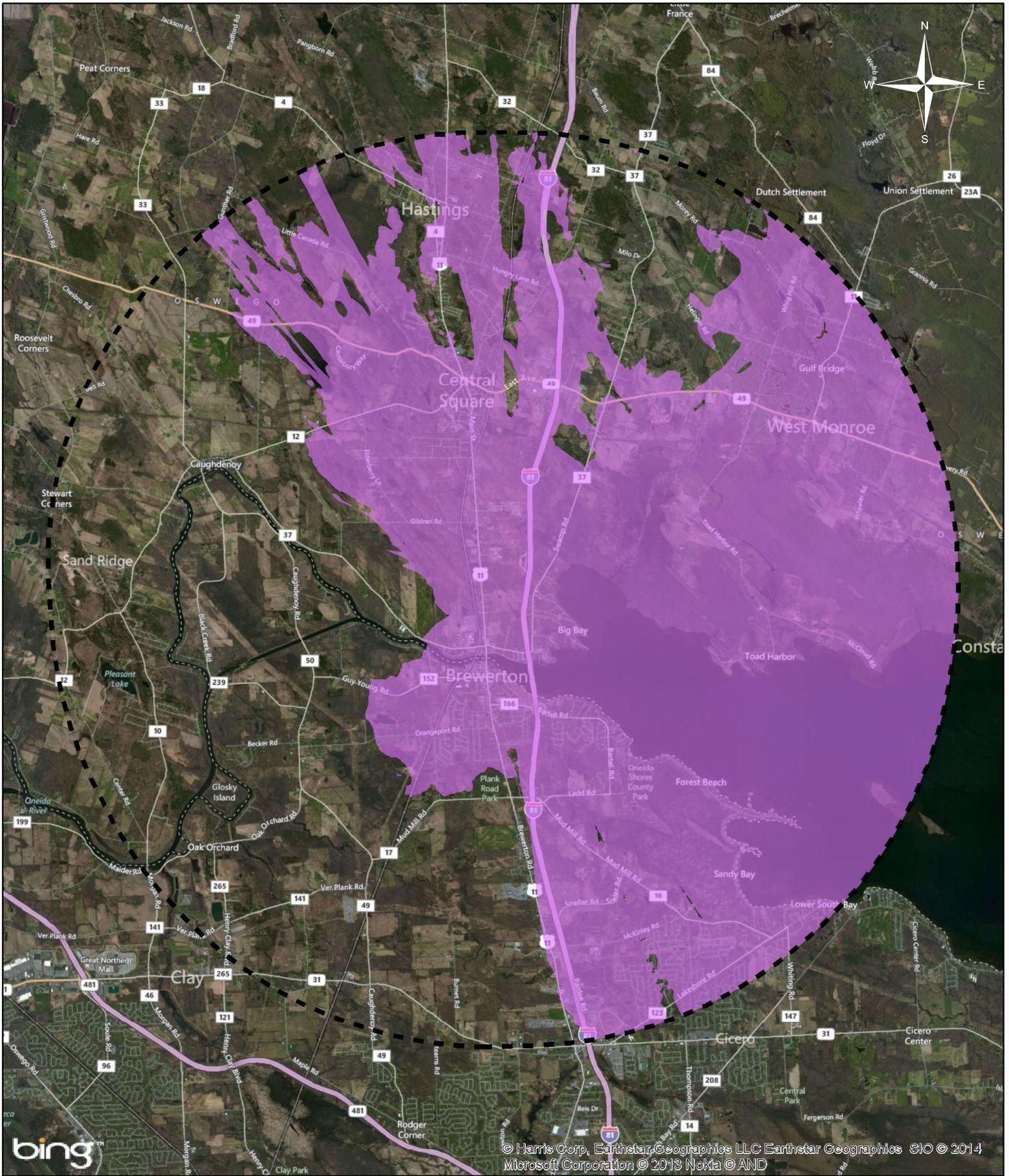
Viewshed Analysis - Restaurant Building Central New York Raceway Park

Town of Hastings, NY

Figure 2a

* Based solely on elevation and topography with no other obstruction (vegetation, structures, etc.) - maximum possible extent of visibility





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 5 Mile Radius from CNYRP
 Area of Potential Visibility*

Viewshed Analysis - LED Light Poles
Central New York Raceway Park

Town of Hastings, NY

Figure 2b

* Based solely on elevation and topography with no other obstruction (vegetation, structures, etc.) - maximum possible extent of visibility



illustrating lines-of-sight between the project and nearby residences, highway corridors, institutional uses (the Middle School) and recreational resources.

Viewshed mapping and the line-of-sight analysis was conducted based on what is anticipated to be the most visually prominent feature of the project, the proposed restaurant and racetrack viewing facility that would be located just west of the proposed one-half mile oval race track.

NYSDEC Policy DEP-00-2 Assessing and Mitigating Visual Impacts lists several definitions which are used in determining if a project will have a significant visual impact. These definitions include:

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 (e.g. cooling tower plume blocks view from a State Park overlook).” Significant aesthetic impacts are those that may cause a diminishment of the public enjoyment of an inventoried resource, proposed large facilities by themselves should not be a trigger for a declaration of significance.

Aesthetically significant place: “A formally designated place visited by recreationists and others for the express purpose of enjoying its beauty. For example, millions of people visit Niagara Falls... by these measurements one can make the case that Niagara Falls (a designated State Park) is an aesthetic resource of national significance... A place visited primarily by people whose place of origin is local is generally of local significance.”

Visual impact: “Visual impact occurs when the mitigating effects of perspective do not reduce the visibility of an object to insignificant levels. Beauty plays no role in this concept. A visual impact may also be considered in the context of contrast. For instance, all other things being equal, a blue object seen against an orange background has greater visual impact than a blue object seen against the same colored blue background. Again, beauty plays no role in this concept.”

Based on the results of the viewshed mapping a line of sight analysis as discussed below a series of mitigation measures were developed that could reduce visual impacts. These mitigation measures are discussed in Section 4.

3.1 VIEWSHED MAPPING

A viewshed analysis was conducted to determine – based on topography – the maximum area from which elevated site features could be visible. ArcGIS software and the Spatial Analyst Viewshed feature were used for the analysis, in combination with 1/3 arc second USGS Digital Elevation Model (DEM) data. Two sets of site features were considered: the restaurant building at a height of approximately 75 feet, and four sets of stadium-style lights on each side of the road

course at heights of approximately 60 feet. Viewshed maps extend five miles outward from the project site boundary.

The viewshed mapping is based only on digital ground elevation data (topography) and does not account for the effect of intervening vegetation or structural barriers that will otherwise block views. It is useful to use viewshed mapping however, because this type of mapping shows where topography alone can screen views on a long-term basis unlike vegetation that can change over time or be removed thereby affecting views.

The viewshed maps (see Figure 2) prepared by CHA indicate that topography alone has little effect in screening vertical development at the CNY Raceway Park particularly from nearby viewpoints within approximately one-half mile to the north, east and west of the site. Viewshed mapping was based on mapping potential views to the tallest features that will be located at the Park. These features include the restaurant/grandstand building and road course light poles.

In reality vegetation plays an important role in screening the project from many nearby viewpoints that are not screened by changes in ground elevation. Topography and vegetation play an increasingly important role in limiting existing views in the project area at distances farther than one-half from the site.

Mapping indicates the vertical features based on topography alone would be visible from Oneida Lake to the east and to areas to the northeast, southeast and southwest. Due to the relatively flat topography of the immediate project area that might otherwise screen the site and the lack of substantial vegetation on site substantial vertical development such as the restaurant building and light poles are likely to be visible from surrounding areas, particularly during leaf-off periods of the year.

Because the viewshed mapping does not account for the screening effects of vegetation a series of cross sections that can account for the relative height of intervening vegetation were prepared to determine potential impacts near the site.

3.2 LINE of SIGHT ANALYSIS

CHA conducted a field reconnaissance and inventory of resources and viewpoints to the project site to identify potentially sensitive receptors in the project area. Viewpoint locations used in the line-of-sight analysis represent multiple visual receptors in the same approximate area that could experience similar views of the project. It was determined that the most sensitive receptors are located within an area that is approximately one-half mile or less from the approximate center location of the proposed restaurant/grandstand facility to be located on the site.

In most cases visual receptors coincide with the receptor locations chosen for the project's noise analysis. It is not unusual to consider the same receptors for visual and noise analyses since both the impacts from both noise and views is directly influenced by whether or not lines of sight are between to source and the receptor are clear or obstructed in some way.

Eight cross sections were developed using existing elevation data to identify potential sight lines to a centrally located reference point at the location of the proposed restaurant/grandstands and viewing facility at the Raceway Park. This central reference point is just west of the proposed one half mile racing oval. For analysis the restaurant building was assumed to have a structural height of approximately 77 based upon preliminary design. The existing elevation of the site where the proposed restaurant building will be located currently ranges between 391 to 405 feet above sea level. Although it is likely that this entire area will be re-graded the overall elevation will not be significantly affected to change the results of the analysis.

The eight viewpoints (cross section locations) and receptor lines-of-sight are shown in Figure 3 and include:

1. Visual receptors located at the Central Square Middle School building just north of the project
2. Visual receptors located in the vicinity of the existing athletic fields just to the east of the Central Square Middle School building
3. Viewpoints located through the proposed oval track extending beyond I-81 northeast of the project representing possible views from the interstate
4. Visual receptors located southeast of the project representing several residences east of I-81 along Swamp Road in the Town of West Monroe and possible views from the interstate
5. Visual receptors representing several residences east of I-81 near Dewey Drive along the Hastings/West Monroe town line as well as possible views from the interstate
6. Visual receptors located southwest of the project representing residences and commercial uses along U.S. Route 11
7. Visual receptors located west of the project representing residences and commercial uses along U.S. Route 11
8. Visual receptors located northwest of the project representing residences and commercial uses along U.S. Route 11

The project area is characterized by open fields and a scattered mix of mostly deciduous trees and shrubs and scattered mature evergreen trees. Aerial photos of the area were used to locate substantial vegetation that might screen views of the project. Areas of vegetation along the lines of sight were added to the cross-sections that are provided at the end of the report. The lines of sight assumed conservative heights for vegetation in order to provide a worst case estimate of views. Most vegetation is deciduous and subject to seasonal loss of leaves that increases visibility of the project site.

Due to relatively flat topography and lack of substantial vegetation nearby any significant vertical development on site as being considered for the restaurant building and road course light poles may be visible within approximately one-half mile because there is little to obstruct views particularly during leaf-off periods of the year. This is illustrated by the cross sections.

Vertical development on the site will include the grandstand/restaurant building that is anticipated to be approximately 75 feet in height and light poles along the road course and parking areas that are anticipated to be 60 feet tall or lower. Other structures such as the grandstand and bleacher seating will be approximately 24 and 26 feet high, respectively. The stable and paddock building to the north of the oval track will also be approximately 24 high. Other seating areas and lower structures are much less likely to be visible from most surrounding locations.

Article 6, Section 615 of the General Regulations on the Height of Structures under the Town of Hasting's Zoning Law states that, "Structures exceeding 40 feet in height, excluding agricultural structures, shall be allowed only upon special use permit in accordance with Article 13 of this law. Such approval shall not be granted until the applicant has demonstrated the following:

- a. That there is a demonstrated public need for the proposed use, and that this need cannot be met by any means other than by exceeding the general height limitations of this law,
- b. That the height of the structure is the minimum necessary to accomplish its intended purpose
- c. That all practical means have been used to minimize any negative aesthetic and environmental impacts, and
- d. That the structure does not significantly impair solar access to buildings or solar systems equipment."

The line-of-sight assessment of the project area concludes that some receptor locations are likely to experience substantial changes in the visual environment because of their proximity to the project and the general lack of any significant intervening topography, vegetation and/or other structures to block views. The assessment shows that some residences will have views of the Park especially along U.S. Route 11 adjacent to the site and along Swamp Road to the east. Commuters along Interstate 81 will also have short duration views of the site mostly within approximately one-half mile.

Cross Sections

1. Section One indicates that views of the CNYRP premises and facilities are likely to be visible from the Central Square Middle School building and surrounding grounds depending on elevations. As conditions exist there is little intervening topography or vegetation to block lines-of-sight between the school and CNYRP. Upper floors of the school building will experience the greatest visibility of the facilities including, but not limited to, the road course, the oval track, paddock area, stands and restaurant building. As shown on Section One a barrier wall or solid fence along the northern property line would block lines-of-sight into the raceway. The height of the barrier would need to be determined at the time of final design, but generally a height in the range of 8 to 18 feet needed to obstruct views. The heights of the barrier could be stepped up or down in certain locations along its length to block views. The length of the barrier could be approximately 1,200 to 1,500 along the northern property line. The barrier would have the added benefits of providing noise reduction from raceway operations and provide a security barrier along the CNYRP property line.

2. Section Two indicates that views between the existing Central Square Middle School athletic facilities and sports fields east of the school building are generally unobstructed by either topography or vegetation. As in the case of Section One a continuation of a barrier wall or solid fencing of a range in height of 8 to 18 feet is necessary to block views of raceway facilities from the sports fields.
3. Section Three indicates that the restaurant building and other raceway facilities including the road course are likely to be visible from Interstate 81 (both northbound and southbound) where vegetation is not present to obstruct views. Plantings in some areas east of the oval track between the oval and the road course within the eastern property line could provide some obstruction of these views if the height of the plantings exceeds approximately 15 to 20 feet planted in multiple rows. Ideally the vegetation should include a mix of deciduous and evergreen trees to provide year round screening. The specific locations for plantings will need to be determined during detailed site design.
4. Section Four indicates that the upper levels of the restaurant building are likely to be visible from Interstate 81 (both northbound and southbound), Swamp Road and residences in the vicinity of Swamp Road and Farm Drive. Without a visual barrier other raceway facilities are likely to be visible including the road course, oval track and parking areas. A barrier wall located along the eastern property line parallel to Interstate 81 would obstruct views of most of the raceway facilities except for the restaurant/grandstands building area. The barrier wall will need to within the range of 8' to 18' in height to sufficiently block views. The heights of the wall could be stepped up or down in height as needed which could be determined during detailed site design.
5. Section Five indicates similar conditions to Section Four. Without a barrier uninterrupted views of raceway facilities including the road course, pit area, parking lots and restaurant building are likely to be visible from stretches of Interstate 81 (northbound and southbound) as well as residents in the vicinity of Swamp Road and Dewey Road. A barrier wall located along the eastern property line parallel to Interstate 81 would obstruct views of most of the raceway facilities except for the restaurant building area. The barrier wall will need to be within the range of 8' to 18' to sufficiently block views. The heights of the wall could be stepped up or down in height as needed which could be determined during detailed site design.
6. Section Six indicates that views of CNYRP facilities are very likely along U.S. Route 11 and residences and businesses looking east and northeasterly unless views are blocked by existing structures, including other commercial and residential buildings or existing trees, the majority of which are deciduous. Views will include the restaurant building and sections of the road course. Views of interior parking areas are also likely depending on the time of year and the amount of vegetation that could screen some areas.

7. Section Seven indicates that views of CNYRP facilities are likely along stretches of U.S. Route 11 and residences and businesses in the vicinity looking east and northeasterly unless views are blocked by existing structures, including other commercial and residential buildings or existing trees, the majority of which are deciduous. Views will include nearly the entire height of the restaurant building, some interior parking areas and sections of the road course. Views are also likely from the vicinity of Kline Drive. The degree of visibility will depend on the time of year and the amount of vegetation that could screen some areas.
8. Section Eight, similar to Section Seven also indicates that the views of CNYRP facilities are likely along stretches of U.S. Route 11 and residences and businesses in the vicinity looking east and southeasterly unless views are blocked by existing structures, including other commercial and residential buildings or existing trees, the majority of which are deciduous. Views will include nearly the entire height of the restaurant building, the northern driveway and parking area, some interior parking areas and sections of the road course. The degree of visibility will depend on the time of year and the amount of vegetation that could screen some areas.

As the NYSDEC's guidance on identifying significant visual impact states, "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 (e.g. cooling tower plume blocks view from a State Park overlook)." As stated, significant aesthetic impacts are those that may cause a diminishment of the public enjoyment of an inventoried resource, proposed large facilities by themselves should not be a trigger for a declaration of significance.

Although the visual assessment identifies areas from which the project site are likely to be visible the level of visibility is not anticipated to interfere with or reduce the public's enjoyment of inventoried resources in the area such as recreational use of Oneida Lake, Oneida Shores County Park, Three Mile Bay Wildlife Management Area or the Blockhouse Museum and Historical Park.

4.0 MITIGATION RECOMMENDATIONS

Preliminary site design has considered alternatives to reduce the structural height of both the restaurant/grandstand facility and the road course light poles. The proposed height of the restaurant building is considered the optimum height to meet the needs of spectators and racing officials. The height of the restaurant/grandstand facility is optimum at approximately five stories in height to allow for full and convenient views not only of the oval race track (for motorsports and possibly harness racing), but the road course as well. The building will provide a nearly panoramic view of Raceway Park and surrounding area's including Oneida Lake. A building of less height would not allow for such views that are to be expected at a world class facility. The views are not only for enjoyment by racing enthusiasts, however, but are necessary for safe and

efficient racetrack operations, the public's safety and security, as well as for anticipated media coverage of events.

The restaurant building is anticipated to be constructed of a mix of concrete, steel and glass with features designed to minimize glare and reflection and any other potentially negative aesthetic impacts. Lighting of the building will use LED fixtures shielded to comply with Town lighting requirements in order to prevent the spillover of light into other areas, particularly beyond property lines. The building's mass and scale will not impair solar access or solar systems equipment as stated by the Town's Special Use Permit code. The shadow effects of the building will be restricted to the CNY Raceway site.

A photometric plan has been prepared to determine the most appropriate illumination levels and locations for light poles and fixtures including parking areas and the road course. The photometric plan is provided in Appendix S in Volume III of the Final EIS. It is anticipated that illumination levels for the oval track will be in the range of 40 to 50 foot candles and 10 to 15 foot candles along the road course. These levels have been reduced as mitigation from those originally proposed at 100 foot candles for the oval track and 20 foot candles for the road course. The height of the light poles is anticipated to be in the range of 40 to 60 feet high.

A footcandle is the basic unit of illuminance or the amount of light that falls on a surface that can be measured with a light meter. One footcandle is equivalent to the illumination produced on one square foot of surface area by a light source of one foot candle at a distance of one foot.

On-site lighting will include LED or similar efficient luminaires with shielded fixtures that will be focused downward to prevent glare and light trespass or spillover into other areas. As further mitigation it is anticipated that lighting used on site will be dark sky friendly fixtures.

The International Dark-Sky Association (IDA) is an organization dedicated to educate people about the effects of light pollution. IDA educates lighting designers, manufacturers, technical committees, and the public about light pollution and abatement techniques. IDA created the Fixture Seal of Approval (FSA) program in 2005 for dark-sky friendly fixtures. The Fixture Seal of Approval provides objective, third-party certification for luminaires that minimize glare, reduce light trespass, and don't pollute the night sky. IDA evaluates the photometric data of any luminaire submitted by its manufacturer. Fixtures that do not emit any light above a 90 degree angle earn the FSA certification. The criterion of not emitting light above a 90 degree angle is one of the organization's stringent requirements, ensuring dark sky compliance. These stringent requirements are intended to minimize the amount of ambient light emitted into the environment with fixtures designed to be fully shielded

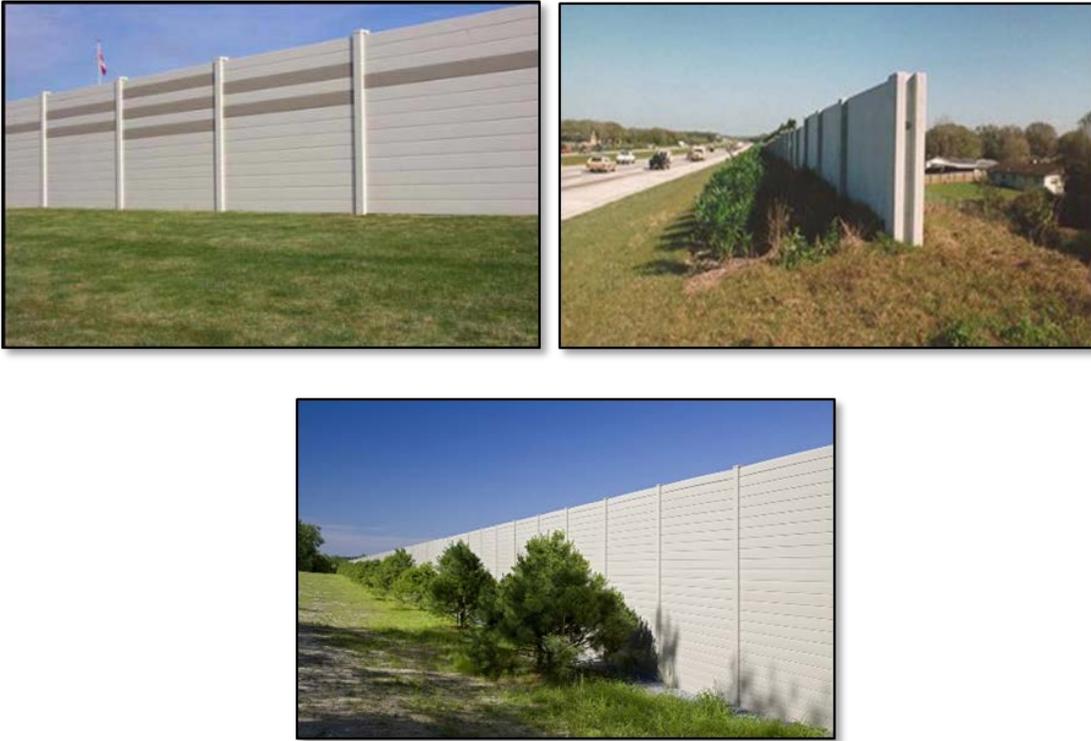
Best management construction practices that minimize the removal of existing screening vegetation and visual buffers will remain to the extent practicable to mitigate visual impacts anticipated from development of the site. Vegetation to the west of the road course in the western portion of CNYRP will be maintained to the greatest extent practicable although some areas will

be needed as overflow parking and access areas from U.S. Route 11. Specific measures that will be implemented to mitigate particular visual aspects of the project will be discussed during the Town's Site Plan review and approval process. Lighting will comply with Town Code.

During leaf-on seasons, some of the site will be screened by intervening vegetation and existing features. During leaf-off seasons the potential for views of the site, particularly more vertical structures such as the restaurant building is increased. For perspective the restaurant facility will be constructed to a height that is approximately one-half the height of the existing OCWA water tower located along Corporate Drive north of the project. That structure, although 144 feet high, is still screened from view in many areas by a combination of topography and vegetation. Many nearby receptors will experience partial views of CNYRP rather than full views due to the screening effects of local topography and vegetation.

A variety of methods used for mitigating the visual effects of the project will be used in the detailed design of the project. A summary of these measures include:

- Construction and placement of visual and noise barriers including high structured walls perhaps in combination with landscaped earthen berms (where space allows) or fencing and vegetative screening. These barriers will be constructed in specific locations to interrupt critical viewpoints into the site from several nearby locations, particularly from residences east of the site and I-81 and viewpoints farther east. A barrier ranging from approximately 8 to 18 feet high and approximately 1400 foot long is proposed east/southeast of the road course adjacent to I-81. A similar barrier will be needed along the northern property line adjacent to the Central Square Middle School and athletic fields. Barriers will be constructed at sufficient heights to block critical lines of sight from nearby sensitive receptors wherever practicable.
- Earthen berms, if used on site will be constructed at no greater than a 3:1 slope for easier maintenance and to prevent soil erosion.
- A mix of deciduous trees and shrubs if used will be supplemented with evergreen vegetation to provide year-round screening in landscaped areas. Native plant materials will be considered and preferred over non-native species. Invasive species will not be considered and will be managed on site.
- Earth tones and neutral color schemes in the design of buildings and structures will reduce visual contrast with surrounding landscapes.
- Appropriately sized light poles and fixtures with appropriate illumination levels that direct lighting downwards to the greatest extent practicable will be utilized for safety and security in compliance with the Hastings Town Code.
- Examples of combinations of barrier walls with earthen berms and landscaping are shown below.



- Opportunities for integrating visual mitigation and noise mitigation efforts with other site design features such as stormwater management areas, safety and security features, fencing, berms, screening walls, building placement, landscaping, etc. will be considered during detailed site design process.
- Parking lot lighting from the site and headlights from traffic and race operations at night will be visible from the site, but effects can be reduced with intervening screening by vegetation and existing or proposed features including changes in topography and buildings.