

M. Aesthetics

This chapter of the Draft Environmental Impact Statement (“DEIS”) examines the existing aesthetics conditions of the project area, as well as the anticipated impacts from the proposed action. The aesthetics of a proposed action comprise the “look” of the project, the physical appearance, including the sizes and shapes of buildings, their arrangement on the blocks, the street pattern, and noteworthy views that give an area a distinctive character.

A more detailed description of the existing conditions, potential impacts and mitigation measures related to aesthetics is discussed as follows.

1. Existing Conditions

Visual Character On-Site

The project site generally consists of unkempt vacant land, deteriorated and vacant buildings, and blighted properties. A photographic survey of the existing conditions of the project area, as well as select surrounding areas, is included in the Appendix.

The western portion of the site consists primarily of vacant and blighted land and encompasses Garvies Point Beach, the Captain’s Cove area, and land around the Angler’s Club.

The Municipal Boat Ramp, beach, and adjacent parking at the end of Garvies Point Road occupy the far western edge of the site. Although offering attractive vistas out to Hempstead Harbor, the upland area has a barren feel, with no pedestrian-scale amenities or landscaping, other than the existing asphalt esplanade extending east midway down the creek.

The area known locally as the Captain’s Cove property is a former municipal landfill which was previously partially developed as a residential condominium complex, and forms the core of the west side of the project. As a result of environmental problems encountered by the former developer, the property is held by the City of Glen Cove. While the City has already begun to clean up and remediate the property, to date the site has only been partially remediated, and several portions contain debris and other fragmented structural remains. A portion of this property is blocked by chain-link and stockade fencing. This large vacant area contributes a barren and uninviting visual character to the project site. The City has placed the *Regina Maris* (a partially dismantled three-masted sailing vessel) adjacent to the public esplanade along the creek edge of the Captain’s Cove property.

Further east, uses include the Angler’s Club, and the former Gladsky Marine Salvage Yard. The Angler’s Club one-story building appears to be in relatively good condition. The salvage yard’s one-story building appears to be in poor condition, and the yard around the building is piled with automotive and marine debris.

The eastern portion of the project site also suffers from poor visual conditions which are the result of recent environmental remediation projects discussed in chapter III.B, along with blighted land and abandoned and deteriorated buildings. Large tracts of vacant land are located around the intersection of Garvies Point and Herb Hill Roads, as well as along Dickson Street on northern portions of the sector. Abandoned buildings include those situated on the former Li Tungsten property, a 26-acre Federal Superfund site occupying a substantial portion of the project's core. The eastern end of the site includes active commercial uses. However, the intense and unsightly industrial nature of some of the operations (such as the concrete plant and oil terminal), at a location that serves as a gateway to the waterfront, contributes a further blighting influence on the project site as noted in the Garvies Point Urban Renewal Area Study.

Visual Character of Surrounding Study Area

As described earlier, the surrounding area generally features a mixed pattern of development, including heavy commercial and industrial use, residential neighborhoods, and open space lands. Areas surrounding the project area vary in use and visual appearance. The buildings formerly occupied by Konica Imaging, which closed its Glen Cove operations in June 2007, are very large and project a low-slung industrial image that dominates the visual character immediately to the east of the project site. Additional low-scale industrial buildings along Garvies Point Road further contribute to the unsightly visual conditions along the waterfront. The Garvies Point Preserve provides some visual relief, with a forested hillside forming the backdrop for Garvies Point Road.

On the opposite side of the Glen Cove Creek, there are several active and successful marine activities. Founded in 1892 and relocating to its present location in 1945, the Sea Cliff Yacht Club is sited at the southwest corner of the creek. Club facilities include a clubhouse, outdoor patio and grill, swimming pool, beach and boating infrastructure. East of the Sea Cliff Yacht Club is Brewers Marina and Yacht Yard. The club offers attractive land-side and water-side facilities including swimming pools, playgrounds and barbecue areas. The Glen Cove (Jude Thaddeus) Marina is located directly east of Brewers Marina and Yacht Yard. Together, these uses foster an active maritime visual character for the west end of the Glen Cove Creek.

The visual character of the southeastern portion of Glen Cove Creek is defined by industrial buildings and properties. Both the City of Glen Cove and Nassau County have public works facilities along the south side of Glen Cove Creek, including a four-story sewage treatment plant. Additional industrial facilities, including an asphalt plant and carting, construction, and building supply businesses reinforce the heavy industrial visual character of the area. John Maccarone Memorial Stadium is located to the rear of the waterfront industrial uses and includes ballfields, a basketball court, and night lighting.

2. Potential Impacts

This section assesses the proposed development, documenting the potential aesthetic impact of the proposed action on the site and the surrounding areas.

The proposed development would result in positive aesthetic impacts to the area along the north shore of Glen Cove Creek. While implementation of the project will change the existing visual character of the waterfront and alter views towards Garvies Point Preserve, the project would advance the objectives of the MW-3 District and the *Third Amended Garvies Point Urban Renewal Plan* to eliminate blight, blighting influences and incompatible uses that contribute to poor aesthetics in the area and underutilization of the waterfront by the public. Photographs of the existing aesthetic condition of the site are located in the Appendix.

The Proposed Action would remove existing abandoned buildings and other blighted structures deemed unsafe for re-use. Among other aesthetic benefits, the Proposed Action would also construct a new, active mixed-use waterfront community on former industrial and dilapidated properties, and enhance the area by restoring and creating an additional natural wetland area, a public esplanade, access paths, parks and other open spaces. Replacing overgrown vacant lots and blighted buildings with new buildings carefully integrated with existing and new open space and restored natural landscapes is a significant positive impact of the Proposed Action on a blighted brownfield site located at the heart of the City.

a) Building Configuration and View Corridors

The Proposed Action conforms to the MW-3 District and PUD regulations regarding building heights and creation of view corridors, which relate to the aesthetics of the area. Such regulations require that the height of buildings and structures shall not exceed the treetop elevation of the ridgeline of the Garvies Point Preserve, and that the creation of appropriate transition of building size between the waterfront of Glen Cove Creek and the ridgeline shall be considered.

The Proposed Action introduces new mid- and low-rise development on the site ranging from four stories up to 10 and 12 stories on the western parcels (Blocks A-C) and from one to two stories up to seven stories on the eastern parcels (Blocks D-J). The Proposed Action's aesthetic approach is carefully designed to ensure the buildings are well integrated with the existing and proposed open space and provide an appropriate transition towards Garvies Point Preserve, the water and adjacent neighborhoods. The articulation of varying heights of buildings adds to the organic and irregular form of the existing natural landscape, particularly Garvies Point Preserve.

Along the esplanade, the buildings are primarily three to four stories tall. The townhouses screen and internalize the structured parking decks behind and bring down the buildings to a residential townhouse scale where the public waterfront open space and promenade at the water's edge interact most closely with the buildings. Behind the

townhouses and as the development moves further from the water's edge, the buildings begin to set back and step up, creating terraced buildings with multiple setbacks and landscaped outdoor terraces as the buildings rise, thus breaking down the overall massing of the buildings. The multiple setbacks also provide variety in the building massing, avoiding the effect of otherwise bulky buildings that have uniform floor plates on all floors and uniform height.

Above the podium, the proposed midrise buildings also reinforce the view corridor between Garvies Point Preserve and Glen Cove Creek, particularly as viewed from neighborhoods located south of the project site. The midrise buildings are oriented perpendicular to the water, ensuring that they present a short façade along Garvies Point Road and that the view of the Garvies Point Preserve is maximized. The elevation diagram indicates the views beyond the buildings towards the Preserve, and the compliance of the building height with the MW-3 requirements that buildings not exceed the treetop elevation at the ridgeline. See **Exhibit III.M-1**.

The proposed building heights also afford the opportunity to maximize the public open space along and adjacent to the creek and create publicly accessible open space between buildings to encourage public access from Garvies Point Road to the waterfront. The East Parcel buildings work with the natural topography to step down building height as the development moves north along Dickson Street. Waterfront buildings at six and seven stories step down to four- and three-story buildings towards the north that interface well with the scale and character of existing neighborhoods.

The site plan building configuration and massing is also designed to maximize view corridors to and from Garvies Point Preserve, Glen Cove Creek and the Hempstead Harbor waterfront by spreading apart the building footprints to frame and establish new or existing view corridors along public roads and proposed open space to these points of interest. **Exhibits III.M-8** and **III.M-9** show the proposed view corridors. Three significant view corridors are established towards Hempstead Harbor, including one at the terminus of Garvies Point Road and two from along the proposed esplanade. Two significant view corridors to Glen Cove Creek are established between the buildings on the western parcels by separating the buildings and creating landscaped parks between them. At these locations, the views to Glen Cove Creek are reciprocated by the opposite view back towards Garvies Point Preserve. At the eastern parcels, three major view corridors are established along Herb Hill Road towards Glen Cove Creek including a significant view corridor aligned with Dickson Street overlooking a large new open space along the esplanade.

**INSERT EXHIBIT
III.M-1
Building Height**

**INSERT EXHIBIT
III.M-2
One, Two-, and Three-Story Footprints**

**INSERT EXHIBIT
III.M-3
Four-Story Footprint**

**INSERT EXHIBIT
III.M-4
Five- and Six-Story Footprints**

**INSERT EXHIBIT
III.M-5
Seven- and Eight-Story Footprints**

**INSERT EXHIBIT
III.M-6
Nine and Ten-Story Footprints**

**INSERT EXHIBIT
III.M-7
Eleven and Twelve-Story Footprints**

**INSERT EXHIBIT
III.M-8
Base Scheme View Study**

**INSERT EXHIBIT
III.M-9
Base Scheme View Study from Sea Cliff**

b) Photosimulations

Views of the development from various vantage points are documented by a series of photosimulations of the general appearance and configuration of the development from eight representative locations utilizing a winter view:

1. Hempstead Harbor looking northeast to the Project Site
2. The mouth of Glen Cove Creek/Hempstead Harbor looking down the Glen Cove Creek
3. The end of the Glen Cove Creek looking out towards the harbor
4. A location along the south side of Glen Cove Creek
5. A location on Janet Lane looking South
6. A location north of Garvies Point Preserve looking South
7. Carpenter Avenue and Prospect Avenue
8. The pergola at the midpoint of Cliff Way (**Exhibits III.M-10 to III.M-19**)

The methodology for creating the photosimulations involves creating a panoramic photograph of the development site, typically multiple 4" x 6" shots digitally stitched together, taken from each of the above vantage points. In order to achieve the most accurate results, one 4" x 6" shot that encompassed the largest part of the massing was used as a reference photograph. In the computer massing model of the proposed development, a virtual camera was placed in the same location and elevation as the vantage point from which the reference shot was taken (see **Exhibit III.M-20** for vantage point locations). A 2-dimensional image of the virtual massing with the same perspective and proportion in relation to the landscape was generated as if it were physically present for the photograph. The simulated massing was then composited into the reference photograph and spliced together into the overall panoramic photograph, using physical landmarks as a final reference to ensure the highest possible accuracy. A professional renderer traced the composite image to add detail to the building articulation and the extent of the open space that is part of the proposed action.

The view simulations illustrate the proposed development's bulk, height and massing in relation to existing conditions and neighboring context. They also illustrate the planning and architectural principles utilized in the proposed design to create a vibrant, active and physically integrated development.

View 1 depicts the western face of the development and the view down Glen Cove Creek from the Hempstead Harbor. The esplanade starts at the restored spartina marsh and beach and turns east along the waterfront. The building massing illustrates the strategy to step the buildings down towards the waterfront esplanade and orient taller massing perpendicular to Glen Cove Creek. The resulting building configuration fronts the esplanade with four story townhouses in order to sensitively address the building's relationship to the waterfront open space.

View 2 depicts the proposed promenade and buildings from a point adjacent to the proposed restaurant and looking east. This view illustrates the proposed building setbacks from the water and the continuous esplanade that opens up to a new park space framed by low-scale townhouses and the restaurant at the west end.

View 3 depicts the vantage from the eastern end of Glen Cove Creek looking west. The proposed basin expands the existing waterway and the surrounding by an esplanade, open space and small flexible commercial buildings that open up towards the recreational activities along the basin would provide the primary foreground components.

View 4 provides a view across the Glen Cove Creek looking towards the proposed western parcel with the ferry terminal in the foreground. The massing indicates how the buildings step down as it approaches the waterfront with the four story townhouses directly facing the esplanade. The architecture is articulated using features such as bay windows, balconies, and classic proportions so that the building scale is modulated and appropriate to adjacent open space and pedestrian activity.

View 5 depicts the view from Janet Lane, looking south between existing buildings towards the residential townhouse units in Block F and the apartment units in Block E. The proposed buildings on Block F would replace the current views of existing industrial buildings with residential scale buildings.

View 6 depicts a view from Garvies Point Preserve looking south towards the development. Even without foliage, project visibility is obscured by the density of trees in the foreground. The proposed building configuration locates taller massing perpendicular to Garvies Point Preserve (i.e., the thin side of the buildings face the Preserve), preserving multiple view corridors towards Seacliff between the buildings and above the building podiums.

View 7 depicts a view from Carpenter Avenue, looking north between existing buildings towards the development. Although somewhat obscured by the existing trees, this view shows a variety of building height and massing with Garvies Point Preserve rising behind the development. Similar to View 6, view corridors between buildings and above the parking podiums have been maximized by the proposed perpendicular orientation of the massing.

View 8 provides both winter and a summer views from similar points along Cliff Way looking north towards the development. Both these views would provide visibility of the proposed buildings in context with the proposed waterfront esplanade and Garvies Point Preserve. As indicated, the proposed building heights would be below the height of the Garvies Point Preserve treeline.

**INSERT EXHIBIT
III.M-10
Hempstead Harbor looking northeast to the Project Site**

INSERT EXHIBIT

III.M-11

**The mouth of Glen Cove Creek/Hempstead Harbor looking down the Glen
Cove Creek**

**INSERT EXHIBIT
III.M-12
Modified Turning Basin**

**INSERT EXHIBIT
III.M-13
A location along the south side of Glen Cove Creek**

**INSERT EXHIBIT
III.M-14
A location on Janet Lane looking South**

**INSERT EXHIBIT
III.M-15
A location north of Garvies Point Preserve looking South**

**INSERT EXHIBIT
III.M-16
Carpenter Avenue and Prospect Avenue**

**INSERT EXHIBIT
III.M-17
The pergola at the midpoint of Cliff Way (winter view)**

**Insert EXHIBIT
III.M-18
Pergola at Cliff Way
(Summer View)**

**INSERT EXHIBIT
III.M-19
Pergola at Cliff Way Night View**

**INSERT EXHIBIT
III.M-20
View Simulations Vantage Points**

c) Shadow Analysis

A shadow analysis was performed on the Proposed Action depicting shadows within and off the subject property on March 21, June 21, and December 21 at 10AM and 4PM. See **Exhibits III.M-21 to III.M-26**. Generally, the shadows projecting from the proposed buildings move from the northwest of the site at 10AM towards the northeast of the site by 4PM. At no point during these times of the year do the buildings cast shadows on the waterfront or the proposed esplanade. The distance that the shadows would project in the summer are relatively short, and do not fall on Garvies Point Preserve or any buildings outside of the project area at these times.

During the spring, the shadows are moderate and cast across Garvies Point Road at the mid-rise locations and cast only on the edge of Garvies Point Preserve most proximate with the roadway. Shadows do not appear to fall on any buildings outside of the project area at these times.

During the winter solstice, the shadows would be longer than at any other time of the year, and portions extend into the southern edge of Garvies Point Preserve in the morning. Due to the steep slope of the Preserve at the locations north of the western buildings, the shadows fall foreshortened onto the hillside and do not extend very far into the Preserve. In the afternoon, the shadows shift towards the northeast, falling primarily on the proposed buildings and the existing industrial buildings on the north side of Garvies Point Road.

The placement of the buildings, massing and height in the Proposed Action carefully contemplated the effects of sun-shadow impacts during the year to mitigate to the extent possible the casting of shadows off site to residential neighborhoods, Garvies Point Preserve and the waterfront. The location of the midrise buildings south of the Preserve utilizes the natural topography to its advantage, while avoiding shadows on existing neighborhoods. The orientation of the midrise buildings perpendicular to the Preserve reduces the width of shadows into the preserve. Likewise, the reduced height of the buildings north along Dickson Street minimizes shadows adjacent to the existing residential neighborhood located to the north.

**INSERT
EXHIBIT III.M-21
SHADOW ANALYSIS March 21, 10am**

**INSERT
EXHIBIT III.M-22_____
SHADOW ANALYSIS March 21, 4 pm**

**INSERT
EXHIBIT III.M-23_____
SHADOW ANALYSIS June 21, 10am**

**INSERT
EXHIBIT III.M-24_____
SHADOW ANALYSIS June 21, 4 pm**

INSERT
EXHIBIT III.M-25_____
SHADOW ANALYSIS December 21, 10am

**INSERT
EXHIBIT III.M-26_____**
SHADOW ANALYSIS December 21, 4pm

d) Lighting

The proposed project would employ pedestrian scale lighting around the perimeter of the site and along the esplanade and open spaces along the waterfront. Accent lighting of landscaping and building details may also be utilized for aesthetic purposes. Each lobby would be identified by additional decorative lighting. In order to meet sustainable objectives of providing lighting levels proximate to residential and recreational uses, the exterior lighting levels will be designed with the minimum light levels to provide pedestrian comfort and safety to minimize light pollution and energy consumption. Street lights will have full cut-off shades and architectural lighting may be utilized in select locations, such as the hotel, office and commercial areas.

Because of the predominantly residential nature of the proposed development, the fugitive lighting from within the buildings would be minimal due to the varying occupancy of units in the evening and the usage of individual rooms within units. The building design minimizes large expanses of glass and residential units would employ window shading devices. While the proposed action will add lighting sources to the project site, the aesthetic impact of the lighting on neighboring properties such as the Village of Sea Cliff would be minimal. See **Exhibit III.M-19**.

As described in the Construction section, most construction activity would occur between 7:00am and 3:30pm (during daylight hours) and would therefore not necessitate significant exterior illumination of work areas that could result in the potential for light trespass on surrounding properties. Construction sites would be lighted internally, consistent with typical construction practices, to provide for workplace safety and security.

e) Open Space Design Elements

The 19.4 acre open space system is designed as a necklace of passive and semi active parks and greenways connected by a 1.2 mile waterfront promenade and over 1.5 miles of interstitial pedestrian pathways. While more than 80% of the accessible open space is directly adjacent to Glen Cove Creek, there are several passive greenways that provide pedestrian connections to the Garvies Point Preserve and Pratt Park.

The open space connection to Pratt Park at the Charles Street Bridge includes an informal stepped lawn amphitheater accommodating over 2000 people with an upper level promenade making the connection to the street at elevation 29.0 and a lower level promenade providing water access to the turning basin at the creek's terminus. The lower level of the amphitheater can function as a stage during events or as an ice skating rink in the winter. The amphitheater lawn steps provide year round southern exposure for seating and viewing of the creek while the upper level retail court will include café dining and areas for an informal bag lunch or non café related socializing. To the west of the amphitheater, the promenade winds through several large open lawn areas and makes a

connection to the small boat marina and opens up into the 2.3 acre East Great Lawn which includes a large lawn for informal sports play, a playground, tot lot and paths to the Dickerson Street Greenway and the Garvies Point Road pathway. The Dickson Street Greenway connection includes flanking passive street plazas with water features and shaded seating areas. The Dickson Street Greenway is largely a passive park with ornamental plantings and shaded seating.

As the promenade continues west of the Great Lawn it connects with the relocated Anglers Club, the new ferry terminal and the hotel before passing through a ½ acre linear park with seating and viewing adjacent to the large boat marina. The large boat marina includes a viewing and observation pier and platform on the bulkhead with seating. Further to the west the promenade passes by the existing Regina Maris which is flanked by a new shaded seating area and terraced lawn making the connection via the greenway to the eastern section of Garvies Point Preserve. As the promenade continues west it passes through over 500' of linear passive park and the restored cove, which includes a multi level interpretative observation pier with shade structures and an outdoor class room wood deck amphitheater extending into the restored wetland. To the north, the promenade steps up from elevation 13 to 18, again making a connection through a stepped terraced lawn to a greenway to the Garvies Point Preserve. The south facing Terraced Lawn provides an excellent viewing platform above the restored wetlands and outward towards the Long Island Sound.

Continuing west, the promenade pathway splits and defines the 1 acre West Great Lawn which includes a large lawn, informal sports play area, waterfront trellis and plaza and several native shade and flowing tree clusters for shaded seating. As the promenade rounds the point, it is defined by the multilevel outdoor café dining and restaurant before making the transition to the 300' wood boardwalk transitioning over the restored dunes and native plantings and finally terminating at the boat launch. The boardwalk includes wood steps to the restored dune and beach and native plantings as well as seating. The terminus of the boardwalk includes a restroom facility and open pavilion for the boat ramp monitor. The boardwalk connects to a walkway that completes the connection to the Hempstead Harbor Club and the Garvies Point Preserve.

In total, the project provides 19.4 acres of publicly-accessible open space, or approximately 35% of the project's total area, exceeding the MW-3 District's requirement for a minimum of 25% open space.

3. Mitigation Measures

As stated previously, the proposed development would advance the objectives of the *Third Amended Garvies Point Urban Renewal Plan*. Blight and blighting influences would be removed from the area.

While introducing new components to the project site and changing the visual character of the waterfront, the proposed project would maintain view corridors in between the proposed

buildings and along the creek, allowing views to remain unobstructed towards and from the creek. View corridors of the open space in the western and eastern portions of the project area would “open up” looking southward towards the creek, as well as provide views from the creek into the project area, as might be viewed looking northward from areas along the south side of the creek. Such views are compliant with MW-3 District requirements, which promotes, “the creation of view corridors, from public streets and open spaces on the site and/or surrounding streets, to Glen Cove Creek and Hempstead Harbor, and to the Garvies Point Preserve.”

The placement of the buildings, configuration, massing and height depicted on the conceptual plan is designed to maximize view corridors to and from Garvies Point Preserve, Glen Cove Creek and Hempstead Harbor. The building placement, massing and height contemplated the effects of sun-shadow impacts during the year and mitigate to the extent possible the casting of shadows off site to residential neighborhoods, Garvies Point Preserve and the waterfront. The use of multiple setbacks, varied heights and scale of buildings has been integrated into the project to reflect topographic and other conditions and promote interface with the scale and character of existing neighborhoods.

The proposed action includes streetscape improvements along Garvies Point Road, as well as a new promenade along the waterfront, would also provide and enhance the views and safety elements for pedestrians, bicyclists and other users. Such enhancements would include lighting, landscaping, medians and other streetscape related elements. Full cut-off shades would be used on street lights to minimize light pollution.

Therefore, no further mitigation is proposed.