

A. INTRODUCTION AND METHODOLOGY

This chapter describes the existing visual character of the Project Site within the context of the Study Area, defined below, and assesses whether the Proposed Project and the development of Phase 1 would have any significant adverse visual impacts.

Study areas for visual resources were delineated to include areas within visual range of the Proposed Site and Phase 1 Sites. Information was collected through field visits, and visually sensitive locations within the Study Areas were identified.

The Study Area for this analysis is roughly defined by a ¼-mile radius surrounding the Project Site (see **Figure 16-1**). This Study Area was determined to be appropriate based on existing visual conditions. The greatest potential for visual impacts would likely be in the immediate environs of the Proposed Project's Resort Core. A portion of the Resort Core is proposed to be developed in Phase 1.

The analysis of visual impacts is based upon the New York State Department of Environmental Conservation (NYSDEC) Program Policy DEP-00-2, "Assessing and Mitigating Visual Impacts." While this Program Policy is not binding on local agencies, it provides useful guidance in conducting a visual impact assessment. In addition, as specified in the adopted scoping outline, four visual renderings of the proposed Comprehensive Development Plan project components and four visual renderings of Phase 1 were analyzed from locations chosen by the Lead Agency to assist in the identification of potential impacts within the Study Area.

This chapter also considers the potential for nighttime lighting impacts from the Proposed Project and the development of Phase 1.

The analysis in this chapter is in two parts. First, a 'generic' visual impact analysis is presented of the Proposed Project. Second, a more detailed and site-specific impact analysis of the visual impacts resulting from the development of Phase 1 is assessed.

METHODOLOGY

NYSDEC GUIDANCE

NYSDEC developed a methodology for assessing and mitigating visual impacts (DEP-00-2). While this policy was developed for NYSDEC review of actions, the methodology and impact assessment criteria established by the policy are comprehensive and can be used by other State and local agencies to assess potential impacts.

According to DEP-00-2, a “visual impact” occurs when “the mitigating¹ effects of perspective do not reduce the visibility of an object to insignificant levels. Beauty plays no role in this concept” (DEP-00-2, p. 10). DEP-00-2 also defines 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)

Thus, while a project or structure may be visible from a certain location, mere visibility is not a threshold of significance. The significance of the visibility is dependent on several factors: presence of any designated historic or scenic resources within the viewshed of the project, distance, general characteristics of the surrounding landscape, and the extent to which the visibility of the project interferes with the public’s enjoyment or appreciation of the designated resource. A significant adverse visual impact would only occur when the effects of design, distance, and intervening topography and vegetation do not minimize the visibility of an object and the visibility significantly detracts from the public’s enjoyment of a designated historic or scenic resource. DEP-00-2 identifies specific types of historic and scenic resources that should be considered as part of a visual impact assessment.

B. COMPREHENSIVE DEVELOPMENT PLAN (DGEIS)

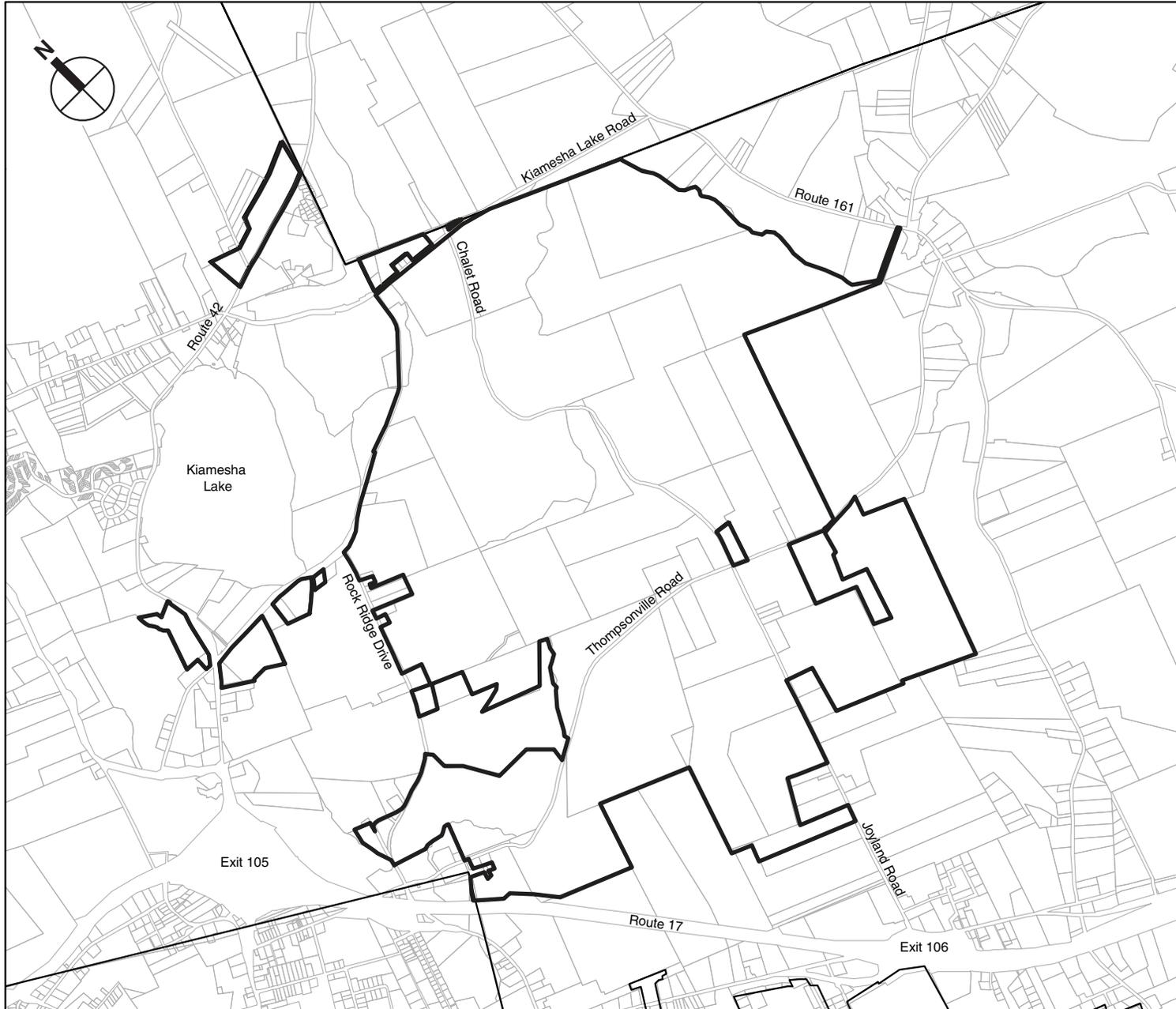
EXISTING CONDITIONS

PROJECT SITE

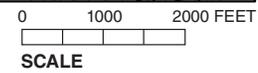
The Project Site is comprised of approximately 1,538 acres including six non-contiguous parcels on the western edges of the Project Site located at the crossroads of Joyland Road and Thompsonville Road generally bound by Kiamesha Lake Road to the north, NYS Route 17 to the south, Concord Road to the west, and County Route 161 to the east, in Sullivan County, New York (see **Figure 16-2**).

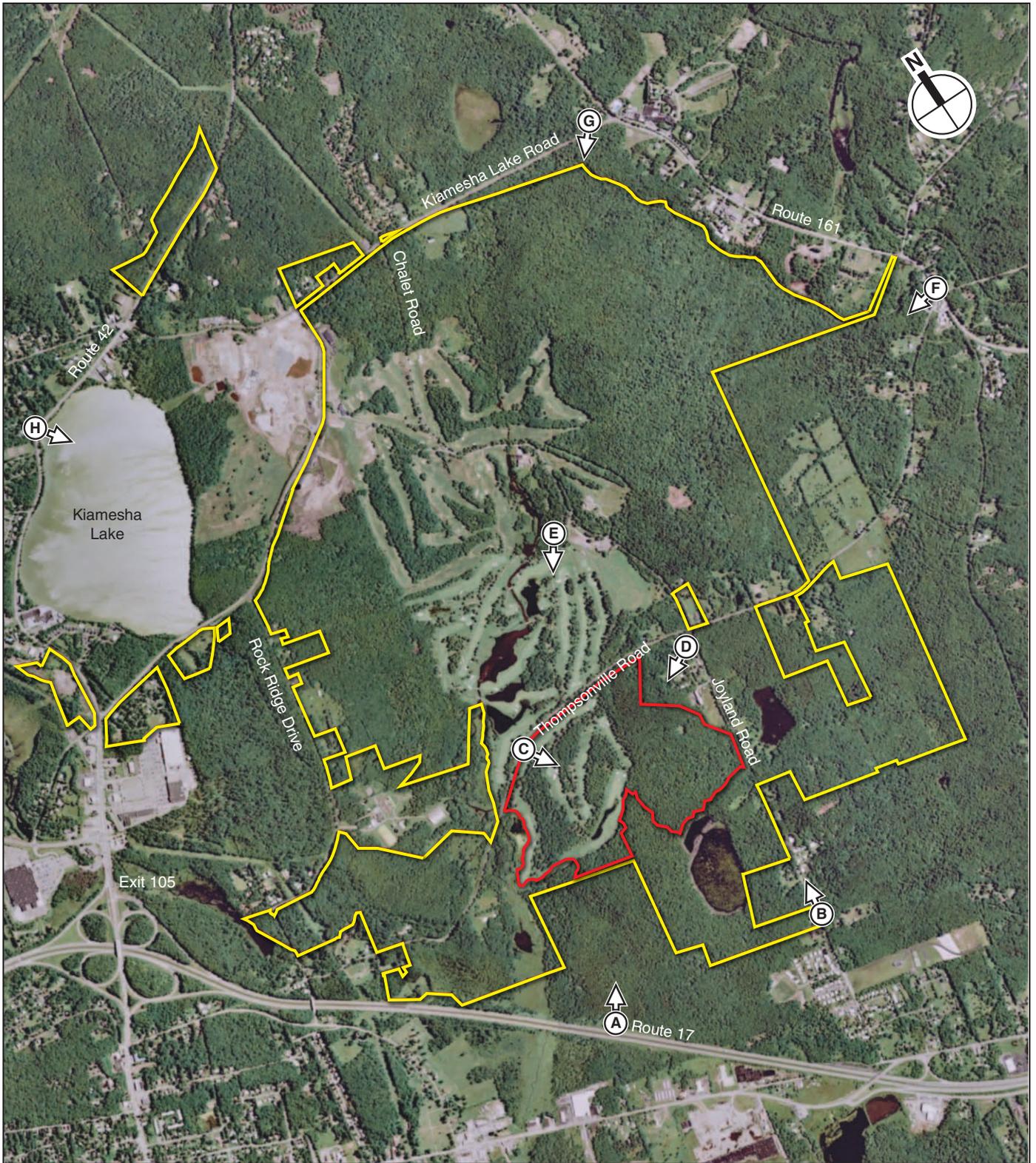
The primary entrance road into the Project Site is off of NYS Route 17, Exit 106. The Exit 106 ramp connects to Cimarron Road and Joyland Road which leads motorists north and into the Project Site. Secondary access to the Project Site is possible from NYS Route 17, Exits 107 and 105. Three roadways traverse the property: Joyland Road, Thompsonville Road, and Chalet Road. Portions of three other roadways (Kiamesha Lake Road, Concord Road, and Rock Ridge Road) form the northern and western boundaries of the Site. The visual character of the Project Site varies due to its large size and the range of uses found throughout. Portions of the Site are heavily forested and undeveloped and other areas contain residential properties, giving the Site a settled residential appearance. In some areas, bungalows and remnants of bungalow colonies and other recreational uses are visible in varying conditions. The portion of the Site that contains the Monster Golf Course and associated buildings appears well maintained and landscaped and gives the Site a resort-type character. Portions of the Site also appear blighted and underutilized.

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

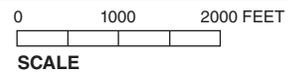


— Project Site Boundary





- Project Site Boundary
- Phase 1 Boundary
- A → Visual Simulation Location and View Direction



Project Site and
Visual Simulation Locations
Figure 16-2

The center of the Project Site is visually dominated by the Monster Golf Course (see **Figure 16-3**), which is visible from Thompsonville and Chalet Roads. The golf course roughly extends north to south from where Chalet Road crosses Kiamesha Creek in the north to south of Thompsonville Road. Chalet Road forms the eastern boundary of the course. A densely forested backdrop that extends to Rock Ridge Road forms most of the western boundary of the course. The Monster Golf Course is typical of a maintained golf course with a clubhouse and rolling, natural, as well as man-made, topography covered by lawn and dotted with sand traps and water features. A parking area and temporary modular clubhouse are located along the western side of Chalet Road at the center of the course (see **Figure 16-3**). From the parking area and temporary modular clubhouse, open views of the surrounding valley and forested landscape are visible to the west and south (see **Figure 16-4**). Stands of mature trees are located around the perimeter of the course and along the fairways. Hedges, shrubs, and ornamental grasses are located throughout the property directing circulation within the golf course. Elements of the golf course (e.g., sand pits, fairways, water features, and cart paths) are visible from portions of Chalet Road and Thompsonville Road.

Within the Project Site, Thompsonville Road is a two-way, east-west roadway extending roughly between Rock Ridge Drive and Heiden Road (County Route 161). Thompsonville Road delineates the northern and southern portions of the Project Site and is characterized by a rural residential character. At the western end of Thompsonville Road where it intersects with Rock Ridge Drive, a cemetery and several single-family residences are visible (see **Figure 16-5**). As Thompsonville Road enters the Project Site, it crosses Kiamesha Creek and the Site becomes less developed and increasingly forested until the manicured fairways of the Monster Golf Course become visible to the north and south of Thompsonville Road (see **Figure 16-6**). Beyond the fairways to the east, Thompsonville Road passes through the northern portion of Breezy Corners (see **Figure 16-7**), a former bungalow colony located southwest of the intersection of Thompsonville and Joyland Roads consisting of vacation cottages, a main office building, ranch style houses, a swimming pool, basketball courts, and a casino/recreation hall (see Chapter 15, "Cultural Resources," for a complete description). A portion of Breezy Corners Bungalow Colony was determined to be an eligible historic resource. Farther east on Thompsonville Road, the Site maintains a rural residential character to its eastern end at Heiden Road. A house and several old farm structures are visible along Thompsonville Road within the Project Site boundaries (see **Figure 16-7**).

South of Thompsonville Road, the Project Site is wooded and largely undeveloped with a rural character. This area of the Site encompasses the approximately 125-acre Phase 1 Site, which includes forested parcels along Joyland Road and the portion of the Monster Golf Course that extends south of Thompsonville Road to the southern boundary of the Site (see below for a detailed description of the Phase 1 development area). Joyland Road is a gateway to the Project Site and provides primary access to this portion of the Site from NYS Route 17. Outside the Project Site boundaries, Joyland Road is characterized by bungalow colonies and single-family residences in varying conditions, giving it a settled residential appearance (see **Figure 16-8**). Within the Project Site boundaries, Joyland Road is heavily forested east and south of the Phase 1 Site. A number of small lakes are located within the wooded areas, but are not visible from Joyland Road due to the forested buffer. At the northern end of Joyland Road near the intersection of Joyland/Chalet Road and Thompsonville Road, the former Breezy Corners Bungalow Colony is visible (see **Figure 16-9**).

North of Thompsonville Road, Joyland Road becomes Chalet Road. A small occupied and well-maintained residential outparcel entirely surrounded by the Project Site is located on the

northeast corner of the Thompsonville/Chalet Road intersection (see **Figure 16-10**). Farther north on Chalet Road, approximately 450 feet from Thompsonville Road, are a small number of residential homes and outbuildings, including the J. Gray Barn. The barn was originally associated with a mid-19th century house at 18 Chalet Road, the combination of which was once a known historic resource. Since the house was demolished prior to the acquisition of the Project Site by the Applicant, the barn is no longer an eligible property.

Along this section of Chalet Road, views in all directions are limited by vegetation and the Project Site appears forested and largely undeveloped except for a few unoccupied residences and the barn (see Figure 16-10). Farther north along Chalet Road, the Monster Golf Course becomes visible to the west. This portion of Chalet Road is well maintained and has a resort-type character. Traveling north towards Kiamesha Lake Road, Chalet Road winds through the fallow International Golf Course before entering a forested area dominating both sides of the road to its northern end.

North and east of the golf courses and Chalet Road, the northeastern portion of the Project Site is characterized by hilly topography which is densely forested. This area is undeveloped except for the recently renovated Chalet/Pro Shop and Monster Club House at the Site's former Ski Hill (see **Figure 16-11**), on which are located the remnants of a ski lift and ski lift stations (see Figure 16-11). The Chalet/Pro Shop and Monster Club House are accessed from Chalet Road across from the golf course parking area and temporary modular clubhouse. In this location, rock outcrops are visible near the club house driveway and the Project Site begins to slope upward (see **Figure 16-12**). However, due to topography and vegetation, the Chalet/Pro Shop and Monster Club House are not visible from Chalet Road or the golf course parking area. From the Chalet/Pro Shop and Monster Club House, the former ski hill and associated structures are visible, but elevation, topography and vegetation limit views of the facility from most locations on the Project Site.

Chalet Road crosses Kiamesha Creek at the bottom of the former ski hill. In this location, portions of the ski hill and the remains of a ski lift station are visible on the eastern side of Chalet Road. The fallow International Golf Course is visible to the west (see **Figure 16-13**). Kiamesha Creek runs south to north passing roughly through the middle of the Site and the Monster Golf Course where it forms a number of the course's visible water features. The creek is crossed by Thompsonville Road in the south. The creek also forms a portion of the western boundary of the Site adjacent to the Kiamesha Lake Sewer District's sewage treatment plant (KLSD STP) and the northeastern boundary of the Site roughly paralleling County Route 161.

Kiamesha Lake Road forms the northern boundary of the Project Site and is characterized by a wooded residential appearance. In this area, the Project Site is largely forested with a few residences and bungalows interspersed (see **Figure 16-14**). A New York State Electric and Gas (NYSEG) substation is located on the northern side of Kiamesha Lake Road just before the intersection of Kiamesha Lake Road and Concord Road (see Figure 16-14). Past the substation, Kiamesha Lake Road is at a higher elevation than Concord Road and the former Concord Hotel property is visible to the west. However, views into the Project Site are largely limited due to the intervening vegetation and the undulating nature of the topography.

Concord Road forms the western boundary of the Project Site until its intersection with Rock Ridge Drive. West of Concord Road across from the northwest corner of the Project Site, the visual character of the area is dominated by the former Concord Hotel property (see **Figure 16-15**). The site is largely devoid of vegetation and is covered with debris from the demolition of

the former hotel buildings. A large covered soil stockpile comprised of soil from the former Concord Hotel is located on the northwestern portion of the Project Site directly across Concord Road from the former Concord Hotel site (see Figure 16-15). Farther south on Concord Road, the Project Site is characterized by open fields with a number of buildings in varying degrees of repair including old farm buildings, houses, maintenance buildings, and a gas station (see **Figure 16-16**). Fairways on the western portion of the fallow International Golf Course are partially visible to the east in this location. Approximately halfway between Kiamesha Lake Road and Rock Ridge Drive, Kiamesha Lake becomes visible to the west when travelling along Concord Road. Due to the higher elevation of Concord Road, westward views of the Lake and the hills beyond are visible from this location (see Figure 16-16).

South of Concord Road, Rock Ridge Drive and the KLSO STP form most of the western boundary of the Project Site until Rock Ridge Drive intersects with Thompsonville Road. The western portion of the Project Site between the Monster Golf Course and Rock Ridge Drive is almost entirely forested except for a few bungalows and residential properties along Rock Ridge Drive (see **Figure 16-17**). In general, Rock Ridge Drive has a rural residential character and is heavily forested. Near the intersection with Concord Road, a small number of bungalows and residential homes are visible along the eastern side Rock Ridge Drive. In this location, the forested Project Site is visible beyond the residential parcels fronting on Rock Ridge Drive. The western side of Rock Ridge Drive across from the Project Site is wooded and undeveloped (see Figure 16-17). Approximately halfway between Concord Road and Thompsonville Road, the KLSO STP property is visible to the east from Rock Ridge Drive (see **Figure 16-18**). The site is surrounded by a chain-link fence, but no STP structures are visible from Rock Ridge Drive. Beyond the STP to the south, the east side of Rock Ridge Drive is wooded and undeveloped, and the west side is developed with a kennel, a bungalow colony, and a number of residential homes (see Figure 16-18).

Six non-contiguous parcels totaling 58.70 acres are also part of the Project Site and are generally located west of the Site (see **Figure 16-19**). The Study Area west of the Project Site is visually dominated by Kiamesha Lake, and the highway commercial uses including large retail stores such as Home Depot and Staples along NYS Route 42 between its intersection with Concord Road and NYS Route 17. The northernmost non-contiguous parcel (Parcel 1) is 20.1 acres and is located on NYS Route 42 north of Kiamesha Lake. In this area, the visual character of NYS Route 42 transitions from a wooded, rural, and largely undeveloped residential environment north of the Project Site to a commercial area interspersed with residential uses and bungalow colonies farther south. Parcel 2, located on the northern side of Kiamesha Lake Road directly across from the contiguous parcels forming the majority of the Project Site, is 8.1 acres and is forested and undeveloped. The visual character of the area surrounding Parcel 2 is dominated by residential uses and the former Concord Hotel property located immediately to the west. The remaining four noncontiguous parcels are located immediately south of Kiamesha Lake at the intersection of NYS Route 42 and Concord Road. Parcel 3 is 9.70 acres and is partially forested and undeveloped. Parcel 4 is 13.8 acres and is developed with a bungalow colony. Parcel 5 is 6.20 acres and contains residential homes as well as wetlands. Parcel 6 is 0.80 acres and is undeveloped. The visual character of the Study Area in this location is dominated by Kiamesha Lake, the bungalow colony, and the small number of residential homes located at the southern end of the Lake along Concord Road.

¼ MILE STUDY AREA OF THE COMPREHENSIVE DEVELOPMENT PLAN

Due to the large size of the Project Site, the visual character of the Study Area immediately surrounding the Project Site varies and is defined by a mix of residential, resort, commercial, and agricultural uses. Northwest of the Project Site is the former Concord Hotel property and adjacent nine-hole Challenger Golf Course. The Concord Hotel was demolished in 2008, and the Challenger Golf Course is no longer in use. As discussed in Chapter 15, “Cultural Resources,” the area around the Project Site has been a vacation destination since 1935 and peaked as a recreational community in the 1950s. During this period of time, bungalow colonies and summer camps were popular, and a number of them still remain in various states of repair, giving portions of the Study Area a blighted, abandoned appearance.

In general, residential and agricultural uses are found north and east of the Project Site, and commercial uses are found west and south of the Project Site along NYS Route 42 and East Broadway/Cimarron Road. There are no notable visually sensitive locations in the Study Area. Kiamesha Lake does provide some bucolic scenic vistas west of the Project Site. However, it is separated from the Project Site by an elevation change and the former Concord Hotel property and is not visually connected to the Project Site. In addition, portions of the western banks of Kiamesha Lake are surrounded by the commercial development along NYS Route 42.

The most expansive views of the Project Site from the Study Area occur from the roadways traversing and in close proximity to the Project Site, including Thompsonville Road, Joyland Road, Chalet Road, and Concord Road. The Project Site is partially visible from vehicles traveling along these roadways; however, at the edges of the Study Area, views of the Project Site are largely screened by topography, vegetation, and existing buildings located on adjoining properties.

The Study Area north of the Project Site is predominantly rural, with fallow fields, vacant farm properties, and wooded areas. To the northeast, the 90-acre Raleigh Resort is visible at the intersection of Kiamesha Lake Road and Heiden Road. The visual character of the northwest portion of the Study Area is more rural, with houses, undeveloped land, bungalow colonies, and older commercial buildings adjacent to wooded areas in the vicinity of Kiamesha Lake. South and east of the Project Site and along Joyland Road, the Study Area is dominated by houses, wooded areas, and bungalow colonies in varying conditions. The visual character of the Study Area east of the Project Site is dominated by the hamlet of Thompsonville. The hamlet contains a few residential and commercial uses, but does not have a distinct center. The Village of Monticello is located southwest of the Project Site. Monticello is the home of the Monticello Raceway and Casino and was once a thriving Catskill resort town. Over the years, the Village has experienced an economic downturn, and the main commercial strip (Broadway) contains vacant and deteriorating storefronts and could be described as having an underperforming and underutilized appearance.

LIGHTING

In general, there is minimal lighting visible within the Project Site and no street lighting present along the roadways traversing the Project Site. Businesses in the commercial areas in the western and southern portions of the Study Area along NYS Route 42 and East Broadway/Cimarron Road use lighting to illuminate parking areas and signage. Some commercial buildings have interior lighting and parking lot lighting that is visible from NYS Route 42 and NYS Route 17. From the Project Site, some sky glow is visible over the Village of Monticello and the commercial areas west and south of the Project Site.

7.5.12



View of Monster Golf Course looking north west from golf course parking area on Chalet Road **1**



Temporary modular clubhouse at golf course parking area on Chalet Road **2**

7.5.12



View of Monster Golf Course from Chalet Road looking south **3**



View of Monster Golf Course from Chalet Road looking west **4**

7.5.12



View of cemetery on Thompsonville Road near Rock Ridge Drive intersection **5**



View of Thompsonville Road near Rock Ridge Drive intersection looking east toward the Project Site **6**

7.5.12



View of forested portion of Thompsonville Road looking south **7**



View of the portion of the Monster Golf Course on the south side of Thompsonville Road **8**

7.5.12



View of Breezy Corners Bungalow Colony from Thompsonville Road 9



View of Thompsonville Road looking east 10



View of Joyland Road from south of the Project Site looking north 11



View of Cimarron Road from Joyland Road south of Project Site 12



View of Breezy Corners Bungalow colony from Joyland Road looking west toward Phase 1 Site **13**



View of Breezy Corners Bungalow colony recreation building from Joyland Road **14**



View of residential outparcel from Chalet Road 15



View of Chalet Road looking south just south of the Monster Golf Course 16



Chalet/Pro Shop and Monster Club House 17



View of former Ski Hill from Chalet/Pro Shop and Monster Club House 18



View of Rock Outcrops from Chalet Road near entrance to Chalet/Pro Shop and Monster Club House 19



View of entrance to Chalet/Pro Shop and Monster Club House from Golf Course Parking Area 20



View of Ski Hill from Chalet Road 21



View of Kiamesha Creek Crossing and International Golf Course from Chalet Road 22



Kiamesha Lake Road looking west 23



NYSEG Substation along Kiamesha Lake Road 24



Former Concord Hotel Site from Concord Road looking northwest **25**



Debris stockpile on Project Site across from former Concord Hotel site on Concord Road **26**



View of Concord Road looking south near intersection with Kiamesha Lake Road **27**



View of Kiamesha Lake from Concord Road looking west **28**



View of bungalow along Rock Ridge Drive near intersection of Concord Road 29



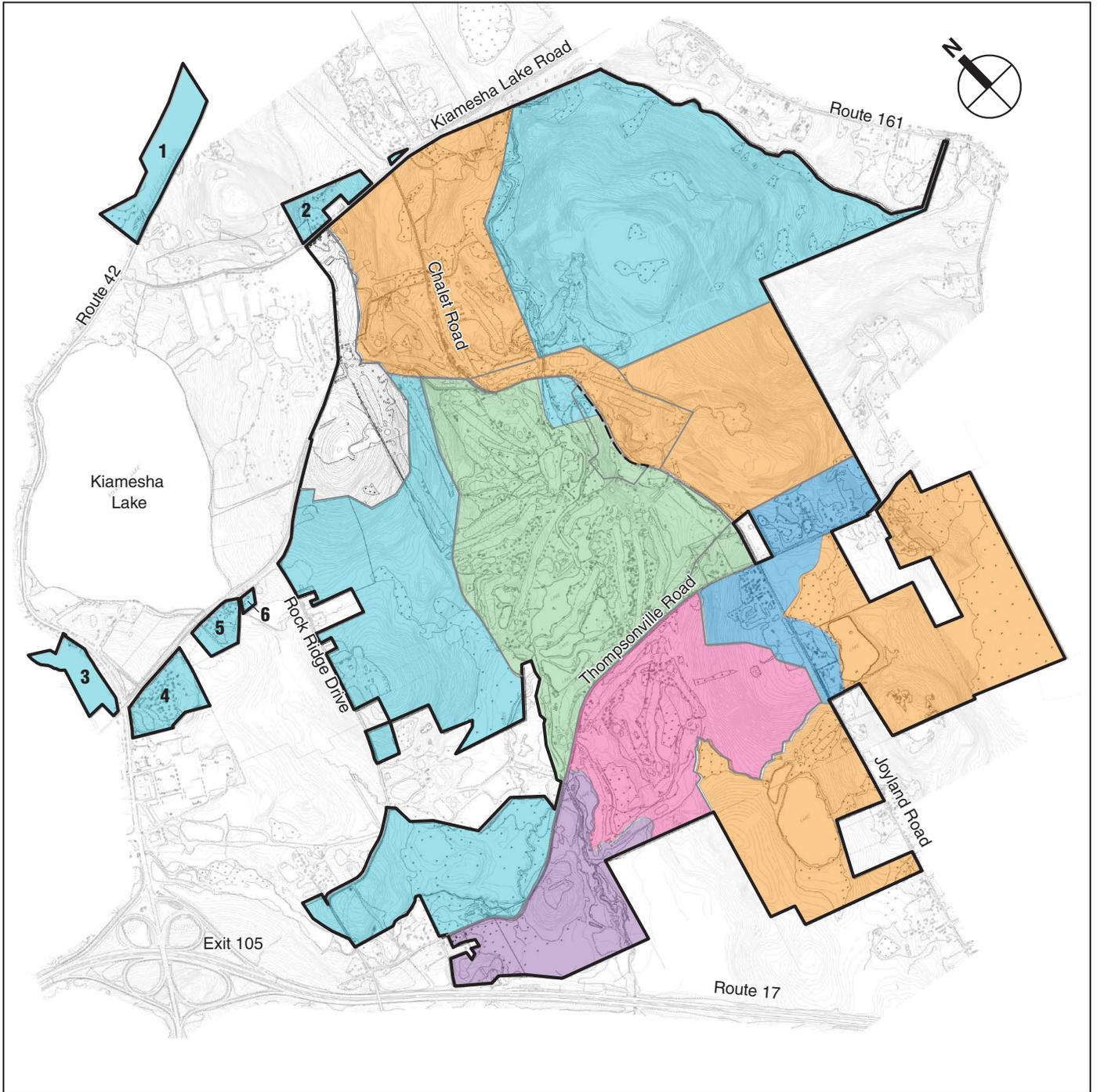
View of Rock Ridge Drive looking south 30



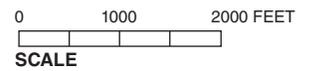
View of the Kiamesha Lake Sewer District's Sewage Treatment Plant 31



Land uses on west side of Rock Ridge Drive south of the Kiamesha Lake Sewer District's Sewage Treatment Plant 32



-  Project Site Boundary
-  Phase 1 - Casino Resort A
-  Golf
-  Casino Resort B
-  Entertainment Village
-  Residential Village, Hospitality and Recreation
-  Hospitality, Commercial and Residential
-  1 Non-Contiguous Project Site (Parcels 1-6)



THE FUTURE WITHOUT THE PROPOSED ACTIONS AND PROPOSED PROJECT

PROJECT SITE

In the future without the Proposed Project, the Project Site would retain its character as recreational open space set amidst bungalow colonies and single-family residential properties, and no changes to visual character are expected, except for the western portion of the Project Site along the northern end of Concord Road that could be developed as a harness horse racetrack as part of the CALP project. This portion of the Project Site is characterized by open fields with a number of buildings in varying degrees of repair including old farm buildings, houses, maintenance buildings, and a gas station.

¼ MILE STUDY AREA OF PROPOSED PROJECT

In the future without the Proposed Project, there is the potential for several additional projects to be developed within the project Study Area. Table 2-1 in Chapter 2, “Land Use, Community Character, Zoning and Public Policy,” presents projects located within or in close proximity to the Study Area that were identified by the Lead Agency and local officials associated with nearby municipalities as potential No Build projects. Additional detail on the location of these potential No Build projects, including a key location map, can be found in Chapter 2.

The project in closest proximity to the Project Site and with the greatest potential to affect the visual character of the area immediately surrounding the Project Site is the CALP project. This project will result in the redevelopment of a portion of the former Concord Hotel property with a convention center, casino and harness horse racetrack. If constructed, the CALP project will intensify resort and commercial uses in the Study Area and improve the blighted appearance of the former Concord Hotel property. The visual character of the CALP project is expected to be consistent with the former use of the site.

The other potential No Build projects identified in Chapter 2, “Land Use, Community Character, Zoning and Public Policy,” will result in the introduction of new residential, commercial, and recreational uses in the Study Area as well as the redevelopment of former or underutilized residential, commercial, and recreational sites. As noted previously, the Study Area, including the Village of Monticello, has been a vacation destination since 1935 and peaked as a recreational community in the 1950s. Since its peak, the Catskill summer resort culture has experienced a decline, and many previously occupied buildings and parcels are vacant or underutilized. The development of the No Build projects would continue a recent trend in the area of redevelopment and revitalization. Therefore, although the proposed No Build projects would likely intensify the residential, commercial, and recreational uses in the Study Area, these changes would be visually consistent with the area’s historical visual character. Therefore, none of the No Build projects are expected to have any significant effect on the visual character of the Study Area in the future without the Proposed Actions and Proposed Project.

PROBABLE IMPACTS OF THE PROPOSED ACTIONS AND PROPOSED PROJECT

PROJECT SITE

The EPT Concord Resort will be developed over several years and will have a variety of destinations, product types, amenities, and experiences including: short- and long-term lodging opportunities; a variety of residential choices including apartments, townhouses, and single-family homes; indoor and outdoor recreation opportunities; gaming, equestrian activities, and

EPT Concord Resort

small- and larger-scale commercial/retail options and restaurants. As described in Chapter 1, the Proposed Project will be comprised of several visually distinct centers of activity, each with its own visual character based on the use and the particular site and setting. These five activity centers are described below.

- **Resort Core** - The Resort Core would be located in the southern portion of the Site and would include the Casino Resort (Casino Resort A and Casino Resort B), the Entertainment Village, and a Lakefront Hotel with Conference Facilities. A portion of the Resort Core (Casino Resort A) would be developed during Phase 1 (see description of Phase 1 below). The Lake Club, consisting of a Recreational Vehicle Park and timeshare units, would be developed alongside the Resort Core on adjacent parcels.
- **Residential Village** - The Residential Village would be located in the northwest portion of the Site along Concord Road. With approximately 365 residences, the Residential Village would provide a variety of housing opportunities ranging from single-family lots to townhouses and flats. The Residential Village could also contain a small commercial zone within a five-minute walk from all neighborhood residences, a new Civic or Community Center, and an approximately 90,000-square-foot health facility. Based on market demand, the Residential Village could potentially expand to an adjacent parcel to the west and southwest. The future development site could contain up to 350 single-family residential lots.
- **Monster Golf Course** - The existing 18-hole Monster Golf Course would remain in the central portion of the Site, but would be reconfigured and updated. In addition, the current flooding issues at the course would be addressed. A new Golf Clubhouse and several Golf Cottages would also be constructed adjacent to the course.
- **Family Resort Hotel** - The Family Resort Hotel would be located in the central eastern portion of the Project Site and would provide an opportunity for a large, family-focused resort adjacent to a variety of outdoor recreation options, including a ski/tubing hill. An indoor waterpark, a conference center, and a spa may all be potential accessory uses to the Hotel.
- **Sporting Club** - The Sporting Club would be located on the hilltop at the northeastern edge of the Project Site and is proposed to offer experiential-based hospitality with a Hotel and Spa. Approximately 170 residential lots that would evoke the peaceful, rural setting of the Catskills, while still being in close proximity to the excitement of the Resort Core, could also be developed in this location. These lots would have central services and amenities provided by the Sporting Club.

The destination resort being proposed by the Applicant on the Project Site will preserve the visual character of the natural features and landscape that has been drawing people to this region for decades. Some commercial development, including smaller hotel uses and restaurants, will also be located on the non-contiguous outparcels located on the western edges of the Project Site (see Figure 16-19). Refer to Chapter 1, "Project Description," and Chapter 18, "Construction," for details related to the specific development programs depicted in this figure. Green corridors will be maintained to connect the various uses. The green corridors would include community lakes, parks, trails, open spaces, and recreation areas.

1/4 MILE STUDY AREA OF THE COMPREHENSIVE DEVELOPMENT PLAN

Portions of the Proposed Project will be visible from public rights-of-way or private residences adjacent to the Project Site. The Proposed Project and Project Site improvements have been

designed to be as sensitive to the existing landscape and community character as possible and to link together the individual neighborhoods, districts, and amenities, expressing the special qualities of the Site and establishing a distinct sense of place. Wherever possible, the Site's existing natural features would be maintained to promote the Site's natural settings, wildlife and native plant communities, and cultural landscape traditions. A network of roads and trails designed to interface with unique Site features would be installed. The essential qualities of the Catskills building traditions would be represented by the design, details, and materials palette for buildings, Site structures, and Site elements. Hand-crafted details and regionally sourced stone, metal, timber and wood materials would be utilized to evoke the Catskill aesthetic. The materials of the proposed buildings and the Site lighting were designed specifically to avoid potential impacts to neighboring properties and the surrounding Study Area. An extensive landscape plan including deciduous trees, evergreen trees, flowering trees, and shrubs will be implemented throughout the Site, especially in areas abutting residential properties (see Appendix E-3).

The visibility of the overall project components described above was assessed from the following four vantage points in the Study Area as identified by the Lead Agency (see Figure 16-1 for Photo Simulation Locations):

- Location A: NYS Route 17 looking northeast toward Phase 1 and the southern portion of the Project Site
- Location B: Intersection of Thompsonville Road and Heiden Road looking west
- Location C: Intersection of Heiden Road and Kiamesha Lake Road looking south
- Location D: NYS Route 42 at Kiamesha Lake looking southeast

From NYS Route 17 south of the Project Site (Location A), the upper levels of the 9-story Phase 1 Casino Hotel will be partially visible at the tree line when looking northeast toward the Project Site (see **Figure 16-20**). Once the 16-story hotel proposed as part of the Casino Resort B phase is constructed on the Phase 1 Site, the upper floors of this hotel will be visible above the tree line from this location. Although daytime views of the hotels from vehicles traveling along NYS Route 17 would be limited and buffered by intervening distance, vegetation, and topography, nighttime views of the lighted hotels would be more obvious. Sky glow from the Resort Core would also be visible to the northeast from this location. As described below, all lighting fixtures proposed as part of the Proposed Project would be full cut-off fixtures and fully shielded. Although sky glow from the Resort Core and the upper floors of two hotels will be visible from this location, the Proposed Project is not expected to significantly affect the visual character of NYS Route 17 or the Study Area, and no significant visual impacts to NYS Route 17 or the Study Area in this location will be expected.

The Proposed Project would not be visible from the intersection of Thompsonville Road and Heiden Road looking west (Location B) due to intervening distance, vegetation, and topography (see **Figure 16-21**). From this location, the closest proposed development on the Project Site is over a half mile away. Therefore, no significant changes to the visual character of the Study Area in this location will be expected.

From the northernmost boundary of the Project Site near the intersection of the Heiden Road and Kiamesha Lake Road (Location C), the Proposed Project would not be visible due to vegetation and topography (see **Figure 16-22**). In this location, the Site would appear wooded and would have a similar appearance to the existing condition. Therefore, no significant changes to the visual character of the Study Area in this location would be expected.

The Proposed Project would also not be visible from the western side of Kiamesha Lake along NYS Route 42 (Location D) due to intervening distance and topography as well as buildings and vegetation. As described above, Kiamesha Lake is visually separated from the Project Site in this location by an elevation change and the former Concord Hotel property and is not visually connected to the Project Site. The Proposed Project would not be expected to result in any significant impacts to the visual character of NYS Route 42 or Kiamesha Lake (see **Figure 16-23**).

SUMMARY

The visual changes associated with the Proposed Actions and Proposed Project will intensify land uses that have historically been present on the Project Site and within the surrounding Study Area. While the Proposed Project will increase the amount of development on the Project Site, it will be consistent and compatible with the existing and historic uses of the Site and Study Area. The hotel, casino, and associated resort structures were designed to complement and blend with the Site's natural setting and are anticipated to become an icon of the region and result in the revitalization of the Study Area as a vacation destination and recreational community. In addition, the Proposed Project will be expected to create a cohesive site appearance evoking a distinct sense of place rooted in the cultural history of the Catskills as a resort destination. Therefore, although the Proposed Project will result in changes to the visual character of the Project Site and Study Area, these changes will largely be expected to improve the overall appearance of the Project Site and generate additional investment in, and improvements to, the Study Area and region.

LIGHTING

All lighting associated with the Proposed Project will follow the general lighting guidelines as well as the specific lighting standards for streets, parking areas, pathways, and signage described in the Comprehensive Development Plan (CDP). Nighttime lighting throughout the Proposed Project would vary based on location and use. In general, the CDP guidelines permit the minimum lighting levels recommended for nighttime safety, utility, security, productivity, enjoyment, and commerce as specified by professional best-practice recommendations established by the Illuminating Engineering Society of North America (IESNA). Dark Sky Standards would apply to the areas outside of the Resort Core to protect the dark nighttime sky. In addition, the following lighting standards will apply:

- Lighting would use fully shielded light sources and full cut-off fixtures designed to shield the source of light and prevent light spill or glare traveling onto other properties. Generally, lighting would not be visible from off-site.
- Exterior landscape lighting levels would not exceed 25 watts or the equivalent level of illumination.
- Uplighting of trees and/or structures would be limited to focal heritage trees and/or key architectural elements that have high visibility and importance, rather than to highlight individual landscapes or buildings.
- Sign lighting would typically be integrated into the sign or monument as shielded downlighting or concealed backlighting. Small, external low-level landscape lights may be utilized, but would be concealed within the landscape, properly shielded, and aimed to avoid glare.



Existing View

SOURCE: JCI Architects and Hart Howerton



Photo Simulation of Proposed View

View A: Looking Northeast toward Phase 1 from
Route 17 Eastbound West of Exit 106



Existing View



Proposed View - Project Site not visible

View B: Looking West Toward Phase 1 Site at
Thompsonville Road and Heiden Road Intersection



Existing View



Proposed View - Project Site not visible

View C: Looking South Toward Project Site from
Intersection of Heiden Road and Kiamesha Lake Road



Existing View



Proposed View - Project Site not visible

View D: Looking Southeast Toward Project from
Route 42 on the West Side of Kiamesha Lake

Hours of operation for all exterior lighting, including signage, roadways, pathways, recreational lighting in parks and community centers, and landscape lighting within individual lots, would be subject to review. In general, street lights would operate from dusk to dawn with possible reduced light levels during non-peak hours. As noted in the CDP, within individual lots, the use of timers and/or lighting controls will be required. In general, outside of the Resort Core, commercial sign lighting, commercial landscape lighting, parking lots, and pedestrian pathway lighting will not be allowed after 11 PM.

MITIGATION

The design of the Proposed Project would incorporate the essential qualities of the Catskills' building traditions and will maintain the rural character of the existing roads. The roads will be designed and landscaped to provide a generous buffer to surrounding land uses, and will take advantage of important view opportunities. Therefore, the Proposed Project is not expected to result in any significant adverse impacts to the visual character of the Project Site, Study Area, or any of the identified visual resources, and, therefore, no mitigation is required.

C. SITE-SPECIFIC DEVELOPMENT OF PHASE 1 (DEIS)

EXISTING CONDITIONS

The Phase 1 Site is approximately 125 acres located in the southern portion of the Project Site and is bordered by Thompsonville Road to the north and Joyland Road to the east. No structures are present on the Phase 1 Site, which is largely comprised of forested areas and ponds as well the southernmost portion of the Monster Golf Course. The portion of the Monster Golf Course within the Phase 1 Site includes fairways, manicured lawn, cart paths, and landscaping surrounded by a wooded border. From Joyland Road, the Phase 1 Site appears heavily wooded and undeveloped. The portion of the Monster Golf Course on the Phase 1 Site is visible only from Thompsonville Road.

THE FUTURE WITHOUT THE DEVELOPMENT OF PHASE 1

In the future without the development of Phase 1, the undeveloped portion of the 125-acre Phase 1 Site would remain forested area with several small ponds. The portion of the Monster Golf Course that is included on the Phase 1 Site would be maintained as it currently exists.

PROBABLE IMPACTS OF THE DEVELOPMENT OF PHASE 1

Phase 1 includes the development of a casino, a 248-room hotel, harness horse racetrack, grandstand/showroom, simulcast facility, banquet event center, and restaurants. Also included in Phase 1 are a structured parking garage (to be constructed with the casino and hotel), 2,000 additional on-site surface parking spaces, horse paddock, and maintenance building with associated truck parking. Phase 1 is located southwest of the intersection of Thompsonville and Joyland Roads. Additionally, areas of disturbance and excavation associated with proposed sanitary sewer, water, utility installations, and improvements to Thompsonville and Joyland Roads will be necessary to install the infrastructure to support Phase 1. The proposed Phase 1 Casino Hotel will be nine stories and will be an architecturally significant marquis building, with a contemporary design. Conceptual renderings of the proposed Casino Resort are shown in **Figures 16-24, 16-25, and 16-26**. It should be noted that final materials for the Casino Resort have not yet been chosen.

The main entry to the casino and the secondary entry to the surface parking lot and parking garage would be accessed from T-intersections off of Joyland Road. Joyland Road would be widened from two to four lanes and enhanced to provide a gateway entrance to the resort. A landscaped boulevard, with two lanes each way, would be constructed to serve the casino guest traffic as well as the remainder of the Project Site after the build out of its later phases. The boulevard's median strip would be vegetated with trees that would grow to provide a canopy over the roadway. Vegetation on the edge of the boulevard would be preserved and enhanced to screen out adjacent land uses. The visibility of the Phase 1 components as described above was assessed from four specific vantage points identified by the Lead Agency (see Figure 16-1 for Photo Simulation Locations):

- Location E: Joyland Road at the southern edge of the Project Site looking in a northwesterly direction.
- Location F: Thompsonville Road/Joyland and Chalet Road at the northeast corner of the Phase 1 Site looking in a southwesterly direction.
- Location G: Thompsonville Road looking southeast toward Phase 1.
- Location H: Chalet Road from the Monster Golf Course parking area looking in a southwesterly location.

The nine-story hotel on the Phase 1 Site would not be visible when entering the Site from the south on Joyland Road (Location E) (see **Figure 16-27**). Wooded vegetation would block views of the hotel and surface parking areas from this location. The upper levels of the proposed Phase 1 hotel and portions of the surface parking lots would become visible farther north on Joyland Road when looking in a westerly direction.

At the intersection with Thompsonville Road, portions of the Phase 1 hotel building and associated surface parking areas will be visible beyond the Breezy Corners Bungalow Colony when looking in a southwesterly direction (Location F) (see **Figure 16-28**). Farther west on Thompsonville Road across from the Monster Golf Course (Location G), the resort parking areas and the harness horse racetrack will be visible to the south. The Phase 1 hotel would also be visible from this location beyond the harness horse racetrack (see **Figure 16-29**).

From the Monster Golf Course parking area located on Chalet Road (Location H), the upper floors of the nine-story Phase 1 hotel would be visible above the tree line bordering the golf course to the south (see **Figure 16-30**). The upper floors of the Phase 1 hotel would also be visible from most locations on the Monster Golf Course when looking in a southerly direction toward the Phase 1 Site.

SUMMARY

Similar to the overall CDP, the visual changes associated with Phase 1 are expected to have a positive effect on the Study Area by redeveloping an underutilized property with resort uses. Phase 1 will enhance and expand land uses that have previously been present on the Project Site and within the surrounding Study Area. While Phase 1 would increase the intensity of the development on the Project Site, the general character and design of the hotel, casino, and associated structures are anticipated to become an icon in the region and result in the revitalization of the Study Area as a vacation destination and recreational community.



SOURCE: JCJ Architecture



SOURCE: JCJ Architecture



SOURCE: JCY Architecture



Existing View



Photo Simulation of Proposed View

SOURCE: JCJ Architects and Hart Howerton

View E: Looking Northwest Toward Phase 1 Site
from Southern Edge of Project Site



Existing View



Photo Simulation of Proposed View

SOURCE: JCI Architects and Hart Howerton

View F: Looking from Intersection of Thompsonville Road and Joyland and Chalet Roads Toward Phase 1 Site



Existing View

SOURCE: JCI Architects and Hart Howerton



Photo Simulation of Proposed View

View G: Looking East Toward Phase 1 Site
from Thompsonville Road



Existing View



Photo Simulation of Proposed View

SOURCE: JCI Architects and Hart Howerton

View H: Looking South Toward the Phase 1 Site from
Temporary Modular Golf Clubhouse on Chalet Road

LIGHTING

Resort Core and Phase 1 lighting would follow the general lighting guidelines as well as the specific lighting standards for streets, parking areas, pathways, and signage described in the CDP, where practicable. The proposed Phase 1 nighttime lighting would vary based on location and use. Although Dark Sky lighting standards would not apply to the Phase 1 development areas, the following lighting standards would apply:

- Where practicable, fully shielded light sources and full cut-off fixtures designed to shield the source of light and prevent light spill or glare traveling onto other properties will be used. Generally, lighting would not be visible from off-site.
- Exterior landscape lighting levels would not exceed 50 watts or the equivalent level of illumination.
- Uplighting of trees and/or structures would be limited to focal heritage trees and/or key architectural elements that have high visibility and importance, including the Phase 1 boulevard entry and casino building.
- Sign lighting would typically be integrated into the sign or monument as shielded downlighting or concealed backlighting. Small, external low-level landscape lights may be utilized, but would be concealed within the landscape, properly shielded and aimed to avoid glare.

Hours of operation for all exterior lighting, including signage, roadways, pathways, recreational lighting in parks and community centers, and landscape lighting within individual lots would be subject to review. At the Phase 1 Site, commercial sign lighting, commercial landscape lighting, parking lots, and pedestrian pathway lighting will operate until closing.

MITIGATION

Phase 1 is not expected to result in any significant adverse impacts to the visual character of the Project Site, Study Area, or any of the identified visual resources. Therefore, no mitigation is required. *

