

## CHAPTER 4

## QUALITY COMMUNITIES SITE INVESTIGATIONS

Inventory of the Conditions, Constraints, and Opportunities of  
Specific Properties  
Subject to Potential Future Redevelopment and Revitalization  
Along the Hempstead Harbor Shoreline

## 4.1 Introduction

This section of the *Harbor Management Plan for Hempstead Harbor* (HMP) involves a more focused, site and area-specific investigation of a number of key properties and parcel clusters located within the HMP Study Area. The 21 properties selected for this investigation were chosen based on the information and findings generated through the HMP planning process which involved a public meeting; the development, distribution, and interpretation of a public survey; and input received at Hempstead Harbor Protection Committee (HHPC) meetings. The properties under consideration vary in their size, physical setting, and environmental conditions and range from brownfields, active industrial or heavy commercial facilities, to vacant or underutilized properties. Despite any disparity in the use and character of these sites, each is integrally connected to the Hempstead Harbor waterfront and the coastal communities in which they are situated. As such, the future redevelopment of these properties will contribute to the general subsistence and well-being of the HMP district and its respective harbor-side communities. Whether future development translates to an improvement or deterioration of a site or community will depend, in part, on the quality of private and public planning initiatives; identification of the land use and developmental needs of the community; the compatibility and relative costs and benefits of proposed development; the vision of the property owner and the citizenry; the degree of impact or improvement to public health and environmental protection; and the general impact the changes will have on the quality of life in the area.

Map 4-1 shows the location of the 21 parcels that were included in the Quality Communities investigation for Hempstead Harbor. As illustrated on this map, these properties are concentrated in four discrete locations in the HMP area: the Port Washington Area (sand and gravel operations, two parcels of vacant waterfront land, and vacant, publicly-owned site on the former Morewood property); lower harbor area (Flower Hill nursery/garden center, Bryant Landing, and vacant, publicly-owned site in Flower Hill); Glenwood Landing (Shore Realty, Hin Fin, Glen Marine, Gladsky marine salvage yard, Keyspan properties, and Capobianco property); and Glen Cove Creek

(Captain's Cove, three parcels comprising the Li Tungsten site, Mattiace property, Doxey property, former Gladsky site, and Sea Isle property).

#### 4.1.1 Purpose and Objectives of the Quality Communities Program

This Quality Communities study was commissioned by the HHPC through a Quality Communities Demonstration Program Grant administered by the State's Quality Communities Interagency Task Force, headed by New York State's Lieutenant Governor. The Quality Communities Program was created to promote and effectuate various planning objectives designed to improve the quality of life and sustainability of the State of New York's communities and to help ensure that future development proceeds in a manner that is beneficial to the citizenry.

The primary objectives of the Quality Communities Program are to:

- physically and economically revitalize central cities, central business districts, main streets, and small communities;
- promote sustainable economic growth;
- ensure the implementation of suitable land development practices and policies which support smart growth principles;
- preserve open spaces and protect the integrity of natural resources, including farmland;
- improve the quality of life and livability of communities and neighborhoods;
- develop sustainable transportation facilities and multi-modal networks and provide diverse transportation choices where possible, without jeopardizing community character; and
- forge partnerships between governmental agencies.

Although the Hempstead Harbor Quality Communities evaluation focuses specifically on individual properties or tracts of land containing clusters of lots, it is essential nevertheless, to consider these sites and parcel clusters both individually and in context with the surrounding community, in terms of the general physical, environmental, social, and economic setting in which they occur. This involves a review of both the regional context (e.g., the entire Hempstead Harbor shoreline) and local setting (e.g., the neighborhood, village or hamlet level) and includes focusing on current zoning and existing land use; transportation systems; scenic, cultural, historic, and recreational conditions; community character and aesthetics; scale and density of growth; and the general needs and vision of the community.

In many area hamlets and municipalities, extensive study and public outreach has already (recently) occurred. These activities have provided a wealth of information and a

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framework upon which the recommendations of this section of the report are based. These recommendations, and the projects, strategies, and initiatives that will effectuate them, can be broadened or enhanced, new recommendations can be devised, and site-specific plans can be viewed from a more holistic standpoint.

#### 4.1.2 Study Methodology

After the sites of interest were identified by the HHPC for further investigation, a comprehensive information gathering phase was initiated. A wealth of information is available that describes these properties, and specific recommendations for the future use, development, or preservation of many may sites can be found in various municipal plans. The following plans, studies, and reports were reviewed for this assessment and have particular relevance and significance in instituting a Quality Communities strategy for the Hempstead Harbor area:

- Glen Cove Creek Revitalization Plan (1996)
- Draft Environmental Impact Statement for the Proposed Rezoning of Glen Cove Creek (1998)
- Sea Cliff Shoreline Study (1996)
- Glenwood Landing Waterfront Redevelopment and Revitalization Plan (GLWRR Plan) (2002)
- Water Quality Improvement Plan for Hempstead Harbor (1998)
- Harbor Management Plan for Hempstead Harbor, comprising the remaining chapters of the present report
- Roslyn Viaduct Study (1997)
- Forest City Daly Housing Draft Environmental Impact Statement (1998)
- Village of Roslyn Comprehensive Plan (1996)
- Draft Village of Roslyn Waterfront Enhancement Strategy (January 2003)
- Hempstead Harbor Shoreline Trail (1997)
- Town of North Hempstead Master Plan (1989)
- Municipal, County, and State agency files which contain approved site plans, subdivision maps, site surveys, deeds, copies of filed easements and covenants and restrictions, open space dedications, performance/maintenance bond documents, and environmental assessment and cleanup reports
- Municipal zoning laws

In addition to the input provided by many of the aforementioned studies, the public participation campaign for the Hempstead Harbor HMP, and the administration of the *Harbor Management Plan and Quality Communities Demonstration Project Public Survey*, field investigations were conducted to determine, verify, or update actual conditions on or adjacent to the targeted sites.

## 4.2 Quality Community Site Investigations

The properties reviewed for this investigation include:

- a cluster of lots along the north shore of Glen Cove Creek and a small sandy peninsula located at the southwest end of the Creek;
- vacant, as well as improved and operating industrial sites located along the Glenwood Landing/Hempstead Harbor shoreline in the Town of Oyster Bay;
- land situated west of Shore Road along the Hempstead Harbor shoreline and immediately north of Mott's Cove in the Glenwood Landing section of the Town of North Hempstead;
- a large tract of vacant property on the east side and a small parcel on the west side of lower Hempstead Harbor in the Village of Roslyn;
- one small lot situated on the harbor shoreline in the Village of Flower Hill; and
- a publicly-owned lot situated on the west side of West Shore Road and three vacant lots and an operating sand and gravel holding and distribution site on the east side of West Shore Road in the Port Washington section of North Hempstead.

Map 4-1 depicts the locations of the parcels inventoried for the Quality Communities study. Each site shown on the map has been assigned a number. These numbers correspond to the site-specific discussions (site numbers) referenced in the following text.

A synopsis of the findings of the Quality Communities Site Investigations and Inventories is presented below. Each section begins with a general description of the conditions and physical and environmental setting of the area in which the Quality Communities property is located. This general discussion, subtitled *Setting*, places the Quality Communities lots in their respective geographic context and environment along the Hempstead Harbor shoreline. A more in-depth discussion of site-specific conditions and property histories follows the *Setting* dialogue.

## 4.3 Findings

### 4.3.1 City of Glen Cove

#### *Setting*

Eight individual parcels located along Glen Cove Creek were selected for additional in-depth review under the Quality Communities initiative. These parcels consist of both public and private land, and in some cases multiple lots are held in common ownership.

Where several commonly owned tax lots abut one another, they are considered collectively as one site. Seven of these parcels are located on the north side of the creek and are clustered within a large tract of land comprising the Garvies Point Urban Renewal Area. The eighth parcel is a sandy dredge spoil site which juts into the mouth of Glen Cove Creek from its southwest shore. With the exception of the last parcel, the remainder of sites consists primarily of brownfields or active industrial facilities. The targeted properties specifically include, on the north side of Glen Cove Creek: 1) land located along Herbhill Road, Garvies Point Road and the south end of Dickson Street, and 2) undeveloped privately-owned parcel located on the south side of the mouth of the Creek commonly known as “Sea Isle Marina”.

The general character and land use within this area is inextricably tied to its urban waterfront surroundings. Existing land use in and around the Glen Cove Creek area consists primarily of:

- intensive industrial operations;
- marine commercial activities;
- general business development;
- municipal solid waste transfer station and wastewater treatment facilities;
- a few large, vacant brownfields;
- Garvies Point County Nature Preserve;
- Pratt Park/Mill Pond, situated east of Charles Street near the headwaters of the Glen Cove Creek;
- small but densely-developed duplex development situated along Janet Lane;
- a privately-owned, undeveloped parcel on the southwest side of the Creek;
- two marinas and a restaurant;
- a public bicycle/pedestrian esplanade on the north side of Glen Cove Creek; and
- single-family residential development on high slopes overlooking the south side of Glen Cove Creek.

The area along Glen Cove Creek that is specifically targeted for this investigation consists largely of land zoned for marine-waterfront purposes, although property in the general area is also zoned for industrial and residential purposes. The creek’s shoreline is protected by bulkheading, including portions that are deteriorated, and small areas of narrow intertidal marshlands, sandbars, shoals and mudflats which fringe the creek in various locations (including the Sea Isle property).

A spur of the Hempstead Harbor federal navigation channel runs down the entire length of Glen Cove Creek. The channel varies in width from 100 feet near the mouth of the creek to the Doxey property (NCTM parcel 21-A-114) and 50 feet from the Doxey site, inland to Charles Street. There are many docking structures, particularly along the

southwest end of the creek, and a large vessel mooring area is located just outside its mouth in Hempstead Harbor.

The topography in the immediate vicinity of Glen Cove Creek generally is flat or gently sloping and descends to sea level at the creek. However, steep slopes dramatically ascend to the north and southwest within a quarter- to a half-mile of the creek, where the land surface quickly rises to elevations in excess of 100 feet. The low-lying areas adjoining Glen Cove Creek are within the 100-year floodplain as determined by Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM). The depth to groundwater near the creek is quite shallow based on surface topography adjacent to the creek and the presence of the nearby water bodies.

Land within the area of investigation falls within the jurisdiction of the City of Glen Cove's water and sewer departments, and natural gas is also available in the area. Traffic in the vicinity of the creek consists largely of heavy truck traffic to industrial, heavy commercial, and institutional facilities, but also includes light residential and commercial traffic and deliveries to general retail and service establishments in the area.

#### **Site 1: Captain's Cove**

This property is located on the north side of Glen Cove Creek and south side of Garvies Point Road in the City of Glen Cove and is identified as Nassau County tax map (NCTM) parcel 21-259-1. The property consists of a total of 23.34 acres, has over 2,000 linear feet of shoreline, and is zoned for marine waterfront purposes. The east and west ends of the property's shoreline are bulkheaded and the unprotected portion of the shorefront has been carved landward in a semi-circle, creating a broad, shallow cove near the center of the property. The site is, for the most part, devoid of vegetation, and the topography is flat to gently sloping. This property, now remediated, was used in the 1960s and early 1970s as an unofficial City landfill. The entire property is situated within the FEMA FIRM's 100-year floodplain and, therefore, may be inundated on average by a storm of such intensity as is expected to occur once every 100 years or which has a one percent chance of occurring in any given year. Garvies Road comprises the northern boundary of the property. The site is improved with a temporary (currently inactive) ferry terminal, access road and pedestrian/bicycle esplanade along the water's edge.

Plans to develop the site with a 238-unit condominium complex were submitted in 1981 after Village Green Realty purchased the site from the Glen Cove Community Development Agency. Construction commenced during 1984-1985, but was halted after routine tests indicated the presence of arsenic, barium, cadmium, chromium, lead, mercury and silver at levels exceeding safe limits. The site is now listed on the New York State Registry of Inactive Hazardous Waste Disposal Sites. It was also discovered

that the site was used as a deposit area for tungsten ore by the Li Tungsten Corporation operations conducted nearby. In 1996, the United States Environmental Protection Agency (USEPA) agreed to remediate the site as part of the Li Tungsten clean up project, instead of listing the parcel as a single and separate site.

The City of Glen Cove agreed to clean up the property and entered into an Order on Consent with NYSDEC in 1997. The City commissioned a Remedial Investigation/ Feasibility Study (RI/FS), which was prepared by Roux, Inc./ Remedial Engineering with 75 percent of the design cost paid for by NYSDEC. In 1999, the City selected a remedy that was approved by NYSDEC. The remedy consisted of the first landfill reclamation project approved by the NYSDEC in New York State. The property was excavated, soil was screened and the material was tested. Material that failed NYSDEC clean up criteria was trucked to an approved landfill for disposal. Clean soil was used as backfill. Additional clean fill was trucked in and used as backfill as well as cover material. The remediation of Captain's Cove was completed in September 2001.

Prior to remediation and after completion of the RI/FS, the Captain's Cove site was purchased by the Glen Cove Industrial Development Agency in November 1999 as part of the Glen Cove Creek Waterfront Revitalization Plan with an U.S. Environmental Protection Agency (EPA) prospective purchaser's agreement. The property was purchased from the State of Maryland Deposit Insurance Company, which insured the mortgage on the property. For years, the empty condominium shells remained as an eyesore along the waterfront until finally being demolished and removed in April 1999.

In addition to the NYS Superfund cleanup, the Captain's Cove property included two areas that were part of the Federal Superfund site known as Areas A and Area G. In 2000, the City of Glen Cove entered into an agreement with EPA for the excavation of Captain's Cove. This agreement was for the City to contribute to the cost of excavation as part of its obligation as a potentially responsible party (PRP). The soil was excavated, tested, and stockpiled in accordance with contamination levels. Soils that meet EPA's cleanup criteria were used as backfill. Soils contaminated by radioactivity were stockpiled for later disposal. Soils contaminated with other constituents (e.g., heavy metals) were stockpiled separately for future removal and proper disposal. Clean fill was truck in and used as backfill and cover material. By June 2003, the USEPA excavation of the site had been completed.

In October 2003, the City along with three Federal Agencies that are PRP's and a private PRP settled with the EPA and will fund the disposal of all the radioactive material and co-located contaminated soil that had been excavated. This final phase of Captain's Cove should be started in the first quarter of 2004 and completed by the third quarter of 2004. Captain's Cove will be delisted as soon as the radioactive residues are shipped out of

state. The EPA plans to have the Army Corps of Engineers handle the disposal process that will take place in the beginning of 2004.

As of June 2003, the Captain's Cove site has been totally excavated and the Glen Cove Industrial Development Agency has signed a Land Development Agreement with Glen Isle Developers, LLC. This site is marked for development of a hotel and conference center. The first phase of the Glen Cove Esplanade has also been constructed on this property and will continue along Glen Cove Creek to Mill Pond. Reconstructed on the Esplanade is the Regina Maris, a 1914, 144-foot barkentine that sank in the Glen Cove Creek after being moved from Greenport, Long Island. The Long Island Carpenters Union Apprentice Program donated the labor for the partial reconstruction of the Regina Maris on land.

### **Site 2: Former Gladsky Site**

The former Gladsky site occupies approximately one acre of land on the north side of Glen Cove Creek and is owned by the Glen Cove Community Development Agency. Previously, the site had been leased from the City and used for a marine salvage operation by Gladsky Marine, but this use was eventually discontinued and relocated to the Glenwood Landing section of the Town of Oyster Bay where it has been operating since 2001. The former Gladsky property is now vacant awaiting remediation. The Glen Cove Community Development Agency also owns the adjacent property to the west, which is leased by the Anglers Club. Both properties have gone through Phase I and Phase II Environmental Site Assessments. The two lots combined create a long, narrow tract of land comprising roughly 1.9 acres which accommodates dockage facilities, a small clubhouse, and a boat storage area along its west end. The land is zoned for marine waterfront uses and is situated within the City of Glen Cove's water and sewer districts. The Community Development Agency is seeking EPA Brownfields funding to remediate some soils with elevated levels of contamination.

### **Site 3: Mattiace Petrochemical Company, Inc.**

The Mattiace Petrochemical Company is an inactive chemical distribution facility that operated north of Garvies Point Road on NCTM parcel 21-A-545 in the City of Glen Cove. The site is roughly 1.7 acres in area and is included on the Federal Superfund List. From the mid-1960s to 1987, this facility received chemicals via tank truck deliveries, which were redistributed to its customers. The M & M Drum Cleaning Company also operated at this site until 1982. In 1980, NYSDEC discovered that drums containing volatile organic compounds (VOCs) had been buried on site and that wastewater from drum cleaning operations was being discharged into subsurface leaching pools. VOCs have been found in soil and shallow groundwater. The property was obtained by the

State in 1987 and subsequently listed on the National Priorities List (NPL) in 1989. The United States Environmental Protection Agency (EPA) is funding the clean up of the site, which reportedly is significantly contaminated with chemicals. The EPA has removed more than 120,000 gallons of bulk or waste liquids from the site. The primary threat to the harbor from this contamination is through stormwater runoff.

Two Remedial Investigation/Feasibility Studies (RI/FS) and a Record of Decision (ROD) have been completed for the site. The RI/FS determines the nature and extent of contamination. Responsible agencies then distribute a description of the preferred remedy to the public after the completion and circulation of the final RI/FS reports. Following a public comment period, a ROD is issued, describing the selected remedy of the site. The remedy that is eventually selected may or may not be the same as the preferred remedy.

A remedial action completed in late 1996 included the removal of all site structures, underground storage tanks, associated piping, and other buried structures. Final remedial design was completed and soil and groundwater remediation units were constructed. The selected site remedy also included: the removal of floating product from the upper surface of the groundwater; the demolition and disposal of site structures; in-situ excavation of pesticide-contaminated hot spots; and extraction and treatment of contaminated groundwater by means of a pump and treat system.

The site is largely surrounded by active and inactive industrial operations. A small residential neighborhood of duplex housing is located approximately 400 feet to the north of the site, along Janet Lane.

#### **Sites 4, 5, and 6: Li Tungsten**

The Li Tungsten property consists of several tax lots comprising three distinct tracts of land totaling approximately 26 acres. The three tracts consist of: 1) several clustered tax lots located north of Garvies Road, south of Janet Lane, and west of Dickson Lane (Site 4, also identified by the EPA as Li Tungsten “Parcel C”); 2) one 4.5-acre lot located on the northeast corner of the intersection of Dickson Lane and Herhill Road (Site 5, also identified by the EPA as Li Tungsten “Parcel B”); and 3) several contiguous tax lots located on the south side of Herhill Road along the Glen Cove Creek waterfront (Site 6, also identified by the EPA as Li Tungsten “Parcel A”).

Parcel C (Site 4) contains two vacant and deteriorating industrial buildings. Slopes dip steeply to the south in the area.

Parcel B (Site 5) (NCTM Parcel 31-G-311) is a vacant, rectangular, 4.5-acre lot located on the northeast corner of the intersection of Herhill Road and Dickson Lane. The south end of the property lies at the base of a steep slope, which dips from the northern uplands. The south end of the property had been cleared and currently is vegetated with successional old field vegetation, while most of the property (the north end) has many mature trees. Soils on-site are identified by the *Soil Survey of Nassau County, New York* (1987) as “Urban Land” on the south end of the property and “Urban Land-Montauk Complex, 3 to 8 percent slopes” on the remainder of the site. The Urban Land soils comprise those areas with at least 85 percent impervious land cover. The Urban Land-Montauk soils are found in urban areas and are considered to be deep and very well drained. The area is likely to serve as a sink for upgradient stormwater runoff.

Parcel A (Site 6) is the waterfront portion of the property, located south of Herhill Road, east of Garvies Point Road, and west of Charles Street. This parcel is the former site of the industrial facility and is currently is zoned for waterfront marine purposes. Soils at the site were identified as “Udorthents, refuse substratum” and “Urban Land” which indicate that significant disturbance has occurred, including construction of impervious ground cover. Vegetation is quite sparse on this parcel and slopes are essentially flat to gently sloping. An area of standing water was noted during a field investigation in what appeared to be the remains of a building foundation. This standing water seemingly suggests a relatively high groundwater table in the area, as may be expected adjacent in an area lying to the Glen Cove Creek. Topography on the inland portion of the site dips more steeply.

The Li Tungsten property was once occupied by a coal and lumberyard (during the late 1800’s). During the early 1900s the Ladew Leather Belting Company owned the property.

The National Reconditioning Company constructed a tungsten processing facility on the site in 1942. The facility was also known as Wah Chang Smelting and Refining and also as Li Tungsten. Site operations involved the processing of ore and scrap tungsten concentrates to ammonium paratungstate, and subsequently formulating metal tungsten powder and tungsten carbide powder. This facility held SPDES permit # NY008249, which expired in 1987. This permit conditionally allowed treated wastewater to be discharged to Glen Cove Creek, as well as two additional discharge points for non-contact cooling water.

Li Tungsten declared bankruptcy in the early 1980s, shuttering and abandoning the manufacturing facility. The Glen Cove Development Corporation (GCDC) purchased the property in 1984 for residential development purposes. The GCDC performed initial clean up activities in 1988, which included the removal of two tanks, one truck, over one

hundred drums and identifiable lab chemicals, as well as the installation of thirteen additional monitoring wells. Sampling at ten existing monitoring wells identified four plumes of contaminated groundwater containing an assortment of contaminants (chlorides, sulfates, lead, cadmium, tungsten, chromium, arsenic, barium, silver and polychlorinated biphenyls). Interim remedial activities also revealed the presence of extensive landfill waste.

The Li Tungsten property has been listed on the NPL since 1992. The NPL site includes Parcels A, B, and C, as well as two distinct sections of the nearby Captain's Cove property identified as Area A and Area G. Areas A and G at Captain's Cove were linked to the Li Tungsten Superfund site because tungsten ore tailings from the Li Tungsten plant were dumped there.

The EPA commenced a removal action on Li Tungsten Parcel A in order to stabilize the site and ensure worker safety. The EPA completed a Remedial Investigation/Feasibility Study, issued a Record of Decision, and completed remediation of Parcel A and the lower portion of Parcel C. The Glen Cove Industrial Development Agency (IDA) acquired all three Li Tungsten parcels in 1999.

The City of Glen Cove agreed to contribute to its share of the remediation costs (as a potentially responsible party "PRP") for the Li Tungsten site by contracting with the EPA to excavate the tungsten ore tailings located at the Captain's Cove site. Recently the City settled its liability along with the federal PRPs and some private PRPs. The total settlement reached was approximately \$30 million, which is earmarked for the disposal of the radioactive materials and remediation of the site.

The IDA signed a Land Development Agreement with Glen Isle Development, LLC in February 2003, for 46 acres of waterfront development. The project will consist of a hotel and conference center, retail shops, restaurants, residential units, offices, cultural attractions, and a public walkway.

### **Site 7: Doxey Site**

The Doxey site (NCTM parcel 21-A-114) occupies 0.64 acre on the north side of Glen Cove Creek, immediately east of the former Gladsky parcel and west of the Li Tungsten property. This privately owned facility is currently being used for salvage operations, and is zoned for marine waterfront uses. According to FEMA FIRMs, the land is situated entirely within the 100-year floodplain, as is the case with all lots immediately abutting Glen Cove Creek. Previously, the site was operated as a petroleum storage facility and the property still contains three large aboveground fuel storage tanks. The City is

working with the owner to relocate this operation to another suitable site, in order to free up this parcel for redevelopment as part of *The Glen Cove Creek Revitalization Plan*.

**Site 8: Sea Isle Marina Property**

The Sea Isle Marina property comprises a total of 6 acres on the south side of the mouth of Glen Cove Creek. The property, identified as NCTM parcel 21-A-25, is privately owned and is zoned for marine waterfront (MW-2) uses. The *Soil Survey of Nassau County, New York* describes the western half of this property as “beach” and the eastern half as “Urban Land-Udipsammets, wet substratum complex” (sandy dredge material), which has been deposited in an area that was once occupied by a portion of the original (natural) Glen Cove Creek channel. The underlying soil substratum consists of organic tidal marsh deposits. The site occupies a small peninsula and the topography on the site is flat to gently sloping. Much of the vegetation on the property has been disturbed and is indicative of early succession, particularly along the perimeter of the site; while the south-central portion of the property contains somewhat more mature vegetation. Elevations at the site range from slightly below mean sea level to approximately 14 feet above mean sea level. A bulkhead that was once used to stabilize the banks of the channel stands entirely within the water on the north side of the peninsula, is severely eroded, and no longer serves its original purpose.

This site has been the focus of much debate in recent years. The prospective developer has applied to the Glen Cove Planning Board for a site plan and special use permit to construct condominium units. The applicant prepared a draft environmental impact statement for this project, which includes a 36-unit condominium or, alternatively, a reduced-density 22-unit complex. The proposed plan also includes provisions for public waterfront access. The proposal is currently being opposed by some of the neighboring property owners as well as other groups and agencies. There is an open issue regarding the owner’s title to the site. The Sea Isle peninsula was originally part of a sand bar that extended from the north side of the mouth of the Creek. The U.S. Army Corps of Engineers altered the area in the 1930s in order to provide a more direct line of access for moving cargo to and from the creek. The original peninsula was severed to create a small island just south of the creek’s mouth. In the early 1960s, the area was filled in on the southern margin near Shore Road in order to provide access to a previous use (the former Ark Floating Restaurant). After the site was abandoned, the area became overgrown with successional growth and invasive species. The land fillings were never filed with the City of Glen Cove and have been challenged numerous times over the years.

#### 4.3.2 Town of Oyster Bay/Hamlet of Glenwood Landing

##### *Setting*

The properties of interest within the Glenwood Landing section of the Town of Oyster Bay are situated along both sides of Shore Road. This area was recently part of a comprehensive redevelopment and revitalization planning project commissioned by the Town of Oyster Bay. The area consists of several vacant waterfront lots, Tappen Beach Park, which straddles the Town of Oyster Bay/Village of Sea Cliff municipal boundary, a private country club, the recently constructed KeySpan gas turbine power generating facility, an Exxon-Mobil tank farm and associated waterside fuel offloading facility, a marine salvage operation, and some small neighborhood businesses near the west end of Glenwood Road. The GLWRR Plan (October 2002) recommended the rezoning of many lots within the area from Light Industry to waterfront commercial and rezoning of residentially-zoned land to lower the potential density of single-family homes on large tracts of land. These zoning recommendations were adopted by the Oyster Bay Town Board in January 2004. The GLWRR Plan also recommends a variety of streetscape improvements along both Shore Road and the west end of Glenwood Road.

The Glenwood Landing area is not currently serviced by a municipal sewerage facility, so sewage disposal occurs via on-site sanitary waste disposal systems. The Town has recently made improvements to the Tappen Beach Park, and has completed development of a small vest-pocket waterfront park located at the intersection of Glenwood Road and Shore Road (Powerhouse Park). KeySpan recently expanded its power generating facility including the construction of two new gas turbine plants on the east side of Shore Road. Although these features detract from the visual quality of the area, a brick wall was constructed along the frontage of the property which greatly improved appearances. The section of Shore Road which passes the lots under investigation, contains two lanes of traffic in both the north and southbound directions.

##### **Site 9: KeySpan/LIPA**

KeySpan owns several parcels of land within the study area, three of which have been targeted for additional review pursuant to this Quality Communities investigation. The three contiguous parcels identified as Site 9 include Section 21, Block F, Lots 4, 9, and 1947.

Lots 4 and 9 are abutting upland parcels situated near the Hempstead Harbor shoreline, on the west side of Shore Road, between Tappen Beach and the Gladsky property. Lot 1947 is situated to the west of Lots 4 and 9, and is shown on the tax maps as comprising

underwater land, but has since been bulkheaded and backfilled and now consists of uplands. The three lots have a combined total land area of 7.92 acres.

Lot 9 and the northern portion of Lot 1947 are somewhat unique as they contain a small tidal pond. Recent remedial action on this parcel resulted in the clearing of nearly every tree, the forest understory, and its ground cover. The tidal pond has been retained, and currently is protected along its upland edge by a stone wall and silt fencing.

The parcel comprising Lot 4 and the southern portion of Lot 1947 is generally flat and has been cleared of its vegetation. This site was formerly known as the “KeySpan propane facility”, which was used by KeySpan to store propane for use during very cold days to supplement fuel supplies to customers. The former liquid propane gas processing plant and propane storage tank farm has been decommissioned and all of the former underground storage tanks have been removed, reclaimed, and sold for use elsewhere. A remedial action was undertaken by KeySpan Energy Corporation (KeySpan) on this property under the provisions of NYSDEC’s Voluntary Cleanup Program (VCP). In September of 2001, KeySpan submitted a Final Site Investigation Report to NYSDEC which assessed the environmental impacts of the previous use and on-site activities and recommended a series of responses to address any on-site environmental degradation. This cleanup has been completed and, according to KeySpan officials, consisted of the removal and proper disposal of some contaminated soil and the placement of an impervious soil cap over the upland portion of the site. The future use of this land is restricted to recreation and open space, pursuant to the institutional controls set forth by the NYSDEC as part of the VCP.

All three of the aforementioned KeSpan-owned parcels were rezoned, via action by the Oyster Bay Town Board in January 2004, from light industrial to Waterfront-A. This new zoning designation focuses on water-dependent uses and support facilities directed at advancing revitalization of the Glenwood Landing waterfront and promoting use of the harbor for appropriate commercial and recreational purposes.

#### **Site 10: New Gladsky Property**

The tax lots identified as Section 21, Block F, Lots 3 and 1977 comprise two contiguous parcels owned and leased to John Gladsky by Glen Marine, and hereafter referred to as the “new Gladsky property”. The two adjacent parcels are situated west of Shore Road between property owned by KeySpan, to the north, and property owned by Exxon-Mobil to the south. Lot 3 is primarily an upland parcel with a small area containing underwater lands created by bank erosion and the receding shoreline along its northwestern side. Lot 1977 consists entirely of underwater lands. The two lots have a combined total acreage of approximately 2.2 acres, with roughly 1.5 acres of upland area.

A steel bulkhead has been installed along the northern border of the underwater lands (Lot 1977) and along the southwest boundary of Lot 3. A walkway leads from the uplands portion of the parcel, down to a few floating docks situated along the shoreline. These docks provide several boat slips. The site contains a variety of heavy equipment, machinery, supplies, and materials recovered or otherwise associated with a marine salvage operation. Several boats, including a tug boat and two barges, were docked along the shoreline during an onsite investigation conducted in the summer of 2001, although a significant amount of equipment and salvage items also are present. Lot 3 is generally devoid of its natural vegetation, with some invasive viney species and native trees and shrubs along the northern, southern, and eastern perimeter. The soils on-site consist of sandy and gravely dredge deposits and gently sloping topography with a small low bluff situated along the southwestern boundary of the property near the shoreline. A chain-link fence and locking gate have been provided along the frontage of the upland property and an opaque screen has been installed over the fencing.

A small amount of sedimentation has occurred along the northwestern boundary of the upland parcel— apparently from stormwater runoff from the adjacent parcel to the north and, perhaps to a lesser extent, due to the ongoing groundwater seepage from the low upland bank leading to the harbor.

A ferry terminal was proposed at this location in the recent past; however, the application was withdrawn due to significant public outcry based largely on the belief that traffic impacts associated with the ferry operation would adversely affect the area. Subsequently, a site plan for the proposed marine salvage and marina facility was submitted to the Town of Oyster Bay, prior to the adoption of the moratorium on the issuance of building permits in association with the now-completed Waterfront Redevelopment and Revitalization Plan. The proposed site plan includes a one-story 700-square foot office and storage building; 30-space parking lot; 21-slip marina (over the northern half of the underwater lands); 6-foot wide timber walkway along the western edge of the upland portion of the property; extension of the steel bulkheading along the northern and western shoreline; outdoor material, equipment, and machinery storage area (on the southern half of the upland parcel); and landscaping along the parcel's street frontage.

### **Site 11: Glen Marine**

The Glen Marine property is a rectangular, 1.82-acre vacant lot located on the east side of Shore Road. The property is situated between a KeySpan power generating facility to the north and an Exxon-Mobil tank farm to the south and east. The land is essentially devoid of vegetation, is relatively flat and has, over 300 feet of frontage along the east side of

Shore Road facing Hempstead Harbor. The soils are described by the *Soil Survey of Nassau County, New York* as “Urban Land-Udipsamments, wet substratum”. In accordance with the recommendation of the Glenwood Landing Waterfront Redevelopment and Revitalization Plan (GLWRR Plan), this parcel was rezoned from Light Industry to a Waterfront-B zoning designation, which permits and promotes a mix of water-enhanced commercial development, neighborhood commercial and recreational land uses.

Prior to the adoption of the GLWRR Plan, a site plan application was submitted to the Town for a Jaguar automobile detailing facility on the Glen Marine site. This proposed facility is not permitted under the new zoning, although the applicant has indicated that it will be pursuing a special permit for this project under §246-5.2 of the Oyster Bay Zoning Code.

**Site 12: Construction Contractors Yard (Capobianco Property)**

This site, identified as NCTM Section 21, Block M, Lot 37, comprises a small flag lot located on the east side of Shore Road between the KeySpan property and the North Shore Country Club. The property is 0.625 acre (27,225 square feet) in area and is improved with one single-story building. The premises are used as a construction contractor’s vehicle and equipment storage facility. The interior of the lot is mostly open and unvegetated to accommodate the parking of a number of construction vehicles; while the perimeter of the site consists of native plant life which provides some screening between the street and adjoining properties. This parcel was rezoned from Light Industry to the new Waterfront-B district, in accordance with the recommendation of the GLWRR Plan.

4.3.3 Town of North Hempstead/Hamlet of Glenwood Landing

*Setting*

The properties of interest are situated off of Scudders Lane, a short, narrow spur road which leads from Shore Road and terminates as a dead-end at the edge of Hempstead Harbor. This area is just one half mile from the other Quality Communities target properties located in the Glenwood Landing section of the Town of Oyster Bay. Motts Cove, a small arm of Hempstead Harbor, is situated just south of the parcels of interest. The general setting of these parcels is one of mixed land use. These existing land uses consist of vacant, former industry on the subject lots; residences to the north; marine commercial to the northeast and south of Motts Cove on the southwest corner of the intersection of Scudders Lane and Shore Road; and general commercial and residential development to the east. Zoning districts within the immediate area consist of industry,

residential, and business designations. An area of intertidal marsh is present along the perimeter of Motts Cove and the inactive federal navigation channel passes by this area of the harbor. The targeted sites are situated within the Glenwood Water District but are not currently serviced by public sewerage infrastructure. The small area of interest has been the subject of significant, ongoing environmental investigation and ongoing or pending cleanup.

**Site 13: *Hin Fin***

The Harbor Fuel/Hin Fin property comprises three separate tax lots on the east shore of Hempstead Harbor, directly to the north of the Shore Realty site. The inland parcel, comprising about 1.5 acres, is privately owned and has operated as a fuel distribution facility. The two waterfront parcels, each at approximately 1.25 acres, are owned by the Town of North Hempstead; the northerly one of these parcels has been leased to Harbor Fuel/Hin Fin for many years. The property is zoned for industrial use and is improved with several buildings and six large aboveground storage tanks. With the exception of some vegetation along its street frontages, the property has been cleared of vegetation. The soils on-site are identified by the *Soil Survey of Nassau County, New York* as being “Urban Land” which typically involves soils that are nearly entirely covered by concrete, asphalt, buildings, or other impervious structures. Access to the site is from a moderately-sloping, narrow, dead-end street (i.e., Scudders Lane), which intersects at a sharp bend in Shore Road. The site’s shoreline is protected and retained by bulkheads.

In the late 1990s, a plan was presented to the Town of North Hempstead by B&G Development for a 60-unit condominium complex which would cover the entire four-acre site. Thereafter, a contract of sale was negotiated for the Town-owned portion of the site, with the closing contingent upon rezoning to accommodate the condominium proposal and completion of the site plan and environmental review processes. As part of the development plan, the project sponsor would undertake remediation of the entire property, and would include suitable public access to and along the waterfront. At that time, consideration was being given to using a vacant Harbor Fuel/Hin Fin property on the east side of Shore Road for subsurface sewage disposal, although further studies would be required to verify the feasibility of this approach. In the summer of 2002, the developer presented a revised plan which, although involving the same number of units, would place them in 65-foot tall buildings, as compared to the 35 feet specified in the original plan, and would give consideration to a sewer connection through Glenwood Landing and Sea Cliff to the Glen Cove wastewater treatment plant. The proposed project is undergoing review pursuant to the State Environmental Quality Review Act; a public scoping session was held in June 2003, and preparation of the Draft Environmental Impact Statement is in progress.

**Site 14: *Shore Realty***

The Shore Realty property (NCTM parcel 20-A-35) is an approximately 3.2-acre, industrially-zoned site located south of Scudders Lane and north of Motts Cove. As with the Hin/Fin site, the Shore Realty property obtains its access via the west end of Scudders Lane.

Between 1939 and 1972, the bulk storage of petroleum products occurred on the Shore Realty site. One building exists on the south end of the property, and much of the southwestern portion of the land is paved. Based on review of municipal files, in 1994 two brick buildings consisting of a warehouse and an office and measuring 110 feet by 65 feet and 55 feet by 75 feet had undergone asbestos abatement and were later demolished and removed from the site. The eastern half of the site is currently undeveloped and becoming overgrown, but at one time accommodated some large above-ground storage tanks. Mattiace Petrochemical Company leased the parcel from 1974 to 1980, and used it to store various solvents. Numerous spills are reported to have occurred during Mattiace's tenancy. An establishment known as Applied Environmental Services subsequently used the site to store and mix waste solvents. Shore Realty purchased the property in 1983 for the purpose of constructing a condominium development. However, soils and groundwater at this location were found to contain high concentrations of organic compounds, and the site was placed on both the State and Federal Superfund lists. The pollution resulted in a Consent Order involving a large number of potentially responsible parties. In 1986, a NYSDEC-funded project removed 700,000 gallons of hazardous liquid waste from five large storage tanks and numerous other smaller tanks and containers on the site. A long-term remedial action commenced on the site in 1995, involving the operation of groundwater treatment and soil vapor extraction systems.

The western half of the Shore Realty property is situated within the 100-year floodplain. However, a small knoll located on the eastern portion of the site, where the aboveground storage tanks once stood, is within an X floodzone, which corresponds to higher, more-protected ground. The harbor and cove shorelines of the Shore Realty property are bulkheaded and the ground is paved down to the edge of the water. The perimeter of the parcel is fenced to prevent potential intruders from accessing the site.

#### 4.3.4 Village of Roslyn

*Setting*

Roslyn is a small incorporated village located around the headwaters of Hempstead Harbor. The Village has a small central downtown district containing shops and businesses, which exude an historic charm and character. Some of the more salient

features of the area include its historic overlay district situated to the south, a commercial center with small waterfront businesses, a small industrial district (along Lumber Road), Gerry Pond Park, Silver Lake, and Roslyn Pond to the south, the historic gristmill, and the Roslyn Viaduct. The Village of Roslyn's Comprehensive Plan identified four primary goals to guide the Village's future development and redevelopment. These goals include:

- Safeguard the integrity and value of Roslyn's historic and scenic resources
- Create a cohesive waterfront that enhances the economic vitality and value of its uses, the adjacent downtown, and the Village as a whole
- Bolster the downtown's specialty niche as an historic and waterfront business center, used by residents from the region seeking one-of-a-kind small scale shops and restaurants
- Accommodate new residential development in a manner that also helps to maintain and create attractive, highly valued neighborhoods.

**Site 15: Bryant Landing/Forest City Daly Housing**

The Bryant Landing/Forest City Daly Housing (FCDH) parcel is a vacant 11.077-acre tract of land located just north of the Roslyn Viaduct on the east shore of Hempstead Harbor. This site, which had previously been occupied by various industrial uses including an asphalt plant and gasoline and bulk oil storage facility, has been vacant for approximately 15 years. The area had been used sporadically as an illegal refuse dump site. It also has been significantly disturbed by previous development which has included the construction and operation of heavy industrial facilities, removal of native vegetation, demolition and removal of structures, and disruption to soil and soil horizons. As part of the site redevelopment, FCDH is proposing to undertake the remediation of soil contamination from past uses in accordance with the Voluntary Cleanup Program Remedial Work Plan that was agreed upon by NYSDEC. Most of the property's shoreline is bulkheaded. The north end of the property is not bulkheaded and intertidal marsh parallels the creek. The existing steel bulkhead along the shoreline has become quite deteriorated. An aerial photograph taken during the year 2000 shows a pier from the northern shoreline which crosses over the intertidal marsh to the creek.

The FCDH property is currently zoned for high density waterfront residential development and is situated within the Village's "Waterfront Development Overlay District". The site is adjacent to other land zoned for residential and business purposes, mixed-use development, and the Village's Historic/Scenic Overlay District. The Village has approved the development of a senior citizen housing complex on the site. This project includes the dedication of public open space with over 1,400 linear feet of waterfront which would contain pedestrian and bicycle access, a playground, open lawns,

park benches, and shelters. The project also calls for the rehabilitation of the shoreline with rip rap and steel bulkheading and the construction of three small on-site ponds which will be used to store and recharge stormwater. The applicant recently requested an amendment to the approved site plan, which entails a reduction in the total number of units and a change in the type of some of the remaining units from assisted living to senior independent living units.

**Site 16: *Village of Roslyn (NCTM Parcel 6-53-1051)***

NCTM parcel 6-53-1051 is located on the north side of the North Hempstead Turnpike viaduct, along the west shore of Hempstead Harbor in Roslyn. The property is a roughly one acre, triangular-shaped lot, which is owned by the Town of North Hempstead. The site's northern boundary coincides with the southern boundary of the Village of Flower Hill and is situated directly across the Harbor/Creek from the proposed Forest Daly Senior Citizen Housing Complex. The property is currently vacant.

4.3.5 Village of Flower Hill

*Setting*

The Village of Flower Hill has jurisdiction over a small tract of land situated within the Hempstead Harbor HMP's study area. This area, located between the Town of North Hempstead to the north and the Village of Roslyn to the south, includes just a few waterfront properties.

**Site 17: *Flower Hill Nursery/Garden Center***

The waterfront property which was targeted for additional review under the Quality Communities portion of HMP, is identified as NCTM parcel 6-53-970. The site is 3.46 acres in area and is zoned for residential use, but is currently improved with a general business (landscape nursery garden center). The soils on-site are identified as "Plymouth-Riverhead complex, 15 to 35 percent slopes". The western half of the property is above the 100-year floodplain; however, the lower half dips moderately-to-steeply toward the Harbor and is located within a coastal high hazard zone (VE) velocity flood zone. Access to the site can be obtained from West Shore Road.

#### 4.3.6 Town of North Hempstead, Hamlet of Port Washington

##### *Setting*

Several properties have been identified for further investigation along the west shore of Hempstead Harbor within the Hamlet of Port Washington, Town of North Hempstead. Property on the west side of West Shore Road was once used as a landfill which has since been closed. The Port Washington area, particularly on the immediate west side of West Shore Road, has also been extensively mined for sand and gravel in the past. The most conspicuous land uses identified along the west side of West Shore Road in the Port Washington include: the Harbor Links Golf Course, a new senior citizens complex, the closed landfill, a maintenance/public works garage, and a portion of Hempstead Harbor Beach County Park. Uses noted along the east side of West Shore Road in the Hamlet of Port Washington include: Bar Beach Town Park, the eastern half of Hempstead Harbor Beach County Park, the Town of North Hempstead solid waste management facility, a school bus parking depot, a sand and gravel handling and transfer facility, a small waterfront residential community (Beacon Hill Colony), a narrow stretch of vacant land, and some fringing tidal wetlands on the east side of West Shore Road. The Hempstead Harbor Shoreline Trail is being installed through the area, along the waterfront on the east side of West Shore Road, with the northernmost segment of the project already completed.

##### **Site 18: Port Washington (NCTM parcels 6-53-1047 and 6-53-1049)**

NCTM parcels 6-53-1047 and 6-53-1049 are contiguous privately-owned vacant lots located on the east side of West Shore Road in the Port Washington section of North Hempstead. Tax lot 6-53-1049 comprises 2.07 acres, most of which is underwater land and tax lot 6-53-1047 consists of 1.1 acres of upland. The upland lot is traversed by a U-shaped gravel driveway with access and egress on West Shore Road over adjoining properties. The Hempstead Harbor shoreline forms a small cove across the center of the easternmost parcel. The northerly and southerly shoreline of the cove are armored with rip rap and a narrow beach is located between these hardened areas. The site is vegetated primarily with early successional plant species and some limited wetland vegetation along the edge of the small cove. The property and abutting land to the north and south are zoned for residential purposes but are presently undeveloped. The “Hempstead Harbor Shoreline Trail” is proposed to be established along the Harbor shoreline on the east side of West Shore Road from the south side of Bar Beach to the northern boundary of the Village of Flower Hill. The trail would therefore have to pass through the westernmost lot (NCTM parcel 6-53-1047). The upland property is situated above FEMA’s 100-year floodplain due to the slopes that rise moderately-to-steeply to the west

toward West Shore Road. According to the *Soil Survey of Nassau County, New York*, the soils are Udorthents, refuse substratum. The site previously contained abandoned barges; however, these decaying eyesores have since been removed.

**Site 19: Port Washington (NCTM parcel 6-53-1003)**

NCTM parcel 6-53-1003 is a fairly long, yet very narrow vacant piece of privately-owned land located on the east side of West Shore Road. Despite its narrowness, which severely restricts its development potential, the northernmost portion of the site contains a small “bulb” of upland which projects into the harbor. The property is zoned for single-family residential development. An intertidal marsh exists adjacent to the site, on the east, along the shore of Hempstead Harbor. Common Reed (*Phragmites australis*) is an abundant plant species at this location. The *Hempstead Harbor Shoreline Trail Design Report* recommends that the proposed trail be directed along the frontage of this property, and the central and southern portions of the site are so narrow as to be unsuitable to accommodate much else. The headwaters of a small tidal creek begins at the south side of the small jutting headland on the north end of the property and meanders easterly through an intertidal marsh before opening to Hempstead Harbor. According to the *Soil Survey of Nassau County, New York*, the soils on-site are identified as “Udorthents, refuse substratum” and are characterized as previously discussed in this report.

**Site 20: Publicly-Owned property (NCTM parcel 6-53-1063)**

This Town-owned property is located on the west side of West Shore Road along the north side of the access street to Harbor Links Golf Course in Port Washington. The site has been significantly disturbed, both in terms of its cleared vegetation and its highly disturbed soils which include both shallow holes and depressions and several mounds of dirt. A couple small areas of shallow standing water were also noted during an early April of 2003 field investigation.

**Site 21: Port Washington Waterfront Sand and Gravel Operation**

A major sand and gravel operation is located on the east side of West Shore Road, north of the Hempstead Harbor Beach County Park, and south of a small residential neighborhood known as Beacon Hill Colony. The subject property consists of a long, narrow 3.02-acre strip of land situated along the Hempstead Harbor waterfront. The site is currently occupied by Buchanan Marine (Port Washington Terminal) and Bay Aggregates, which together are suppliers of various construction materials such as sand, gravel, stone, brick, and cement. The land is zoned for residential use and is currently serving as a transfer facility for sand and gravel which is shipped-in by barge and taken away by truck for use at construction sites. From the 1920s to 1935, the site

accommodated the O'Brien tug boat operation, where tugs, wooden scows, and barges were repaired, but since that time the site has been used for sand and gravel operations. The property has a long, bulkheaded shoreline and extensive road frontage and contains various structures including several buildings, sand hoppers, a few large concrete block retaining structures to confine earth materials, and some dilapidated piers off of the south end of the property. Docking area is also available on the south side of the site. Soils on-site include Urban Land (Ug) on the southern half and Urban Land-Udipsamments, Complex (Uu) on the northern half. The property is essentially devoid of vegetation.

#### 4.4 Conclusions and Recommendations

Based on the field reconnaissance, a comprehensive literature review, input from HHPC members, public outreach, and municipal file investigations, the following general recommendations are offered for promoting Quality Communities objectives for the individual targeted sites, as well as the overall Hempstead Harbor waterfront.

##### 4.4.1 General Recommendations

Waterfront land is a limited resource, especially relative to interior upland properties. As such, these sites are often quite valuable and are in great demand. Properties along the shoreline provide unique opportunities and fulfill specific needs for water-dependent uses – such as marinas, boatyards, ferry terminals and other marine commercial and industrial uses – which require shore side locations. They also provide opportunities for water-enhanced uses, such as restaurants and hotels, which can benefit from long water views, available natural and recreational resources, and alternative transportation opportunities. Waterfront locations are also commonly sought after by individuals who would like to live along the shoreline or who feel that they can achieve a significant financial return by establishing uses (e.g., multi-family housing) which may also benefit from the valuable vistas and physical access to the water. Waterfront areas provide excellent sites for recreational facilities, including parks, beaches, fishing docks, hiking and bicycle trails, and marinas.

Notwithstanding the vast variety of uses and activities that may benefit from a waterside location, there are many other important factors to consider in determining the types of uses for which the site and area may be most suited. While this may seem to be an easy undertaking, determining the right mix of uses, attracting this development to the area, and fulfilling this vision can be quite difficult. Project proposals for private lands are largely in the hands of private developers, are heavily influenced by volatile market conditions, and are contingent upon conformance to established zoning, site plan, and subdivision standards and specifications. Common siting considerations may include owner/developer interests and objectives, community goals and visions, past and present

land use types and patterns, traffic generation, and a number of physical, social, economic, and environmental conditions. These factors often do not work in harmony with one another, and frequently even conflict.

Each of the sites targeted for this assessment were unique in certain respects; nevertheless, there is a great deal of commonality among these sites. Many of the lots are brownfields and each has, at a minimum, been disturbed by some previous development, land clearing, and soil disruption. Still others have been impacted by sand and gravel operations, grading and paving, deposition of dredged material, installation of utilities, and construction and demolition of buildings, fuel tanks, and other structures. Many of the lots are clustered or are in close proximity to one another, and as such are linked in many ways by their common geography. This geographic relationship also translates to common road accesses, shared utilities, similar physical and environmental conditions, common associations with nearby land uses and growth patterns, same or similar zoning standards and regulations, common history, and a general relationship with the Hempstead Harbor waterfront. Native vegetation has been removed from most of the study properties, leaving these sites somewhat barren or with limited successional and/or non-native invasive species growth. Due to the many similarities in site conditions, a number of general recommendations have been developed by employing certain basic planning tenets. These general recommendations are as follows:

*Brownfield Remediation, Site Restoration, and Land Preparation, Reuse and Development*

- Complete the remediation and reclamation of brownfield properties until the risks associated with site contamination are either eliminated or reduced to levels that are protective of public health and safety, supportive of renewed environmental quality, and conducive to the redevelopment goals established for the area.
- Demolish and remove obsolete or dilapidated structures that are no longer being used or that have fallen into significant disrepair so as to prevent potential injury or arson, improve the aesthetics of the area, and promote resale and redevelopment of these properties.
- Ensure that future development is adequately sited, designed, and constructed so as to avoid inundation or damage of on-site structures by periodic flooding, storm surge, high water tables and poor drainage.
- Ensure that projects are located at sufficient distance from valuable wetlands, so as to protect the many important functions of these features, and prevent other unnecessary environmental degradation.

- Ensure that public beaches have an adequate supply of sand to support and promote public use (i.e., consider nourishment in areas that may be rapidly eroding). Consider erosion rates when determining the suitability and siting of structures along the waterfront.
- Repair the pavement, potholes, and scoured beds of local streets and parking areas.
- Replace deteriorated bulkheads.

#### *Environmental and Visual Resources*

- Support and/or institute water quality improvement initiatives to improve conditions in the harbor consistent with the *Water Quality Improvement Plan for Hempstead Harbor* (1998). Improvement of harbor water quality can help bolster the environmental quality, economic viability (finfishing, shellfishing, tourism), and recreational uses of the harbor's waters.
- Protect, restore, and enhance wetlands and shorelines in areas where development or intensive activities have occurred in the past but are not currently proposed. Attempt to restore some unused areas to their natural condition. Such restoration would be beneficial from an environmental, ecological, erosion/sedimentation protection, and stormwater control standpoint, and improves the character and aesthetics of the area. The establishment of conservation easements, buffers, or open space dedications may be a suitable and desirable means to achieve protection under certain circumstances in some locations.
- Avoid installation of underground structures such as septic systems, underground fuel storage tanks, and basements in areas with shallow depth to groundwater. Elevating structures by providing fill can help to avoid many problems.
- Install adequate drainage infrastructure and incorporate stormwater controls into site designs by promoting natural vegetative techniques, creating stormwater recharge areas, and natural filtration as possible, rather than causing the direct discharge of untreated stormwater to the Harbor or area wetlands, ponds, coves, and tributaries.
- Ensure that adequate wastewater disposal occurs, particularly in areas that have shallow depth to groundwater or that lack municipal sewerage infrastructure. Where possible, all future homes, businesses, and facilities should be required to

connect to municipal sewerage systems, unless adequate siting, capacity, and design of on-site sanitary facilities is assured.

- Ensure that odors from municipal and industrial properties are controlled as much as practicable so as not to create a public nuisance or dissuade people from visiting the area.
- Clean up litter and debris dumped at brownfields sites, on vacant lots, street ends, and along roadway shoulders.
- Provide vegetative screening, buffers, and aesthetic enhancements, especially in areas having intensive/industrial and heavy waterfront commercial activities which may create an appearance of blight.
- To the extent practicable, utilize landscape materials that are native to the area and the waterfront, and the types of soils, sun exposure, and moisture conditions. Planting native vegetation can benefit wildlife by providing habitat and usually requires less maintenance, thereby limiting the necessity for applying fertilizers and pesticides which may have negative repercussions on the environment if such materials are not properly stored, handled, applied, and discarded.
- Locate structures in a way which preserves valuable vistas of the harbor, attractive architectural resources, and other aesthetic features and points of interest.

#### *Traffic, Transportation, and Pedestrian Activity*

- Ensure that future development does not unduly increase traffic volumes to undesirable levels which may jeopardize pedestrian and motorist safety and diminish the area's quality of life.
- Where dense development or significant growth is planned or expected in the future, restrict the number of curb cuts as much as practicable, and utilize cross-access easements in order to ensure orderly traffic circulation and motorist and pedestrian safety.
- Incorporate streetscaping and street amenities into revitalized areas not only in order to improve aesthetic qualities, but also to accommodate pedestrian activities.
- Promote alternative modes of travel where practicable.

- Promote pedestrian activity through the installation of pedestrian facilities and amenities, establishment of linkages to points of interest, and installation of adequate way-finding cues, perhaps with interpretive walkways, landscaping, and signage describing local history and natural marine and terrestrial resources.

*Protection of Social, Economic, Historic, Archaeological, and Cultural Resources*

- Preserve, protect, and promote important social, historic, archaeological, and cultural institutions.
- Encourage the establishment of land uses that are considered to be beneficial to the community in terms of bolstering the tax base, perpetuating a consistent community character and land use compatibility, and providing employment opportunities and economic stimulation without jeopardizing environmental quality or quality of life.
- Maximize public access to the waterfront and facilitate appropriate uses of the harbor and shoreline.
- Initiate community functions and activities that bring the residents of local and neighboring communities to the waterfront.

*Plan Compatibility, Implementing Safeguards, Monitoring Plan Success, and Enforcing Laws and Agreements*

- Officials involved in planning initiatives within the HMP study area should always consult approved local and regional plans to ensure that projects conform with the spirit and intent of both municipal and regional visions and recommendations. There have been many such plans and investigations which have been based on often widespread, in-depth, public participation campaigns.
- Utilize conditional resolutions of approval and appropriately drafted and filed legal instruments, such as easements, covenants, deed restrictions, and adequately-backed performance and maintenance bonds to formalize requirements and conditions of certificates of occupancies (COs). This will help to ensure that required mitigative regulations and requirements are effectuated and can serve as a basis to support orders to comply and facilitate the revocation of COs if violations are not properly resolved.

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- Continue monitoring physical, land use, environmental, historic, cultural, and social conditions to determine whether planning and resource management goals are being achieved.
  - Advertise key destinations to attract visitors or promote additional use by residents.

#### 4.4.2 Site-Specific and Area-Specific Recommendations

The following site-specific and area-specific recommendations have been developed for the targeted Quality Communities properties and parcel clusters. Although these recommendations focus on particular sites and waterfront tracts, attempts are made to formulate and integrate each planning suggestion into a more holistic, regional (Hempstead Harbor-wide) framework, while enhancing and building off of the particular needs and unique characteristics of the waterfront community in which the parcels are located. Emphasis is placed on the protection of environmental resources, securing of public waterfront access, utilizing smart growth principles, preserving scenic vistas and aesthetic qualities, improving quality-of-life in the region, preserving cultural and historic resources, enhancing community character, promoting pedestrian and recreational activities, generating tax revenues, expanding employment opportunities, and bolstering the regional economy.

##### *Glen Cove Creek*

Waterfront commercial and waterfront industrial uses, such as those located along Glen Cove Creek and its vicinity, are integral to maintaining a suitable property tax base, generating sales tax revenues, providing a range of employment opportunities and generating economic multiplier effects associated with the spending and respending of wages, maintaining or enhancing economic growth, and providing a mix of land uses, products, and services to the City and surrounding communities. These land uses contribute to the general economic well-being of the area and provide some degree of stability. The tax benefits of industrial activities are particularly important in terms of supporting local schools, which in turn can offer myriad social, fiscal, and economic dividends. Moreover, the export of products or services to areas outside the community (i.e., bringing money in from outside an area) is one of the best ways to stimulate sustainable economic growth and employment opportunities for local residents.

In addition to some of the economic activities in the area, institutional land uses such as the City solid waste transfer station and wastewater treatment facility conduct necessary services and activities by ensuring public health and safety and general sanitary conditions. Intensive uses such as wastewater treatment facilities, in particular, often rely

on waterfront locations in order to facilitate the disposal of treated effluent in accordance with State-issued discharge permits while some industrial and wholesale operations utilize waterfront locations for shipping and receiving cargo.

Despite the need for such intensive institutional, commercial, and industrial land uses, they are sometimes considered to constitute an eyesore, may emit foul odors, generate noise and intense large-truck traffic, may create blight, and pollute soil, surface water, and groundwater. Many industrial sites have been abandoned due to increasing costs of operation, corporate competition, changes in foreign and domestic markets, and economic downturns. This contention is supported by many experts and is evidenced by the shrinking industrial base of the northeastern U.S. and the relocation of some of these industries to the southern U.S. or other countries where labor, land, and operations are more affordable. The post-industrial economy of the northeastern U.S. is now based more on the service industry and perhaps to a lesser extent, technology.

Glen Cove Creek is a natural feature which has been dramatically altered by shoreline stabilization and dredging in order to accommodate certain activities along the shore of a densely developed urban area. These waterfront uses also often prevent uses that may be more aesthetic or provide recreational opportunities or public waterfront access. Moreover, responsibilities for cleanup of contaminated sites are also often neglected, exacting great public cost through long legal battles and site remediation. Therefore, significant effort is needed to actively redevelop and revitalize the waterfront area.

The demolition of abandoned industrial buildings and redevelopment of these vacant properties with compatible, high-demand, water-dependent and water-enhanced land uses should be pursued. For this reason, it is recommended that at least a portion of this site be maintained for such waterfront commercial/light industrial uses. The creek and the surrounding commercial/industrial/institutional development that has been established along or in close proximity to the waterfront provides fitting centralized location for such activities. It would be very difficult, if not impossible, to find a suitable and non-controversial location to replace some of the industrial and other intense waterfront activities which are supported by the dredged and stabilized federal navigation channel, bulkheading, and docking areas. The area also is equipped with suitable infrastructure, including public water, fire hydrants, municipal sewerage, gas, and electricity.

Ensuring that maximum building coverage regulations are not overly permissive, or requiring vegetated buffers, increased setbacks, along street frontages, and suitable storage areas for intense waterfront uses may be practical and beneficial as long as these restrictions do not overly constrain the viability of operations. Appropriate setbacks or buffers along the waterfront for all buildings and structures that do not require a waterside location would help to mitigate potential environmental impacts and flooding

due to proximity to surface waters and shallow depth to groundwater. Uses which require or are enhanced by their waterfront location should be promoted.

There may be opportunities to work with future developers in securing/acquiring public amenities such as waterfront access easements, public boat launching areas, walkways, bikeways, parks, and esplanades. Furthermore, the utilization of appropriate conditions of approval, easements, deed/lease restrictions, or restrictive covenants tied to site plan approvals could help to ensure that environmental quality is maintained.

The *Glen Cove Creek Revitalization Plan* (1996) provides many good recommendations for the future of the Glen Cove Creek area, arrived at through a consensus-building process of public participation. Mixed uses, including waterfront-marine development, public parks and recreation facilities, and general retail uses have been recommended. One option would be to promote the more intensive waterfront uses on one side of the creek (north or south) or on one end of the Creek (east or west) while concentrating general retail businesses, shops, hotels, a convention center, and recreation on the opposite side or end.

#### *Sea Isle*

The privately-owned Sea Isle property would be best utilized for water-dependent and water-enhanced uses consistent with the Marine Waterfront (MW-2) zoning district and/or a park with an extension to the existing harbor-side walkway located along Shore Road and the mouth of Glen Cove Creek. This parcel is located near a major pedestrian/recreational walkway, a marina, restaurant; some dwellings also are nearby, in the flat, low-lying areas adjacent to both sides of the street, and perched on a tall steep slope just south of the mouth of Glen Cove Creek in the Village of Sea Cliff. The Sea Isle site offers views of the harbor as well as of the working creek.

Based on the Sea Isle property's location, and relative proximity to other sites and activities, there are a variety of land uses that are permitted in the MW-2 zone which could benefit from such a location. This property is privately-owned, so any consideration of preserving or developing the site as a public park would first require acquisition. Regardless of the type of development to take place on the property, caution should be exercised so as not to overdevelop land which may be subject to shore erosion, periodic flooding, potential storm surge damage, and surface water pollutant loadings, and which has a shallow depth to groundwater, highly permeable sandy soils, and a generally high degree of environmental sensitivity. Adequate setbacks, buffers, and/or conservation easements should be provided adjacent to areas that are environmentally, ecologically, and aesthetically valuable or that may be degraded by development (e.g., wetlands).

Any development at this location will likely require a permit from NYSDEC, and strict limits likely would be placed on the type and scale of development that would be permitted on the property. In fact, recent commentary from NYSDEC in connection with the pending proposal for multi-family housing on the site indicates that given the physical and environmental constraints pertaining to the property, conformance with NYSDEC development standards may not be attainable. Furthermore, as discussed in Section 3.3.1.4, the ownership of at least a portion of the parcel is in question due to the past history of dredging and filling of underwater lands.

#### *Town of Oyster Bay/Hamlet of Glenwood Landing*

It is recommended that the future growth, preservation, and revitalization activities of the Glenwood Landing portion of the Town of Oyster Bay be guided by the recommendations and initiatives outlined in the GLWRR Plan which has been adopted by the Oyster Bay Town Board. The area is not equipped with public sewerage, and some locations may be ill-suited to adequately treat large volumes of sanitary wastes that might be discharged to the ground, due to its proximity to the harbor, poor soil characteristics, shallow depth to groundwater, and location within the 100-year floodplain. The public participation component of that study revealed an interest in promoting recreational and compatible waterfront commercial and neighborhood business uses in the area, as well as reduced residential density on large tracts of open space land (i.e., the North Shore Country Club property), and improvement and preservation of environmental quality and visual resources. Development at this location should be constructed so as to avoid floodprone areas and the impacts of poor drainage, unless adequate mitigation is provided. Installation of adequate stormwater controls will also be important, particularly in terms of restoring and preserving the integrity of Hempstead Harbor's water quality, in accordance with the recommendations of the *Water Quality Improvement Plan*.

The KeySpan parcels identified as NCTM parcels 21-F-4/9/1947 located along the Glenwood Landing waterfront would be rezoned as Waterfront-A in accordance with the recommendations of the GLWRR Plan. In addition to rezoning to encourage water-dependent uses along the shoreline in this area, the GLWRR Plan recommends that the Town seek to acquire Lot 9 (the northern lot) and the northern half of Lot 1947 since the site contains a lengthy waterfront and a tidal pond, has not been remediated to a level that would be supportive of development, and could be easily unified with Tappen Beach Park which adjoins to the north. If acquired as recommended, the GLWRR Plan calls for this parcel to be restored to its natural state and preserved as wildlife habitat, with a hiking trail or a bicycle path along the waterfront. The GLWRR Plan provides a secondary recommendation of acquiring Lot 4 and the southern half of 1947 if funds

became available and KeySpan is a willing seller. If the Town was unable to purchase the southern property (Lot 4 and the southern half of Lot 1947), the GLWRR Plan recommends that water-dependent development be permitted and an easement be secured along the waterfront to provide an extension of the trail or bikeway and further enhance public waterfront access to the harbor.

The new Gladsky property also has been rezoned as Waterfront-A, pursuant to the recommendation of the GLWRR Plan, thereby promoting compatible water-dependent uses and activities. Presently, a marine salvage facility operates on the site and a number of boat slips are available. A site plan has been submitted to the Town of Oyster Bay. The proposed use is permitted in the Waterfront-A zone as a special permit use, subject to conformance with a series of special permit standards. When the Town considers the proposed site plan, special attention should be paid to the special permit standards developed under the GLWRR Plan in order to ensure that no significant adverse impacts will result. Additionally, sufficient mechanisms (i.e., enforceable legal instruments) should be established to ensure compliance with requisite mitigative measures (e.g., conditions of site plan approval, properly written and filed covenants and restrictions, easements, performance bonds, maintenance bonds, etc.). These controls are not only important in dissuading the occurrence of future problems of the type that reportedly occurred when this facility operated out of Glen Cove Creek, but may be essential in providing a legal basis from which a certificate of occupancy can be revoked if warranted.

Under the recommendations of the GLWRR Plan, the Glen Marine property has been rezoned from Light Industry to Waterfront-B, which allows a mix of water-enhanced and neighborhood commercial and recreational uses. The Jaguar detailing facility that has been proposed for this site has been thought to be largely inconsistent with the waterfront location and during the GLWRR planning process was the source of significant public concern and opposition. This property should be developed in accordance with the recommendations of the GLWRR Plan. Although the Town's Zoning Code allows certain flexibility to provide the Town Board with discretion in considering unique applications, a strong burden of proof should be applied to any applicant whose proposed use is not specifically listed as being permitted (either as-of-right or by special permit) under the new zoning.

Other recommendations for the Waterfront-B District include moving the current on-street parking area to the interior of the site. Ensuring safe access to the site and enhancing the aesthetics of the parcel with landscaping would be quite beneficial, as would augmentation of the vegetative screening along the frontage of the Glen Marine property. It should also be noted that the GLWRR Plan recommends the planting of

street trees, which will help to augment the aesthetics, pedestrian amenities, and environmental quality of the area.

*Town of North Hempstead/Hamlet of Glenwood Landing*

The Shore Realty/Hin Fin area has not been subject to a public planning and consensus-building process to determine the most appropriate uses for the area. However, the area could perhaps be redeveloped similarly as the GLWRR Plan study area located just a short distance to the north, by promoting marine-related, water-dependent businesses which would further centralize and augment the small number of marine commercial businesses that currently operate in that area.

There has also been a recent proposal to construct a multi-family residential development in this area (i.e., on the Harbor Fuel/Hin Fin site), which would include environmental remediation and the possibility of securing public access to the waterfront. Any benefits that may be received from such a project should be balanced against any potentially adverse effects. Important environmental and planning considerations include:

- project scale, excessive building height or and development density;
- conformance and compatibility with current zoning and area land uses;
- demand for waterfront locations by water-dependent uses;
- traffic generation, congestion, and motorist and pedestrian safety; and
- issues such as the need for a high level of site cleanup and installation of appropriate means for ensuring adequate sewage disposal.

Regardless of the type(s) of use(s) to be developed at the Shore Realty and Harbor Fuel/Hin Fin sites, traffic controls such as a appropriate signage or a caution light could be installed at the intersection of Shore Road and Scudders Lane to ensure that speeds around the corner of that intersection are not excessive and, if possible, sight distance should be improved in order to further mitigate dangerous conditions. Sidewalks may also be helpful in protecting pedestrians from traffic dangers. Remedial activities should continue, and the sites should be cleaned to a level that is appropriate for the type of development to be undertaken.

The Scudders Lane road-end provides a great opportunity for public access to the shoreline and would benefit from the installation of a boat ramp. The two adjacent properties, Shore Realty and Hin Fin, are bulkheaded along the shoreline, have relatively deep water nearby, and would be ideal for waterfront commercial, light water-dependent industry, or recreational uses after they have been remediated and reclaimed.

*Village of Roslyn*

The historic village ambiance should be highlighted by expanding or augmenting the village's central business district, perhaps centering around the old Roslyn Grist Mill which is currently being restored. Developing a waterfront trail/ walkway and esplanade, possibly in conjunction with the proposed Forest Daly Senior housing facility, would also provide a valuable public amenity. The proposed housing complex would include many attributes such as the cleanup and reuse of a large, underutilized brownfield site in the "downtown" area, the provision of public parkland and public access to the Hempstead Harbor shoreline, repair and/or replacement of a deteriorated bulkhead, increased property tax revenues, and housing for the area's senior citizens.

As an alternative to Senior Housing at the old Bryant Landing site, the development of specialty retail shops with an historic/waterfront/colonial architectural motif, scale, and character may be suitable. Such retail development could serve as an extension of the existing downtown business district. Improvements might include providing appropriate signage, lighting, an esplanade, waterfront walkway, "village square", and landscaping, and enhanced linkage to Gerry Park, Silver Lake, and Roslyn Pond as recommended in the *Village of Roslyn Waterfront Enhancement Strategy*.

Other suggestions for the Village of Roslyn include:

- repair the municipal parking lot near the historic Grist Mill on the west side of Roslyn Creek;
- restore and stabilize the creek/harbor shoreline to prevent erosion and siltation;
- provide adequate stormwater controls through measures such as minimizing impervious ground cover where possible, or installing appropriate runoff infiltration structures (e.g., vegetative stormwater controls or leaching devices depending on the depth to groundwater), rather than direct sheet or point source stormwater discharge;
- replace deteriorated bulkheads along the shoreline;
- restore native vegetation;
- repair pavement beneath the Roslyn Viaduct, where numerous potholes have developed;
- enhance streetscapes;
- develop a public esplanade along the creek at the proposed Forest City Daly senior housing project or other development (e.g., retail shops) on that site to promote pedestrian activity and provide linkages from pedestrian facilities to key commercial, historic, cultural, and recreational links;
- provide interpretive signage based on the history of the area, and other physical and environmental features; and

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- screen visually unattractive features or areas and objects which are inconsistent with the desired character of the community.

The property designated as NCTM parcel 653-1051 is owned by the Town of North Hempstead and is situated directly across Roslyn Creek from the proposed Forest Daly Senior Citizen housing complex. The site could provide overflow parking and perhaps include a footbridge to allow pedestrians access to the proposed public open space/park and esplanade and other points of interest on the east side of the Harbor and to provide a notable centralized feature of attraction. Any such bridge is likely to be very expensive, however, and the design would have to be such as not to obstruct vessel navigation within this section of Hempstead Harbor/Roslyn Creek. Costs associated with such a project would also have to be justified in terms of a benefit/cost analysis and a public input campaign to determine that the project is truly desired and feasible. The property may also accommodate some other use which would attract people to the area.

#### *Village of Flower Hill*

This site is zoned for residential development, but currently contains a nursery garden center. There are no known plans to discontinue the nonconforming use of this site. If the current use were to discontinue, it might be developed for residential purposes as is currently zoned, or be rezoned for various business or waterfront commercial purposes. The land is somewhat constrained by steep slopes. There may also be a potential to accommodate a segment of the North Hempstead Shoreline Trail through this site in the future.

#### *Town of North Hempstead/Port Washington*

Land (NCTM parcel 653-1063) owned by the Town of North Hempstead on the west side of West Shore Road, near the Harbor Links Golf Course and the senior citizens complex on the former Morewood property, may be an ideal place for private or public indoor recreation or a social services/senior citizens center, doctor's offices, physical therapy, emergency response facilities or other health care operations which can support or provide services and recreational opportunities for the large, compact population of senior citizens in the area. Significant filling and regrading of the site will be necessary before any development can occur, and it is unknown whether there has been any past contamination associated with the property.

NCTM parcels 653-1047 and 1049 comprise two small (less than 3 acres, about half of which is underwater), contiguous, privately-owned lots on the east side of West Shore Road. Public acquisition of these lots (including an upland lot and underwater lot) and their use as public open space is one possibility. The site would provide a good viewing

area for pedestrians who might use the Hempstead Harbor Shoreline Trail. A small parking lot, perhaps, constructed of gravel, grass, or stone to induce stormwater infiltration, could be constructed. The potential exists for establishing a boat launching area. The removal of vegetation should be limited to only those areas that have to be cleared and suitable native vegetative materials should be planted where practicable in order to restore the area to a more native condition. A bench overlooking the harbor could be provided.

If public acquisition of NCTM parcels 6-53-1047 and 1049 is not possible or monetarily-feasible, these parcels could support a small amount of development. The property at this location is unique because there are both an upland lot and an underwater lot, which are essentially inseparable, and are ideally suited for a water-dependent use.

NCTM parcel 6-53-1003 could be left as a natural area, with access from the proposed Hempstead Harbor Shoreline Trail. There is also a possibility of providing a small parking lot and a few picnic tables along the trail overlooking the harbor and marshlands.

If the sand and gravel operations in the Port Washington area were to cease sometime in the future and were replaced by another less intensive (or more pedestrian friendly) use or were otherwise sufficiently screened, bermed, and/or landscaped, there may be an opportunity to secure a trail access over the site which could extend the proposed Hempstead Harbor Shoreline Trail, thereby providing linkage to the Beacon Hill Community. Ideally, future uses on this site would comprise water-dependent and/or water-enhanced uses which can benefit from its long stretch of shoreline. As with most waterfront properties, environmental protection, implementation of adequate stormwater, wastewater and flood controls, the preservation of valuable vistas, and provision of public access are important considerations.