

**A. INTRODUCTION**

This chapter considers the appearance of the proposed transmission line and evaluates the potential for visual impacts of the Direct Route Alternative. The chapter identifies local scenic or visual resources and locally significant open space, and historic resources within the Direct Route Alternative study area. To determine visual effects, the chapter compares photographs taken from identified sensitive receptors and from typical viewsheds before installation of the proposed transmission line to photosimulations modeling conditions after installation. Photosimulations demonstrate the anticipated impact of the transmission line on publicly accessible views. Locations of viewpoints for photosimulations were selected to demonstrate potential visibility of the transmission line from a variety of representative viewpoints. The analysis of visual impacts is based upon photosimulations and application of the New York State Department of Environmental Conservation (NYSDEC) Visual Impact Assessment Methodology, "Assessing and Mitigating Visual Impacts," (DEP-00-2).

**B. METHODOLOGY**

To determine the visual effects of the Direct Route Alternative on the study area from the identified sensitive receptors and from typical viewsheds, photographs were taken to demonstrate existing views in the surrounding area. Some photographs provided are intended to demonstrate that certain locations will have no view of the proposed transmission line. In other instances photosimulations were prepared to model visual conditions with the Direct Route Alternative from various locations.

Locations were selected to depict representative views of the proposed transmission line and substation and views from sensitive receptors. The representative views selected do not provide an exhaustive collection of photosimulations from every location where the proposed transmission line or substation would be visible. Rather, these views are intended to demonstrate proposed conditions from a variety of typical locations found throughout the study area. At each location, a 35 millimeter camera loaded with International Standards Organization (ISO) ASA 200 speed film was secured to a tripod and leveled to ensure consistency and an even horizontal and vertical alignment. The focal length of the view was set to 50mm as this focal length most closely represents what the human eye perceives. Several photographs were taken from each location with different aperture and shutter speed settings to account for any change in lighting conditions. The best photograph from each location was selected. A hand-held GPS unit with an accuracy equal to or better than three meters was used at each of the photograph sites to record the latitude and longitude of the camera. Compass readings were also taken to establish the direction in which the photographs were taken.

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### **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 mitigating<sup>1</sup> 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 provides guidance with respect to the definition of an “aesthetic impact”:

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

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

Thus, while the Direct Route Alternative may be visible within a viewshed, 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 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 resource.

DEP-00-2 states that an action can be determined to be one that avoids or minimizes adverse impacts to the maximum extent practicable by answering in the affirmative to each of the following questions (DEP-00-2, p. 8):

- 1) Was the full mitigation menu<sup>1</sup> considered?

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

<sup>1</sup> DEP-00-2 defines the “mitigation menu” as three general groups: professional design and siting, maintenance, and offsets. “Professional design and siting” includes a full suite of standard design

- 2) Will those mitigation strategies selected be effective?
- 3) Were the costs of mitigation for impacts to other media considered and were those mitigation investments prioritized accordingly?
- 4) Are the estimated costs of all mitigation insignificant?
- 5) Were the mitigation strategies employed consistent with previous similar applications?
- 6) Was the mitigation cost effective?
- 7) Were offsets and decommissioning (removal of older structures or equipment) considered?

The Direct Route Alternative has been designed to minimize visibility and potential impacts through use of the minimum number and height of transmission poles. This strategy is described below. In addition, LIPA has committed to installing at least 50 percent of the line underground, at an increased expense, which also serves to minimize potential impacts of the transmission component of the proposed project.

## C. EXISTING CONDITIONS

### STUDY AREA

The study area for visual resources is one mile on either side of the Direct Route Alternative. Based on observations, the one mile study area was determined appropriate as this distance represents the maximum distance from which the poles would be discernable. Beyond one mile, the poles would not be visible.

Views of the transmission line would vary throughout the study area as a function of topography, vegetation, and built structures. As described in Chapter 12, “Groundwater and Surface Water Resources,” west of Mitchells Lane, topography along most of the route ranges from 10 to 50 feet above mean sea level (MSL). East of Mitchells Lane, topography ranges from 60 to 120 feet above MSL. Views of the transmission line would also vary as a function of the presence or absence of vegetation and buildings. The Direct Route Alternative would be situated in a primarily agricultural and residential area. The route would generally follow roads that traverse farm fields and low density residential areas. Chapter 9, “Natural Resources,” describes vegetation in the vicinity of the Direct Route Alternative.

The number of poles installed along the new route would depend on the overhead and underground configurations. Four configurations are associated with the Direct Route Alternative, including all overhead, all underground, overhead in residential areas and underground in agricultural areas, and overhead in agricultural areas and underground in residential areas. The transmission line to be installed along the LIRR right-of-way would be all overhead. In response to governmental and community concerns, LIPA has committed to installing at least 50 percent of the line for the Direct Route Alternative underground. However,

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considerations such as screening, relocation, camouflage/disguise, alternative technologies, materials, and lighting. “Maintenance” refers to any actions that an applicant can take to improve the appearance of an existing facility. “Offsets” include measures to compensate for a visual impact through on- or off-site actions to improve the overall visual quality within an affected viewshed. Offsets “should be employed in sensitive locations where significant impacts from the proposal are unavoidable, or mitigation of other types would be uneconomic and mitigation to be used is only partially effective.”

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because a proposed underground/above ground configuration has yet to be determined, this analysis conservatively assumes that the entire transmission line would be above ground in order to provide a “worst-case scenario” analysis of visual impacts.

### **EXISTING LONG ISLAND POWER AUTHORITY FACILITIES**

Two existing LIPA facilities are located at the start and end points of the Direct Route Alternative: the Southampton Substation and the Bridgehampton Substation. The substations are fenced enclosures containing wooden and metal structures and electric equipment. The Southampton Substation is fenced on three sides and the fourth side is shielded by a LIRR abutment. Both the Southampton and Bridgehampton Substations are currently visible at varying degrees from public roadways. The Southampton Substation can be seen from the LIRR tracks, and some tall equipment is visible over the screening walls from North Sea Road and West Prospect Street. The existing Bridgehampton Substation can be seen through the trees from Bridgehampton Sag Harbor Turnpike, especially during the season when the leaves are off the trees.

### **INVENTORY OF RESOURCES**

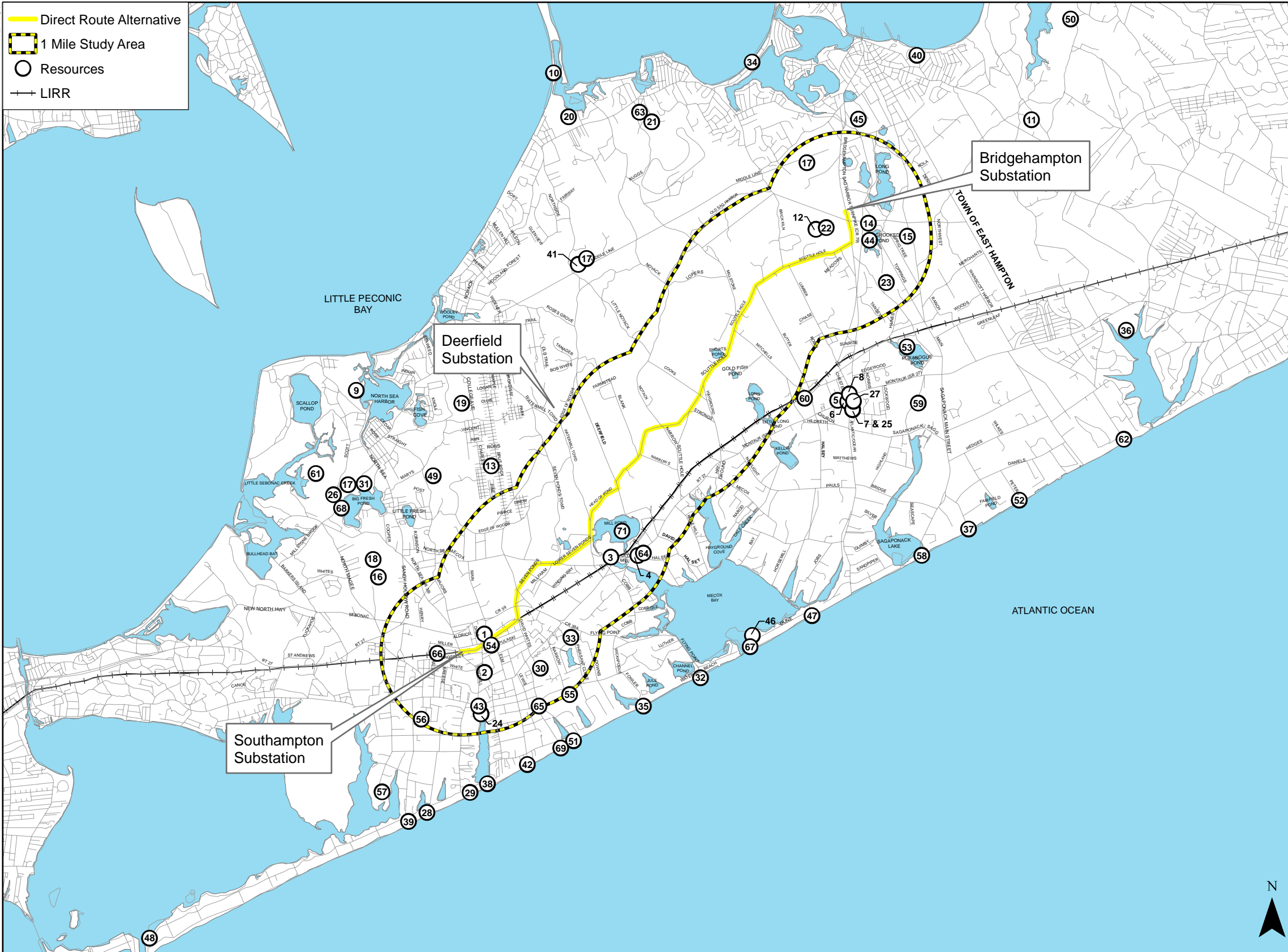
An inventory of sensitive aesthetic and visual resources was prepared following the guidance in NYSDEC Program Policy “Assessing and Mitigating Visual Impacts” (DEP-00-2, July 31, 2000), including locations or resources identified by local jurisdictions as having scenic or aesthetic quality. All resources within one mile of the Direct Route Alternative were identified. Other notable resources outside of the 1-mile study area are also noted. The locations of each resource are shown in Figure 6-1 and labeled according to the “Summary of Inventory of Resources” below.

#### *STATE/NATIONAL REGISTER OF HISTORIC PLACES*

There are 8 resources on the State and/or National Register of Historic Places (S/NR) (16 USC §470a et seq., Parks, Recreation and Historic Preservation Law §14.07). Chapter 8 “Historic Resources” and Appendix D provide a description of these resources.

- Southampton North Main Street Historic District
- Southampton Village Historic District & Expansion
- Water Mill at Water Mill
- Windmill at Water Mill (Corwith Windmill)
- The Bridgehampton Historical Society (the Corwith House)
- Bridgehampton Presbyterian Church
- Beebe Windmill
- The Captain Nathaniel Rogers House (a.k.a. the Hampton House; a.k.a. the Hopping House)

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Notes: Resource locations are approximate.  
 Linear resources and large resources are shown as a single point even though they cover large areas.  
 Long Pond Greenbelt (#s 14 & 44) is a trail and an open space/greenbelt target area identified in the "Town of Southampton Community Preservation Project Plan 2005."

1	Southampton North Main Street Historic District
2	Southampton Village Historic District & Expansion
3	Water Mill at Water Mill
4	Windmill at Water Mill (Corwith Windmill)
5	The Bridgehampton Historical Society (the Corwith House)
6	Bridgehampton Presbyterian Church
7	Beebe Windmill
8	The Captain Nathaniel Rogers House (a.k.a. the Hampton House / the Hopping House)
9	Conscience Point National Wildlife Refuge
10	Elizabeth A. Morton National Wildlife Refuge
11	Linda Gronlund Memorial Nature Preserve
12	Eastern GEIS/Great Swamp
13	Great Hill Pine Barrens
14	Long Pond Greenbelt
15	Sagaponack Woods
16	Tuckahoe Woods
17	Paumanok Path
18	Tuckahoe Woods trails
19	Oak Ponds-to-Peconic Bay Trail
20	Morton-to-Kellis Pond Trail
21	Trout Pond-to-Brick Hill Trail
22	Brick Kiln Woods
23	Bay-to-Ocean Trail
24	Agawam Park, Village of Southampton
25	Berwind Memorial Green
26	Big Woods Preserve
27	Bridgehampton Militia Green
28	Coopers Beach
29	Cryder Beach
30	David Whites Park, Village of Southampton
31	Emma Rose Elliston Park
32	Flying Point Beach
33	Flying Point Park, Village of Southampton
34	Foster Memorial Beach (Long Beach)
35	Fowlers Lane Beach
36	Georgica Pond Area
37	Gibson Beach
38	Gin Lane Beach
39	Halsey Neck Lane Beach
40	Havens Beach
41	Laurel Valley County Park
42	Little Plains Beach
43	Lola Prentice Park, Village of Southampton
44	Long Pond Greenbelt
45	Mashashimuet Park, Village of Sag Harbor
46	Mecox Bay Preserve
47	Mecox Beach
48	Munn Point
49	North Sea Athletic Facility and Park
50	Northwest Harbor County Park
51	Old Town Beach
52	Peter's Pond Beach
53	Poxabogue County Park
54	Railroad Plaza Park, Village of Southampton
55	Richard L. Fowler Nature Walk, Village of Southampton
56	Rosko Drive Park, Village of Southampton
57	Ruth Wales DuPont Sanctuary
58	Sagg Main Beach
59	Sagg Swamp Nature Preserve
60	Sayre Park
61	Scallop Pond Preserve
62	Town Line Beach
63	Trout Pond Park
64	Water Mill Hamlet Center Green
65	William Dunwell Park, Village of Southampton
66	Windward Way Park, Village of Southampton
67	W. Scott Cameron Beach
68	Wolf Swamp Sanctuary
69	Wyandanch Beach
70	Railroad Corridor
71	Mill Pond

*NEW YORK STATE PARKS*

No State Parks as defined by Parks, Recreation and Historic Preservation Law §3.09 were identified within the study area.<sup>1</sup>

*HERITAGE AREAS*

No Heritage Areas as defined by Article 35, Parks, Recreation and Historic Preservation Law are located within the study area.<sup>2</sup> The Heritage Area System was formerly known as the Urban Cultural Park System.

*NEW YORK STATE FOREST PRESERVE*

All lands within the State Forest Preserve (New York State Constitution Article XIV) are located within the boundaries of the Adirondack and Catskill Parks. Thus, there are no State Forest Preserve lands within the study area.<sup>3</sup>

*NATIONAL WILDLIFE REFUGES*

Two National Wildlife Refuges (NWR), as defined by the National Wildlife Refuge System Administration Act 16 U.S.C. 668dd-668ee and amended by P.L. 105-57, are located in the Town of Southampton: Conscience Point and Elizabeth A. Morton National Wildlife Refuges. Conscience Point NWR is located on the western shore of North Sea Harbor and Morton NWR occupies a peninsula surrounded by Noyack and Little Peconic Bays. Both are located approximately 2 miles north of the Direct Route Alternative study area.<sup>4</sup>

*STATE GAME REFUGES AND STATE WILDLIFE MANAGEMENT AREAS*

State Game Refuges and State Wildlife Management Areas (WMA) are defined by Environmental Conservation Law (ECL) 11-2105. There are no State Game Refuges or WMAs within the Direct Route Alternative study area. The closest WMA is the Linda Gronlund Memorial Nature Preserve at Barcelona Neck, which is located north of Hampton Street/NYS Route 114 in Sag Harbor, approximately 1.5 miles northeast of the study area.<sup>5</sup>

*NATIONAL NATURAL LANDMARKS*

No National Natural Landmarks (defined by 36 CFR Part 62) are located within the study area.<sup>6</sup>

*NATIONAL PARK SYSTEM RECREATION AREAS, SEASHORES, FORESTS*

No National Parks (as defined by 16 USC 1c) are located within the Direct Route Alternative study area.<sup>1</sup>

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<sup>1</sup> Source: [http://nysparks.state.ny.us/regions/long\\_island.asp](http://nysparks.state.ny.us/regions/long_island.asp); posted as of 09/25/2007.

<sup>2</sup> Source: [http://www.nysparks.state.ny.us/heritage/herit\\_area.asp](http://www.nysparks.state.ny.us/heritage/herit_area.asp); posted as of 09/25/2007.

<sup>3</sup> Source: <http://www.dec.ny.gov/lands/4960.html>; posted as of 09/25/2007.

<sup>4</sup> Source: [http://www.fws.gov/refuges/pdfs/refugeMap0930\\_2006.pdf](http://www.fws.gov/refuges/pdfs/refugeMap0930_2006.pdf); posted as of 09/25/2007.

<sup>5</sup> Source: <http://www.dec.ny.gov/outdoor/8297.html>; posted as of 09/25/2007.

<sup>6</sup> Source: [http://www.nature.nps.gov/nml/Registry/USA\\_Map/States/NewYork/new\\_york.cfm](http://www.nature.nps.gov/nml/Registry/USA_Map/States/NewYork/new_york.cfm); posted as of 09/25/2007.

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### *RIVERS DESIGNATED AS NATIONAL OR STATE WILD, SCENIC, OR RECREATIONAL*

There are no National Wild, Scenic, or Recreational (16 USC Chapter 28) rivers within the study area.<sup>2</sup> Rivers designated by New York State as Wild, Scenic, or Recreational are listed in §§15-2713 through 15-2715 of Environmental Conservation Law. There are no State-designated Wild, Scenic, or Recreational rivers within the study area.<sup>3</sup>

### *SITES, AREAS, LAKES, RESERVOIRS, OR HIGHWAYS DESIGNATED OR ELIGIBLE FOR DESIGNATION AS SCENIC*

Resources identified in Article 49 of the ECL include Scenic Byways (under the purview of New York State Department of Transportation [NYSDOT]), parkways (designated by the Office of Parks, Recreation, and Historic Preservation [NYSOPRHP]), and other areas designated by NYSDEC. There are no Scenic Byways or parkways located within the Direct Route Alternative study area.<sup>4</sup>

### *SCENIC AREAS OF STATEWIDE SIGNIFICANCE*

In July 1993, the New York State Department of State designated six Scenic Areas of Statewide Significance in the Hudson River Valley as part of its implementation of the State's Coastal Management Program. The Department of State has not identified any other Scenic Areas of Statewide Significance.<sup>5</sup>

### *STATE OR FEDERALLY DESIGNATED TRAILS*

There are no federally designated trails (as defined by 16 USC Chapter 27) located within the study area.<sup>6</sup>

### *STATE NATURE AND HISTORIC PRESERVATION AREAS*

There are no State Nature or Historic Preservation Areas (as designated by Section 4 of Article XIV of the New York State Constitution) located within the study area.<sup>7</sup> The nearest nature preserve is the Barcelona Neck & Linda Gronlund Memorial Nature Preserve. This resource is also a Wildlife Management area, and is discussed above under the heading "State Game Refuges and State Wildlife Management Areas."

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<sup>1</sup> Source: <http://www.nps.gov/state/NY/>; posted as of 09/25/2007.

<sup>2</sup> Sources: [http://www.rivers.gov/wildriverslist.html#ny\\_pa](http://www.rivers.gov/wildriverslist.html#ny_pa) and <http://www.ncrc.nps.gov/rtca/nri/states/ny.html>; posted as of 09/25/2007.

<sup>3</sup> Source: <http://www.dec.ny.gov/lands/32739.html>; posted as of 09/25/2007.

<sup>4</sup> Source: <https://www.nysdot.gov/portal/page/portal/programs/scenic-byways>; posted as of 09/25/2007.

<sup>5</sup> Source: New York State Department of State, Division of Coastal Resources and Waterfront Revitalization, "Scenic Areas of Statewide Significance," July 1993.

<sup>6</sup> Sources: <http://www.nps.gov/carto/PDF/TRAILSmap1.pdf> and <http://tutsan.forest.net/trails/default.htm>; posted as of 09/25/2007.

<sup>7</sup> Source: <http://www.dec.ny.gov/outdoor/7809.html>

*PALISADES PARK*

Palisades Park is not located within the study area.

*VISUALLY SIGNIFICANT RESOURCE AREAS*

No Visually Significant Resource Areas (VSR), as designated under LIPA's electric tariffs, are located within the study area.

*BOND ACT PROPERTIES PURCHASED UNDER EXCEPTIONAL SCENIC BEAUTY OR OPEN SPACE CATEGORY*

*Town of Southampton Community Preservation Fund Community Preservation Project Plan, 2005*

Chapter 3, "Community Facilities and Open Space," describes the Town of Southampton Community Preservation Fund (CPF), which has enabled the Town to pursue its goals of open space protection since 1999, as well as the *Town of Southampton Community Preservation Project Plan 2005* (2005 Project Plan). The CPF is funded through local real estate taxes and does not use Bond Act Money. However, because the intent of the CPF is largely similar to the Bond Act, resources identified for potential purchase were identified.

Open space/greenbelt target areas identified in the 2005 Project Plan and located within the Direct Route Alternative study area include the following:

- The Eastern GEIS/Great Swamp area lies between Bridgehampton Sag Harbor Turnpike and Scuttle Hole and Brick Kiln Roads. The area is known best for "one of the finest collections of inland freshwater wetlands remaining east of the Shinnecock Canal."<sup>1</sup>
- The Great Hill area is located in the North Sea section of Southampton and is one of the largest contiguous blocks of Pine Barrens forest remaining east of Shinnecock Canal.
- The Long Pond Greenbelt consists of a north-south corridor of interconnected ponds, streams, wetlands, and woodlands stretching from Sag Harbor to Sagaponack to the Atlantic Ocean.
- Sagaponack Woods, a largely unspoiled area of dry oak-mixed heath forest, is located in northern Bridgehampton.
- Tuckahoe Woods in Tuckahoe "is locally known for its quiet woodland paths, stunning vistas, and exceptional plant and animal habitat."<sup>2</sup>

Trails target areas identified in the 2005 Project Plan and located within the Direct Route Alternative study area include the following:

- Paumanok Path is a regional trail that will extend 125 miles from Rocky Point to Montauk Point. A 30-mile trail section between Red Creek Park and Sagaponack remains to be completed; however, portions of the trail are already in place in eastern Southampton, including Big Woods Preserve to North Sea Road, Laurel Valley County Park, and Brick Kiln Road to Widow Gavits Road.

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<sup>1</sup> *Town of Southampton Community Preservation Fund -Community Preservation Project Plan, 2005.*

<sup>2</sup> *Town of Southampton Community Preservation Fund -Community Preservation Project Plan, 2005.*

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- Tuckahoe Woods contains a number of existing trails. Planned trails include an interior loop trail (with Paumanok Path comprising one side of the loop) and spur trails from the four roads bordering the area: North Magee Street and Sandy Hollow, Sebonac, and West Neck Roads.
- Oak Ponds-to-Peconic Bay Trail is a linear trail corridor generally oriented in a north-south direction. The trail will utilize Paumanok Path between the former North Sea Landfill and Rose's Grove, and connections are planned for the southern section from North Sea-Mecox Road to the former landfill and for the northern section from Rose's Grove to Peconic Bay.
- Morton-to-Kellis Pond Trail is a linear north-south trail project that will connect Morton NWR, Laurel Valley County Park, Camps Pond, Atlantic Golf Club's trail easement, Long Pond (Bridgehampton), and Kellis Pond. The trail will intersect and follow Paumanok Path in Laurel Valley County Park.
- Trout Pond-to-Brick Hill Trail is a linear north-south trail that will link Trout Pond, "Golf At The Bridge's" natural open space areas, and the overlook at the south end of Brick Hill. The trail will intersect and follow Paumanok Path in "Golf At The Bridge's" natural open space.
- Brick Kiln Woods, which is also known as Great Swamp, will include an interior loop (with Paumanok Path comprising one side of the loop) and spur trails from Brick Kiln Road, Bridgehampton Sag Harbor Turnpike, and Scuttle Hole Road. A large loop is planned between Brick Kiln Woods and Brick Hill, with another spur trail to Brick Kiln Road.
- The Bay-to-Ocean Trail is a north-south linear corridor that will extend from Sag Harbor to Sagaponack. The trail will link Mashashimuit Park, the Long Pond Greenbelt, Poxabogue County Park, Sagaponack farmland, and Atlantic Ocean beaches. The trail will intersect and follow Paumanok Path in the Long Pond Greenbelt.

Target areas identified in the 2005 Project Plan also include agricultural lands; wetlands; aquifer recharge areas; Village/hamlet greens, parks, and recreation areas; and historic places and properties. Within the Direct Route Alternative study area, agricultural lands are primarily located north and south of Head of Pond and Scuttle Hole Roads; wetlands are generally located near Mill Pond, Hayground Cove, Long Pond (Bridgehampton), and Kellis Pond; aquifer recharge areas are generally within the vicinity of Long Pond (Noyack) and Poxabogue Pond; and Village/hamlet areas are in Water Mill and Bridgehampton.

### *LOCALLY SIGNIFICANT RESOURCES*

#### *Historic Resources*

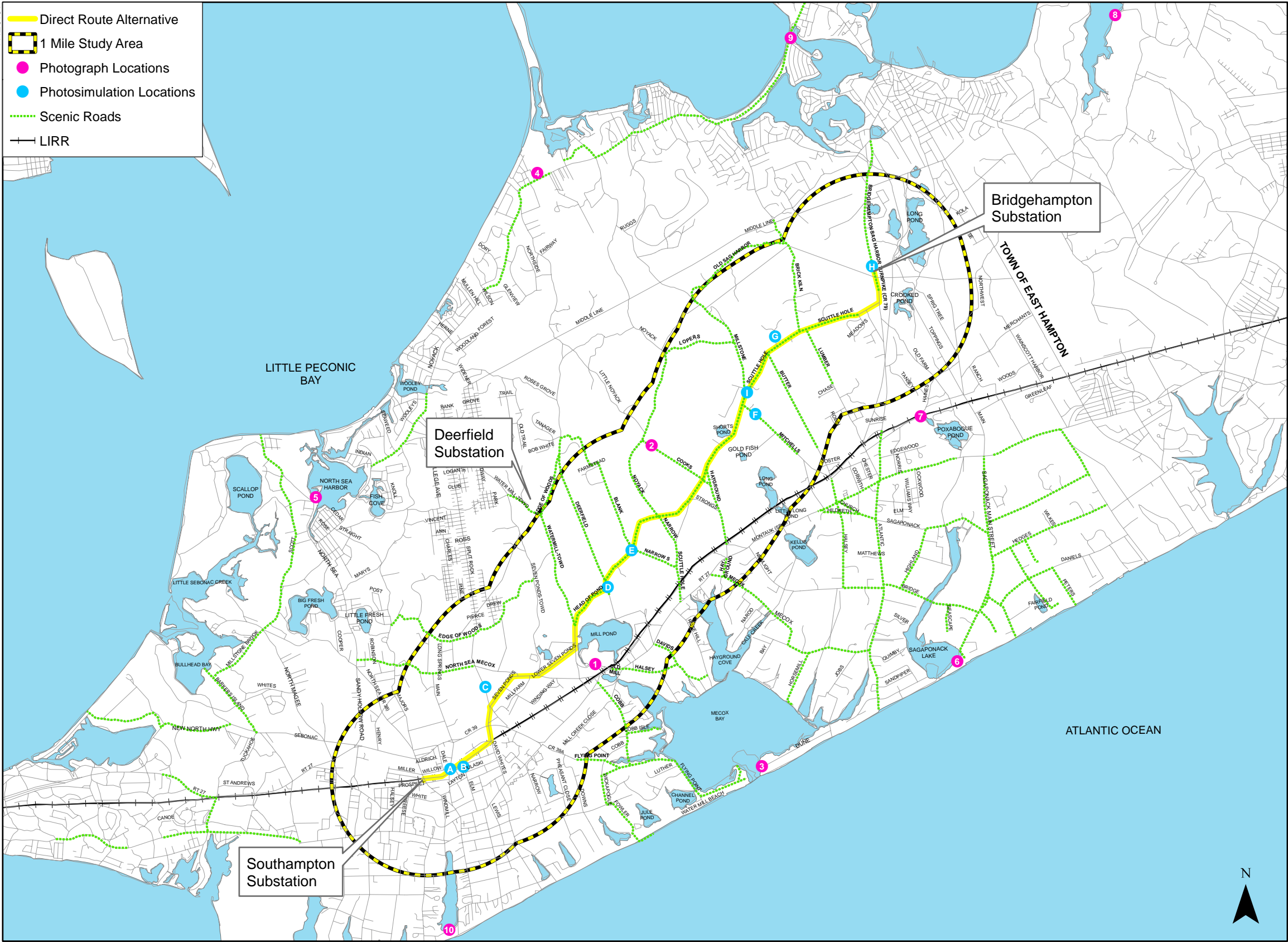
The study area contains a large number of potential historic resources, which appear to meet the eligibility criteria for the S/NR, but which have not previously been S/NR-listed, determined eligible for such listing, or locally designated. Southampton's long and colorful history has resulted in a rich architectural heritage. Potential historic resources located in the study area represent many phases of the town's history, from vernacular Colonial-period houses and cemeteries, to the Greek Revival-style mansions of successful farmers and seamen, to the late 19th-century homes of African-American farm laborers, and the large estates of early 20th-century vacationers. Three potential historic districts have been identified as part of this project: the Bridgehampton Potential Historic District (encompassing much of Bridgehampton's village center), the Bridgehampton Industrial Historic District (located along the railroad in Bridgehampton), and the Water Mill Historic District (including portions of the Water Mill

village center). A potential thematic grouping of potato barns, representatives of an iconic local agricultural building type, was also identified. Outside of the potential historic districts, a little less than one hundred individual potential historic resources were identified. These are located throughout the study area, in all of the municipalities that the study area transects, and range in type from farmsteads to village dwellings. Particular concentrations of individual potential historic resources can be noted in the village of Southampton, in the area north of the village of Water Mill, and the area north of the village of Bridgehampton. The potential historic resources are discussed in Chapter 8, “Historic Resources) and listed in Appendix D. Most potential historic resources are located in close proximity to existing SNR resources that are described in the analysis below. In other instances, potential historic resources were considered in identifying representative views from roadway corridors and other sensitive receptors. Therefore, while not individually listed, the analysis below accounts for potential historic resources through analysis of other representative views.

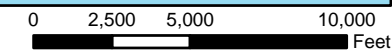
*Resources Identified in the Town of Southampton Comprehensive Plan*

*Southampton Tomorrow - Comprehensive Plan Update Implementation Strategies* (1999 Comprehensive Plan Update) includes a map showing scenic roads in the Town of Southampton. Per the plan, “Scenic Road Corridors can be defined as those roads or portions of roads in Southampton that contain exceptional examples of historic, agricultural, natural, and cultural features.” Figure 6-2 shows scenic roads within the Direct Route Alternative study area, which are as follows:

- Atlantic Avenue/Ocean Road
- Blank Lane
- Brick Kiln Road
- Bridgehampton Sag Harbor Turnpike, north of Scuttle Hole Road
- Bridgehampton Sag Harbor Turnpike, Village of Bridgehampton
- Butter Lane
- Church Lane
- Cobb Road
- Cooks Lane
- Davids Lane
- Deerfield Road
- Edge of Woods Road west of Seven Ponds-Towd Road
- Flying Point Road from Cobb Lane to the southern edge of the study area
- Halsey Lane
- Hayground Road between Mecox Road and Montauk Highway/NYS Route 27
- Hayground Road between Windmill Lane and Scuttle Hole Road
- Head of Pond Road
- Lopers Path
- Lumber Lane from north of Chase Court to Scuttle Hole Road
- Mecox Road



Photograph Locations	
1	Old Mill Road (Water Mill)
2	Cooks Lane
3	W. Scott Cameron Beach
4	Elizabeth A. Morton National Wildlife Refuge
5	Conscience Point National Wildlife Refuge
6	Sagg Main Beach
7	Poxabogue County Park
8	Northwest Harbor County Park
9	Long Beach
10	Southampton Beach Club
Photosimulation Locations	
A	View looking south from North Main Street and Willow Street
B	View looking northwest from Elm Street at Railroad Plaza
C	View from David Whites Lane looking southeast toward Seven Ponds Road
D	View looking north at Head of Pond Road and Deerfield Road
E	View looking southwest from Head of Pond Road at Blank Lane
F	View looking northwest toward Scuttle Hole Road from Mitchells Lane
G	View from Day Lily Lane looking south toward Scuttle Hole Road
H	View looking south on Bridgehampton Sag Harbor Turnpike near Bridgehampton Substation
I	View looking west on Scuttle Hole Road at Mitchells Lane



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- Mitchells Lane
- Millstone Road
- Narrow Lane
- Narrow Lane South
- North Sea Mecox Road west of David Whites Lane
- Noyack Path
- Old Mill Road from south of Mill Pond to Montauk Highway/NYS Route 27
- Old Sag Harbor Road between Millstone and Brick Kiln Roads
- Scuttle Hole Road from Montauk Highway/NYS Route 27 to Narrow Lane
- Scuttle Hole Road between Head of Pond Road and Meadows Lane
- Water Mill-Towd Road

### *Public Parks*

Agawam Park. Agawam Park is located on the northern shore of Agawam Lake in the Village of Southampton. This Village park is within the Direct Route Alternative Study Area.

Berwind Memorial Green. Berwind Memorial Green is the site of historic Beebe Windmill, located on Ocean Road/Atlantic Avenue in Bridgehampton hamlet center. The Town of Southampton owns the property. The green is located outside the Direct Route Alternative study area, approximately 0.75 miles southeast.

Big Woods Preserve. Big Woods Preserve, owned by the Town of Southampton and the Nature Conservancy, is located by Big Fresh Pond and Scott Roads in North Sea. The preserve is approximately 1.75 miles northwest of the Direct Route Alternative study area.

Bridgehampton Militia Green. This Town-owned triangular commons is located at the intersection of Montauk Highway/NYS Route 27 and Ocean Road/Atlantic Avenue in Bridgehampton hamlet center. The park is outside the Direct Route Alternative study area, over 0.5 miles south.

Coopers Beach. Coopers Beach, a Village of Southampton beach, is located at the southwest corner of Meadow and Coopers Neck Lanes along the Atlantic Ocean. The beach is outside the Direct Route Alternative study area, approximately a mile to the south.

Cryder Beach. Cryder Beach, a Village of Southampton beach, is located off Cryder Lane, east of First Neck Lane and south of Gin Lane and Agawam Lake, along the Atlantic Ocean. The beach is approximately 0.5 miles south of the Direct Route Alternative study area.

David Whites Park. This Village of Southampton park is located on David Whites Lane, at the end of Pulaski Street. The park is within the study area of the Direct Route Alternative.

Emma Rose Elliston Park. Emma Rose Elliston Park, a Town of Southampton park, is located south of Millstone Brook Road by Big Fresh Pond. The park is located over a mile northwest of the Direct Route Alternative study area.

Flying Point Beach. Flying Point Beach is located on Flying Point Road south of Mecox Bay, along the Atlantic Ocean in the hamlet of Water Mill. This Town beach is outside the Direct Route Alternative study area, over a mile south.

*Flying Point Park (Downs Family).* Flying Point Park, a Village of Southampton park, is located on Flying Point Road south of Montauk Highway/NYS Route 27. The park is within the Direct Route Alternative study area.

*Foster Memorial Beach (Long Beach).* Foster Memorial Beach, a Town of Southampton beach, is located on a causeway between Noyack Bay and Paynes Creek/Sag Harbor Cove, accessible via Noyack Long Beach Road. The beach is located approximately a mile north of the Direct Route Alternative study area.

*Fowlers Lane Beach.* Fowlers Lane Beach, a Village of Southampton beach, is located at the end of Fowler Lane, near Phillips and Jule Ponds, along the Atlantic Ocean. The beach is over 0.75 miles south of the Direct Route Alternative study area.

*Georgica Pond Area.* A Nature Conservancy preserve is located by Georgica Pond, in the southwestern section of the Town of Easthampton. The preserve is over 2.5 miles southeast of the Direct Route Alternative study area.

*Gibson Beach.* Gibson Beach, a Town of Southampton beach along the Atlantic Ocean, is located at the end of Gibson Lane in Sagaponack. The beach is approximately 2.75 miles south of the Direct Route Alternative study area.

*Gin Lane Beach.* Gin Lane Beach, a Village of Southampton beach, is located west of South Main Street and south of Gin Lane and Agawam Lake, along the Atlantic Ocean. The beach is approximately 0.5 miles south of the Direct Route Alternative study area.

*Halsey Neck Lane Beach.* Halsey Neck Lane Beach, a Village of Southampton beach, is located by Meadow Lane and Halsey Neck Lane along the Atlantic Ocean. The beach is over a mile south of the Direct Route Alternative study area.

*Havens Beach.* Havens Beach, a Village of Sag Harbor beach, is located north of Bay and Hempstead Streets. The beach is outside the Direct Route Alternative study area, over a mile to the north.

*Laurel Valley County Park.* Laurel Valley County Park is located on the east side of Deerfield Road north of Middle Line Highway. This preserve is outside the Direct Route Alternative study area, over 0.75 miles to the north.

*Little Plains Beach.* Little Plains Beach, a Village of Southampton beach, is located at the end of Little Plains Road on the Atlantic Ocean. This beach is approximately 0.5 miles south of the Direct Route Alternative study area.

*Lola Prentice Park.* Lola Prentice Park, a Village of Southampton park, is located on Windmill Lane north of Jobs Lane. The park is within the Direct Route Alternative study area.

*Long Pond Greenbelt.* The Long Pond Greenbelt is roughly bounded by Bridgehampton Sag Harbor Turnpike to the west and Sagaponack Main Street to the east, and extends from Bridgehampton and Sagaponack to Sag Harbor. Greenbelt lands are owned by the Town of Southampton, Suffolk County, and the Nature Conservancy. Portions of the greenbelt are within the study area for the Direct Route Alternative.

*Mashashimuet Park.* Mashashimuet Park, a Village of Sag Harbor park, is located at the intersection of Main Street and Jermain Avenue. A portion of the park—the southwest corner—is within the Direct Route Alternative study area.

## **Southampton to Bridgehampton Transmission Line and Expansion of Bridgehampton Substation Project**

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Mecox Bay Preserve. Mecox Bay Preserve is owned by the Nature Conservancy and located along Dune Road between Mecox Bay and the Atlantic Ocean, in Bridgehampton. The preserve is approximately 1.5 miles south of the Direct Route Alternative study area.

Mecox Beach. Mecox Beach, a Town of Southampton beach, is located at the intersection of Dune Road and Jobs Lane along the Atlantic Ocean coastline in Bridgehampton. The beach is outside the Direct Route Alternative study area, close to 2 miles to the south.

Munn Point. Munn Point, a Village of Southampton beach and preserve, is located off Meadow Lane between Shinnecock Bay and the Atlantic Ocean. The beach is approximately 2 miles southwest of the Direct Route Alternative study area.

North Sea Athletic Facility and Park. North Sea Park, a Town of Southampton property, is located on Majors Path east of Little Fresh Pond in North Sea. It is approximately 0.5 miles outside the Direct Route Alternative study area.

Northwest Harbor County Park. Northwest Harbor County Park is located along Northwest Creek in the Town of East Hampton. The park is approximately 2 miles northeast of the Direct Route Alternative study area.

Old Town Beach. Old Town Beach is an Atlantic Ocean beach located by the intersection of Old Town Road and Gin Lane in the Village of Southampton. This Village beach is outside the Direct Route Alternative study area, approximately 0.5 miles to the south.

Peter's Pond Beach. Peter's Pond Beach, a Town of Southampton beach along the Atlantic Ocean, is located at the end of Peters Pond Lane in Sagaponack. The beach is over 2.75 miles southeast of the Direct Route Alternative study area.

Poxabogue County Park. Poxabogue County Park is located between Poxabogue Pond and the LIRR tracks in Sagaponack. The park is accessible via Old Farm Road. Poxabogue County Park is just outside the Direct Route Alternative study area, to the south.

Railroad Plaza Park. Railroad Plaza Park is located south of the LIRR Southampton station, along Railroad Plaza, and is maintained by the Village of Southampton. This park is within the Direct Route Alternative study area.

Richard L. Fowler Nature Walk. This preserve and nature trail is located south of Wickapogue Road near Narrow Lane, and is maintained by the Village of Southampton. The preserve is within the Direct Route Alternative study area.

Rosko Drive Park. Rosko Drive Park is located at the west end of Anns Lane south of Montauk Highway/Hill Street in the Village of Southampton. This Village property is within the Direct Route Alternative study area.

Ruth Wales DuPont Sanctuary. Ruth Wales DuPont Sanctuary is owned by the Nature Conservancy and located east of Captains Neck Lane along the western shore of Taylor Creek in the Village of Southampton. The sanctuary is over 0.5 miles southwest of the Direct Route Alternative study area.

Sagg Main Beach. Sagg Main Beach, a Town of Southampton beach, is located on a peninsula separating Sagaponack Lake and the Atlantic Ocean at the end of Sagaponack Main Street in Sagaponack. The park is located outside of the Direct Route Alternative study area, approximately 2.5 miles to the south.

Sagg Swamp Nature Preserve. Sagg Swamp Nature Preserve is located along Sagaponack Road, in Bridgehampton and Sagaponack, and is owned by the Nature Conservancy. The preserve is approximately a mile south of the Direct Route Alternative study area.

Sayre Park. Sayre Park, a Town of Southampton park, is located on Snake Hollow Road along the LIRR tracks in Bridgehampton. The park is within the Direct Route Alternative study area.

Scallop Pond Preserve. Scallop Pond Preserve is owned by the Nature Conservancy and located northwest of Scott Road and south of Scallop Pond in North Sea. The preserve is over 1.5 miles northwest of the Direct Route Alternative study area.

Town Line Beach. Town Line Beach, a Town of Southampton oceanfront beach, is accessible via Town Line Road in Sagaponack. The beach is approximately 3 miles southeast of the Direct Route Alternative study area.

Trout Pond Park. Trout Pond Park, a Town of Southampton park, is located at Noyack Road and Ruggs Path in Noyack. The park is approximately 1.25 miles north of the Direct Route Alternative study area.

Water Mill Hamlet Center Green. The Water Mill Village Green is a triangular open space maintained by the Water Mill Village Improvement Association. The property is bounded by Montauk Highway/NYS Route 27, Halsey Lane, and Proprietors Lane. The green is outside the Direct Route Alternative study area.

William Dunwell Park. William Dunwell Park, a Village of Southampton park, is located at the intersection of Old Town Road and Toylsome Lane. The park is within the Direct Route Alternative study area.

Windward Way Park. Windward Way Park is located south of Windward Way in the Village of Southampton. This Village park is within the Direct Route Alternative study area.

W. Scott Cameron Beach. W. Scott Cameron Beach, a Town of Southampton beach, is located on Dune Road south of Mecox Bay along the Atlantic Ocean in Bridgehampton. The beach is approximately 1.5 miles south of the Direct Route Alternative study area.

Wolf Swamp Sanctuary. Wolf Swamp Sanctuary is owned by the Nature Conservancy and located on the northwestern shore of Big Fresh Pond at the intersection of Millstone Brook and Scott Roads. The sanctuary is outside the Direct Route Alternative study area, approximately 1.5 miles to the northwest.

Wyandanch Beach. Wyandanch Beach, a Village of Southampton beach, is located along the Atlantic Ocean at the end of Wyandanch Lane. This beach is approximately 0.5 miles south of the Direct Route Alternative study area.

#### *Other Locally Significant Resources*

Railroad Corridor. The Long Island Railroad Corridor runs east-west through the study area. There are also two train stations in downtown Southampton and Bridgehampton.

Mill Pond. Mill Pond is located in Water Mill to the east of Head of Pond Road.

### **SUMMARY OF INVENTORY OF RESOURCES**

The following scenic resources were identified within the Direct Route Alternative study area. Each resource is shown on Figure 6-1. Scenic roads are shown in Figure 6-2:

**Southampton to Bridgehampton Transmission Line  
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1. Southampton North Main Street Historic District
2. Southampton Village Historic District & Expansion
3. Water Mill at Water Mill
4. Windmill at Water Mill (Corwith Windmill)
5. The Bridgehampton Historical Society (the Corwith House)
6. Bridgehampton Presbyterian Church
7. Beebe Windmill
8. The Captain Nathaniel Rogers House (a.k.a. the Hampton House; a.k.a. the Hopping House)
9. Conscience Point National Wildlife Refuge
10. Elizabeth A. Morton National Wildlife Refuges
11. Linda Gronlund Memorial Nature Preserve
12. Eastern GEIS/Great Swamp
13. Great Hill Pine Barrens
14. Long Pond Greenbelt
15. Sagaponack Woods
16. Tuckahoe Woods
17. Paumanok Path
18. Tuckahoe Woods trails
19. Oak Ponds-to-Peconic Bay Trail
20. Morton-to-Kellis Pond Trail
21. Trout Pond-to-Brick Hill Trail
22. Brick Kiln Woods
23. Bay-to-Ocean Trail
24. Agawam Park, Village of Southampton
25. Berwind Memorial Green
26. Big Woods Preserve
27. Bridgehampton Militia Green
28. Coopers Beach
29. Cryder Beach
30. David Whites Park, Village of Southampton
31. Emma Rose Elliston Park
32. Flying Point Beach
33. Flying Point Park, Village of Southampton
34. Foster Memorial Beach (Long Beach)
35. Fowlers Lane Beach
36. Georgica Pond Area
37. Gibson Beach
38. Gin Lane Beach

39. Halsey Neck Lane Beach
40. Havens Beach
41. Laurel Valley County Park
42. Little Plains Beach
43. Lola Prentice Park, Village of Southampton
44. Long Pond Greenbelt
45. Mashashimuet Park, Village of Sag Harbor
46. Mecox Bay Preserve
47. Mecox Beach
48. Munn Point
49. North Sea Athletic Facility and Park
50. Northwest Harbor County Park
51. Old Town Beach
52. Peter's Pond Beach
53. Poxabogue County Park
54. Railroad Plaza Park, Village of Southampton
55. Richard L. Fowler Nature Walk, Village of Southampton
56. Rosko Drive Park, Village of Southampton
57. Ruth Wales DuPont Sanctuary
58. Sagg Main Beach
59. Sagg Swamp Nature Preserve
60. Sayre Park, Bridgehampton hamlet
61. Scallop Pond Preserve
62. Town Line Beach
63. Trout Pond Park
64. Water Mill Hamlet Center Green
65. William Dunwell Park, Village of Southampton
66. Windward Way Park, Village of Southampton
67. W. Scott Cameron Beach
68. Wolf Swamp Sanctuary
69. Wyandanch Beach
70. Railroad Corridor
71. Mill Pond
  - a. Atlantic Avenue/Ocean Road
  - b. Blank Lane
  - c. Brick Kiln Road
  - d. Bridgehampton Sag Harbor Turnpike
  - e. Butter Lane from north of Foster Avenue to Scuttle Hole Road
  - f. Church Lane

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- g. Cobb Isle Road
- h. Cobb Road
- i. Cooks Lane
- j. Davids Lane
- k. Deerfield Road
- l. Edge of Woods Road
- m. Flying Point Road
- n. Halsey Lane
- o. Hayground Road
- p. Head of Pond Road between Water Mill-Towd and Scuttle Hole Roads
- q. Highland Terrace
- r. Hildreth Lane
- s. Lopers Path
- t. Lumber Lane from north of Chase Court to Scuttle Hole Road
- u. Mecox Road
- v. Millstone Road
- w. Mitchells Lane from north of Snake Hollow Road to Scuttle Hole Road
- x. Montauk Highway
- y. Narrow Lane
- z. Narrow Lane South
- aa. North Sea Mecox Road west of David Whites Lane
- bb. Noyack Path, Water Mill-Towd Road
- cc. Old Mill Road from south of Mill Pond to Montauk Highway/NYS Route 27
- dd. Old Sag Harbor Road between Millstone and Brick Kiln Roads
- ee. Pauls Lane east of Halsey Lane
- ff. Sagaponack Road/Sagg Road east of Highland Terrace
- gg. Scuttle Hole Road
- hh. Water Mill Towd Road
- ii. Wickapogue Road.

Views from these resources and the impacts of the Direct Route Alternative on these resources are discussed below under “Potential Impacts of the Proposed Project.”

It should also be noted that several studies and plans establish broad public policies relating to scenic or visual resources. These documents are described below.

*New York State Open Space Conservation Plan*

In November 2006, NYSDEC, NYSOPRHP, and New York State Department of State (NYSDOS) released *New York State Open Space Conservation Plan and Generic Environmental Impact Statement*, which is the current adopted Statewide plan for open space acquisition and protection. Chapter 4, “Zoning and Public Policy,” describes the plan in greater detail. As noted in Chapter 4, goals of the plan include protection and enhancement of scenic, historic, and

cultural resources readily identifiable as valued parts of the common heritage of New York's citizens. As discussed in Chapter 3, "Community Facilities and Open Space," the Long Pond Greenbelt has been identified under the new South Fork Critical Wildlands and Groundwater Protection Area, which is also on the 2006 Priority Projects List under the Peconic Pinelands Maritime Reserve for open space acquisition. The Long Pond Greenbelt is within the Direct Route Alternative Study Area

*Suffolk County Open Space Acquisition Parcels*

In 2004, Suffolk County drafted a *Master List and Maps of Proposed County Open Space Acquisition*. The document provides maps that identify 60 proposed open space sites totaling 3,812 acres. Within the Direct Route Alternative study area, no sites were identified as priority parcels for preservation.

*Town of Southampton Comprehensive Plan*

As discussed above, the 1999 Comprehensive Plan Update identifies scenic road corridors in the Town of Southampton. The Plan also establishes additional goals for protection of the Town's scenic resources. Chapter III: The Vision of the 1999 Comprehensive Plan Update states, "The Town will protect its valuable natural, historic, and scenic resources." Chapter IV: The Resources, Section C. Scenic Resources of the plan further describes the Vision for scenic resources as follows, "Southampton's unique scenic quality and sense of place is derived from the interplay of rural farmland, areas of undeveloped open space, water frontage (bay, ocean), and the hamlet centers." The plan provides the following goals to achieve the Vision:

- "Protect those open spaces, vistas, farmlands, and scenic areas that define the character of the individual hamlets and Southampton as a whole;
- Establish scenic road corridors Town-wide to guide conservation efforts, capital investment, and future development;
- Designate Scenic Resource Protection Overlay Areas to protect the important scenic resources of the Town;
- Identify development standards and design guidelines which will protect scenic resources Town-wide;
- Establish and coordinate the roles of the various boards responsible for designating and protecting scenic resources;
- Provide incentives for the protection of significant scenic resources;
- Integrate the protection of scenic and historic resources in the hamlets, particularly Hamlet Heritage Areas;
- Strengthen existing subdivision regulations to achieve scenic resource protection; and
- Identify and preserve scenic vistas from trail heads, scenic roads, ocean frontage, and hamlet areas."

Section C. Scenic Resources includes a section entitled "What Are Scenic Areas?" As stated in the plan, "Scenic areas include a variety of images: open vistas, ocean views, country roads, expanses of panoramic landscapes, tree-lined streets, or scenes of active agriculture." Scenic resource areas "occur along scenic roadways, the townscape of scenic hamlet areas, community gateways, long vistas to the ocean, and across agricultural land and inland bays."

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Scenic resources implementation strategies in the 1999 Comprehensive Plan Update include “I. Identify scenic resources,” specifically “1.1 Designate scenic road corridors” and “1.2 Identify important scenic resource areas.”

Regarding important scenic resource areas, the 1999 Comprehensive Plan Update notes that they can take the form of scenic views, scenic landscapes, scenic hamlet areas, or gateways. The plan includes a Scenic Greenways map based upon a preliminary analysis of important scenic resource areas. Significant scenic areas within the Direct Route Alternative study area are generally located along scenic roads, which are identified above.

Other scenic resources implementation strategies in the 1999 Comprehensive Plan Update include: “2. Develop standards for the scenic resources overlay zone,” specifically, “2.1 Clustering siting standards,” “2.2 Clearing standards,” “2.3 Street trees,” “2.4 Landscaping requirements,” and “2.5 Architectural review”; “3. Develop standards for scenic road corridors,” specifically, “3.1 Road widths,” “3.2 Street trees,” “3.3 Signage,” and “3.4 Utilities”; “4. Develop an administrative structure for scenic roads and scenic resources overlay zones”; and “5. Other strategies for achieving scenic resource protection,” specifically, “5.1 Acquisition” and “5.2 Easements.” Implementation strategy 3.4 provides a discussion and several action items relating to utilities, and recommends: coordination with local utility companies to place utility lines underground along scenic road corridors; working with utility companies to locate utility easements so that existing trees along scenic road corridors are protected; and designating Special Assessment Districts (SAD) to fund the placement of utility lines underground.

As discussed in Chapter 3, “Community Facilities and Open Space,” Chapter V: Community Enhancement, Section A. Greenways and Open Space of the 1999 Comprehensive Plan Update proposes a greenway system comprising three categories of greenways, one of which is Scenic Protection Greenways. Scenic Protection Greenways include historic structures, historic landscapes, and natural landscapes, and represent significant green space, provide greenbelts around hamlets, and protect significant scenic views and vistas. The plan also notes that this greenways category includes scenic road corridors and specific scenic views identified by the hamlet Citizen Advisory Committees.

### *Village of Southampton Comprehensive Plan*

The Village of Southampton is partially within the Direct Route Alternative study area. Section 4.6 “Appearance and Aesthetics” of the *Village of Southampton Comprehensive Plan* (Village Comprehensive Plan) describes “physical elements that together form a ‘look’ or an aesthetic peculiar to Southampton.” This section includes the following primary planning goal: “To preserve and enhance the Village’s quality of life elements, seen to be open space, the natural environment, and the historic character and small-scale buildings.”

### *Water Mill Hamlet Strategy Plan*

Water Mill hamlet center is within the study area of the Direct Route Alternative. As described in the *Water Mill Hamlet Strategy Plan* (2003 Hamlet Strategy Plan), the hamlet center contains public open space (e.g., a hamlet green) and historic buildings (e.g., a windmill), as well as other land uses. Existing and planned open space and agricultural lands are primarily located south of Montauk Highway within the Direct Route Alternative study area. A playfield and wetland are located north of Montauk Highway and east of Mill Pond. The plan’s Hamlet Center Context Map shows “potential views of pond,” “view of hamlet center,” and “view of convent and water,” looking east from Montauk Highway/NYS Route 27 at Little Cobb Road. This location

is within the Direct Route Alternative study area. The 2003 Hamlet Strategy Plan also includes a map showing the locations of historic structures.

*Bridgehampton Hamlet Center Plan*

A portion of Bridgehampton hamlet center is within the Direct Route Alternative study area. The summary of *A Plan for Bridgehampton Hamlet Center* (2004 Hamlet Center Plan) indicates, "Much of Bridgehampton's identity lies in its historic buildings, open space, and farmland. Land use decisions must be mindful of the importance of farmland preservation, open vistas, and open space." As noted in Chapter 3, "Community Facilities and Open Space," the 2004 Hamlet Center Plan recommends improving the visual quality of gateways and preserving open space, views, and streetscapes throughout the hamlet center.

*Resources Identified in the Village of Sagaponack Comprehensive Plan*

The *Village of Sagaponack Comprehensive Plan* (2007 Village Comprehensive Plan) Vision Statement indicates, "The Village of Sagaponack is and shall remain a unique community cherished for its extraordinary natural beauty, rich historic and architectural resources, and rural sense of place." Goal one of the plan, "Maintain Sagaponack's rural character and quality of life," includes the following action items, "Adopt regulations requiring open space, cluster development subdivisions in order to protect and retain scenic views, historic resources, environmentally sensitive areas, farmland, hedgerows, and open space," and "Develop and enhance existing... government and private land trust partnerships to pursue the acquisition and protection of environmentally sensitive, culturally important, and high quality scenic land." Goal three of the plan, "Maintain Sagaponack's historic and scenic resources," includes the following objective, "Devise strategies to protect the open spaces, vistas, farmlands, and scenic areas that define the character of the Village," and the following action items, "Adopt guidelines and regulations to identify and protect scenic views, vistas, and corridors," "Coordinate and encourage local utilities to bury existing utility lines in scenic areas," and "Consider developing a Scenic Road ordinance providing a framework for the designation and protection of scenic views, vistas, and road corridors. Consider designating... Scenic Roads in accordance with the recommendations of the 1999 Southampton Tomorrow Comprehensive Plan." Scenic Roads are shown in Figure 6-2.

## **D. POTENTIAL IMPACTS OF THE PROPOSED PROJECT**

### **IMPACT ANALYSIS**

The installation of the new transmission line would require the existing wood utility poles (approximately 57 feet above grade and 19 inches in diameter at the base) that exit the Southampton Substation and traverse the LIRR right-of-way be replaced with 61-foot (above grade) neutral, gray steel utility poles, approximately 30 inches in diameter at the base. The remainder of the new transmission line would generally require the installation of wood poles. The typical pole would be approximately 48 feet tall (above grade) and 22 inches in diameter at the base. The diameter of the new poles at the top would be about 12 inches. Poles with a height of approximately 61 feet would be needed at road crossings and at locations where the transmission line would turn. The existing distribution lines that supply electricity to residences and businesses along the route would be transferred to the new transmission poles and remain at about the same height as current conditions, while the new transmission lines would be accommodated in the approximately 10 feet above the distribution lines. The number of poles

## **Southampton to Bridgehampton Transmission Line and Expansion of Bridgehampton Substation Project**

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installed along the new route would depend on the overhead and underground configurations as well as the route selected for installation, primarily due to the length of the route. The primary analysis of visual impacts assumes that the entire line would be overhead.

In general, this incremental increase in height would not cause the replacement poles to be significantly more visible over longer distances. The incremental height and the overall height of the replacement poles would not be considered significantly visible, especially taking into account the effects of atmospheric perspective and intervening vegetation or structures. Furthermore, even if an overhead transmission line was not installed, the Direct Route Alternative would still include views of existing poles and utility lines. The replacement of the existing poles with incrementally higher poles, along with the addition of a new single transmission line, would result in minimal changes to views because the existing utility lines are already visible from most locations that would have visibility of the proposed Direct Route Alternative transmission line.

The visual impact analysis discussion below relies on a series of photographs and photosimulations that follow the route of the proposed transmission line in a west to east direction. Photograph and Photosimulation locations are shown on Figure 6-1 and labeled by a number or letter that corresponds to subsequent figures. Figures 6-3a to 6-3e (Photographs 1-10), demonstrate the existing views from locations where the proposed transmission line would not be visible. Figures 6-4a to 6-4h (Photosimulations A-H) provide existing views and photosimulations from sensitive receptors and view corridors along the route of the transmission line where visibility would be possible. These photosimulations provide representative typical views from various locations in the surrounding study area. Where applicable, the following discussion identifies the sensitive receptors from which the view in a photosimulation, or a view largely similar to the photosimulation, would be possible. Additional representative views are provided in Figures 17-34 to 17-42, and 17-52 to 17-58, which provide photosimulations of the proposed conditions for alternative routes.

This analysis is based on an all overhead line configuration. If portions of the transmission line are buried, riser poles would be used to transition from above to below ground. Figure 6-5 provides a photosimulation that demonstrates how a riser pole would look. While the riser poles have an appearance that is more obtrusive than standard utility poles, there is some flexibility in the exact placement of such structures, and they would be placed in locations that minimize their prominence in the surrounding landscape.

Assessment of potential visual impact to sensitive receptors follows the same inventory of sensitive receptors presented earlier in this chapter.

### *STATE/NATIONAL REGISTER OF HISTORIC PLACES*

#### *Southampton North Main Street Historic District*

The Southampton North Main Street Historic District is located in the northern central portion of Southampton Village, along North Main Street between Willow Street/Railroad Plaza and Route 27. The northern edge of the historic district is approximately 0.1 miles south of the Southampton Substation and the LIRR portion of the transmission line. In general, views of the Southampton Substation from the Historic District are screened by vegetation, buildings, and the wall that surrounds the substation but some views of the substation are possible. Further, upper portions of the substation may be visible from the northernmost section of the Historic District,

11.28.07

Photograph Taken September 13, 2007



Old Mill Road (Water Mill) 1

Photograph Taken September 12, 2007



Cooks Lane 2

11.28.07

Photograph Taken September 12, 2007



W. Scott Cameron Beach 3

Photograph Taken September 12, 2007



Elizabeth A. Morton National Wildlife Refuge 4

11.28.07



Photograph Taken September 12, 2007

Conscience Point National Wildlife Refuge 5

Photograph Taken September 13, 2007



Sagg Main Town Beach 6

11.28.07

Photograph Taken September 13, 2007



Poxabogue County Park 7

Photograph Taken September 13, 2007



Northwest Harbor County Park 8

11.28.07

Photograph Taken September 13, 2007



Long Beach 9

Photograph Taken September 13, 2007



Southampton Beach Club 10

12.03.07

Photograph Taken November 27, 2007



Existing



Proposed

11.29.07

Photograph Taken November 27, 2007



Existing



Proposed

11.19.07

Photograph Taken September 12, 2007



← Existing Pole

Existing



← Proposed Pole

Proposed

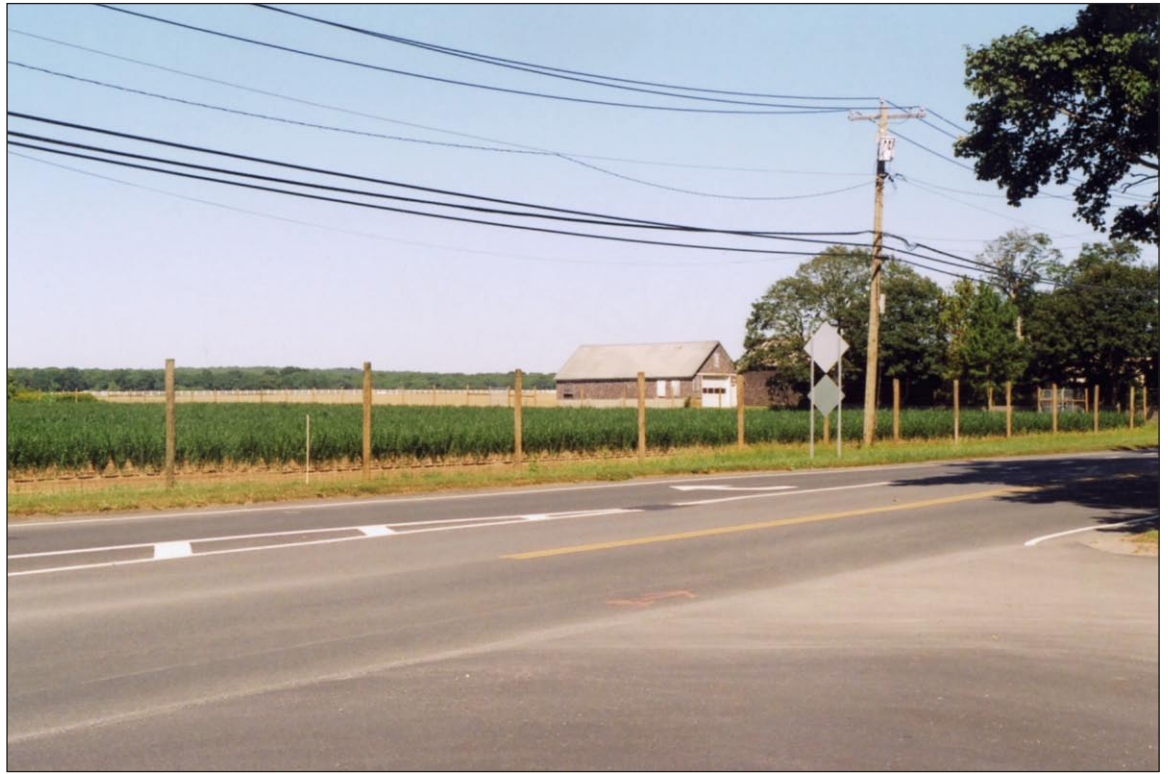
**Direct Route Alternative: Photo Simulation C**

View from David Whites Lane looking southeast toward Seven Ponds Road

**Figure 6-4c**

11.26.07

Photograph Taken September 13, 2007



Existing



Proposed

11.19.07

Photograph Taken September 12, 2007



Existing



Proposed

**Direct Route Alternative: Photo Simulation E**  
View looking southwest from Head of  
Pond Road at Blank Lane  
**Figure 6-4e**

11.19.07

Photograph Taken September 13, 2007



Existing



Proposed

11.19.07

Photograph Taken September 12, 2007



Existing



Proposed

**Direct Route Alternative: Photo Simulation G**

View from Day Lily Lane looking south towards Scuttle Hole Road

**Figure 6-4g**

11.30.07

Photograph Taken November 27, 2007



Existing



Proposed

**Direct Route Alternative: Photo Simulation H**  
View looking south on Bridgehampton Sag  
Harbor Turnpike near Bridgehampton  
**Figure 6-4h**

particularly from the upper floors of businesses and homes within that portion of the district. In addition, the transmission line would likely be visible in the distance to pedestrians and motorists traveling north on Main and Elm Streets. Photosimulations A and B on Figures 6-4a and 6-4b show views of the proposed transmission line and poles from two locations in downtown Southampton. As shown, the proposed poles and transmission line would be visible but would not be significantly different from existing utility poles and lines that already exist in the area.

Few new views of the substation and transmission lines would be created by the Direct Route Alternative and the character of the neighborhood is not expected to change. In this area, the Direct Route Alternative would only replace existing utility poles and add new conductors to those poles. The change from wooden to steel poles is not expected to significantly alter the character of the surrounding area. No significant viewsheds, or the enjoyment of historic resources within the district, are expected to change as a result of the Direct Route Alternative. Therefore, the Direct Route Alternative would not result in any significant adverse impacts to the Southampton North Main Street Historic District.

#### *Southampton Village Historic District & Expansion*

The Southampton Village Historic District includes 374 contributing buildings in the central and southern portions of Southampton Village, including portions of North Sea Road, Hill Street, South Main Street, and others. The Historic District Expansion contains an additional 56 contributing buildings, and extends east, including portions of Lewis Street and others. These historic districts are located south of the Southampton North Main Street Historic District discussed above. The northernmost portion of this district is approximately 0.3 miles south of the Southampton Substation and transmission line. Portions of the substation may be visible to pedestrians and motorists traveling north on Main and Elm Streets, and from the upper floors of buildings within the Historic District Expansion, but to a lesser degree than from the North Main Street Historic District. Views would be limited, and primarily confined to the northern sections of the historic districts. Even where visibility is possible, it would be limited and the new transmission line would have an appearance similar to existing distribution lines in the surrounding area. Farther south within the district, it is unlikely that any portion of the substation or transmission line would be visible due to distance, existing buildings, topography, and vegetation. No significant viewsheds, or the enjoyment of historic resources within the district, are expected to change as a result of the Direct Route Alternative. Therefore, the Direct Route Alternative would not result in any significant adverse impacts to the Southampton Village Historic District & Expansion.

#### *Water Mill at Water Mill*

The Water Mill at Water Mill is located at 41 Old Mill Road, approximately 0.4 miles east of the proposed Direct Route Alternative. While there is an area of relatively flat and open marshland to the west of the mill (Mill Pond), vegetation to the north and east would prevent any views from the Water Mill Hamlet. Photograph 1 on Figure 6-3a shows how vegetation that surrounds Mill Pond limits views of the pond and areas beyond the pond in the direction of the Direct Route Alternative. The intervening vegetation would screen all views of the transmission line. Therefore, the Direct Route Alternative would not result in any significant adverse impacts to the Water Mill at Water Mill.

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### *Windmill at Water Mill (Corwith Windmill)*

The Windmill at Water Mill (Corwith Windmill) is located on the village green in Water Mill, and is approximately 0.5 miles from the proposed Direct Route Alternative transmission line. Existing development in the vicinity of the windmill would obstruct all views of the transmission lines from this location. Therefore, the Direct Route Alternative would not result in any significant adverse impacts to the Windmill at Water Mill (Corwith Windmill).

### *The Bridgehampton Historical Society (the Corwith House)*

The Corwith House is located at 2368 Montauk Highway, approximately 1 mile south of the Direct Route Alternative transmission line. The distance and existing development would obstruct all views of the transmission lines from this location. Therefore the Direct Route Alternative would not result in a significant adverse impact from this location.

### *Bridgehampton Presbyterian Church*

The Bridgehampton Presbyterian Church is located at 2429 Montauk Highway, approximately 1 mile south of the Direct Route Alternative transmission line. The 1-mile distance and existing development would obstruct views of the transmission lines from this location. Therefore the Direct Route Alternative would not result in a significant adverse impact from this location.

### *Beebe Windmill*

Beebe Windmill is located on Ocean Road and Hildreth Ave in the Bridgehampton hamlet center. The mill is approximately 2.2 miles south of the Bridgehampton Substation, and although portions of the Direct Route Alternative along Scuttle Hole Road are as close as 1.25 miles from the green, this distance would limit views of the transmission line. In addition, existing buildings within the hamlet center would further obstruct views of the proposed transmission lines. Therefore the Direct Route Alternative would not result in a significant adverse impact from the Beebe Windmill.

### *The Captain Nathaniel Rogers House (a.k.a. the Hampton House; a.k.a. the Hopping House)*

Captain Nathaniel Rogers House is located at 2539 Montauk Highway, approximately 1 mile south of the Direct Route Alternative transmission line. However the distance and existing development would likely obstruct all views of the transmission lines from this location.

## **NATIONAL WILDLIFE REFUGES**

### *Conscience Point National Wildlife Refuge*

The Conscience Point National Wildlife Refuge is located approximately 3 miles north of the Southampton substation. Distance, topography, and vegetation would screen views of the Direct Route Alternative from this location. Photograph 5 on Figure 6-3c demonstrates that the distance and existing buildings would not allow for views of the proposed transmission line.

### *Elizabeth A. Morton National Wildlife Refuge*

The Elizabeth A. Morton National Wildlife Refuge is located on the Little Peconic and Noyac Bays in Noyac, NY. It is northeast of Southampton and northwest of Bridgehampton. The closest the Direct Route Alternative comes to the refuge is the intersection of Millstone Road and Scuttle Hole Road in Southampton, at this point, the refuge is approximately 3 miles due

north of the proposed transmission line route. Therefore, views of the proposed transmission line would not be possible. Photograph 4 on Figure 6-3b demonstrates how vegetation surrounding the wildlife refuge would not allow views of the transmission line from this area. Due to distance, topography, and vegetation the Direct Route Alternative would not be visible from this location.

#### *STATE GAME REFUGES AND STATE WILDLIFE MANAGEMENT AREAS*

##### *Linda Gronlund Memorial Nature Preserve*

The Linda Gronlund Memorial Nature Preserve is located approximately 2 miles northeast of the Bridgehampton Substation. The distance, topography, and vegetation between the substation and the nature preserve would obstruct views of the Direct Route Alternative from this location.

#### *BOND ACT PROPERTIES PURCHASED UNDER EXCEPTIONAL SCENIC BEAUTY OR OPEN SPACE CATEGORY*

##### *Eastern GEIS/Great Swamp*

The Eastern GEIS/Great Swamp area lies between Bridgehampton Sag Harbor Turnpike and Scuttle Hole and Brick Kiln Roads. This resource is located 0.1 miles north of the Direct Route Alternative. The transmission line would likely be visible from portions of this resource. However the resource is heavily vegetated and existing residences separate it from the Direct Route Alternative; therefore most views of Direct Route Alternative would be obstructed. Photosimulation H on Figure 6-4h shows the view from Bridgehampton Sag Harbor Turnpike immediately along the direct alternative route. As shown in the photosimulation, the Direct Route Alternative would increase the height of existing poles in this location by approximately 13 feet and would add three new conductors. Since the proposed transmission line would only replace existing utility poles with incrementally higher poles, it would not significantly alter the character of this area, and would not result in a significant adverse impact on this location.

##### *Great Hill Pine Barrens*

The Great Hill area is located in the North Sea section of Southampton and is one of the largest contiguous blocks of Pine Barrens forest remaining east of Shinnecock Canal. This resource is located more than 2.5 miles from the Southampton Substation. Due to the distance, existing vegetation and topography, the Direct Route Alternative would not be visible from this location.

##### *Long Pond Greenbelt*

The Long Pond Greenbelt consists of a north-south corridor of interconnected ponds, streams, wetlands, and woodlands stretching from Sag Harbor to Sagaponack to the Atlantic Ocean. A portion of the greenbelt is adjacent to the Bridgehampton Substation and Bridgehampton Sag Harbor Turnpike section of the Direct Route Alternative. Photosimulation H on Figure 6-4h shows the view from Bridgehampton Sag Harbor Turnpike immediately along the direct alternative route. As shown in the photosimulation, the Direct Route Alternative would increase the height of existing poles in this location by approximately 13 feet and would add three new conductors. Portions of the Bridgehampton Substation along the Bridgehampton Sag Harbor Turnpike may be visible from portions of the Long Pond Greenbelt due to gaps in vegetation. The Bridgehampton Substation is currently visible through a narrow band of vegetation along the western side of Bridgehampton Sag Harbor Turnpike. Improvements at the Bridgehampton Substation would be made approximately 350 feet from Bridgehampton Sag Harbor Turnpike.

## **Southampton to Bridgehampton Transmission Line and Expansion of Bridgehampton Substation Project**

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This distance, combined with the vegetative screening would limit visibility of any new equipment constructed at the substation. Furthermore, LIPA has committed to providing appropriate new evergreen and deciduous vegetation to further screen any new equipment in the event that it is visible from Bridgehampton Sag Harbor Turnpike. However, existing vegetation and topography would obstruct most views of the Direct Route Alternative from the Long Pond Greenbelt. In addition, any views of the Direct Route Alternative would be of short duration and would be similar to existing views from the area. Since the proposed transmission line would only replace existing utility poles with incrementally higher poles, it would not significantly alter the character of this area, and would not result in a significant adverse impact on the Long Pond Greenbelt.

### *Sagaponack Woods*

Sagaponack Woods, a largely unspoiled area of dry oak-mixed heath forest, is located in northern Bridgehampton. The Sagaponack Woods are located approximately 2 miles southeast of the Direct Route Alternative and 2.5 miles southeast of the Bridgehampton Substation. The distance, topography, and heavy vegetation within the Sagaponack Woods would obstruct all views of the Direct Route Alternative from this location.

### *Paumanok Path*

Paumanok Path is a regional trail that will extend 125 miles from Rocky Point to Montauk Point. A 30-mile trail section between Red Creek Park and Sagaponack remains to be completed; however, portions of the trail are already in place in eastern Southampton, including Big Woods Preserve to North Sea Road, Laurel Valley County Park, and Brick Kiln Road to Widow Gavits Road. Portions of the trail are located 0.25 miles from the Direct Route Alternative. However, existing development, topography, and vegetation would obstruct most views of the Direct Route Alternative from this trail. Any views of the Direct Route Alternative that may be possible in areas of less dense vegetation would be limited and brief, and would not result in any significant adverse visual impacts.

### *Tuckahoe Woods and Trails*

Tuckahoe Woods contains a number of existing trails. Planned trails include an interior loop trail (with Paumanok Path comprising one side of the loop) and spur trails from the four roads bordering the area: North Magee Street and Sandy Hollow, Sebonac, and West Neck Roads. The southeast corner of the Tuckahoe Woods is 0.75 miles northwest of the Southampton Substation. Views of the Direct Route Alternative would be screened by the existing topography and heavy vegetation within the Tuckahoe Woods. Any views of the Direct Route Alternative from this location would be insignificant and indiscernible. Therefore the Direct Route Alternative would not result in a significant adverse impact from the Tuckahoe Woods and Trails.

### *Oak Ponds-to-Peconic Bay Trail*

Oak Ponds-to-Peconic Bay Trail is a linear trail corridor generally oriented in a north-south direction. The trail will utilize Paumanok Path between the former North Sea Landfill and Rose's Grove, and connections are planned for the southern section from North Sea-Mecox Road to the former landfill and for the northern section from Rose's Grove to Peconic Bay. The southern end of the Oak Ponds-to-Peconic Bay Trail would be approximately 1.5 miles north of the Southampton Substation and Direct Route Alternative. The distance, topography, and existing development and vegetation would obstruct all views of the Direct Route Alternative

from this location. Therefore the Direct Route Alternative would not result in a significant adverse visual impact on the Oak Ponds-to-Peconic Bay Trail.

*Morton-to-Kellis Pond Trail*

Morton-to-Kellis Pond Trail is a linear north-south trail project that will connect Morton NWR, Laurel Valley County Park, Camps Pond, Atlantic Golf Club's trail easement, Long Pond (Bridgehampton), and Kellis Pond. The trail will intersect and follow Paumanok Path in Laurel Valley County Park. The Morton to Kellis Pond Trail would intersect the Direct Route Alternative as it crossed Scuttle Hole Road from the Atlantic Golf Course to Long Pond and Kellis Pond. The Direct Route Alternative transmission lines would be visible to trail users as they crossed the street. This section of Scuttle Hole Road is shown in Photosimulation F on Figure 6-4f. The photosimulation shows the view of Scuttle Hole Road from Mitchells Lane just east of Long Pond. As shown in the photosimulation, the transmission lines would be similar to the existing utility lines that run along Scuttle Hole Road and would not detract from the enjoyment of the trail. The new transmission lines would run along the route of other utility lines and would be attached to utility poles that are approximately 13 feet higher than existing poles. Therefore, the Direct Route Alternative would not have a significantly alter visual character in this area and would not have a visual impact on the Morton-to-Kellis Pond Trail.

*Trout Pond-to-Brick Hill Trail*

Trout Pond-to-Brick Hill Trail is a linear north-south trail that will link Trout Pond, "Golf at the Bridge's" natural open space areas, and the overlook at the south end of Brick Hill. The trail will intersect and follow Paumanok Path in "Golf at the Bridge's" natural open space. The Trout Pond-to-Brick Hill Trail is located more than 2.5 miles northwest of the Bridgehampton Substation and Direct Route Alternative. Due to the distance, vegetation, and topography, it is unlikely that the Direct Route Alternative would be visible from any portion of the trail. Any potential visibility from the overlook would be very limited and would blend with existing development and character of the land. Therefore, the Direct Route Alternative would not result in any significant adverse impacts on the visual resources of the Trout Pond-to-Brick Hill Trail.

*Brick Kiln Woods*

Brick Kiln Woods, which is also known as Great Swamp, will include an interior loop (with Paumanok Path comprising one side of the loop) and spur trails from Brick Kiln Road, Bridgehampton Sag Harbor Turnpike, and Scuttle Hole Road. A large loop is planned between Brick Kiln Woods and Brick Hill, with another spur trail to Brick Kiln Road. The Direct Route Alternative (which follows Scuttle Hole Road and the Bridgehampton Sag Harbor Turnpike) and Bridgehampton Substation (located on the Bridgehampton Sag Harbor Turnpike) are adjacent to the Brick Kiln Woods trail system. Although the Direct Route Alternative would be visible from the trail heads along Scuttle Hole Road and the Bridgehampton Sag Harbor Turnpike, it would not alter the existing character of these roads or trail heads as existing utility lines already exist in this area. In addition, from the trails, views of the Direct Route Alternative would be limited as they would be obstructed by the heavy vegetation. Therefore, the Direct Route Alternative would not result in any significant adverse visual impacts on the Brick Kiln Woods.

*Bay-to-Ocean Trail*

The Bay-to-Ocean Trail is a north-south linear corridor that will extend from Sag Harbor to Sagaponack. The trail will link Mashashimuit Park, the Long Pond Greenbelt, Poxabogue County Park, Sagaponack farmland, and Atlantic Ocean beaches. The trail will intersect and

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follow Paumanok Path in the Long Pond Greenbelt. The portion of the trail that follows the Long Pond Greenbelt would come within 0.1 miles of the Direct Route Alternative. From this section, the upper portions of the Bridgehampton Substation and transmission lines along the Bridgehampton Sag Harbor Turnpike may be visible. Despite certain areas of potential visibility, existing vegetation and topography would obstruct most views of the Direct Route Alternative from the Bay to Ocean Trail. The views of the proposed transmission line along Bridgehampton Sag Harbor Turnpike are shown in Photosimulation H on Figure 6-4h. These views represent a “worst-case scenario” from the Bay-to-Ocean Trail since the trail is actually deeper into dense vegetation in the area. In addition, any views of the Direct Route Alternative would be of short duration and would be similar to existing views along the Direct Route Alternative. Therefore, the Direct Route Alternative would not result in any significant adverse visual impacts on the Bay to Ocean Trail.

### *LOCALLY SIGNIFICANT RESOURCES*

#### *Resources Identified in the Town of Southampton Comprehensive Plan*

Atlantic Avenue/Ocean Road. Atlantic Avenue/Ocean Road is over 1 mile from the Direct Route Alternative. This distance, coupled with any existing vegetation, buildings, and topography would prevent visibility of the Direct Route Alternative.

Blank Lane. Blank Lane ends at Head of Pond Road, along which the Direct Route Alternative is proposed. The portion of Blank Lane nearest the Direct Route Alternative is lined with single-family residences. Other portions are characterized by large open fields. Vehicles heading south, toward the project area, would not have clear views of the proposed transmission lines due to roadway orientation. Photosimulation E on Figure 6-4e demonstrates the appearance of the Direct Route Alternative from the intersection of Blank Lane and Head of Pond Road. As shown, the transmission line would be visible from this location, but no significant impacts are expected since the Direct Route Alternative would replace the existing 35-foot utility poles with 48-foot poles and add three new conductors where existing utility poles and utility lines already exist.

Brick Kiln Road. Brick Kiln Road is a north-south road with its southern terminus at Scuttle Hole Road, along which the Direct Route Alternative is proposed. Brick Kiln Road is a largely forested roadway, although there are expansive open fields near the Scuttle Hole Road intersection which would allow visibility of the proposed transmission lines. Views from this location would be similar to views from Day Lily Lane shown in Figure 6-4g. Since the proposed transmission line would only be approximately 13 feet taller with three new conductors, and since existing utility poles would simply be replaced, no significant adverse visual impacts are anticipated.

Bridgehampton Sag Harbor Turnpike north of Scuttle Hole Road. Bridgehampton Sag Harbor Turnpike is largely forested north of Scuttle Hole Road. The Direct Route Alternative proposes to run along this stretch of roadway. Existing 35-foot wooden poles would be replaced by 48-foot wooden poles and be similar in appearance. Photosimulation H on Figure 6-4h shows the view from Bridgehampton Sag Harbor Turnpike immediately along the direct alternative route. As shown in the photosimulation, the Direct Route Alternative would increase the height of existing poles in this location by approximately 13 feet and would add three new conductors. This change does not significantly affect the existing character of the roadway. Therefore, the

visual quality of this roadway would not be noticeably altered and the Direct Route Alternative would result in no significant adverse visual impacts.

*Butter Lane from north of Foster Avenue to Scuttle Hole Road.* Butter Lane runs northwest-southeast and perpendicular to the Direct Route Alternative. Southernmost portions of this road farthest from the proposed transmission line are in an industrial area greater than one mile from the Direct Route Alternative. Portions closer to Scuttle Hole Road offer views across open fields of the Transmission line. From locations closer to Scuttle Hole Road, views similar to those depicted in Photosimulations C and F on Figures 6-4c and 6-4f can be expected. Since the proposed transmission line would only be approximately 13 feet taller with three new conductors, and since existing utility poles would simply be replaced, no significant adverse visual impacts are anticipated.

*Church Lane.* Church Lane is over 1 mile from the Direct Route Alternative. This distance, coupled with any existing vegetation, buildings, and topography would prevent visibility of the Direct Route Alternative.

*Cobb Isle Road.* Cobb Isle Road is over 1 mile from the Direct Route Alternative. This distance, coupled with any existing vegetation, buildings, and topography would prevent visibility of the Direct Route Alternative.

*Cobb Road.* Cobb Road is located approximately one half mile from the Direct Route Alternative. Due to distance, vegetation, and buildings, Cobb Road would not provide clear views of the Direct Route Alternative. Therefore, no significant adverse visual impacts would result from the proposed transmission lines.

*Cooks Lane.* Cooks Lane runs perpendicular to and intersects Scuttle Hold Road, along which the Direct Route Alternative is proposed. Land through which Cooks Lane traverses is dominated by open fields. The proposed transmission poles would be visible from this road but the topography and distance from the proposed utility line would limit any apparent views to locations nearest Scuttle Hole Road. For example, Photograph 2 on Figure 6-3a shows that at approximately 0.5 miles, the distance across the fields would be too great to allow for any noticeable visibility. From locations closer to Scuttle Hole Road, views similar to those depicted in Photosimulations C and F on Figures 6-4c and 6-4f can be expected. Since the proposed transmission line would only be approximately 13 feet taller with three new conductors, and since existing utility poles would simply be replaced, no significant adverse visual impacts are anticipated.

*Davids Lane.* Davids Lane is approximately one mile east of the Direct Route Alternative. This distance, coupled with the presence of residential structures and existing vegetation would prevent the proposed transmission lines from being visible from this area. Therefore, no significant adverse visual impact would result from the Direct Route Alternative.

*Deerfield Road.* Deerfield Road runs roughly perpendicular to the Direct Route Alternative, which it intersects at the junction of Head of Pond Road. For a short distance the Direct Route Alternative runs along Deerfield Road, where the proposed transmission poles would be visible. North of Head of Pond Road, southbound travelers on Deerfield Road would have clear views of the proposed transmission lines across expansive open fields. Photosimulation D on Figure 6-4d shows how the Direct Route Alternative would alter views at the intersection of Deerfield and Head of Pond Roads. Since the Direct Route Alternative replaces the approximately 35-foot wooden poles with 48-foot wooden poles and adds three new conductors, proposed visual conditions would remain similar to existing conditions where existing poles and utility lines

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already exist. Therefore the Direct Route Alternative would not significantly change the character of the area and would not result in significant adverse visual impacts.

South of Head of Pond Road, Deerfield Road is generally lined by vegetation which would screen views of the proposed transmission line. Therefore no significant adverse visual impacts would result from the Direct Route Alternative.

Edge of Woods Road west of Seven Ponds-Towd Road. Edge of Woods Road west of Seven Ponds-Towd Road is more than one half mile northwest of the Direct Route Alternative. Dense forest cover generally screens the area of the proposed transmission lines. Therefore, no adverse visual effects would result from this Direct Route Alternative. One cleared area near David Whites Lane exists along Edge of Woods Road. Photosimulation C on Figure 6-4c shows the view of the proposed transmission line from David Whites Lane in a location closer than Edge of Woods Road. As shown in the photosimulation, the proposed transmission line is visible from David Whites Lane, but the additional height of approximately 13 feet does not create a significant adverse visual impact. Visibility will be further reduced by the additional distance to Edge of Woods Road. Therefore, even along cleared portions of Edge of Woods Road, the Direct Route Alternative would not result in a significant adverse visual impact.

Edge of Woods Road between Water Mill-Towd and Deerfield Roads. This portion of Edge of Woods Road is roughly one mile from the Direct Route Alternative. Although much of the land between Edge of Woods Road and the Direct Route Alternative is characterized by open fields, the proposed transmission lines would be screened by existing dense tree stands that line the entire stretch of roadway. In instances where gaps in vegetation exist, the proposed transmission line would be at a distance great enough to limit any obvious visibility. Therefore, the Direct Route Alternative would not result in any significant adverse visual impacts on this scenic road.

Flying Point Road. Flying Point Road is essentially an east-west road east of Montauk Highway (NY 27). It is more than 0.5 miles from the Direct Route Alternative and runs primarily through mid-density single-family residential neighborhoods. Due to distance and existing structures and vegetation, the proposed transmission line would not be visible from this area, and would not result in an adverse visual impact.

Halsey Lane. Halsey Lane is located roughly 0.5 to 1 mile southeast of the Direct Route Alternative. Halsey Lane is lined by thick vegetation and existing residential structures that would screen the proposed transmission line from this roadway. Therefore, no significant adverse visual impacts would result from the Direct Route Alternative.

Hayground Road between Mecox Road and Montauk Highway/NYS Route 27. Hayground Road, located approximately 0.75 miles from the study area, is lined by vegetation along most of the stretch between Mecox Road and Montauk Highway. This portion of Hayground Road does not offer any direct views of the Direct Route Alternative. Roadway orientation and existing vegetation blocks views of the project area. Therefore, the proposed transmission lines would not be visible from this corridor, thus not resulting in any adverse visual impacts.

Hayground Road between Windmill Lane and Scuttle Hole Road. Hayground Road runs north and south between Windmill Lane and Scuttle Hole Road. Southern portions of this corridor run along open fields that would allow visibility of the proposed transmission line approximately 0.5 miles away. Because Hayground Road runs parallel to the proposed transmission line in this section, the proposed transmission lines would only be visible by north and southbound travelers looking directly west. The bearing of the roadway would be different than the bearing of

prevalent views. The distance of the transmission line from the roadway would minimize its visibility so as to not significantly affect visual character along Hayground Road.

Head of Pond Road between Water Mill-Towd and Scuttle Hole Roads. The Direct Route Alternative proposes to follow Head of Pond Road between Water Mill-Towd and Scuttle Hole Roads. The proposed transmission line would run along a portion of Head of Pond and would therefore be visible along this roadway. The Direct Route Alternative intends to replace existing 35-foot wooden transmission poles with similar-looking 48-foot wooden poles with 3 new conductors. Several existing utilities are already attached to existing utility poles that line the roadway. Figures 6-4d and 6-4e demonstrate existing and proposed conditions along portions of this scenic roadway. As shown, the Direct Route Alternative would add approximately 13 feet to each utility pole along with three new conductors. While visible, the new transmission line and taller utility poles would not result in a significant departure from existing conditions. Therefore, no significant adverse visual impacts are anticipated along Head of Pond Road.

Highland Terrace. Highland Terrace is over 1 mile from the Direct Route Alternative. This distance, coupled with any existing vegetation, buildings, and topography would prevent visibility of the Direct Route Alternative.

Hildreth Lane. Hildreth Lane is over 1 mile from the Direct Route Alternative. This distance, coupled with any existing vegetation, buildings, and topography would prevent visibility of the Direct Route Alternative.

Lopers Path. Lopers Path is an east-west road between Noyac Path and Millstone Road, but heads in a more northerly-southerly direction east of Millstone Road. The southern side of the east-west portion, looking toward the proposed transmission line, is characterized by expansive open fields. The project area is roughly one mile or more from Lopers Path, thus preventing clear views of the proposed poles. The portion east of Millstone Road is roughly 0.5 miles from the proposed transmission line in parts. This distance also prevents apparent visibility. The similar appearance of the proposed poles compared to existing poles would not greatly alter current views from this roadway. Therefore, no significant adverse impacts would result from the Direct Route Alternative to this visual resource.

Lumber Lane from north of Chase Court to Scuttle Hole Road. Lumber Lane runs north-south and perpendicular to the Direct Route Alternative. Open fields dominate the landscape from this corridor. The proposed transmission line would be visible to viewers facing north on this roadway. Views similar to those depicted in Photosimulations C and F on Figures 6-4c and 6-4f can be expected. Since the proposed transmission line would only be approximately 13 feet taller with three new conductors, and since existing utility poles would simply be replaced, no significant adverse visual impacts are anticipated.

Mecox Road. Mecox Road is located more than one mile southeast of the Direct Route Alternative study area. This roadway passes through predominantly single-family residential neighborhoods. Due to distance and existing vegetation, the proposed transmission line and poles would not be visible from this resource. Therefore, no significant adverse visual impacts would result from the Direct Route Alternative.

Millstone Road. Millstone road is lined with a combination of wooded areas and open fields. Much of the road is heavily wooded. This vegetation would screen the path of the proposed transmission line. Portions of the roadway that run through areas of open fields are not oriented in ways that allow for apparent visibility of the proposed transmission line. Millstone Road essentially runs perpendicular to the Direct Route Alternative; therefore, much of this corridor

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would not allow views due to the bearing of prevalent views compared to the bearing of the roadway. Furthermore, areas along the roadway with views across open fields are at a distance of approximately ¼ mile from the Direct Route Alternative on Scuttle Hole Road. This distance would prevent obvious visibility of the Direct Route Alternative across open fields. Views of the Direct Route Alternative would generally only be possible in the vicinity of Guyer Road. However, because the proposed utility poles would only replace existing utility poles with incrementally higher poles that are otherwise similar in appearance to existing distribution poles, the views would not be greatly altered and would not result in significant adverse impacts to this scenic resource.

*Mitchells Lane from north of Snake Hollow Road to Scuttle Hole Road.* Mitchells Lane runs perpendicular to Scuttle Hole Road where the Direct Route Alternative is proposed. The proposed transmission lines would therefore be most visible to vehicles approaching Scuttle Hole Road from Mitchells Lane. Photosimulation F on Figure 6-4f shows the view from Mitchells Lane looking north towards Scuttle Hole Road. As shown, existing 35 foot wooden utility poles would be replaced by the proposed 48-foot wooden poles. Three new conductors would be added to the new utility poles. The Direct Route Alternative would not significantly alter the existing views from Mitchells Lane, and no significant adverse visual impacts are anticipated.

*Montauk Highway.* The scenically designated portion of Montauk Highway is over 1 mile from the Direct Route Alternative. This distance, coupled with any existing vegetation, buildings, and topography would prevent visibility of the Direct Route Alternative.

*Narrow Lane.* Narrow Lane is a northwest-southeast oriented road between Head of Pond Road and Scuttle Hold Road. The Direct Route Alternative runs along Head of Pond Road and would be visible across large open fields to travelers heading northwest. However, because the proposed utility poles would be replace existing poles with incrementally higher poles that are otherwise similar in appearance to existing distribution poles, the scenic views from Narrow Lane would not be greatly altered. Therefore, no significant adverse visual impacts would result from the Direct Route Alternative.

*Narrow Lane South.* Narrow Lane South runs northwesterly-southeasterly with its northwestern terminus at Head of Pond Road, along which the Direct Route Alternative is proposed. An expansive open field on the northeastern side of the road would allow visibility of the proposed transmission lines to the northeast for vehicles heading northwesterly. However, some sight-line distances would be up to 0.5 miles. Existing vegetation on the southwestern side of the road would screen views to the northwest. Phtotosimulation F on Figure 6-4f which shows the view from Mitchells Lane shows a view similar to what can be expected from Narrow Lane South. The proposed utility poles would be approximately 13 feet taller, but similar in appearance to existing poles thus not adversely affecting this visual resource.

*North Sea Mecox Road west of David Whites Lane.* The portion of North Sea Mecox Road west of David Whites Lane is approximately 0.5 miles from the Direct Route Alternative. Land in this area is characterized by expansive, open fields. The proposed transmission lines would likely be visible heading east on North Sea Mecox Road. Photosimulation C on Figure 6-4c shows the view of the proposed transmission line from David Whites Lane from an area that is actually closer than North Sea Mecox Road. Due to the distance from the proposed transmission line, no adverse effects to this scenic resource are expected. The minimal difference in appearance of proposed transmission poles compared to existing poles would not result in a significant visual

impact. Views from North Sea Mecox Road would be even less apparent than views shown in Figure 6-4c.

*Noyac Path.* Noyac Path is a north-south road stretching from Millstone Road to Head of Pond Road. Although the Direct Route Alternative runs along Head of Pond Road, existing vegetation along Noyac Path would screen visibility of the Direct Route Alternative. Portions of Noyac Path do run through areas of flat, open fields. However, these areas are one mile or farther from the Direct Route Alternative, thus preventing any significant adverse visual impacts to this scenic corridor.

*Old Mill Road from south of Mill Pond to Montauk Highway/NYS Route 27.* Old Mill Road is located approximately one quarter to one half mile from the Direct Route Alternative. The roadway is lined by existing buildings and vegetation. The buildings and vegetation would generally limit views of the proposed transmission line. If views are possible from certain locations, they would be brief and heavily screened. Therefore, no significant adverse visual impacts are anticipated.

*Old Sag Harbor Road between Millstone and Brick Kiln Roads.* Old Sag Harbor Road runs parallel to the Direct Route Alternative approximately one mile to the north through a heavily forested region. No expansive scenic vistas are available. Existing vegetation would screen the proposed transmission line. Therefore, no adverse visual impacts would result from the Direct Route Alternative.

*Pauls Lane.* Pauls Lane is over 1 mile from the Direct Route Alternative. This distance, coupled with any existing vegetation, buildings, and topography would prevent visibility of the Direct Route Alternative.

*Sagaponack Road.* Sagaponack Road is over 1 mile from the Direct Route Alternative. This distance, coupled with any existing vegetation, buildings, and topography would prevent visibility of the Direct Route Alternative.

*Scuttle Hole Road from Montauk Highway/NYS Route 27 to Narrow Lane.* Scuttle Hole Road runs north and south between Montauk Highway (Route 27) and Narrow Lane. Existing vegetation screens views of the project area for most of its extent, although a small portion of the western side of the road is bounded by a large open field, across which the proposed transmission lines would be visible from northbound vehicles. However, the proposed transmission lines would be approximately 0.75 miles away and not in travelers' direct line of sight. This distance, combined with the similar appearance of the transmission poles compared to existing poles, would prevent adverse visual impacts.

*Scuttle Hole Road between Head of Pond Road and Meadows Lane.* The Direct Route Alternative would run along Scuttle Hole Road, and the proposed transmission line would be visible along most segments of this roadway between Head of Pond Road and Bridgehampton Sag Harbor Turnpike. Figures 6-4d to 6-4g (Photosimulations D to G) show proposed views from various locations along and adjacent to Scuttle Hole Road. As the photosimulations show, the proposed transmission line would be visible, but the incremental difference in height (approximately 13 feet) and three new conductors would not result in a significant impact to visual character along this roadway due to the fact that the proposed poles would replace existing poles that already carry several utilities.

*Water Mill-Towd Road.* The southeastern terminus of Water Mill-Towd Road is at the intersection of Head of Pond Road, along which runs the Direct Route Alternative. It is likely

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that the proposed transmission line would only be visible at the approach of this intersection since the entire stretch of Water Mill-Towd Road is heavily forested or otherwise characterized by low-density residential uses surrounded by forests. While visible, the Direct Route Alternative would result in insignificant changes compared to the existing condition as approximately 13 feet and three new conductors would be added to existing utility poles. Figures 6-4c to 6-4h demonstrate how views of existing wooden poles would be altered. Since the Direct Route Alternative would not substantially change existing conditions, no adverse impacts are anticipated.

Wickapogue Road. Wickapogue Road is over 1 mile from the Direct Route Alternative. This distance, coupled with any existing vegetation, buildings, and topography would prevent visibility of the Direct Route Alternative.

### *Public Parks*

Agawam Park, Village of Southampton. Agawam Park is located on the northern shore of Agawam Lake, approximately ½ mile southwest of the terminus of the Direct Route Alternative at the Southampton Substation. The existing vegetation and distance from the project area would prevent the proposed transmission line from being visible from this park. Therefore, the Direct Route Alternative would not result in any adverse visual impacts to this park.

Berwind Memorial Green. Berwind Memorial Green is the site of historic Beebe Windmill, located on Ocean Road and Hildreth Ave in the Bridgehampton hamlet center. The green is located approximately 2.2 miles south of the Bridgehampton Substation, and although portions of the Direct Route Alternative along Scuttle Hole Road are as close as 1.25 miles from the green, views of the Direct Route Alternative would not be possible due to the distance. In addition, the existing buildings within the hamlet center would further obstruct any views of the proposed transmission lines from the Berwind Memorial Green.

Big Woods Preserve. Big Woods Preserve, owned by the Town of Southampton and the Nature Conservancy, is located by Big Fresh Pond and Scott Roads in North Sea. The preserve is approximately 3 miles northwest of the Southampton Substation. Given this distance, vegetation, and topography, views of the Direct Route Alternative would not be possible from this location.

Bridgehampton Militia Green. This Town-owned triangular commons is located at the intersection of Montauk Highway/NYS Route 27 and Ocean Road in Bridgehampton hamlet center. The park is approximately 2 miles south of the Bridgehampton Substation. It is closest to the Direct Route Alternative at the intersection of Scuttle Hole Road and Mitchells Lane (approximately 1 mile away). The distance, existing vegetation, and buildings within the hamlet center would obstruct all views of the transmission line from this location. Therefore the Direct Route Alternative would not result in any significant adverse impacts.

Coopers Beach. Coopers Beach, a Village of Southampton beach, is located at the southwest corner of Meadow and Coopers Neck Lanes along the Atlantic Ocean. The beach is approximately 1.5 miles southwest of the Southampton Substation. Due to distance, topography, and existing vegetation, there would not be any views of the substation or transmission lines from this location.

Cryder Beach. Cryder Beach, a Village of Southampton beach, is located off Cryder Lane, along the Atlantic Ocean. The beach is approximately 1 mile south of the Southampton Substation. Given this distance and the existing topography and vegetation, views of the

substation and transmission lines would not be possible from this location. In addition, scenic views from this location are primarily of the ocean as opposed to the upland community, and no ocean views would be obstructed from this location.

David Whites Park. This Village of Southampton Park is located on David Whites Lane at the end of Pulaski Street. The Direct Route Alternative would traverse a portion of David Whites Lane north of David Whites Park as it turns north from the railroad tracks. The railroad tracks are approximately 0.25 miles from David Whites Park. While visibility of the proposed transmission lines may be possible from this park, that visibility would not be significant due to the distance and screening by existing vegetation and buildings. In most portions of the park existing homes along David Whites Lane would entirely block views of the proposed transmission line.

Emma Rose Elliston Park. Emma Rose Elliston Park, a Town of Southampton park, is located south of Millstone Brook Road by Big Fresh Pond. The park is located over a mile northwest of the Direct Route Alternative study area. Given this distance, the Direct Route Alternative would not be visible from this location.

Flying Point Beach. Flying Point Beach is located on Flying Point Road south of Mecox Bay, along the Atlantic Ocean in the hamlet of Water Mill. This Town beach is located more than one mile south of the Direct Route Alternative study area, and more than 2.75 miles south of any portion of the proposed transmission line. Despite the open water and long views from Mecox Bay, the Direct Route Alternative would not be visible from this location due to vegetation, buildings, distance, and topography on the opposite side of the bay.

Flying Point Park (Downs Family). Flying Point Park, a Village of Southampton park, is located on Flying Point Road south of Montauk Highway/NYS Route 27. The park is within the Direct Route Alternative study area, and approximately 0.75 miles from the closest portion of the proposed transmission line. Due to existing topography, vegetation, and distance, the increase in pole height and new transmission lines would not be perceptible from this location. Therefore, the Direct Route Alternative would not have a significant adverse impact on this location.

Foster Memorial Beach (Long Beach). Foster Memorial Beach, a Town of Southampton beach, is a causeway beach that traverses both sides of Noyac Long Beach Road between Noyac and North Haven along Noyac Bay. At its closest point, the beach is approximately 2.5 miles north of the Direct Route Alternative at the intersection of Scuttle Hole Road and Brick Kiln Road. As shown in Photograph 9 on Figure 6-3e, Natural vegetation buffers and sight-line distance would prevent any significant adverse visual impacts to Foster Memorial Beach.

Fowlers Lane Beach. Fowlers Lane Beach, a Village of Southampton beach, is located at the end of Fowler Lane, near Phillips and Jule Ponds, along the Atlantic Ocean. The beach is over approximately 2 miles from the nearest portion of the proposed transmission line. Therefore, due to distance, topography, and existing vegetation, the proposed utility line would not be visible from this location.

Georgica Pond Area. A Nature Conservancy preserve is located by Georgica Pond, in the southwestern section of the Town of Easthampton. The preserve is over 2.5 miles southeast of the Direct Route Alternative study area. Due to distance, existing buildings, and vegetation, the proposed transmission line would not be visible from this location.

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*Gibson Beach.* Gibson Beach, a Town of Southampton beach along the Atlantic Ocean, is located at the end of Gibson Lane in Sagaponack. The beach is approximately 2.75 miles south of the Direct Route Alternative study area. Due to the distance, existing buildings, and vegetation, the proposed transmission line would not be visible from this location.

*Gin Lane Beach.* Gin Lane Beach, a Village of Southampton beach, is located west of South Main Street and south of Gin Lane and Agawam Lake, along the Atlantic Ocean. The beach is approximately 0.5 miles south of the Direct Route Alternative study area, and approximately 1.5 miles southeast of the Southampton Substation. Due to distance, topography, and existing vegetation, it is unlikely that there would be any views of the substation or transmission lines from this location. If any views are possible, they would be heavily screened and at a distance great enough to result in any visual impacts due to the similar appearance of the proposed poles compared to the existing utility poles.

*Halsey Neck Lane Beach.* Halsey Neck Lane Beach, a Village of Southampton beach, is located by Meadow Lane and Halsey Neck Lane along the Atlantic Ocean. The beach is over a mile south of the Direct Route Alternative study area, and 1.75 miles southwest of the Southampton Substation. Due to distance, topography, and existing vegetation, there would not be any views of the proposed transmission line from this location.

*Havens Beach.* Havens Beach, a Village of Sag Harbor beach, is located north of Bay and Hempstead Streets. The beach is located more than one mile north of the Direct Route Alternative study area, and more than 2 miles from the Bridgehampton Substation (the nearest point along the Direct Route Alternative). The distance and relatively dense development within the Village of Sag Harbor would obstruct any views of the proposed transmission lines and substation from this location.

*Laurel Valley County Park.* Laurel Valley County Park is located on the east side of Deerfield Road north of Middle Line Highway. The park is more than 3 miles north of the Direct Route Alternative transmission line. Therefore, the distance, topography, and vegetation would obstruct all views of the proposed transmission line.

*Little Plains Beach.* Little Plains Beach, a Village of Southampton beach, is located at the end of Little Plains Road on the Atlantic Ocean. The beach is approximately 1.2 miles southeast of the Southampton substation and 1 mile south of the LIRR section of the Direct Route Alternative transmission line. The distance and development within Southampton would obstruct all views of the substation and proposed transmission line from this location. In addition, scenic views from this location are primarily of the Atlantic Ocean, which would in no way be obstructed by the Direct Route Alternative.

*Lola Prentice Park.* Lola Prentice Park, a Village of Southampton park, is located on Windmill Lane north of Jobs Lane. The park is approximately 0.75 miles south of the Southampton Substation. Given this distance and the existing development within Southampton views of the proposed transmission line would not be possible.

*Long Pond Greenbelt.* Stretching between Sag Harbor and the Atlantic Ocean is an area designated as the Long Pond Greenbelt which was established by the Nature Conservancy. The greenbelt incorporates a network of ponds including Long Pond, Little Long Pond, and Crooked Pond. The greenbelt is bounded to the west by Bridgehampton Sag Harbor Turnpike, along which the proposed transmission line would run. Portions of the expanded Bridgehampton Substation and proposed transmission lines along the Bridgehampton Sag Harbor Turnpike may

be visible from portions of the Long Pond Greenbelt. The Bridgehampton Substation is currently visible through a narrow band of vegetation along the western side of Bridgehampton Sag Harbor Turnpike. Improvements at the Bridgehampton Substation would be made approximately 350 feet from Bridgehampton Sag Harbor Turnpike. This distance, combined with the vegetative screening would limit visibility of any new equipment constructed at the substation. Furthermore, LIPA has committed to providing appropriate new evergreen and deciduous vegetation to further screen any new equipment in the event that it is visible from Bridgehampton Sag Harbor Turnpike. Photosimulation H on Figure 6-4h shows the view of the new transmission line from Bridgehampton Sag Harbor Turnpike immediately along the Direct Route Alternative. As shown in the photosimulation, the Direct Route Alternative would increase the height of existing poles in this location by approximately 13 feet and would add three new conductors. This change does not significantly affect the existing character of the roadway. Therefore, the visual quality of this roadway would not be noticeably altered and the Direct Route Alternative would result in no significant adverse visual impacts. Further east of the roadway, the greenbelt is heavily forested. This would screen views of the Direct Route Alternative. Therefore, the Direct Route Alternative would not result in any significant adverse visual impacts on the Long Pond Greenbelt.

*Mashashimuet Park, Village of Sag Harbor.* Mashashimuet Park is located near Sag Harbor at the intersection of Main Street and Jermain Avenue. The park is approximately 1 mile north of the terminus of the Direct Route Alternative at the Bridgehampton Substation. Land surrounding this park is heavily forested and would screen potential views of the proposed transmission lines. Therefore, no significant adverse visual impacts are expected to Mashashimuet Park.

*Mecox Bay Preserve.* Mecox Bay Preserve is owned by the Nature Conservancy and located along Dune Road between Mecox Bay and the Atlantic Ocean, in Bridgehampton. The preserve is approximately 1.5 miles south of the Direct Route Alternative study area, and more than 3 miles south of any portion of the proposed transmission line. Despite the open water and long views from Mecox Bay, the Direct Route Alternative would not be visible from this location.

*Mecox Beach.* Mecox Beach, a Town of Southampton beach, is located at the intersection of Dune Road and Jobs Lane along the Atlantic Ocean coastline in Bridgehampton. The beach is approximately 2 miles south of the Direct Route Alternative study area and more than 3 miles south of any portion of the proposed transmission line. Despite the open water and long views from Mecox Bay, the Direct Route Alternative would not be visible from this location.

*Munn Point.* Munn Point, a Village of Southampton beach and preserve, is located off Meadow Lane between Shinnecock Bay and the Atlantic Ocean. The beach is approximately 2 miles southwest of the Direct Route Alternative study area and more than 3.5 miles southwest of the Southampton Substation. The distance, topography, and existing development would obstruct any views of the Direct Route Alternative.

*North Sea Athletic Facility and Park.* North Sea Park, a Town of Southampton property, is located on Majors Path east of Little Fresh Pond in North Sea. It is approximately 0.5 miles outside the Direct Route Alternative study area and is approximately 1 mile north of the Southampton Substation. The distance and existing development would obstruct all views of the Direct Route Alternative.

*Northwest Harbor County Park.* Northwest Harbor County Park is within the Easthampton Town limits and sits near the northern shore of Long Island's south fork. The park is roughly 3 miles from the terminus of the Direct Route Alternative at the Bridgehampton Substation. As

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shown in Photograph 8 on Figure 6-3d, despite expansive views across Northwest Creek looking toward the proposed transmission line, the proposed transmission line would be at a great enough distance to prevent them from being visible from this park. Therefore, no significant adverse visual impacts are expected to Northwest Harbor County Park.

*Old Town Beach.* Old Town Beach is an Atlantic Ocean beach located by the intersection of Old Town Road and Gin Lane in the Village of Southampton. The beach is approximately 2 miles southeast of the Southampton Substation and 1.75 miles south of the LIRR section of the Direct Route Alternative transmission line. Similar to other Southampton beaches along the Atlantic Ocean, the distance and development within Southampton would obstruct all views of the substation and transmission line from this location. In addition, scenic views from this location are primarily of the Atlantic Ocean, which would in no way be obstructed by the Direct Route Alternative.

*Peter's Pond Beach.* Peter's Pond Beach, a Town of Southampton beach along the Atlantic Ocean, is located at the end of Peters Pond Lane in Sagaponack. The beach is over 2.75 miles southeast of the Direct Route Alternative study area. Due to the distance, vegetation, and buildings, the proposed transmission line would not be visible from this location.

*Poxabogue County Park.* Poxabogue County Park is located just east of the hamlet of Bridgehampton. The park sits between Poxabogue Pond and the LIRR tracks. It is accessed by Old Farm Road. Poxabogue County Park is roughly 1.5 miles from the Direct Route Alternative. As shown in Photograph 7 on Figure 6-3d, visibility of the proposed transmission line would be screened by existing vegetation. Therefore, the Direct Route Alternative would not result in any significant adverse visual impacts to Poxabogue County Park.

*Railroad Plaza Park, Village of Southampton.* Railroad Plaza Park is located south of the LIRR Southampton station, along Railroad Plaza. The park is within the Direct Route Alternative study area. The existing distribution lines are visible from this location and the proposed transmission lines would also be visible. Although the new utility poles would be taller, they would not significantly alter the views from this location. Photosimulation B on Figure 6-4b shows the view looking north towards the railroad tracks from Elm Street (just east of Railroad Plaza). As demonstrated in the photosimulation, the Direct Route Alternative would result in new utility poles that would be taller than the existing poles in addition to three new conductors that would be attached to the poles. However, these poles would replace existing infrastructure and would not be significantly different from existing distribution poles that already exist in the area. The additional conductors would also be similar to the existing distribution lines in the surrounding area. Therefore, no significant adverse visual impacts are expected at Railroad Plaza Park.

*Richard L. Fowler Nature Walk, Village of Southampton.* The Richard L. Fowler Nature Walk is located approximately 1.5 miles south of the Seven Ponds Road section of the Direct Route Alternative. The proposed transmission line would not be visible from this nature walk due to the presence of vegetation within the preserve, which is heavily forested and screens the study area from this resource. Therefore, the Direct Route Alternative would not result in any significant adverse visual impacts to the Richard L. Fowler Nature Walk.

*Rosko Drive Park.* Rosko Drive Park is located at the east end of Anns Lane south of Montauk Highway/Hill Street in the Village of Southampton. This Village property is more than one mile southwest of the Southampton Substation. Due to the distance and existing residential

development surrounding the property, the Direct Route Alternative would not be visible from this location.

Ruth Wales DuPont Sanctuary. Ruth Wales DuPont Sanctuary is owned by the Nature Conservancy and located east of Captains Neck Lane along the western shore of Taylor Creek in the Village of Southampton. The sanctuary is over one-half mile southwest of the Direct Route Alternative study area. Due to the distance and existing residential development surrounding the property, the Direct Route Alternative would not be visible from this location.

Sagg Main Town Beach. Sagg Main Town Beach is located on a small peninsula separating Sagaponack Pond and the Atlantic Ocean at the end of Sagaponack Main Street. This park is more than 3 miles from the Direct Route Alternative. Even though there is an expansive vista across Sagaponack Pond from Sagg Main Town Beach as shown in Photograph 6 on Figure 6-3c, the proposed transmission line would not be visible due to natural vegetation buffers and distance.

Sagg Swamp Nature Preserve. Sagg Swamp Nature Preserve is located along Sagg Road, more than 2 miles southeast of the Direct Route Alternative and Bridgehampton Substation. It is also located southeast of the Bridgehampton hamlet center. The preserve is not easily accessible and is not a large public gathering place. Existing structures and vegetation would screen the proposed transmission line from this area. Therefore, no significant adverse visual impacts would result from the Direct Route Alternative.

Sayre Park. Sayre Park, a Town of Southampton park, is located on Snake Hollow Road along the LIRR tracks in Bridgehampton. The park is within the Direct Route Alternative study area and is approximately 1 mile south of the proposed transmission line. Due to the distance, and existing vegetation and development, the Direct Route Alternative or substations would not be visible from this location. Therefore, the Direct Route Alternative would not result in any significant adverse visual impacts.

Scallop Pond Preserve. The proposed transmission line is approximately 2.5 miles east of the preserve and screened by thick vegetation. Therefore, the Direct Route Alternative would not result in any significant adverse visual impacts to the Scallop Pond Preserve.

Town Line Beach. Town Line Beach, a Town of Southampton oceanfront beach, is accessible via Town Line Road in Sagaponack. The beach is approximately 3 miles southeast of the Direct Route Alternative study area. Due to distance, buildings, and vegetation, the proposed transmission line would not be visible from this location.

Trout Pond Park. Trout Pond Park, a Town of Southampton park, is located at Noyack Road and Ruggs Path in Noyack. The park is approximately 1.25 miles north of the Direct Route Alternative study area. Due to the distance, and dense vegetation between the park and proposed transmission line, visibility of the proposed line would not be possible from this location.

Water Mill Hamlet Center Green. The Water Mill Village Green is a triangular open space maintained by the Water Mill Village Improvement Association. The property is bounded by Montauk Highway/NYS Route 27, Halsey Lane, and Proprietors Lane. The green is approximately 2.2 miles south of the Bridgehampton Substation, and although portions of the Direct Route Alternative along Scuttle Hole Road are as close as 1.25 miles from the green, the distance and existing buildings within the hamlet center would block any views of the proposed transmission lines from the Water Mill Hamlet Center Green.

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William Dunwell Park. William Dunwell Park, a Village of Southampton park, is located at the intersection of Old Town Road and Toylsome Lane. The park is within the Direct Route Alternative study area. The park is approximately 1 mile southeast of the Southampton Substation. The high concentration of residential development between the park and proposed transmission line would screen all views of the Direct Route Alternative from this location.

Windward Way Park. Windward Way Park is located south of Windward Way in the Village of Southampton. The park is located 0.3 miles west of the Southampton Substation along the LIRR tracks. It currently has full views of the tracks and partial views of the substation. Although the substation portion of the Direct Route Alternative would be partially visible from this location, the proposed transmission lines would not extend as far west as the park. The Direct Route Alternative would not significantly alter the character of the existing views of train tracks and transmission lines. Therefore, the Direct Route Alternative would not result in any significant adverse visual impacts to Windward Way Park.

W. Scott Cameron Beach. W. Scott Cameron Beach, a Town of Southampton beach, is located on Dune Road south of Mecox Bay along the Atlantic Ocean in Bridgehampton. The beach is approximately 5 miles southwest of the Bridgehampton Substation and 3 miles south of the proposed Direct Route Alternative transmission line. Despite the open water and long views from Mecox Bay, no portion of the Direct Route Alternative would be visible from this location. In addition, scenic views from this location are primarily of the Atlantic Ocean and Mecox Bay, which would in no way be obstructed by the Direct Route Alternative.

Wolf Swamp Sanctuary. On the northwestern shore of Big Fresh Pond at the intersection of Millstone Brook Road and Scott Road is the Wolf Swamp Sanctuary. This site is roughly 3 miles from the Direct Route Alternative. Due to distance and natural vegetative buffers, there would not be any significant adverse visual impacts to the Wolf Swamp Sanctuary.

Wyandanch Beach. Wyandanch Beach, a Village of Southampton beach, is located along the Atlantic Ocean at the end of Wyandanch Lane. This beach is approximately 1.3 miles southeast of the Southampton substation and 1 mile south of the LIRR section of the proposed Direct Route Alternative transmission line. Similar to other Southampton beaches along the Atlantic Ocean, the distance and development within Southampton would likely obstruct all views of the substation and transmission line from this location. In addition, scenic views from this location are primarily of the Atlantic Ocean, which would in no way be obstructed by the Direct Route Alternative.

### *Other Locally Significant Resources*

Railroad Corridor. The Long Island Railroad Corridor runs east-west through the study area. There are also two train stations in downtown Southampton and Bridgehampton. A portion of the Direct Route Alternative would utilize the right-of-way of the Long Island Railroad in downtown Southampton. This portion of the railroad corridor generally does not provide any scenic vistas. While views of the proposed poles would be possible along the stretch of railroad from the Southampton Substation to David Whites Lane, views would be brief as the train would typically be in motion. The positioning of the poles along the railroad character would not be easily apparent in the downtown area due train motion and other buildings and structures that would also be visible. Therefore, the Direct Route Alternative is not expected to adversely affect views from the Long Island Railroad.

*Mill Pond.* Mill Pond is located near Water Mill. Due to vegetation that surrounds the Pond on the North and West sides of the Pond, views of the proposed transmission line would be unlikely. If any areas where gaps in the dense vegetation exist, the views of the transmission line would still be screened by at least some vegetation. Therefore, the Direct Route Alternative would not result in any significant adverse visual impacts.

## E. CONCLUSION

Of the 106 visual resources listed above, the proposed poles associated with the Direct Route Alternative (assuming the entire route were to be overhead) would be visible or potentially visible from 33 resources, which are listed below. The Direct Route Alternative transmission line and/or Bridgehampton Substation expansion would be visible from the following existing or proposed resources:

- Southampton North Main Street Historic District
- Southampton Village Historic District & Expansion
- Eastern GEIS/Great Swamp
- Long Pond Greenbelt (Community Preservation Fund Parcels)
- Paumanok Path
- Morton-to-Kellis Pond Trail
- Trout Pond to Brick Hill Trail
- Brick Kiln Woods
- Bay-to-Ocean Trail
- Blank Lane
- Brick Kiln Road
- Bridgehampton Sag Harbor Turnpike
- Butter Lane from north of Foster Avenue to Scuttle Hole Road
- Cooks Lane
- Deerfield Road
- Edge of Woods Road
- Hayground Road
- Head of Pond Road
- Lopers Path
- Lumber Lane
- Millstone Road
- Mitchells Lane from north of Snake Hollow Road to Scuttle Hole Road
- Narrow Lane
- Narrow Lane South
- North Sea Mecox Road west of David Whites Lane
- Noyack Path
- Old Mill Road from south of Mill Pond to Montauk Highway/NYS Route 27

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- Scuttle Hole Road
- Water Mill-Towd Road
- David Whites Park, Village of Southampton
- Long Pond Greenbelt (Trails)
- Railroad Plaza Park, Village of Southampton
- Windward Way Park, Village of Southampton

Following the guidance of DEC-00-2, visibility of the proposed transmission line is not considered a significant adverse impact at these locations because the Direct Route Alternative would replace an existing distribution line at the same location and thus would not significantly alter views from these locations or the public's enjoyment of those resources.

The Direct Route Alternative would not have any significant adverse impacts on the visual character of the study area. Although the new utility poles would be taller than the previous poles, the height difference of 13 to 18 feet from a visual standpoint, and especially when viewed from a distance of 100 or more feet, is negligible. The new transmission line, where visible, would not be substantially different from the existing distribution lines along the route, nor would it be in sharp contrast with existing land uses. Thus, the Direct Route Alternative would not significantly impair the visual landscape as experienced from any scenic or historic resources or interfere with or reduce the public's, or area residents', enjoyment and/or appreciation of the appearance of any inventoried scenic, historic, open space or agricultural resource. In addition, residents and visitors to the area would not experience a significant change in the visual character of the area. Thus, there would be no significant adverse visual impacts as a result of the Direct Route Alternative.

Although these impacts are not deemed significant, LIPA has committed to placing at least 50 percent of the new transmission line underground. In making the final determination regarding what portions of the proposed transmission line underground, consideration would be given to the resources described above. If the Village underground option were selected, five historic or recreational resources with potential visibility of the Direct Route Alternative would have no visibility of the transmission line. These resources include the Southampton North Main Street Historic District, Southampton Village Historic District and Expansion, David Whites Park, Railroad Plaza Park, and Winward Way Park. However, the existing distribution lines would remain and be visible along the Direct Route Alternative. \*