

Visibility Assessment Technical Memorandum

District East Redevelopment

Town of DeWitt, Onondaga County, New York

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TABLE OF CONTENTS

1.0	INTRODUCTION.....	1
1.1	Purpose of the Investigation	1
2.0	Project description and Project site	3
2.1	Visual Study Area	3
2.2	Visually Sensitive Resources	5
3.0	Methodology	6
3.1	Viewshed Analysis.....	6
4.0	Project Visibility.....	8
4.1	Viewshed Results.....	8
4.2	Visibility From Visually Sensitive Resources	10
5.0	consistency with community plans and community character	13
6.0	Conclusions	15
7.0	Mitigation	15
7.1.1	SCREENING	15
7.1.2	RELOCATION	16
7.1.3	CAMOUFLAGE/DISGUISE.....	16
7.1.4	LOW PROFILE	16
7.1.5	DOWNSIZING	16
7.1.6	ALTERNATE TECHNOLOGIES.....	16
7.1.7	MAINTENANCE.....	16
7.1.8	NON-SPECULAR MATERIALS.....	16
7.1.9	LIGHTING	16
8.0	References.....	17

LIST OF TABLES

Table 1. Visually Sensitive Resources within the VSA and APE	10
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LIST OF FIGURES

Figure 1. Preliminary Project Layout	2
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Figure 2. Visual Study Area.....	4
Figure 3. DSM Viewshed Results.....	9
Figure 4. Visually Sensitive Resources within the VSA.....	12

LIST OF ATTACHMENTS

- Attachment A: Visually Sensitive Resources within the VSA
- Attachment B: Visibility Assessment Within Five Miles
- Attachment C: Visually Sensitive Resources Within Five Miles

1.0 INTRODUCTION

1.1 Purpose of the Investigation

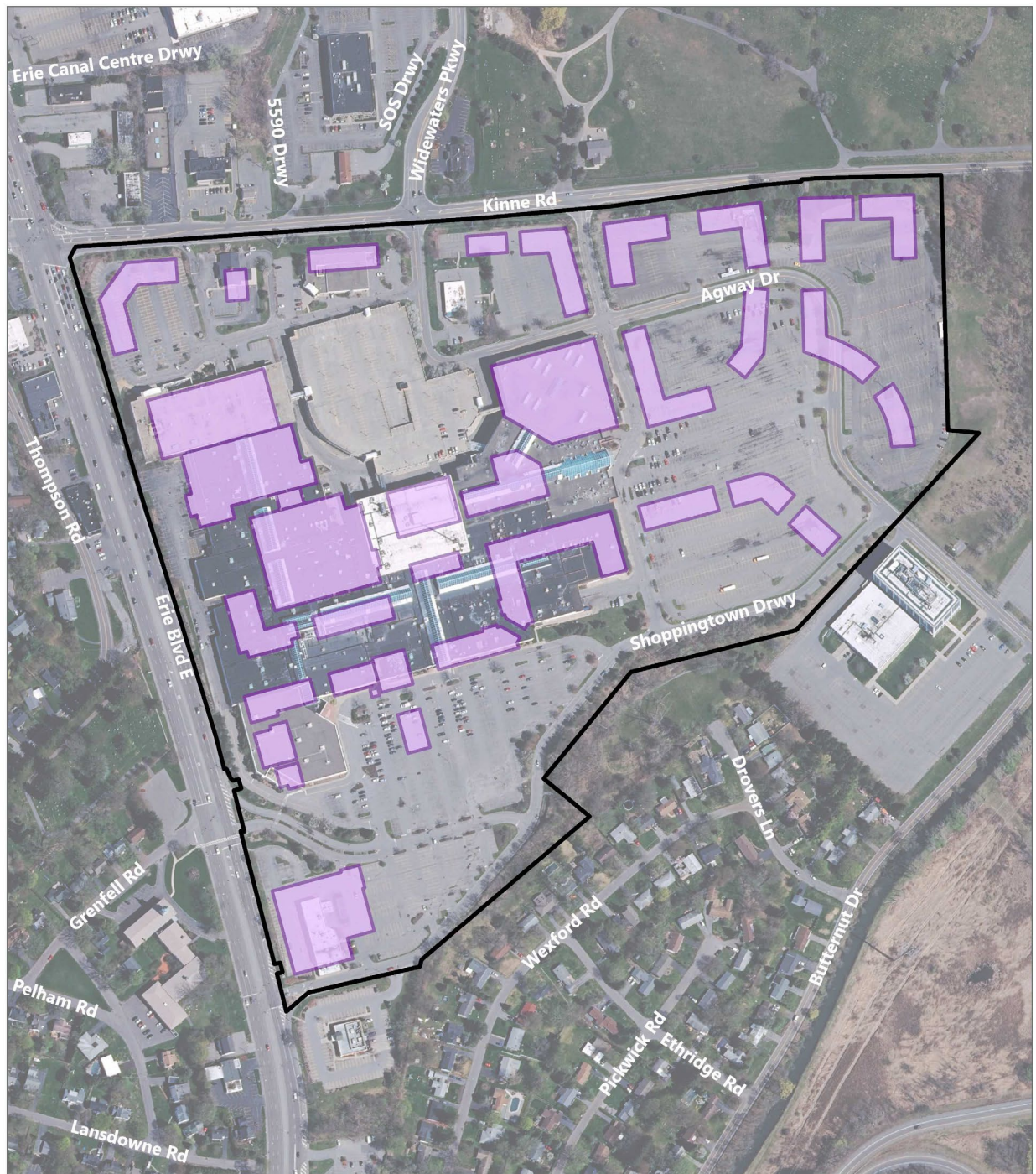
On behalf of OHB Redev, LLC, (the Applicant), EDR conducted a visibility assessment (VA) of the proposed District East Redevelopment Project (the Project), located in the Town of DeWitt, Onondaga County, New York. The proposed Project is located on approximately 69 acres of land at the site of the former Shoppingtown Mall (Project Site). First operated as an open-air shopping center in 1954, Shoppingtown Mall was converted to an enclosed mall in the mid-1970's. At its peak, the mall was a major regional shopping center that contained five anchor department stores, 125 in-line stores, shops and other services totaling approximately 1,184,426 square feet (SF) of retail space. The Applicant is proposing to demolish the bulk of the existing shopping center to facilitate its redevelopment into a vibrant, walkable, mixed-use town center development.

This assessment was prepared to assess the visibility of the proposed District East Redevelopment Project. It should be noted that the Project is at a conceptual stage and that this VA is based on preliminary information and assumptions regarding the design and construction of the Project. Once Project design is finalized, site plan review will be required by the Town of DeWitt Planning Board during which additional visual analysis may be required.

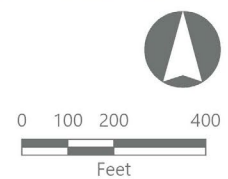
The purpose of the current VA is to:

- Establish a visual study area (VSA) based on probable areas of geographic visibility within 5 miles of the Project.
- Evaluate locations within which the Project could reasonably result in potential visual effects.

Figure 1. Preliminary Project Layout



-  Preliminary Building Footprint
-  Project Site



Basemap: NYSDOP "2018" orthoimagery map service

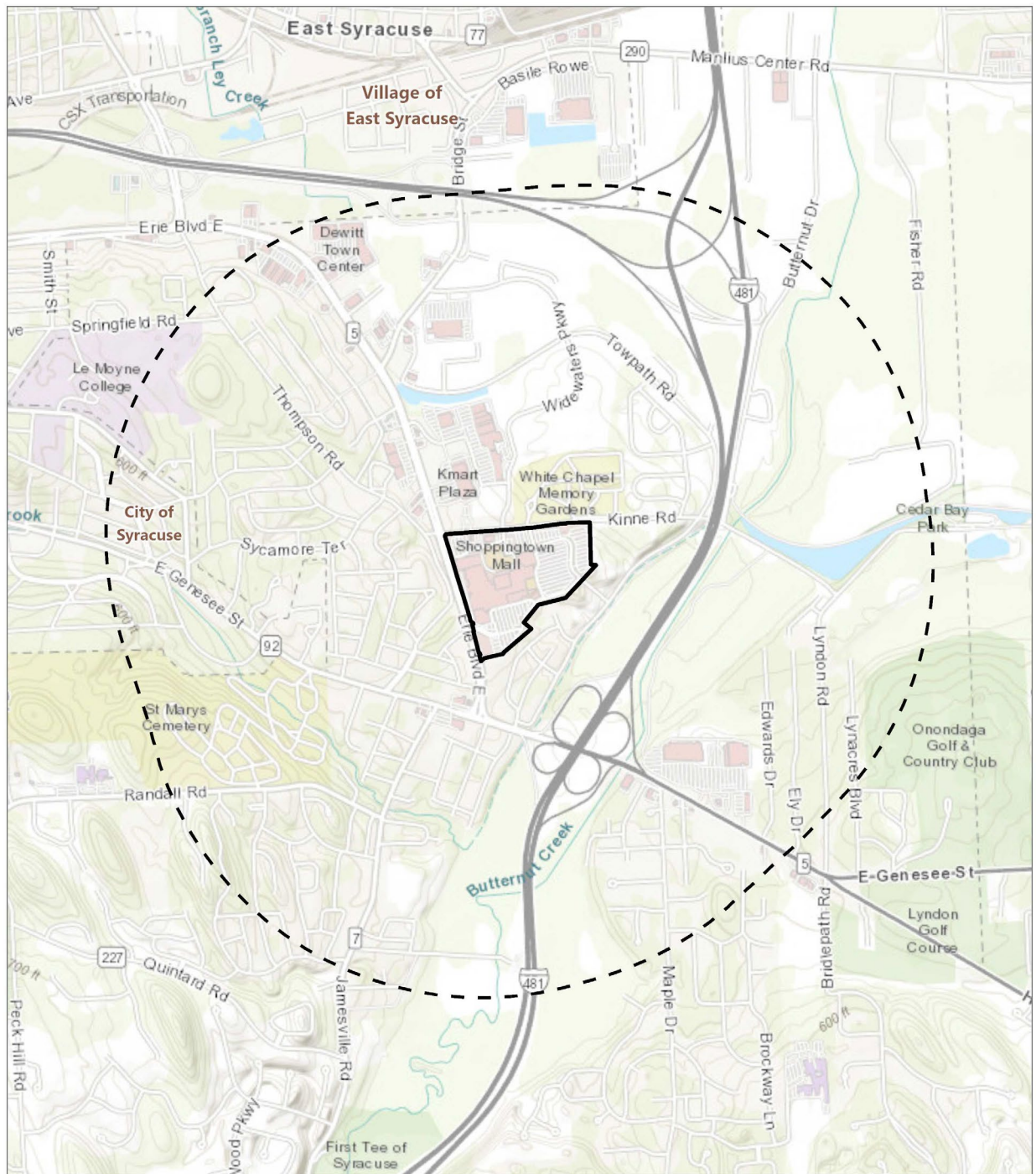
2.0 PROJECT DESCRIPTION AND PROJECT SITE

The Project Site is located adjacent to the Erie Boulevard East commercial corridor and Kinne Road in the Town of DeWitt. The Project will involve demolition of the bulk of the existing shopping center in order to facilitate its redevelopment into a walkable, mixed-use town center development, inclusive of retail, entertainment, office, residential, and open space. The Project is anticipated to include 1.96 million square feet of leasable space inclusive of 912 dwelling units in 33 structures of up to six stories in height. The Applicant intends to construct a new street grid that will incorporate sidewalks, bicycle infrastructure, pedestrian scale lighting, street trees, and on-street parking. The Project will also include surface parking areas and will utilize the existing parking garage in order to provide up to 4,105 parking spaces. The Project Site is currently occupied by the abandoned former Shoppingtown Mall facility and outparcel buildings. Due to a lack of investment over a period of several years, the property has become derelict and exhibits areas where pavement is failing, vegetation has become overgrown, and other signs of neglect are apparent.

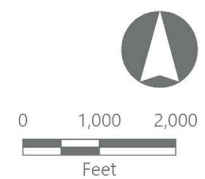
2.1 Visual Study Area

A 5 mile radius around the proposed Project Site was utilized to conduct a preliminary viewshed analysis, however the developed nature of the surrounding landscape results in very limited long-distance visibility. Based on the results of the preliminary 5 mile viewshed and subsequent field verification (see Attachment B and C) documenting the absence of actual visibility beyond 1 mile, an Area of Potential Affect (APE) was determined and a 1-mile VSA was established (see Section 3). The 1-mile VSA covers approximately 4.6 square miles (2,964.5 acres) and includes portions of the Town of DeWitt, Village of East Syracuse, and City of Syracuse. The location and extent of the VSA is illustrated in Figure 2. It should be noted that the State Environmental Quality Review Act (SEQRA) requires the identification of *"...any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource within 5-miles of the Project Site"* (6 NYCRR 617.20). To comply with this requirement, Attachment A provides an inventory of resources within 5 miles of the Project Site. However, because of the lack of potential Project visibility beyond 1 mile, this visibility analysis only considers visibility from resources within the VSA.

Figure 2. Visual Study Area



-  Project Site
-  1-Mile Visual Study Area



Basemap: Esri "World Topographic Map" map service

2.2 Visually Sensitive Resources

The New York State Department of Environmental Conservation (NYSDEC) Program Policy DEP-00-2 *Assessing and Mitigating Visual and Aesthetic Impacts* (NYSDEC, 2019) identifies specific categories of designated scenic or aesthetic resources and public viewing locations that should be considered when evaluating a Project's visual effect. These are referred to in this report as visually sensitive resources (VSRs). VSRs defined by NYSDEC Visual Policy include the following:

- **Properties of Historic Significance** (National Historic Landmarks, Sites Listed on the State or National Registers of Historic Places [S/NRHP]; Properties Eligible for Listing on the S/NRHP; National or State Historic Sites).
- **Designated Scenic Resources** (Rivers Designated as National or State Wild, Scenic, or Recreational; Adirondack Park Scenic Vistas; Sites, Areas, Lakes, Highways or Overlooks Designated or Eligible for Designation as Scenic; Scenic Areas of Statewide Significance; Other Designated Scenic Resources).
- **Public Lands and Recreational Resources** (National Parks, Recreation Areas, Seashores, and/or Forests; Heritage Areas; State Parks; State Nature and Historic Preserve Areas; State Forest Preserve Lands; Wildlife Management Areas/Wildlife Refuges; State Forests; Other State Lands; State Boat Launches/Waterway Access Sites; Designated Trails; Palisades Park Lands; Local Parks and Recreation Areas; Publicly Accessible Conservation Lands/Easements; Rivers and Streams with public fishing rights easements; Named Lakes, Ponds, and Reservoirs).
- **High Use Public Areas** (State, U.S., and Interstate Highways, Cities, Villages and Hamlets; Schools;).
- **Locally Identified Resources** (Other resources identified through the agency/public outreach process – see discussion in Section 3.6.2, below).

In 2019, the NYSDEC revised the forms used in SEQRA review, discontinuing use of the Visual Environmental Assessment Form (V-EAF), and replacing it with *NYCRR 617.20* Appendix A (FEAF), Part 1 – Project Setting, Section E.3. Designated Public Resources on or Near Project Site. Section E.3. h. requires the identification of "... any officially designated and publicly accessible federal, state, or local scenic or aesthetic resources..." within 5 miles of a Project site. EDR conducted a search for designated scenic resources (defined in the bulleted list above) within 5 miles of the proposed Project utilizing publicly available geospatial data resources. As a result of this investigation, a total of 37 resources were identified within the VSA. These VSRs are listed in Attachment A and potential Project visibility from these resources discussed in Section 4.2 of this report.

3.0 METHODOLOGY

3.1 Viewshed Analysis

To identify areas where views of the existing mall are currently available and areas where views of the proposed Project would potentially be available, a digital surface model (DSM) viewshed analysis was conducted. A DSM viewshed analysis evaluates potential visibility considering the screening effects of topography, structures, and vegetation. A viewshed analysis based on a bare earth Digital Elevation Model (DEM) considering topography alone is not provided because the results of such an analysis do not accurately represent areas of potential Project visibility within the VSA due to their exclusion of surface screening elements such as vegetation and buildings. The DSM viewshed analysis for the proposed Project was prepared using the following data and parameters:

- A DSM created using 2016/2017 Federal Emergency Management Agency (FEMA) lidar data;
- Sample points representing existing and proposed structures;
- Heights of the existing and proposed structures, applied to each applicable sample point;
- An assumed viewer height of 6 feet;
- Esri ArcGIS Pro® software with the Spatial Analyst extension.

Two separate viewshed analyses were conducted: one evaluating visibility of the existing Shoppingtown Mall, and other evaluating the potential visibility of the proposed Project. A few modifications were made to the lidar-derived DSM prior to conducting these analyses. Because existing transmission lines and road-side utility lines that are included in the lidar data are generally misinterpreted by the DSM as solid walls/screening features, DSM elevation values within transmission line corridors and within 30 feet of road centerlines (50 feet for state and interstate highways) were replaced with bare earth elevation values. It is important to note that this clearing of the DSM may also eliminate legitimate roadside screening features, which will result in an overstatement of potential visibility along road corridors within the VSA. The DSM used for analysis of proposed conditions was also modified to remove the existing mall and build in the proposed structures (using their anticipated location and height information). Once the viewshed analyses were completed, a conditional statement was used within ArcGIS® to set visibility to zero in locations where the DSM elevation exceeded the bare earth elevation by 6 feet or more, indicating the presence of vegetation or structures that exceed viewer height. This was done for two reasons; 1) in locations where trees or structures are present in the DSM, the viewshed would reflect visibility from the vantage point of standing on the tree top or building roof, which is not the intent of this analysis, and 2) to reflect the fact that ground-level vantage points within buildings or areas of vegetation exceeding 6 feet in height generally will be screened from views of the Project.

Because it accounts for the screening provided by topography, vegetation, and structures, a DSM viewshed analysis is a reasonable representation of potential Project visibility. However, because certain characteristics of the Project and the VSA that may serve to restrict visibility (color, atmospheric/weather conditions, distance from viewer, human visual acuity etc.) are not taken into consideration in the viewshed analysis, being located within the DSM viewshed does not necessarily equate to actual Project visibility, nor

does it indicate that adverse visual impacts will occur within these geographic locations. There is also the possibility of the DSM overstating screening/underestimating visibility in locations where views are available through trees during the dormant season.

4.0 PROJECT VISIBILITY

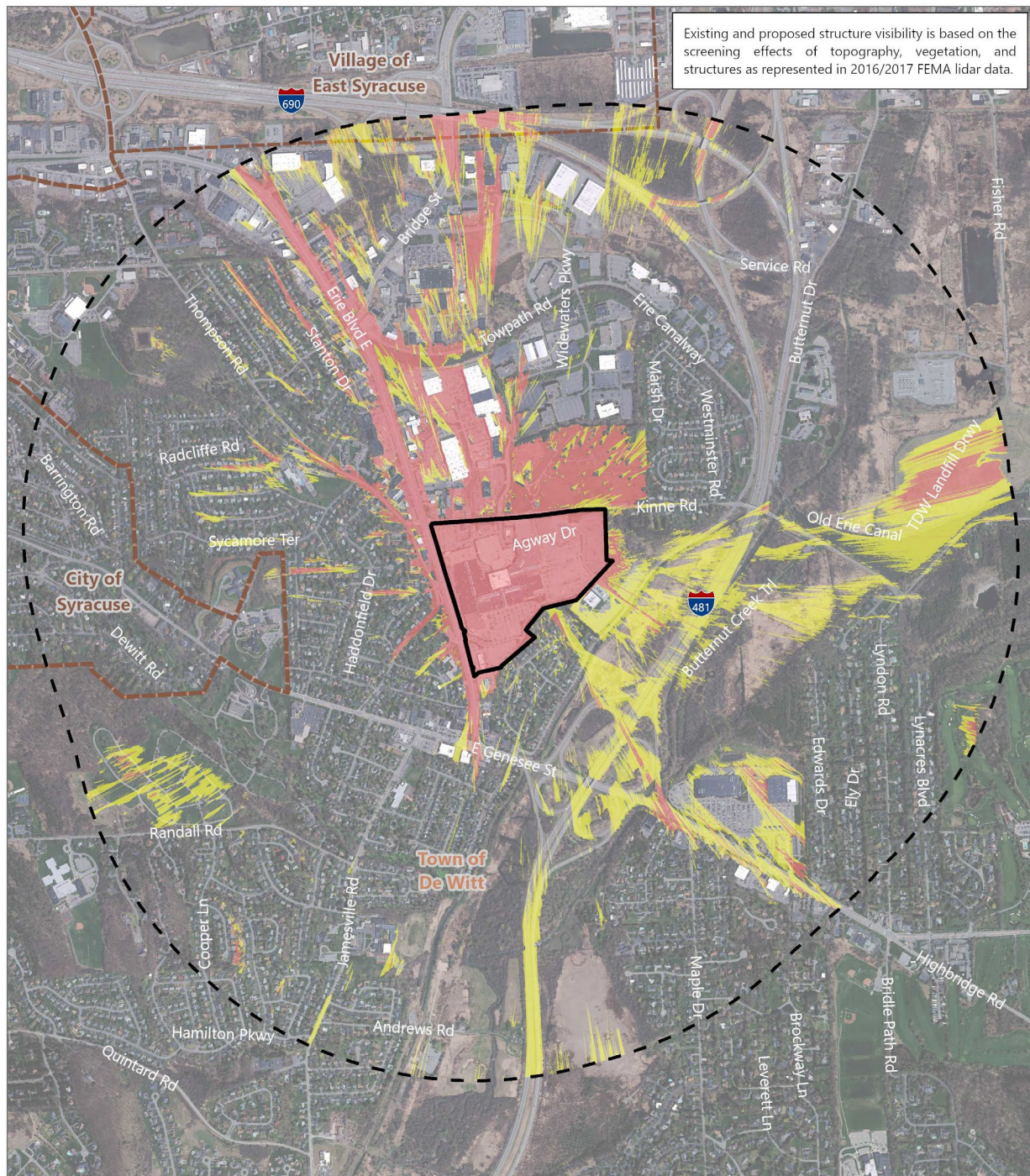
4.1 Viewshed Results

The DSM viewshed analysis suggests that some portion of the existing mall is visible within 9.2 percent of the VSA¹. The proposed viewshed indicates that 18.2 percent of the VSA may have potential views of some portion of the proposed Project. The portions of the VSA identified as potentially visible by the DSM viewshed analysis are defined as the area of potential effect (APE). Out of this total, 2.3 percent occurs on the Project Site itself, indicating that 15.8 percent of the VSA would have potential visibility of the Project from offsite locations for a net increase of 6.6 percent visibility within the VSA with the proposed Project in place.

The offsite locations of potential Project visibility generally occur in areas east and southeast of the Project Site in clearings associated with the Interstate 481 corridor, Butternut Creek, and the Wegmans shopping center along East Genesee Street (NYS Route 5). There is additional potential visibility indicated to the north of the Project along the Erie Boulevard East corridor, and in the commercial and light industrial areas between the Project and the Interstate 690 corridor. There are discrete areas of additional visibility indicated within the residential neighborhoods to the north and east of the Project where the topography is slightly elevated and where road corridors are aligned north/south which may provide for longer distance views of the Project. While these areas are indicated potential Project visibility, the use of DEM data (ground surface only) within a 30-foot corridor along roads and 50-foot corridor along highways in the DSM model likely overstates visibility in these areas as roadside trees and other vegetation will often serve to screen more distant views from these transportation corridors. The viewshed analysis also suggests additional Project visibility within St. Mary's Cemetery, located southwest of the Project, where elevated topography and extensive cleared areas allow for more long-distance views.

¹ It should be noted, as referenced in the legend for Figure 3. DSM Viewshed Result, that the area of visibility for the existing mall depicted in pink, would also have visibility of the Project.

Figure 3. DSM Viewshed Results



Viewshed Results

- Existing and Proposed Structures Both Visible
- Only Proposed Structures Visible

Project Site

1-Mile Visual Study Area



0 500 1,000 2,000
Feet

Basemap: NYSDOP "2018" orthoimagery map service

4.2 Visibility From Visually Sensitive Resources

Within the VSA, 37 visually sensitive resources were identified and are listed below in Table 1. As also included in Table 1, the DSM viewshed analysis indicate that 18 of the 37 VSRs may have a view of the existing Shoppingtown Mall structures and 19 of the 37 VSRs within the VSA could have a view of some portion of the proposed Project (Figure 3). The majority of the affected VSRs are not designated historic, scenic, or recreational resources, but rather are high public use areas such as highways, schools, and village areas where viewer sensitivity to visual change is likely to be limited.

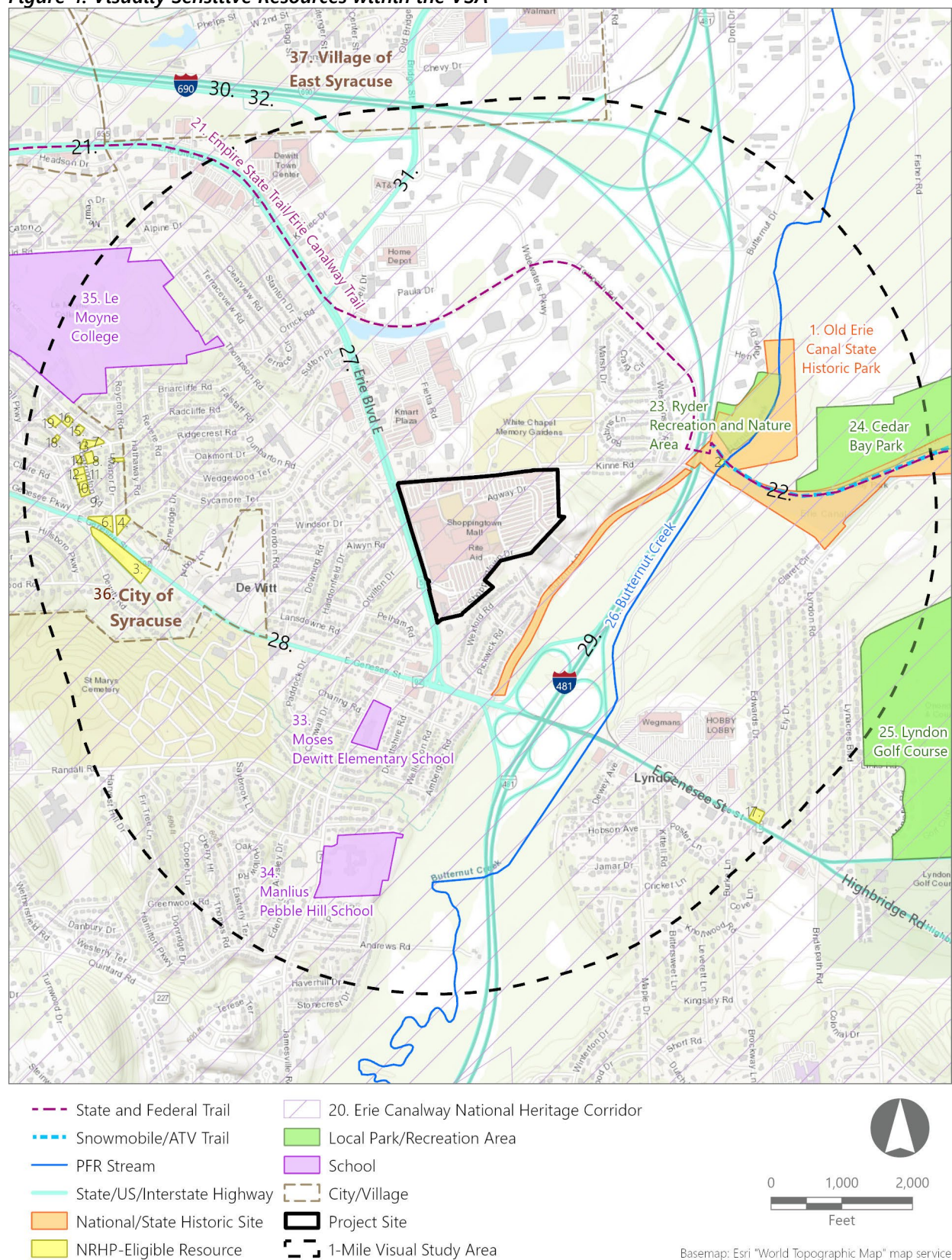
The entire VSA is located within the Erie Canal National Heritage Corridor, however it should be noted that within the VSA this Heritage Corridor is heavily developed with a variety of commercial and residential uses. In addition, the structures associated with the existing mall are already visible within the VSA. Only one resource, Moses DeWitt Elementary School, is identified as having potential views of the Project but not of the existing mall. However, the viewshed analysis does indicate expanded visibility at some other VSRs. To the east and southeast along the Interstate 481 corridor, the Old Erie Canal State Park, and the Empire State Trail, visibility increases significantly. However, because the viewshed analysis is based on the maximum height of the proposed structures, and due to the heavily developed nature of the VSA, it is likely that views in these areas of expanded visibility would be limited to the upper portions of the tallest proposed structures.

Table 1. Visually Sensitive Resources within the VSA and APE

Visually Sensitive Resources	Total Number of Resources within the VSA	Total Number of Resources with Visibility of Existing Structures	Total Number of Resources with Visibility of Proposed Structures
Properties of Historic Significance [6 NYCRR 617.4 (b)(9)]	Total 19	Total 2	Total 2
National Historic Landmarks (NHL)	0	0	0
Properties/Districts Listed on National or State Registers of Historic Places (NRHP/SRHP)	0	0	0
Properties Eligible for Listing on NRHP or SRHP	18	1	1
National/State Historic Sites	1	1	1
Designated Scenic Resources	Total 0	Total 0	Total 0
Rivers Designated as National or State Wild, Scenic or Recreational	0	0	0
Adirondack Park Scenic Vistas [Adirondack Park Land Use and Development Map]	0	0	0
Sites, Areas, Lakes, Reservoirs or Highways Designated or Eligible for Designation as Scenic ([ECL Article 49 Title 1] or equivalent)	0	0	0
Scenic Areas of Statewide Significance [Article 42 of Executive Law]	0	0	0

Visually Sensitive Resources	Total Number of Resources within the VSA	Total Number of Resources with Visibility of Existing Structures	Total Number of Resources with Visibility of Proposed Structures
Other Designated Scenic Resources (Easements, Roads, Districts, and Overlooks)	0	0	0
Public Lands and Recreational Resources	Total 7	Total 6	Total 6
National Parks, Recreation Areas, Seashores, and/or Forests [16 U.S.C. 1c]	0	0	0
National Natural Landmarks [36 CFR Part 62]	0	0	0
National Wildlife Refuges [16 U.S.C. 668dd]	0	0	0
Heritage Areas [Parks, Recreation and Historic Preservation Law Section 35.15]	1	1	1
State Parks [Parks, Recreation and Historic Preservation Law Section 3.09]	0	0	0
State Nature and Historic Preserve Areas [Section 4 of Article XIV of the State Constitution]	0	0	0
State Forest Preserve [NYS Constitution Article XIV]	0	0	0
Other State Lands	0	0	0
Wildlife Management Areas & Game Refuges	0	0	0
State Forests	0	0	0
State Boat Launches/Waterway Access Sites	0	0	0
Designated Trails	2	2	2
Palisades Park [Palisades Interstate Park Commission]	0	0	0
Local Parks and Recreation Areas	3	2	2
Publicly Accessible Conservation Lands/Easements	0	0	0
Rivers and Streams with public fishing rights easements	1	1	1
High-Use Public Areas	Total 11	Total 10	Total 11
State, US, and Interstate Highways	6	6	6
Schools	3	2	3
Cities and Villages	2	2	2
Total Number of VSRs in the VSA	Total 37	Total 18	Total 19

Figure 4. Visually Sensitive Resources within the VSA



5.0 CONSISTENCY WITH COMMUNITY PLANS AND COMMUNITY CHARACTER

The Applicant has reviewed several plans that relate to the proposed Project. The Town of DeWitt Sustainability Plan (2014) presents a case study of the Shoppingtown site. The case study includes the following statement:

The Town of DeWitt lacks a dense town center or "Main Street"The Town's vision is that Shoppingtown Mall will be redeveloped as a vibrant mixed-use town center that could provide a cluster of economic activity and a focal point for the civic life of the town.

The plan also presents a "Sustainability Concept" map which identifies the Shoppingtown site within a "Mixed-Use Development Zone." The proposed Project is consistent with the vision presented in the 2014 Sustainability Plan.

The Town of DeWitt Comprehensive Plan Update (2017) provides a land-use vision in the "Land Use Character Areas" section. The Project site is identified as a Commercial: Retail, Office, Service/Mixed Use Residential area with "excessive strip commercial development..." The 2017 Comprehensive Plan indicates that, "(t)hese areas could incorporate mixed-use development over time as determined appropriate." Within the "Neighborhood Character" Goals and Actions, the plan identifies a goal to "Foster land use patterns that enhance livability and support civic life." In addition, this section identifies the following action:

3. Explore potential areas where mixed-use development should be incorporated as related to the Town of DeWitt land use vision and develop appropriate updates to the Town of DeWitt zoning code. Review and update mixed use development guidelines in the existing code to establish preferred development densities as well as to optimize allowed uses based on existing zoning districts.

Subsequent to the adoption of the Comprehensive Plan, the town adopted a Mixed-Use Floating Overlay District (§192-64.4) to:

- (1) Encourage "Village Center" type development;*
- (2) Achieve a compact pattern of development that encourages people to walk, ride a bicycle or use public transit;*
- (3) Allow for a mix of uses, inclusive of residential, designed to attract pedestrians;*
- (4) To discourage singular use buildings developed as isolated islands within an expansive parking lot;*
- (5) To encourage the adaptive reuse of aging commercial strip developments;*

(6) Provide a high level of amenities that creates a comfortable environment for pedestrians, bicyclists, and other users;

(7) Provide sufficient density of employees, residents and recreational users to support public transit, while generating a relatively high percentage of trips serviceable by public transit

The proposed Project is generally consistent with these goals. However, this code section identifies three levels of mixed-use development zones within the town: MUV1, MUV2, and MUV3 which are tied to a map identifying locations within the town where these development patterns might be permitted. The Shoppingtown site is identified as MUV-3. The Applicant recognizes that while MUV-3 is applicable to the site, the proposed development is not in full compliance with the existing code and as such an amendment to the town code will be required in order to facilitate the development as proposed. The proposed Project would maintain and reinforce the commercial character of the area, as well as facilitate the desired land-use change (mixed-use) that the town has identified in its existing land-use plans as appropriate.

6.0 CONCLUSIONS

The DSM viewshed analysis indicates that 18.2 percent of the VSA could have potential views of some portion of the proposed Project. Of the 0.8 square mile area indicated as potentially visible, 2.3 percent (69.1 acres) occurs on the Project Site itself, and 9.2 percent already has views of the existing Shoppingtown Mall structures leading to a net 6.6 percent increase in visibility with the proposed Project in place. Of the 37 VSRs identified within the VSA, 19 were determined by the DSM viewshed analysis to have potential views of some portion of the Project, and only one, Moses DeWitt School, is indicated as having views of the proposed Project but not the existing mall. However, field verification of the conservative viewshed analysis revealed that visibility from this resource, Viewpoint 3, will not be possible due to intervening vegetation and structures (see Attachment B). As discussed in Section 4.2, roadways within the VSA indicated to have concentrated areas of visibility are primarily limited to Interstate 481 and East Genesee Street (NYS Route 5). There are other scattered areas of potential visibility of the Project to the north within the commercial/industrial areas between Erie Boulevard East and the Interstate 690 corridor and to a lesser extent visibility is also indicated in discrete locations to the west and southwest of the Project. While the Applicant acknowledges the potential for some increased visibility, it should also be acknowledged that the Project is largely in line with Town planning and land use goals and the Applicant is proposing to invest in what is currently a derelict property which detracts from surrounding neighborhood areas.

The limited increase in visibility within the VSA is attributable to the increase in height of the proposed Project in comparison to the existing mall. However, additional visibility in most areas will likely be limited to the upper portions of the proposed buildings, especially from areas that are located further from the Project Site. In addition, through its local planning and regulatory framework, the Town of DeWitt has identified the area containing the Project Site as appropriate for the denser mixed-use development that is proposed. From this perspective, the town has already determined that visual change resulting from development projects that implement this mixed-use vision will be appropriate for the area(s) in which they occur. The Applicant understands that the proposed Project will require site plan review by the Town of DeWitt Planning Board and that the Planning Board may require additional visual representations of the Project as its design advances and will be responsible for determining appropriate mitigation measures for any adverse visual impacts that could be anticipated. The Applicant also recognizes that the project is located within Class C airspace and approaches for Syracuse Hancock International Airport and will consult with the FAA, if necessary to determine any needs for lighting or markings.

7.0 MITIGATION

NYSDEC lists nine mitigation tools that can be effective in reducing and minimizing potential visual impacts. These are described below.

7.1.1 Screening

The Project will incorporate a site landscaping plan that will provide multiple on-site and off-site benefits including visual mitigation.

7.1.2 Relocation

Relocation is not a viable mitigation option for the Project because it is being proposed on a currently underutilized site. As such, the current location is appropriate for the proposed Project (See Section 5.0).

7.1.3 Camouflage/Disguise

This mitigation technique is typically appropriate for communication infrastructure, but not for large mixed use developments.

7.1.4 Low Profile

While the proposed structures are taller than those currently existing on site, this is required to meet the square footage requirements of the Project. Buildings of this size are not without precedent in the area and a reduction in the profile of the structure would not effectively reduce or minimize visual effects.

7.1.5 Downsizing

As discussed above, the square footage requirements of the Project are required for viability of the Project. Additionally, the footprint of the Project is not substantially different than the existing building footprints.

7.1.6 Alternate Technologies

The only alternative technology available would be a higher vertical buildout which would be costly, would not meet the needs of the proposed development, and would result in a larger affected viewshed.

7.1.7 Maintenance

The Applicant is committed to maintaining the site to insure it is free of litter, the landscape is well maintained, and the building exteriors are kept in good condition. The Town of Dewitt has code enforcement authority if any aspects of the site do not conform with local laws.

7.1.8 Non-specular materials

Where possible, the proposed building materials will have a low specular profile which will not result in significant offsite glare.

7.1.9 Lighting

The applicant will conform with local laws and ordinances associated with lighting and will reduce or minimize lighting impacts through the use of full cutoff lighting fixtures, the minimum required number of fixtures will be installed, and to the extent practicable, off-site light trespass will be eliminated through the use of modern lighting techniques following Town of Dewitt code requirements.

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ATTACHMENT A

Visually Sensitive Resources

Visually Sensitive Resource	Location		Distance ²	Distance Zone	Project Visibility (Viewshed Results)			
	Municipality	County	Miles from Project Site	<div><div></div> Near-Foreground</div> <div><div></div> Foreground</div> <div><div></div> Midground</div> <div><div></div> Background</div>	±Visible	▪ Not Visible	±/- Partially Visible	x = yes
					Existing Structure DSM Viewshed	Proposed Structure DSM Viewshed	Expansion of Visible Area	
None in Study Area								
State Forests								
None in Study Area								
State Fishing/Waterway Access Sites								
None in Study Area								
Trails								
State and Federal Trails								
21. Empire State Trail/Erie Canalway Trail Snowmobile/ATV Trails	Town of DeWitt, City of Syracuse	Onondaga	0.3	<div><div></div></div>	±/-	±/-	x	
22. South Shore Trailblazers Snowmobile Trail Bike Trails/Routes	Town of DeWitt	Onondaga	0.4	<div><div></div></div>	±/-	±/-	x	
None in Study Area								
Palisades Park [Palisades Interstate Park Commission]								
Not Applicable								
Local Parks and Recreation Areas								
23. Ryder Recreation and Nature Area	Town of DeWitt	Onondaga	0.4	<div><div></div></div>	-	-		
24. Cedar Bay Park	Town of DeWitt	Onondaga	0.6	<div><div></div></div>	±/-	±/-	x	
25. Lyndon Golf Course	Town of DeWitt	Onondaga	0.9	<div><div></div></div>	±/-	±/-	x	
Publicly Accessible Conservation Lands/Easements								
None in Study Area								
Rivers and Streams with Public Fishing Rights Easements								
26. Butternut Creek Named Lakes, Ponds, and Reservoirs	Town of DeWitt	Onondaga	0.3	<div><div></div></div>	±/-	±/-	x	
None in Study Area								
High-Use Public Areas								
State, US, and Interstate Highways								
27. NYS Route 5	Town of DeWitt, City of Syracuse	Onondaga	0.0	<div><div></div></div>	±/-	±/-	x	
28. NYS Route 92	Town of DeWitt, City of Syracuse	Onondaga	0.1	<div><div></div></div>	±/-	±/-	x	
29. Interstate 481	Town of DeWitt, City of Syracuse	Onondaga	0.2	<div><div></div></div>	±/-	±/-	x	
30. Interstate 690	Town of DeWitt, City of Syracuse	Onondaga	0.5	<div><div></div></div>	±/-	±/-	x	
31. NYS Route 930P	Town of DeWitt	Onondaga	0.5	<div><div></div></div>	±/-	±/-	x	
32. NYS Route 936C	Town of DeWitt, City of Syracuse	Onondaga	0.9	<div><div></div></div>	±/-	±/-	x	
Schools								
33. Moses Dewitt Elementary School	Town of DeWitt	Onondaga	0.3	<div><div></div></div>	-	±/-	x	
34. Manlius Pebble Hill School	Town of DeWitt	Onondaga	0.6	<div><div></div></div>	±/-	±/-	x	
35. Le Moyne College	Town of DeWitt, City of Syracuse	Onondaga	0.6	<div><div></div></div>	±/-	±/-	x	
Cities, Villages, Hamlets								
Cities and Villages								

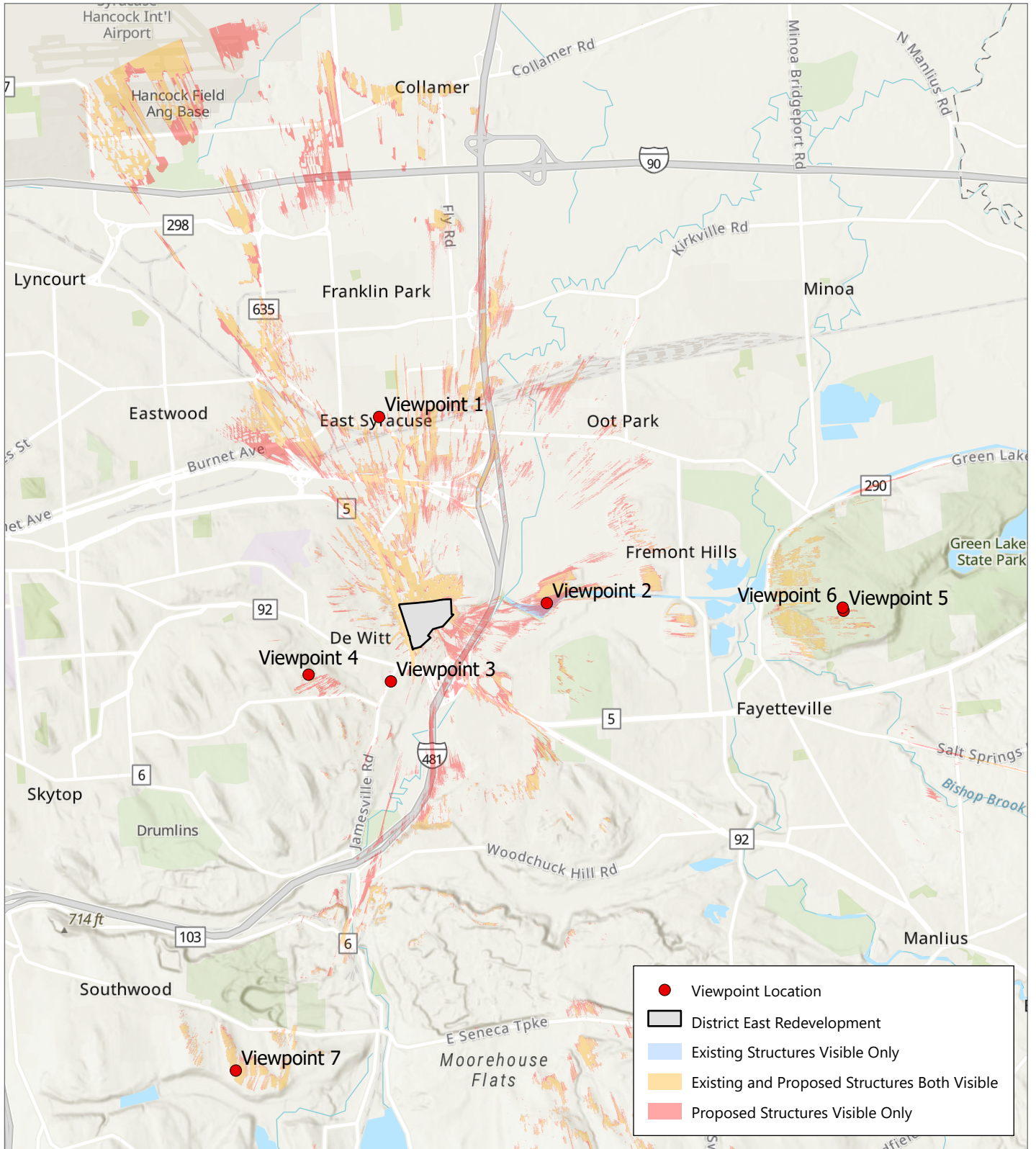
Visually Sensitive Resource	Location		Distance ²	Distance Zone	Project Visibility (Viewshed Results)			
					+Visible	- Not Visible	+/- Partially Visible	x = yes
	Municipality	County	Miles from Project Site	<div><div></div> Near-Foreground</div> <div><div></div> Foreground</div> <div><div></div> Midground</div> <div><div></div> Background</div>	Existing Structure DSM Viewshed	Proposed Structure DSM Viewshed	Expansion of Visible Area	
36. City of Syracuse	Town of DeWitt, City of Syracuse	Onondaga	0.4	<div><div></div></div>	+/-	+/-		X
37. Village of East Syracuse	Town of DeWitt, City of Syracuse	Onondaga	0.9	<div><div></div></div>	+/-	+/-		X

¹ For large areas and linear sites, approximate distance to Project Site was measured from the respective area's closest point.

ATTACHMENT B

Visibility Assessment Within Five Miles

Attachment B - Photographic Log of Viewpoints



District East Redevelopment

Town of DeWitt, Onondaga County, New York

Visibility Assessment Technical Memorandum
Sheet 1 of 5

Attachment B - Photographic Log of Viewpoints



Viewpoint 1

View looking south from the
First Presbyterian Church of East
Syracuse, Syracuse, New York

Distance from District East:

1.6 Miles

Field Determination:

Not Visible

View Direction:

South

Coordinates:

43.06504° N, 76.07051° W

Elevation:

434 ft.



Viewpoint 2

View looking West from the Old
Erie Canal State Historic Park,
Cedar Bay Park, South Shore
Trailblazers Snowmobile Trail,
and Erie Canalway Trail, Dewitt,
New York

Distance from District East:

0.8 Miles

Field Determination:

Not Visible

View Direction:

West

Coordinates:

43.04267° N, 76.04336° W

Elevation:

430 ft.

District East Redevelopment

Town of DeWitt, Onondaga County, New York

Visibility Assessment Technical Memorandum

Sheet 2 of 5

Attachment B - Photographic Log of Viewpoints



Viewpoint 3

View looking north from Moses
Dewitt Elementary School,
Dewitt, New York

Distance from District East:
0.3 Mile

Field Determination:
Not Visible

View Direction:
North

Coordinates:
43.03343° N, 76.06884° W

Elevation:
483 ft.



Viewpoint 4

View looking northeast from St.
Mary's Cemetery,
Dewitt, New York

Distance from District East:
0.9 Miles

Field Determination:
Partially Visible

View Direction:
Northeast

Coordinates:
43.03430° N, 76.08224° W

Elevation:
677 ft.

District East Redevelopment

Town of DeWitt, Onondaga County, New York

Visibility Assessment Technical Memorandum
Sheet 3 of 5

Attachment B - Photographic Log of Viewpoints



Viewpoint 5

View looking west from Green
Lakes State Park Overlook Trail,
Manlius, New York

Distance from District East:
3.2 Miles

Field Determination:
Not Visible

View Direction:
North

Coordinates:
43.04152° N, 75.99503° W

Elevation:
714 ft.



Viewpoint 6

View looking west from Green
Lakes State Park Overlook Trail,
Manlius, New York

Distance from District East:
3.2 Miles

Field Determination:
Not Visible

View Direction:
West

Coordinates:
43.04189° N, 75.99517° W

Elevation:
710 ft.

District East Redevelopment

Town of DeWitt, Onondaga County, New York

Visibility Assessment Technical Memorandum
Sheet 4 of 5

Attachment B - Photographic Log of Viewpoints



Viewpoint 7

View looking North from a location elevated above Clark Reservation State Park, Dewitt New York

Distance from District East:
3.8 Miles

Field Determination:
Not Visible

View Direction:
North

Coordinates:
42.98705° N, 76.09446° W

Elevation:
882 ft.

District East Redevelopment

Town of DeWitt, Onondaga County, New York

Visibility Assessment Technical Memorandum
Sheet 5 of 5

ATTACHMENT C

Visually Sensitive Resources Within Five Miles

Visually Sensitive Resource	Location		Distance ²	Distance Zone	Project Visibility (Viewshed Results)		
					+Visible - Not Visible	+/- Partially Visible	x = yes
	Municipality	County	Miles from Project Site	<div><div></div> Near-Foreground</div> <div><div></div> Foreground</div> <div><div></div> Midground</div> <div><div></div> Background</div>	Existing Structure DSM Viewshed	Proposed Structure DSM Viewshed	Expansion of Visible Area
Properties of Historic Significance [6 NYCRR 617.4 (b)(9)]							
Sites Listed on National or State Registers of Historic Places (NRHP/SRHP)							
First Presbyterian Church of East Syracuse	DeWitt	Onondaga	1.6	<div><div></div></div>	-	+/-	X
State Parks [Parks, Recreation and Historic Preservation Law Section 3.09]							
Clarks Reservation State Park	DeWitt	Onondaga	2.4	<div><div></div></div>	+/-	+/-	X
Green Lakes State Park	Manlius	Onondaga	2.5	<div><div></div></div>	+/-	+/-	X
Local Parks and Recreation Areas							
Ellis Field Park	DeWitt	Onondaga	1.8	<div><div></div></div>	+/-	+/-	X
Cities, Villages, Hamlets							
Village of Fayetteville	Manlius	Onondaga	2.2	<div><div></div></div>	+/-	+/-	X
Village of Manlius	Manlius	Onondaga	3.4	<div><div></div></div>	-	+/-	X

¹ For large areas and linear sites, approximate distance to the nearest turbine was measured from the respective area's closest point.