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NEW STADIUM SEQR PROCESS – VIEWSHED ANALYSIS

Populous has performed a viewshed analysis for the proposed new Buffalo Bills Football Stadium (“New Stadium”) in Orchard Park, New York for use in Erie County’s (“County”) review of the New Stadium as Lead Agency pursuant to the New York State Environmental Quality Review Act (“SEQR”). As part of a review under SEQR, the County is required to evaluate “aesthetic impacts” to the environment, meaning the consequence of a visual impact on the public’s use and enjoyment of the appearance or qualities of a resource. Notably, it is not the size of the structure alone that determines adverse impact, the setting of a proposed building or structure and its impact on a designated or sensitive resources is what needs to be determined.

The New Stadium will replace the existing Highmark Stadium (“Existing Stadium”) that has been in operation since 1973, nearly fifty years. The New Stadium will create a compact and intimate atmosphere that provides increased fan comfort and amenities while preserving the uniquely Buffalo outdoor gameday environment. The New Stadium will be located on the west side of Abbott Road, directly west of the Existing Stadium. A small approximately 75,000 sf Auxiliary Building that is envisioned to be a single story, metal panel clad building similar to the existing (and to remain) Commissary and Operations Buildings east of Abbott Road will be constructed south of the New Stadium. This Auxiliary Building will house stadium operations and infrastructure functions adjacent to the site’s service entry that also connects to Buffalo Bills (“Team”) continuing operations on the east side of Abbott Road via One Bills Drive.

EXISTING CONDITIONS

Existing Stadium

The Existing Stadium is located on the east side of Abbott Road on an approximately 143-acre complex (the “Site”). The Existing Stadium’s field lights are its highest point, which extend up to 140’ and the structure is approximately 930’ long, and 830’ wide. The field lights project significantly above other portions of the existing stadium, dominating its appearance during the day and particularly at night when lit due to their exposed configuration. The concourses and pedestrian ramps are exposed and the various building additions over time form a very utilitarian and non-unified appearance. The one-story metal panel clad Commissary and Operations buildings were opened in 2013 and will remain to continue to support the Bills operations. The ADPRO Sports Training Center houses the two-story Buffalo Bills administrative office headquarters and team training facilities. Its approximately 125’ tall fieldhouse contains the team’s indoor practice field and is adjacent to its outdoor practice fields. All these facilities will remain. Smoke’s Creek forms the eastern edge of the existing stadium complex (Complex). The primary views of the existing stadium are from Abbott Road due to the mature tree lines surrounding the Complex and in the surrounding area.

Surrounding Neighborhoods

There are several neighborhoods surrounding the Complex. The *Town of Orchard Park Comprehensive Plan (2007)* describes the area surrounding the Complex and Erie Community College (ECC) as “a variety of commercial and residential uses” and “older, more densely developed neighborhoods.” The *Town of Orchard Park Intensive Level Survey of Historic Resources* explained that there was a “building boom” after World War II that resulted in a return to the New England Cape Cod style of residential structures and introduced the Ranch style home. It also states that “since the 1950s, several well-executed subdivisions

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of “neo-colonial” style residential structures have been established.” During the late 1900s, a wide range of more modern architectural styles were utilized in residential construction in this area of Orchard Park.

The major roads connecting the neighborhoods surrounding the Complex and ECC include Southwestern Boulevard to the north, California Road to the east, Big Tree Road to the south, and Abbott Road running north and south with the existing Stadium to the east and ECC and the site of the future stadium to the west. Along these roads are commercial properties, with a few residential properties. Many of these properties provide additional parking on game days.

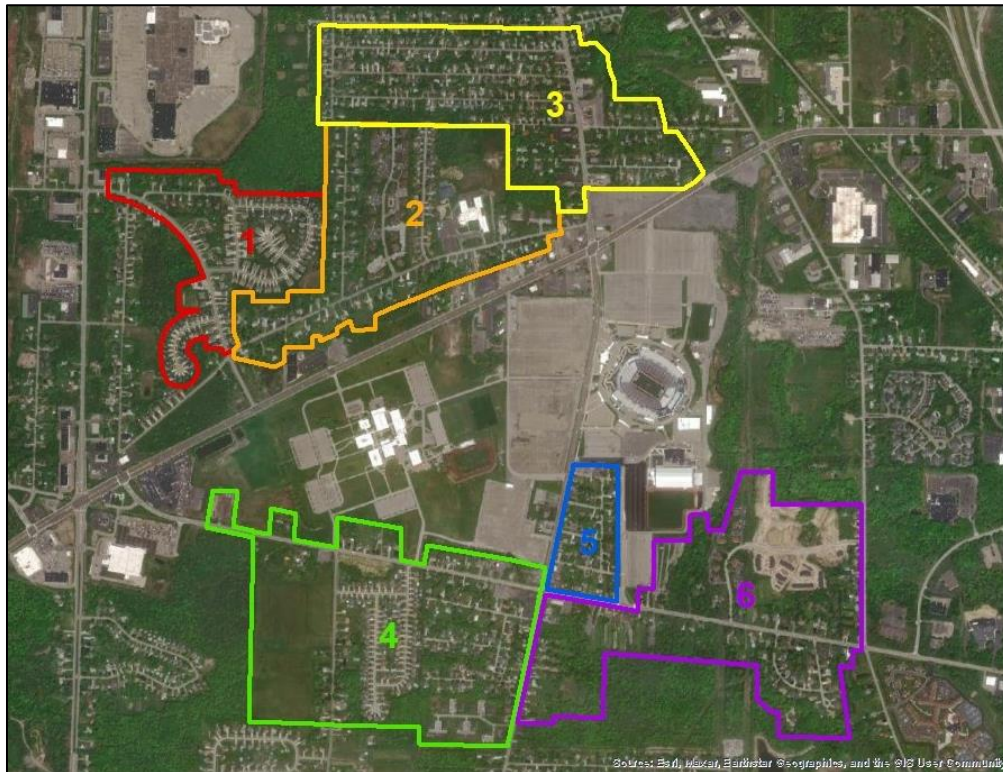


Photo 1. Aerial image of the neighborhoods surrounding the Existing and New Stadiums.

Neighborhood 1

North of Southwestern Boulevard and northwest of the proposed New Stadium, Sheldon Road runs parallel and intersects with Brompton Drive. Brompton Drive contains a mix of one- and two-family Colonial and Ranch style residential structures that were built in the 1990s. There are two subdivisions located off of Brompton Drive to the east and west that were built between 2000 and 2015. The average lot size in this neighborhood is 0.28 acres.

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Photo 4: Newer subdivision at the end of Connors Way (4084, 4092, 4098, & 4097 Connors Way), located northwest of the New Stadium.

Neighborhood 2

Sheldon Road continues east, still northwest of the New Stadium. Two dead end roads, running perpendicular to Sheldon Road, contain Post-World War II residential structures built in the 1950s and 1960s. Many of these residential structures are Colonial or Ranch style. An apartment complex, with straight Mansard roofs, was built in 1975 between the two dead end roads. To the east of these streets is an elementary school that was built in 1957. The average lot size in this neighborhood is 0.57 acres.



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Photo 5. Aerial image of the neighborhood to the north/northwest of the New Stadium (Neighborhood 2).



Photo 6: Residential structures on the north side of Sheldon Drive (3956 & 3952 Sheldon Drive), located northwest of the New Stadium.



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Photo 7: Residential structures on the east side of Lynn Drive (3803 & 3809 Lynn Drive), located north of the New Stadium.

Neighborhood 3

North of the New and Existing Stadium sites, Sheldon Road intersects with Abbott Road. There are two dead-end streets on each side of Abbott Road, just north of Sheldon Road. These roads consist of older residential structures built between 1900 and 1950, many having gabled roofs. North of the dead-end streets, to the west of Abbott Road, the streets begin to connect. Residential structures on these streets were built between 1940 and 1970. Residential structures in this area are Colonial or Ranch style residential structures. The average lot size in this neighborhood is 0.26 acres.



Photo 8. Aerial image of the neighborhood to the north of the New and Existing Stadium (Neighborhood 3).

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Photo 9: Residential structures on the north side of Roseview Avenue (4956 & 4962 Roseview Avenue), located north of the New Stadium.



Photo 10: Residential structures on the south side of W. Abbott Grove Avenue (94 & 110 W. Abbott Grove Avenue), located north of the New Stadium.

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Neighborhood 4

There are a few residential structures located along Big Tree Road, to the south of ECC and the proposed New Stadium. There is one residential structure on a 40-acre parcel that is listed as being built in 1825 and another residential structure on a two-acre parcel listed as being built in 1820. Most of the residential structures closer to Abbott Road were built Post-World War II, in the 1960s and 1970s. There is one apartment complex, located further west towards Southwestern Boulevard, that was built in 1976.

South of Big Tree Road is a subdivision that was built in the 1990s. To the west of Abbott Road are three dead end streets. Residential structures on these streets vary in style and age, being built between 1900 and 1990. Styles include Cape Cod, Ranch, and National. There is an apartment complex to the south that was built in 2016. The average lot size in this neighborhood is 0.41 acres.

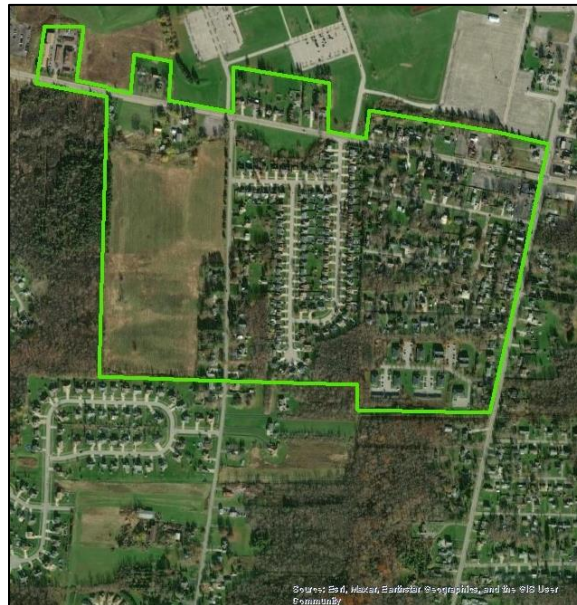


Photo 11. Aerial image of the neighborhood to the south/southwest of the New Stadium (Neighborhood 4).

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Photo 12: Residential structures on the west side of Kathleen Street (4372 & 4366 Kathleen Street), located southwest of the New Stadium.



Photo 13: Residential structures on the south side of Lehigh Street (7 & 11 Lehigh Street), located south of the New Stadium.

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Neighborhood 5

South of the Existing Stadium, north of Big Tree Road, between Abbott Road and Bills Drive, is a small neighborhood of older residential structures. These residential structures were built between the 1920s and 1980s and styles include Cape Cod, Ranch, and National. A gate surrounds the neighborhood to the north and east, with openings providing easy pedestrian access to the Stadium. The average lot size in this neighborhood is 0.32 acres.

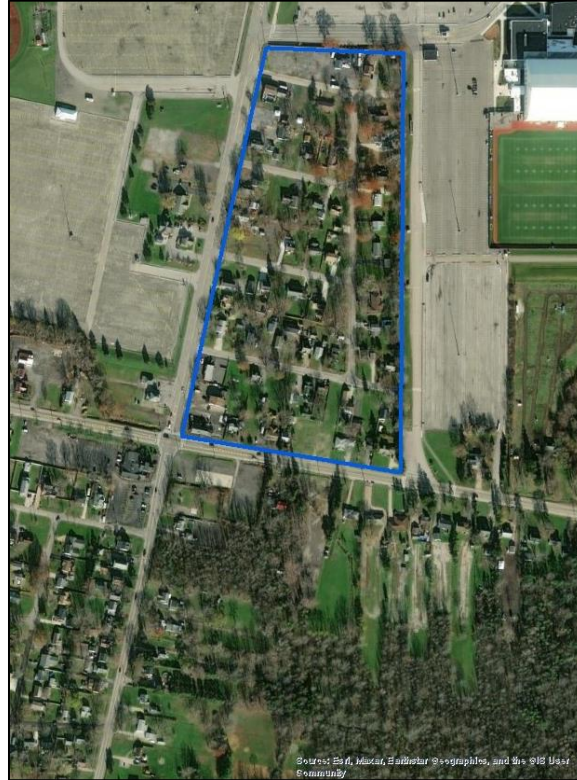


Photo 14. Aerial image of the neighborhood to the south of the Existing Stadium (Neighborhood 5).

Neighborhood 6

Along the east side of Abbott Road and along Big Tree Road are larger lots containing Colonial and Ranch style residential structures that were built post-World War II. On the north side of Big Tree Road, two apartment complexes were built along Shadow Lane, connecting to California Road. The apartment complex closer to Big Tree Road was built in 1980 and has straight Mansard roofs. The apartment complex closer to California Road was built in 2021. There is a minor subdivision located south of Big Tree Road, near California Road, containing all one-story Ranch style residential structures built between 1950 and 1980. Along California Road are a mix of one-story Ranch style residential structures, two-story two-family residential structures, and Colonial style residential structures. The residential structures on California Road were built in the 1950s and 1970s. The average lot size in this neighborhood is 1.14 acres.

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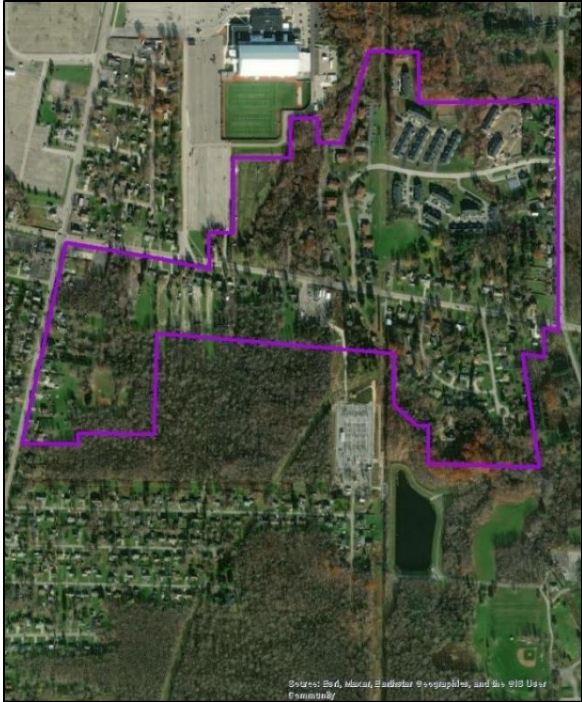


Photo 15. Aerial image of the neighborhood to the southeast of the New Stadium (Neighborhood 6).



Photo 16: Big Tree Manor Apartments on Shadow Lane, southeast of the New Stadium.

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Photo 17: Residential structures on the south side of Kings Court (10 & 14 Kings Court), located southeast of the New Stadium.



Photo 18: Residential structure on the east side of California Avenue (4262-4264 California Road), located southeast of the New Stadium.

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PROPOSED CONDITIONS

The New Stadium, to be built on the west side of Abbott Road, directly west of the Complex, is orientated in a North-Northwest field orientation which is ideal for football games and is favorable for sun, wind, and fan protection. The rotation of the New Stadium relative to Abbott Road creates a welcoming entry plaza on the New Stadium's east sideline and a large plaza and prominent entry on the New Stadium's north end where approximately 60% of the fans are expected to enter the Site. The rotated building form also presents a more appealing and reduced mass when viewed from Abbott Road.

The New Stadium will be approximately 190' at the highest point of its roof, 880' long, and 730' wide. While the New Stadium's compact footprint is smaller than the Existing Stadium by approximately 50' in length and 100' in width, its roof canopy could extend approximately 50' higher than adjacent grade as compared to the Existing Stadium's Field lights.

Much like the Existing Stadium, the playing field will be sunken into the ground. However, the main concourse that serves a large portion of the fans will be located at grade on three of its sides to create a more accessible and user-friendly entry experience. A lower service mezzanine level located at the south end of the stadium will align with its adjacent grade to provide direct access to the loading dock and field tunnels. Patron amenities and building support spaces will wrap the perimeter of the main and upper concourses to provide wind and weather protection for patrons, and open views to the field. A building envelope skin consisting of perforated metal, glass and brick masonry is envisioned to wrap the stadium's perimeter to provide a more unified and architecturally pleasing appearance than the existing stadium.

A partial roof canopy is intended to cover a portion of the seating bowl to provide weather protection and increased fan comfort. The canopy will also provide the means to discreetly locate field lighting and speakers while helping minimize their output outside of the New Stadium as compared to the Existing Stadium. By locating the field lights under the solid roof canopy, they will not be projecting above the stadium and be exposed to direct views outside of the stadium like the existing stadium.

Following completion of construction of the New Stadium, the Existing Stadium will be demolished and converted to parking. The new parking areas will have improved paved pedestrian pathways and landscaping consisting of trees, shrubs and groundcover as compared to the existing conditions. A landscaped bioswale will be used to manage a portion of the stormwater runoff while providing more landscaped surface area.

The following pages utilize Google Earth images to illustrate the existing views along major streets and vantage points surrounding the site of the existing stadium and comparable views illustrating the size and mass of the New Stadium. The images that illustrate the Existing Stadium and conditions near the site are keyed in on the Project Area Plan. Images which illustrate the New Stadium's massing and conceptual site plan and some side-by-side comparisons near the site are keyed in the Concept Site Plan. Images illustrating both New and Existing Stadiums from vantage points further away from the project site are keyed in a second Concept Site Plan depicting the larger surrounding area. The images containing the New Stadium do not reflect its proposed architectural treatment, but rather are only

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intended to approximate its height and scale in the massing diagrams. As can be seen from the images, the most noticeable change between existing and proposed views is along Abbott Road and from the ECC campus where the stadium is more visible and from east of Smokes Creek where it is less visible. Due to topography and mature trees, even with the New Stadium's increased height, views from other vantage points are not significantly changed. The New Stadium will be more visible from aerial views and elevated points that allow views connecting the downtown Buffalo skyline to the New Stadium.

SEQR VIEWSHED IMAGES ANALYSIS

Near Site Views

1. Aerial view from northeast of New Stadium and Ancillary Building. This view illustrates the demolished Existing Stadium condition with the existing to remain Bills Team Store in the foreground and existing to remain ECC buildings in the background.
2. Aerial view from southwest of New Stadium and Ancillary Building. This view illustrates the existing to remain ECC buildings in the foreground and the demolished Existing Stadium condition converted to parking with remaining Bills ADPRO Sports Fieldhouse, Training Facility, Commissary and Operations buildings in the background.
3. View from Northeast at Abbot Road and Southwestern Road intersection illustrating New Stadium and Existing Stadium in side-by-side comparison. As depicted therein, the existing tree line will serve to partially screen the New Stadium from Neighborhood 3.
4. View looking south down Abbot Road of existing conditions with Existing Stadium and Fieldhouse beyond.
5. View looking south down Abbot Road intersection illustrating New Stadium and Existing Stadium in side-by-side comparison. As depicted therein, the existing tree line will serve to partially screen the New Stadium from Neighborhood 3.
6. View looking south down Abbot Road, within "Site" boundary, with New Stadium in the background and new parking entrance in the foreground.
7. View looking north up Abbot Road of existing conditions with Existing Stadium. Construction office trailers are in the foreground and the Bills Team Store is in the background while it was under construction.
8. View looking north up Abbot Road at Bills Drive illustrating New Stadium and Existing Stadium in close, side by side comparison. The Existing Stadium, including its lighting, is clearly visible from this perspective, which sits at the closest point of Neighborhood 5. The New Stadium will also be visible.
9. View looking north up Abbot Road of New Stadium massing with Bills Team Store visible in the background across the street from the north end of the New Stadium. As above, the New Stadium will be visible from this perspective.
10. View looking northeast along Southwestern Road at existing entry road to ECC campus. The Existing Stadium and field lights are partially visible between the existing trees in the distance from Neighborhood 1.
11. View looking northeast along Southwestern Road from existing entry road to ECC campus of proposed New Stadium massing. The New Stadium is closer to the intersection and is more visible than the Existing Stadium, however, is still partially screened by the existing trees. The Existing Stadium, including its lighting, is partially visible from this perspective, which sits at the closest point of Neighborhood 1.

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12. View looking northeast from Big Tree Road near Erie College Drive. The Existing Stadium and field lights are partially visible between and above existing trees in the distance.
13. View looking northeast from Big Tree Road near Erie College Drive illustrating New Stadium and Existing Stadium in side-by-side comparison. The New Stadium is closer to and more visible from this intersection which abuts Neighborhood 4, however, the Existing Stadium's field lights do not appear as appreciably different in height from this distance due to the relative distance. The Existing Stadium seating bowl is partially visible above the tree line.

Distant or Off-Site Views

14. View looking south along Abbot Road at Webster/Olympic Avenue (Neighborhood 3) illustrates that the New Stadium will not be visible from this street intersection and the Existing Stadium is visible.
15. View looking north along Abbott Road at Elmtree Road (Neighborhoods 4 and 6) illustrates that neither the Existing Stadium nor the New Stadium are visible from this street intersection.
16. View looking southeast from Wolf Road and Sheldon Road (Neighborhoods 1 and 2) illustrates that the Existing Stadium is not visible from this street intersection.
17. View looking southeast from Wolf Road and Sheldon Road (Neighborhoods 1 and 2) illustrates that the New Stadium will be only partially visible from this street intersection due to the existing tree line and residences.
18. View looking east from the existing apartment complex on Big Tree Road near Southwestern Boulevard (Neighborhood 4) illustrates that the Existing Stadium is partially visible arising above the tree line.
19. View looking east from the existing apartment complex on Big Tree Road near Southwestern Boulevard (Neighborhood 4) illustrates that the New Stadium will be visible with its lower half screened by the existing tree line. The existing cell tower rises above the New Stadium in this view.
20. View looking north on Parker Road at Harmony Way (Neighborhood 4) illustrates that neither the Existing Stadium nor the New Stadium are visible from this street intersection.
21. View looking northwest from the Orchard Park Community Activity Center at an elevated eye level of about 150' (beyond Neighborhood 6) captures the view of the Existing Stadium approximately 1.2 miles away. The fieldhouse which is more prominent in the view is to remain. The City of Buffalo downtown skyline is in the distant background. However, the existing tree line obscures the view of the Existing Stadium from a person's ground level view.
22. View looking northwest from the Orchard Park Community Activity Center at an elevated eye level of about 150' (beyond Neighborhood 6) illustrating a side-by-side comparison of the Existing Stadium approximately 1.2 miles away and the New Stadium approximately 1.35 miles away. The fieldhouse which is more prominent in the view is to remain. The City of Buffalo downtown skyline is in the distant background. However, the existing tree line obscures the view of the Existing Stadium and New Stadium from a person's ground level view.
23. Elevated view looking west from the 219 Highway overpass at Taylor Road (East of Site) revealing the Existing Stadium and Fieldhouse. View is approximately 300' above existing grade as the buildings are not visible from a person's eye level view from the roadway.
24. Elevated view looking west from the 219 Highway overpass at Taylor Road (East of Site) with a side-by-side comparison illustrates that the Existing Stadium's field lights appear to be about as

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high as the existing stadium due to the depth of field perception resulting from the New Stadium's position beyond the Existing Stadium.

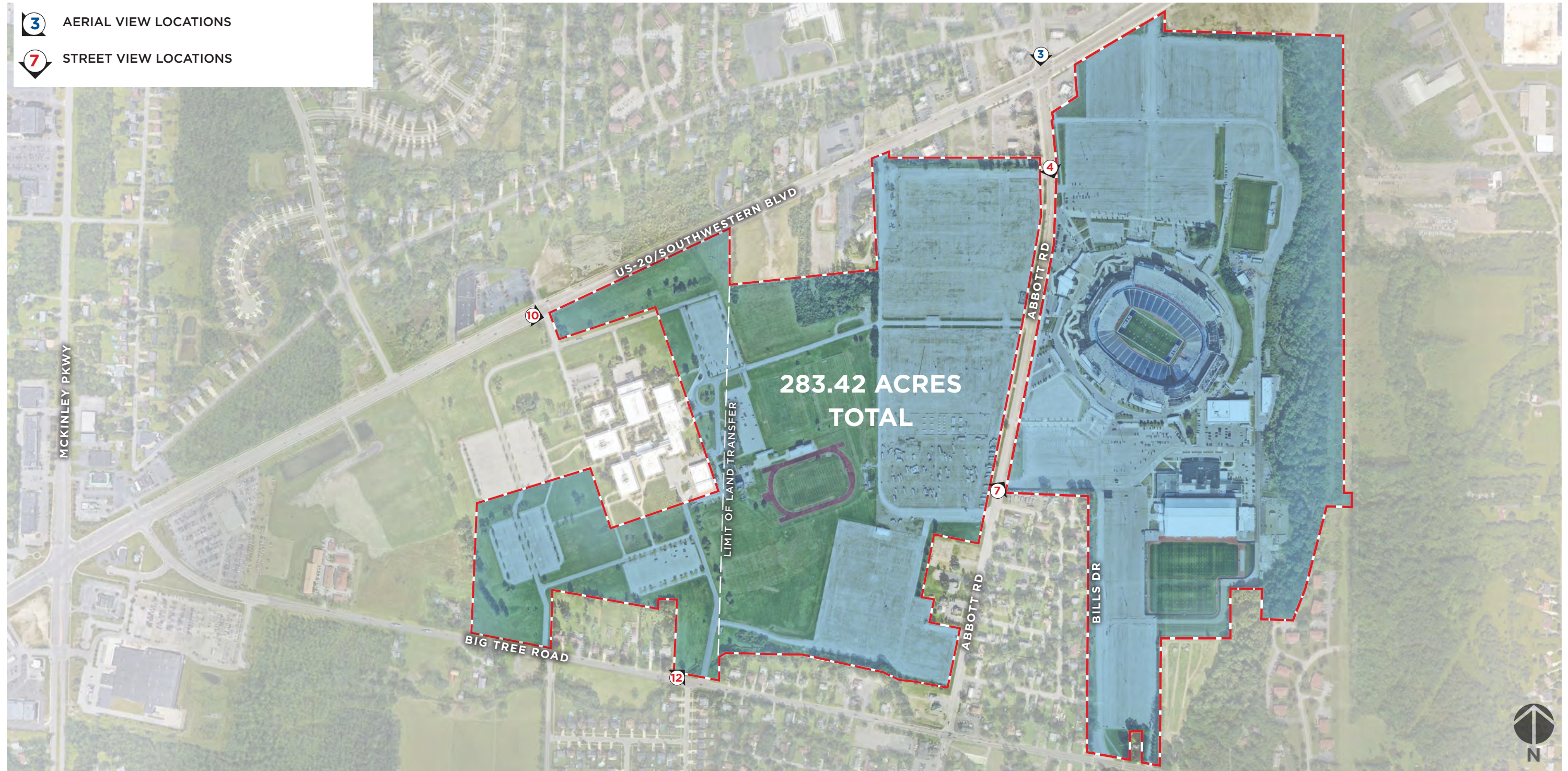
25. View looking northwest from Chestnut Ridge Park Casino (beyond Neighborhood 6) illustrates that the Existing Stadium is barely visible from approximately 4 miles away and the downtown Buffalo skyline is barely visible in the background.
26. View looking northwest from Chestnut Ridge Park Casino (beyond Neighborhood 6) with a side-by-side comparison of the Existing Stadium and New Stadium illustrates that the New Stadium is more visible than the Existing Stadium and compliments the scale and form of the existing Fieldhouse which will remain.

CONCLUSION

Mature trees screen the stadium from many locations in the near and distant surroundings. Its footprint is smaller than the Existing Stadium, and viewer's perception of its increased height is minimized by the notable distance it is visible from in many of the vantage points. Its partial roof canopy and exterior envelope will significantly reduce visibility of exposed field lighting from all directions and will create a more unified architectural image. The location where the difference in stadium height will be most noticeable is walking or driving along Abbott Road and on the ECC campus where the New Stadium's architecture and appearance can be appreciated. While the New Stadium may be more visible from certain surrounding residential areas, that visibility is balanced by the unified aesthetic design of the New Stadium, as well as the fact that the New Stadium will not have exterior lighting dominating the nighttime skyline, as the Existing Stadium does. Accordingly, given the New Stadium's notable separation from residential properties, and the presence of existing trees in the surrounding area, and despite an increase in height, the New Stadium does not create a significant negative visual impact as compared to the Existing Stadium.

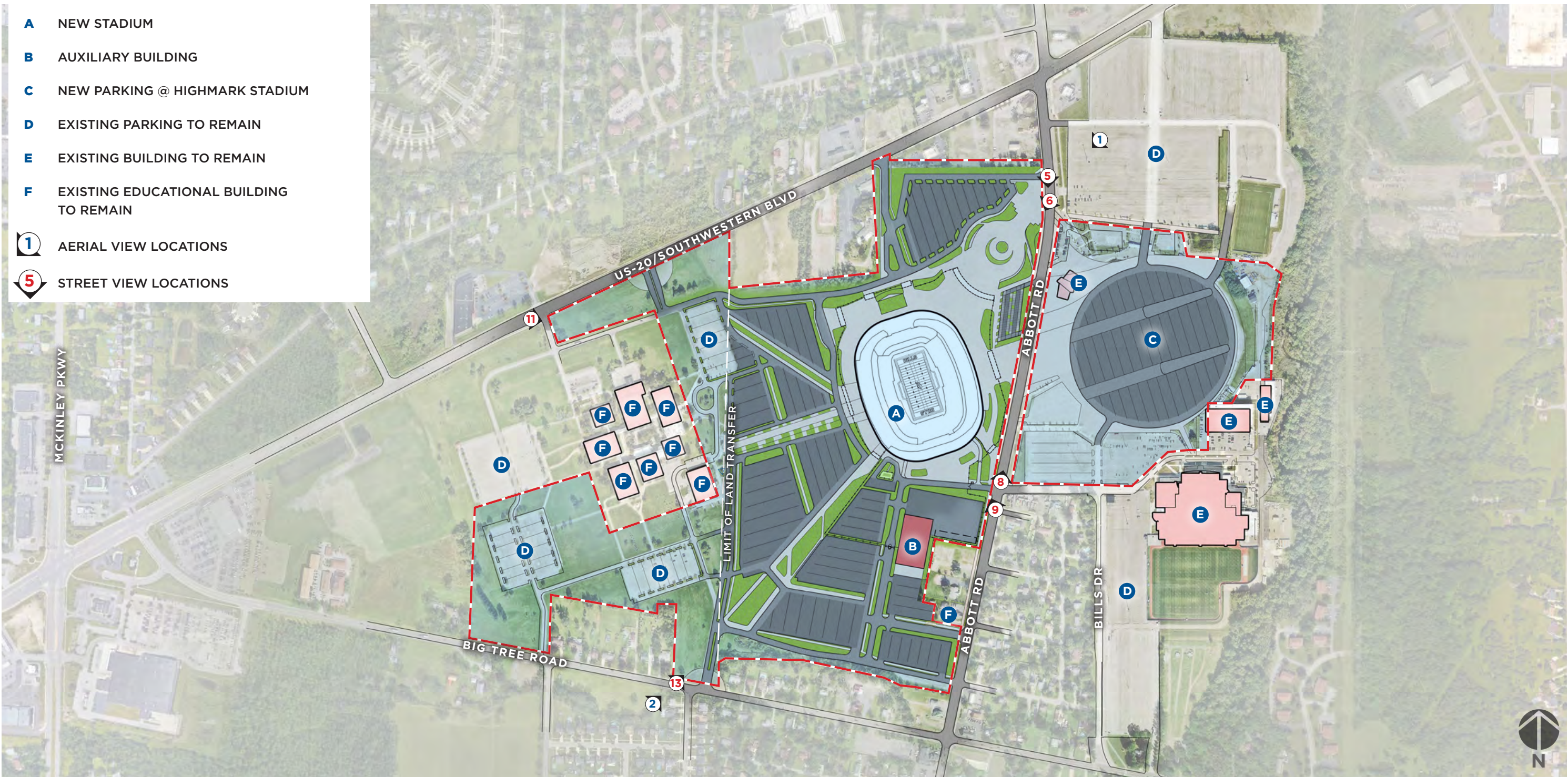
PROJECT AREA PLAN

-  AERIAL VIEW LOCATIONS
-  STREET VIEW LOCATIONS



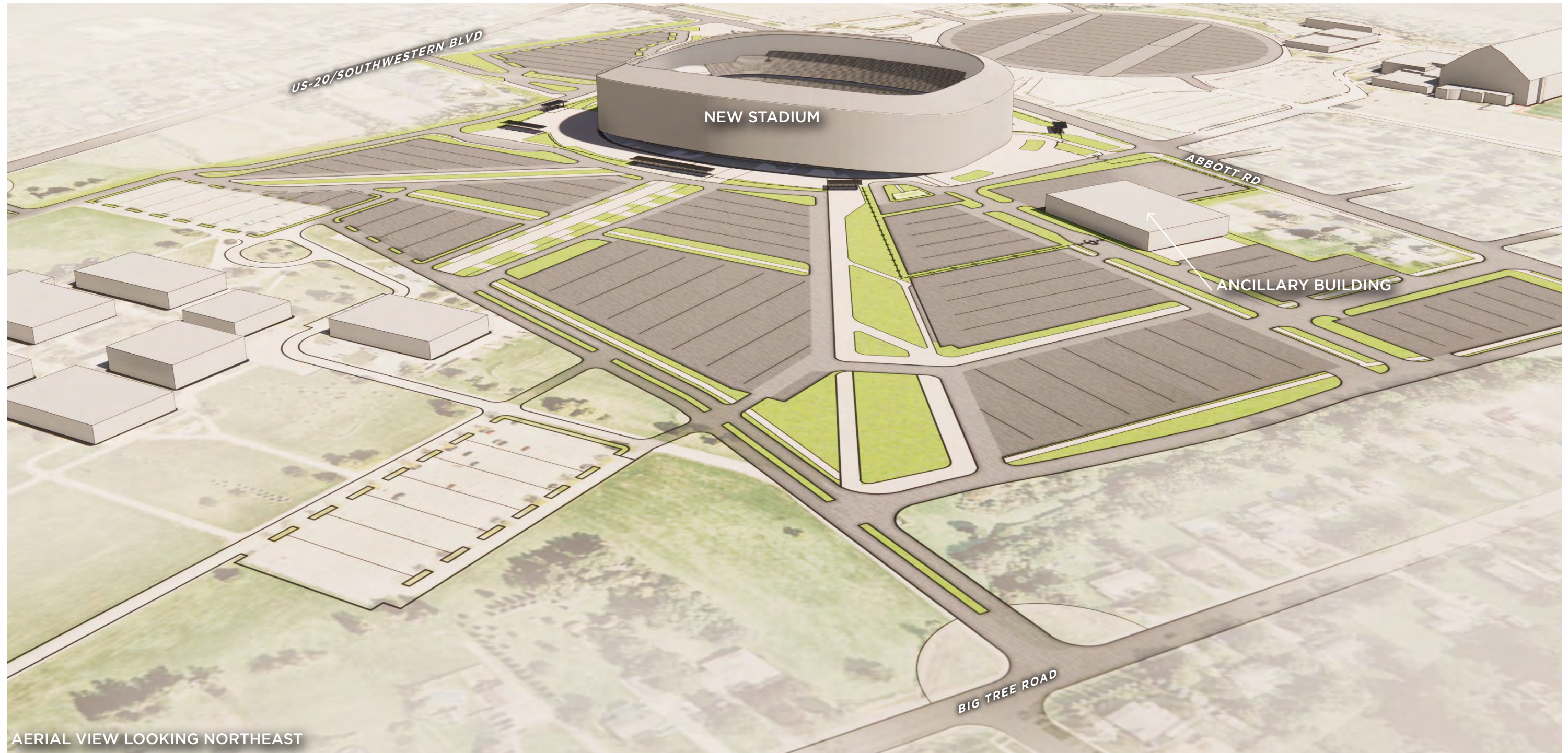
CONCEPT SITE PLAN

- A** NEW STADIUM
- B** AUXILIARY BUILDING
- C** NEW PARKING @ HIGHMARK STADIUM
- D** EXISTING PARKING TO REMAIN
- E** EXISTING BUILDING TO REMAIN
- F** EXISTING EDUCATIONAL BUILDING TO REMAIN
- 1** AERIAL VIEW LOCATIONS
- 5** STREET VIEW LOCATIONS





BUILDING MASSING NEW STADIUM View From Southwest - View 2



AERIAL VIEW LOOKING NORTHEAST





AERIAL APPROACH VIEW



EXISTING STADIUM





EXISTING + NEW STADIUM



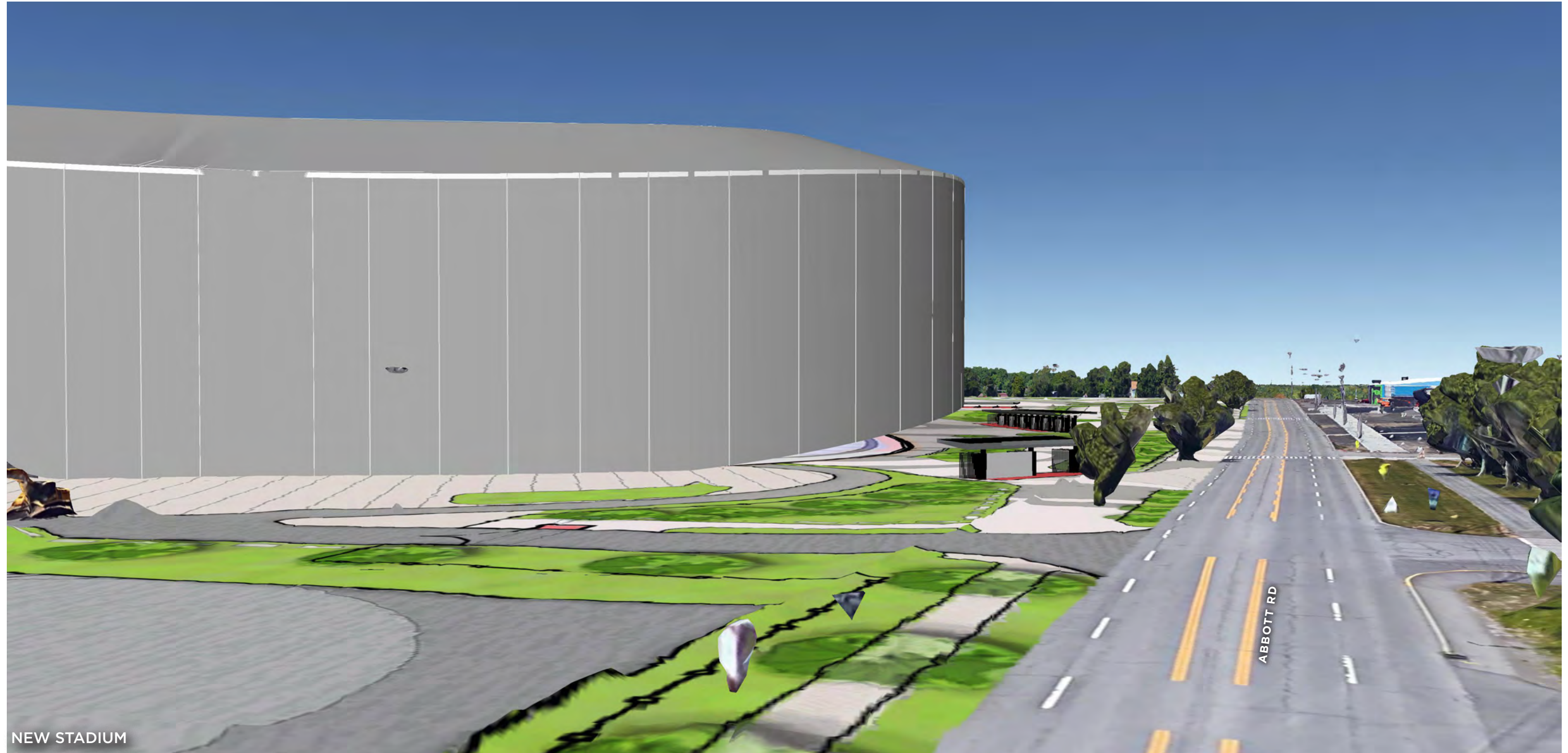
NEW STADIUM







EXISTING STADIUM



NEW STADIUM





SOUTHWESTERN ROAD

EXISTING STADIUM

ECC ENTRY ROAD

EXISTING STADIUM





EXISTING STADIUM



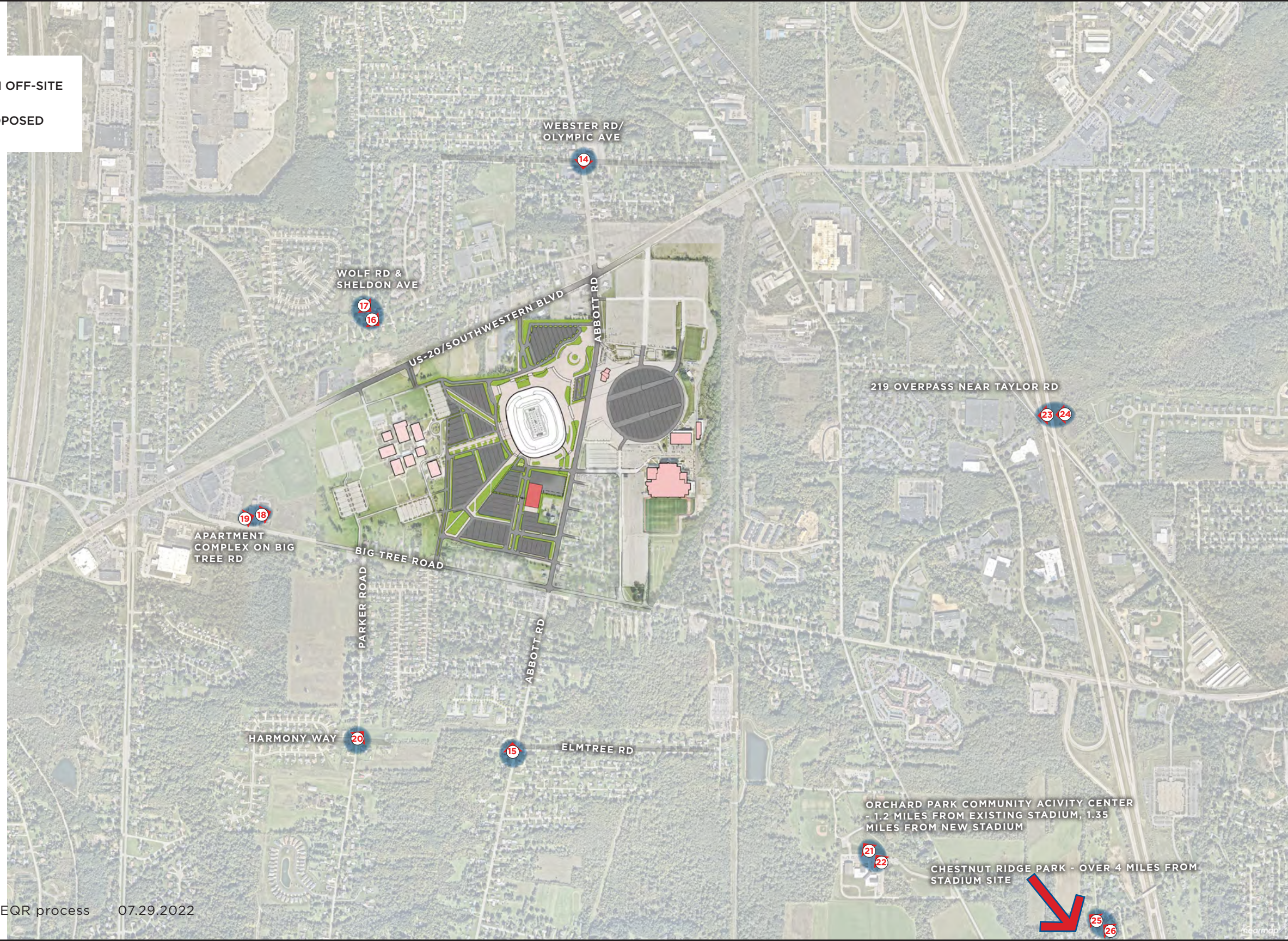


NEW STADIUM



CONCEPT SITE PLAN

3 VIEWSHED ANALYSIS FROM OFF-SITE VANTAGE POINTS - EXISTING AND PROPOSED





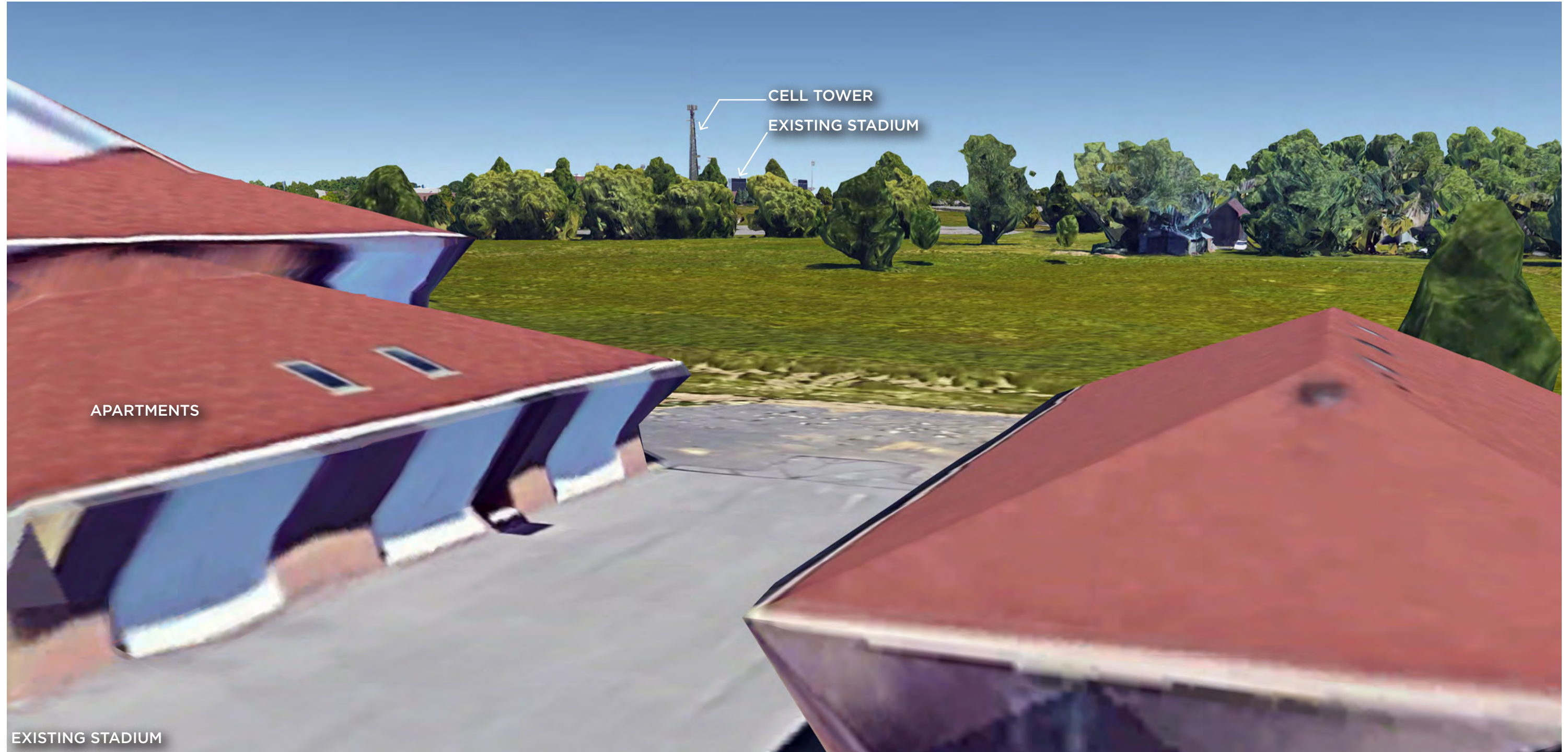
EXISTING + NEW STADIUM

















EXISTING STADIUM





EXISTING STADIUM

STADIUM MASSING View looking west from 219 overpass at Taylor Road - View 24







NEW STADIUM
Google Earth

