Chapter 5: Visual Resources

A. INTRODUCTION

This chapter considers the potential for the Proposed Project to affect visual resources within the Project Corridor. The analysis of visual impacts is based upon methodology described in the New York State Department of Environmental Conservation (NYSDEC) Program Policy, "Assessing and Mitigating Visual Impacts," (DEP-00-2). An analysis of potential visual impacts was conducted at identified sensitive receptors as well as from a variety of representative viewpoints within the Study Area.

B. PRINCIPAL CONCLUSIONS AND IMPACTS

The Proposed Project would cause visual changes to the Study Area resulting from the construction of a new track; new retaining walls; pedestrian overpasses; parking structures; roadway underpasses; relocation of overhead utility lines; removing of existing wood utility poles and replacement with steel utility poles (except for grade crossing locations where wooden poles will replace existing ones); and removal of existing vegetation adjacent to the Long Island Rail Road (LIRR) right-of-way (ROW). Many of these changes would be visible from multiple locations within the Study Area and would be considered a visual impact. However, none would result in significant adverse visual impacts. The changes would neither degrade nor impair the scenic qualities or overall context of the Study Area.

C. METHODOLOGY

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

According to DEP-00-2, a "visual impact" occurs when "the mitigating[1] effects of perspective do not reduce the visibility of an object to insignificant levels. Beauty plays no role in this concept (DEP-00-2, p. 10). DEP-00-2 also provides guidance with respect to the definition of an 'aesthetic impact'":

> Aesthetic impact occurs when there is a detrimental effect on the perceived beauty of a place or structure. Mere visibility, even startling visibility of a project proposal, should not be a threshold for decision making. Instead a project, by virtue of its visibility, must clearly

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

> interfere with or reduce the public's enjoyment and/or appreciation of the appearance of an inventoried resource. (DEP-00-2, p. 9)

The visibility of a project or its elements would not automatically constitute a significant adverse visual impact. While the elements of a project may be visible, the significance of a project's visibility depends on several factors: 1) presence of any designated historic or scenic resources within the viewshed of the project; 2) distance between the viewer and the project; and 3) the general characteristics of the surrounding landscape, and the extent to which the visibility of the project interferes with the public's enjoyment or appreciation of the resource. A significant adverse visual impact would only occur when the effects of design, distance, and intervening topography and vegetation do not adequately minimize the visibility of an object and the visibility significantly detracts from the public's enjoyment of a resource.

The potential for a change in a visual component to be considered a significant adverse visual impact is influenced by numerous factors, including the overall context and character of the area in which the change is being proposed. Such factors as the surrounding landscape, including existing vegetation, buildings, and topography are considered in the assessment of a visual impact. For such features as transmission poles and lines, the effects of distance and contextual topography typically diminish with an increase in distance between the viewer and the new project features. The mitigating effects of atmospheric perspective may be important in the assessment of a project's visual impact. While an object may be visible over a long distance, the effect known as "atmospheric perspective," which DEP-00-2 describes as the "reduction in intensity of colors and the contrast between light and dark as the distance of the objects from the observer increases" minimizes the significance of the object in the overall view shed. Atmospheric perspective is the result of the natural particles within the atmosphere scattering light.

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

1) Was the full mitigation menu[2] considered?
2) Will those mitigation strategies selected be effective?
3) Were the costs of mitigation for impacts to other media considered and were those mitigation investments prioritized accordingly?
4) Are the estimated costs of all mitigation insignificant?
5) Were the mitigation strategies employed consistent with previous similar applications?
6) Was the mitigation cost effective?

[2] DEP-00-2 defines the "mitigation menu" as three general groups: professional design and siting, maintenance, and offsets. "Professional design and siting" includes a full suite of standard design considerations such as screening, relocation, camouflage/disguise, alternative technologies, materials, and lighting. "Maintenance" refers to any actions that an applicant can take to improve the appearance of an existing facility. "Offsets" include measures to compensate for a visual impact through on- or off-site actions to improve the overall visual quality within an affected view shed. Offsets "should be employed in sensitive locations where significant impacts from the proposal are unavoidable, or mitigation of other types would be uneconomic and mitigation to be used is only partially effective."

7) Were offsets and decommissioning (removal of older structures or equipment) considered?

For the purposes of this analysis, the term "Project Corridor" shall refer to the area between the northern and southern limits of the LIRR infrastructure, comprising tracks, fences, utilities, stations and platforms, sidings, and ancillary infrastructure and areas proximate to the grade crossings.

D. EXISTING CONDITIONS

STUDY AREA

A 1/4-mile Study Area was defined on both sides of the LIRR ROW and a 1/2-mile Study Area was defined around existing LIRR stations and grade crossings. Given the presence of residential and commercial buildings within this Study Area, the generally flat topography, and the presence of mature trees lining many streets and within private property lot lines, views of the LIRR ROW, station areas, and grade crossings are generally limited to locations that are immediately adjacent to the Project Corridor. Even in areas where the LIRR ROW is on a raised embankment or otherwise elevated above the surrounding grade, most views of the Project Corridor are limited to the immediate area surrounding it. Thus, the 1/4-mile and 1/2-mile limits to the Study Area are appropriate for assessing potential visual impacts of the Proposed Project, as the proposed changes would be unlikely to be visible from beyond those distances.

VISUAL CHARACTER

This section identifies the overall visual character of the Study Area by municipality from west to east and then identifies any sensitive receptors as defined by DEP-00-2. Photographs of representative conditions within each portion of the Study Area are provided in **Figure 5-1A-1 through Figure 5-1G-1** with the location of each photograph indicated in Figure 5-1A through Figure 5-1G.

VILLAGE OF FLORAL PARK

The Village of Floral Park is a suburban, residential community adjacent to the New York City border with Nassau County. Its small, commercial downtown area is located close to the Floral Park LIRR Station. The Floral Park Station is located above the surrounding streets on a concrete viaduct which supports the two Main Line tracks, two tracks from the Hempstead Branch, and three platforms. The station and tracks pass over Carnation Avenue, Tulip Avenue, South Tyson Avenue and Plainfield Avenue. From Plainfield Avenue eastward, the two Main Line tracks slope down, eventually reaching grade at around Fifth Avenue (0.9 miles east) in the Village of New Hyde Park. The Floral Park Station is flanked by Atlantic Avenue to its south and Caroline Place and Tyson Avenue to its north. East of Tulip Avenue, the Main Line and Hempstead Branches diverge. Floral Park's downtown commercial and civic district borders on Floral Park Station and extends down Tulip Avenue. There are no buildings in the downtown commercial area on the State or National Register of Historic Places. However, as described in Chapter 6, "Historic Resources," the Floral Park Methodist Church, Floral Park Village Hall, and a potential historic district on Tulip Avenue between Verbena and Iris Streets are eligible for inclusion in the State and National Register of Historic Places.

From many streets throughout the Village of Floral Park, views of the LIRR Station and tracks are obscured and not visible. The streets and buildings between the United Methodist Church of Floral Park and the Project Corridor hide views of the existing Floral Park Station and tracks. These buildings include the Village Administration building as well as the buildings in the

LIRR Station

Grade-Separated Crossing

Land-Use Study Area

Photograph Direction and Reference Number

0 2,000 FEET

LIRR Expansion Project
Floral Park to Hicksville

Visual Assessment Location Map

Figure 5-1A

View north towards Floral Park Train Station from Carnation Avenue **1**

View north towards Floral Park Train Station from Carlton Street **2**

View west from Floral Park Train Station **3**

View east from Floral Park Train Station **4**

View south towards Floral Park Train Station from South Tyson Avenue **5**

View south towards Floral Park Train Station from Carnation Avenue **6**

View north towards Floral Park Train Station from Tulip Avenue **7**

View north towards Floral Park Train Station from Magnolia Avenue **8**

View north towards Project Corridor from Plainfield Avenue **9**

View south towards Project Corridor from Plainfield Avenue **10**

View south towards Project Corridor from Main Street **11**

View south towards Project Corridor from King Street **12**

View south towards Project Corridor from Deepan Avenue **13**

View south towards Project Corridor from Linden Avenue **14**

View north from Floral Park Playground and North Street **15**

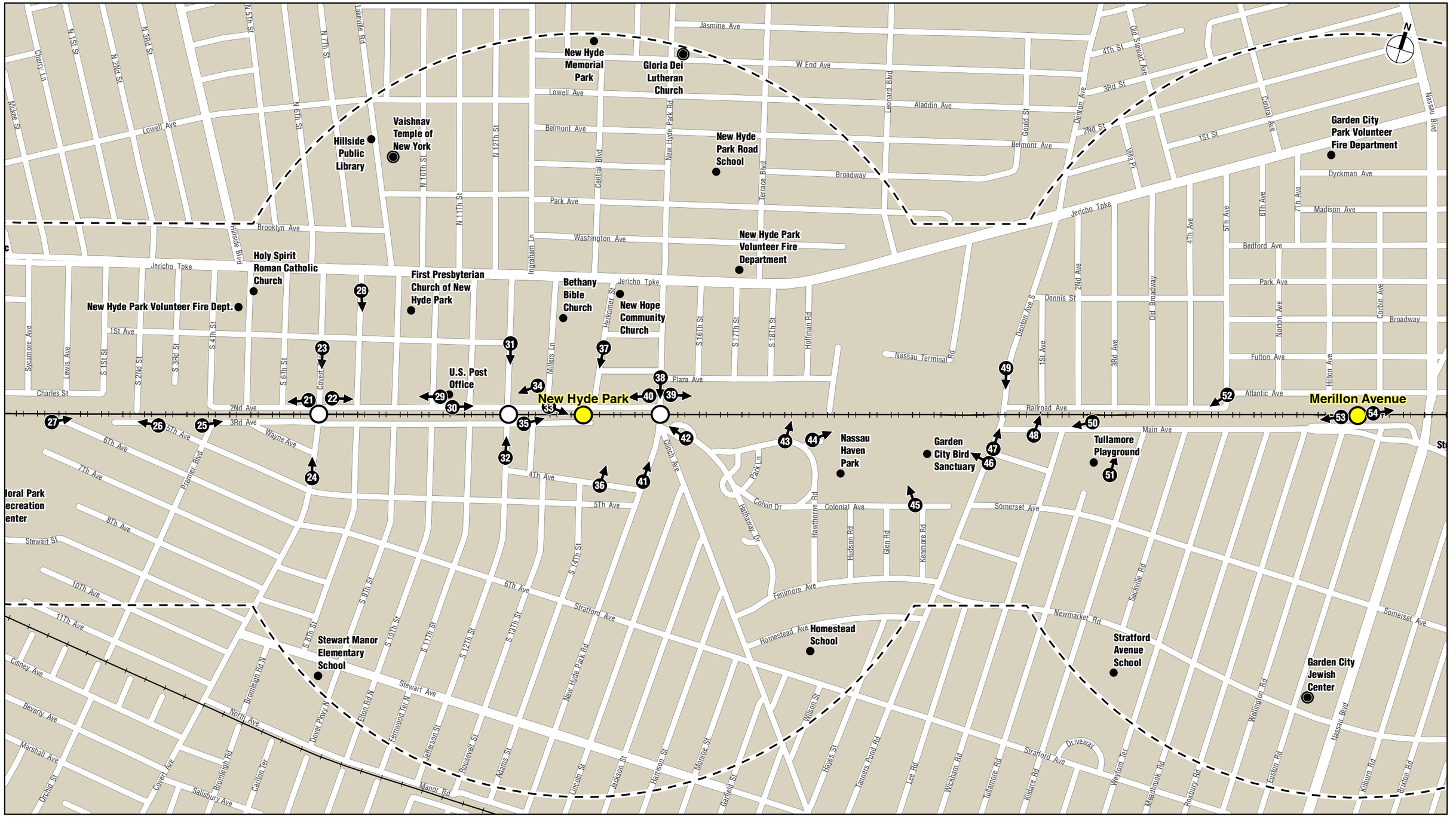
View north west from Floral Park Playground and North Street towards Project Corridor **16**

View north east from Floral Park Playground and North Street towards Project Corridor **17**

View south towards Project Corridor from Sycamore Avenue **18**

View south towards Project Corridor from First Street and Charles Street **19**

View south towards Project Corridor from Fifth Street and First Avenue **20**



LIRR Expansion Project
Floral Park to Hicksville

Visual Assessment Location Map
Figure 5-1B

View east towards Project Corridor from Second Avenue and Covert Avenue **21**

View west towards Project Corridor from Second Avenue and Covert Avenue **22**

View south towards Project Corridor from Covert Avenue **23**

View south towards Project Corridor from Covert Avenue **24**

View east towards Project Corridor from Premier Boulevard and 3rd Avenue **25**

View west towards Project Corridor from Fifth Street **26**

View east towards Project Corridor from Sixth Street **27**

View south towards Project Corridor from South Eighth Street **28**

View west towards Project Corridor from Second Avenue and South Ninth Street **29**

View east towards Project Corridor from Third Avenue and South Eleventh Street **30**

View south towards Grade Crossing on South 12th Street from South 12th Street **31**

View north towards Grade Crossing on South 12th Street from South 12th Street **32**

View east towards Grade Crossing on South 12th Street from Second Avenue **33**

View east towards Grade Crossing on South 12th Street from Second Avenue **34**

View east towards New Hyde Park Station **35**

View north towards New Hyde Park Station from 4th Avenue **36**

View south towards New Hyde Park Station from Herkomer Street **37**

View south towards Grade Crossing on New Hyde Park Road from New Hyde Park Road **38**

View east from New Hyde Park Road Grade grossing **39**

View west from New Hyde Park Road Grade Crossing towards New Hyde Park Station **40**

View north towards New Hyde Park Road Grade Crossing from New Hyde Park Road **41**

View west towards New Hyde Park Road Grade Crossing from Greenridge Avenue **42**

View north towards Project Corridor from Greenridge Avenue **43**

View east towards Project Corridor from Nassau Haven Park **44**

View northwest from Nassau Haven Park towards Project Corridor **45**

View northwest towards Project Corridor from Garden City Bird Sanctuary on Tanners Pound Road **46**

View north towards Tanners Pond Road/Denton Avenue South Bridge Crossing **47**

View north towards Project Corridor from Main Avenue **48**

View south towards Tanners Pond Road/Denton Avenue South Bridge Crossing **49**

View west towards Project Corridor from Main Avenue **50**

View north towards Project Corridor from Tullarmore Playground **51**

View west towards Project Corridor from Railroad Avenue **52**

View west from Merillon Avenue Station **53**

View east from Merillon Avenue Station **54**

LIRR Station

Grade-Separated Crossing

Land-Use Study Area

Photograph Direction and Reference Number

LIRR Expansion Project
Floral Park to Hicksville

Visual Assessment Location Map
Figure 5-1C

View south towards Nassau Boulevard Bridge Crossing from Nassau Boulevard **55**

View south towards Project Corridor from Torrens Avenue and Atlantic Avenue **56**

View west towards Project Corridor from Atlantic Avenue **57**

View northwest towards Nassau Boulevard Bridge Crossing from Merrilon Avenue **58**

View west towards Project Corridor from Kilburn Road **59**

View northwest towards Project Corridor from Strawberry Field and Kensington Road **60**

View east towards Project Corridor from Main Avenue **61**

View north towards Project Corridor from Whitehall Boulevard **62**

View north from Garden City High School towards Project Corridor **63**

View north onto Herricks Road Bridge Crossing **64**

View south onto Herricks Road Bridge Crossing **65**

View south onto Project Corridor from Armstrong Road **66**

View north onto the Project Corridor from Tenth Avenue **67**

View northwest onto the Project Corridor from Eighth Avenue Park **68**

View north onto the Project Corridor from 8th Avenue **69**

View west onto the Project Corridor on 8th Avenue **70**

View south onto the Project Corridor from Richlee Court **71**

View south onto Project Corridor from Krug Place **72**

View south onto Project Corridor from Winthrop University Hospital Parking lot **73**

View west from Mineola Station **74**

View east from Mineola Station **75**

View southwest onto Mineola Station **76**

View south onto Mineola Station from Mineola Boulevard **77**

View south onto Franklin Avenue Bridge Crossing **78**

View south from Main Street towards Main Street Grade Crossing **79**

View southeast from Main Street towards Main Street Grade Crossing **80**

View southwest from Main Street towards Main Street Grade Crossing **81**

View northwest from Main Street towards Main Street Grade Crossing **82**

View northeast from Main Street towards Main Street Grade Crossing **83**

View north from Main Street towards Main Street Grade Crossing **84**

View north onto Mineola Station from Mineola Boulevard **85**

View south from Willis Avenue towards Willis Avenue **86**

View east from Willis Avenue towards Willis Avenue **87**

View west from Willis Avenue towards Willis Avenue **88**

View north from Willis Avenue towards Willis Avenue **89**

LIRR Station

Grade-Separated Crossing

Land-Use Study Area

Photograph Direction and Reference Number

LIRR Expansion Project
Floral Park to Hicksville

Visual Assessment Location Map
Figure 5-1D

View east from Willis Avenue and Hinck way towards Project Corridor **90**

View south from East Second Avenue towards Project Corridor **91**

View south from Roslyn Avenue towards Roslyn Road Bridge Crossing **92**

View north from Roslyn Avenue towards Roslyn Road Bridge Crossing **93**

View south from Russell W Heintz Field in Wilson Park towards Project Corridor **94**

View south from Ball Field #3 in Wilson Park towards Project Corridor **95**

View south from Mineola Village Swimming Pool towards Project Corridor **96**

View south from East Second Street towards Project Corridor **97**

View south from East Second Street towards Project Corridor **98**

View north from Front Street towards Willis Avenue Grade Crossing **99**

View north from Hemlock Playground towards Project Corridor **100**

View north from Laurel Drive towards Project Corridor **101**

View north from Weybridge Road towards Project Corridor **102**

View north from Holly Avenue towards Project Corridor **103**

View west from Commercial Center Service Road between the Project Corridor and Voice Road towards Project Corridor **104**

View south from Voice Road towards Project Corridor **105**

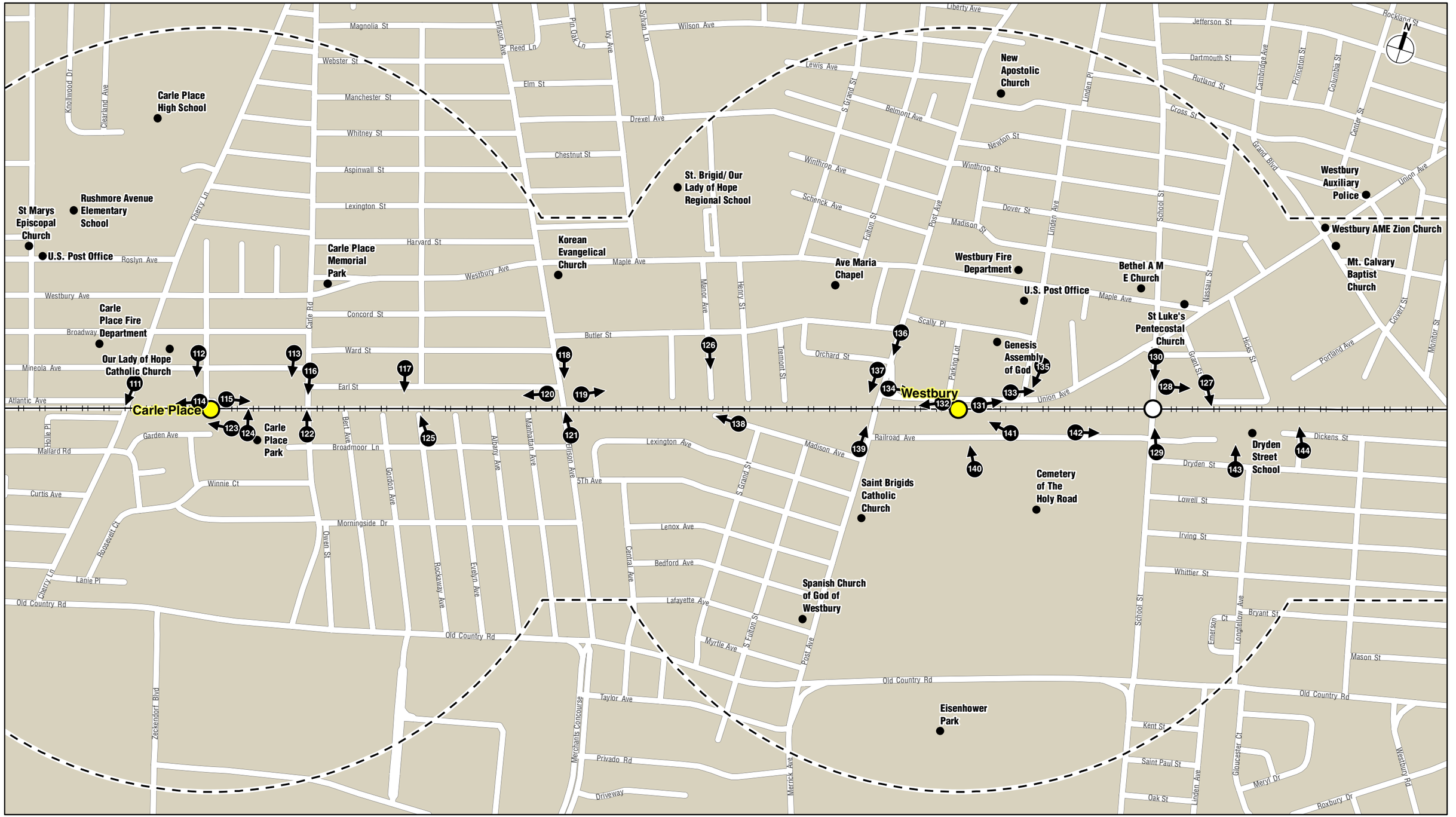
View south towards Glen Cove Road towards Glen Cove Road Bridge Crossing **106**

View north from Glen Cove Road towards Glen Cove Road Bridge Crossing **107**

View south from Silver Lane towards Project Corridor **108**

View west from Altantic Avenue towards Project Corridor **109**

View east from Mallard Road towards Project Corridor **110**



LIRR Station

Grade-Separated Crossing

Land-Use Study Area

Photograph Direction and Reference Number

LIRR Expansion Project
Floral Park to Hicksville

Visual Assessment Location Map
Figure 5-1E

View south from Cherry Lane towards Cherry lane Bridge Crossing **111**

View south from Mineola Avenue towards Carle Place Station **112**

View south from Mineola Avenue towards Project Corridor **113**

View west onto Carle Place Station **114**

View east onto Carle Place Station **115**

View south from Carle Road and Earl Street onto Project Corridor **116**

View south from Earl Street onto Project Corridor **117**

View south from Ellison Avenue towards Ellison Avenue Bridge Crossing **118**

View east from Ellison Avenue Bridge onto Project Corridor **119**

View west from Ellison Avenue Bridge onto Project Corridor **120**

View north from Ellison Avenue towards Ellison Avenue Bridge Crossing **121**

View north from Carle Road towards Project Corridor **122**

View west from Carle Place Park towards Project Corridor **123**

View north from Carle Place Park towards Project Corridor **124**

View north from Rockaway Avenue towards Project Corridor **125**

View south from Manor Avenue towards Project Corridor **126**

View south from Grand Street towards Project Corridor **127**

View east from School Street Crossing onto Project Corridor **128**

View north from School Street Crossing onto Project Corridor **129**

View south from School Street onto Project Corridor **130**

View east from Westbury Station **131**

View west from Westbury Station **132**

View east from Union Avenue towards Project Corridor **133**

View east from Union Avenue towards Westbury Station **134**

View south from Linden Avenue towards Project Corridor **135**

View south from Westbury Downtown on Post Avenue towards Project Corridor **136**

View south from Post Avenue towards Post Avenue Bridge Crossing **137**

View north from Madison Avenue towards Project Corridor **138**

View north from Post Road towards Post Avenue Bridge Crossing **139**

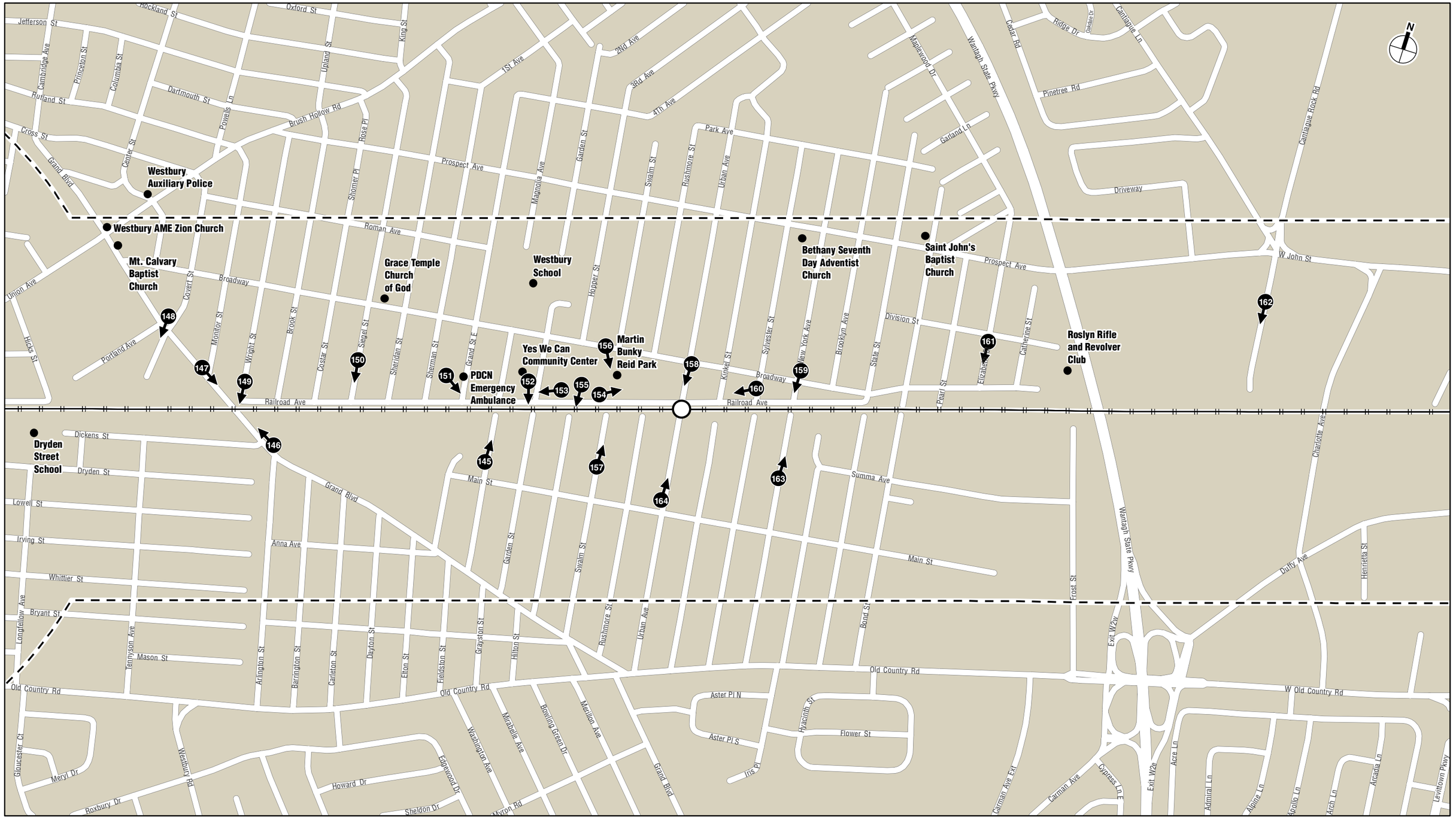
View north from the Cemetery of the Holy Road onto Project Corridor **140**

View southwest from Railroad Avenue towards Wesbury Station **141**

View east from Railroad Avenue towards School Street Grade Crossing **142**

View south from Dryden Street School towards the Project Corridor **143**

View south from Small Place towards the Project Corridor **144**



LIRR Station

Grade-Separated Crossing

Land-Use Study Area

Photograph Direction and Reference Number

LIRR Expansion Project
Floral Park to Hicksville

Visual Assessment Location Map

Figure 5-1F

View north from Magnolia Avenue towards Project Corridor **145**

View north from Grand Street Boulevard towards Grand Street Bridge Crossing **146**

View south from Grand Street Boulevard towards Grand Street Bridge Crossing **147**

View south from Covert Lane towards Project Corridor **148**

View south from Wright Street towards Project Corridor **149**

View south from Siegel Street towards Project Corridor **150**

View from Grand Street East towards Project Corridor **151**

View south from the “Yes We Can Community Center” towards the Project Corridor **152**

View west from Railroad avenue and Martin Bunk Reid Park towards the project corridor **153**

View east from Railroad avenue and Martin Bunk Reid Park towards the project corridor **154**

View south from Railroad avenue and Martin Bunk Reid Park towards the project corridor **155**

View south from Swalm Street and towards Martin Bunk Reid Park and the Project Corridor **156**

View north from Swalm Street and towards and the Project Corridor **157**

View south from Urban Avenue towards Urban Avenue Grade Crossing **158**

View south from New York Avenue towards Project Corridor **159**

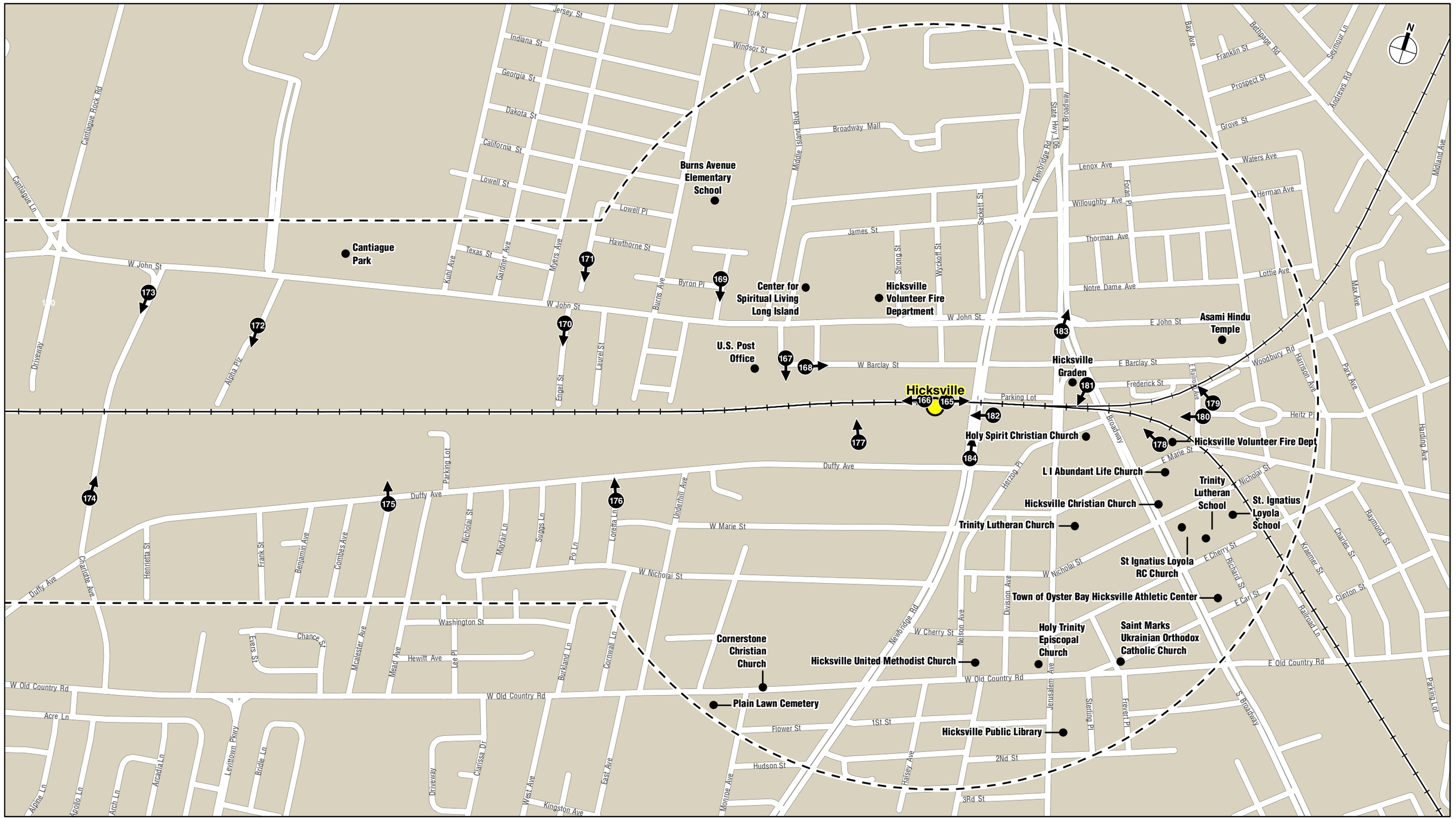
View west from Railroad Avenue and Sylvester Street towards the project corridor **160**

View south from Elizabeth Street towards Project Corridor **161**

View south from Cantiague Rock Road towards Project Corridor **162**

View north from New York Avenue towards Project Corridor **163**

View north from Urban Avenue onto Urban Avenue Grade Crossing **164**



LIRR Station

Grade-Separated Crossing

Land-Use Study Area

Photograph Direction and Reference Number

LIRR Expansion Project
Floral Park to Hicksville

Visual Assessment Location Map
Figure 5-1G

View east from Hicksville Station **165**

View west from Hicksville Station **166**

View south from West Barclay Street onto Project Corridor **167**

View south west from West Barclay Street onto West Barclay Street Hicksville Station **168**

View south from Milton Street onto Project Corridor **169**

View south from Engel Street onto Project Corridor **170**

View south from Gardner Avenue onto Project Corridor **171**

View south from Alpha Plaza onto Project Corridor **172**

View south from Charlotte Avenue onto Charlotte Avenue Project Corridor **173**

View north from Charlotte Avenue onto Charlotte Avenue Project Corridor **174**

View north from Duffy Avenue towards Project Corridor **175**

View north from Loretta Lane towards Project Corridor **176**

View north from Duffy Avenue towards Project Corridor **177**

View north from Hicksville Volunteer Fire Department towards Project Corridor **178**

View north from East Railroad Avenue towards Project Corridor **179**

View west from East Railroad Avenue towards Project Corridor **180**

View west from Jerusalem Avenue towards Hicksville Station **181**

View west from Newbridge Road towards Hicksville Station **182**

View north from Newbridge Road towards Hicksville Station **183**

View north from North Broadway towards Hickville Station **184**

downtown commercial area. At South Tyson Avenue and Plainfield Avenue, both the Main Line and Hempstead tracks have separate bridges to carry the railroad tracks over the roadways. The John Lewis Child School is located on South Tyson Avenue to the north of the train tracks. Views of the train tracks from the eastern part of the school are hidden by an intervening building, and the southwestern part of the school overlooks a field. Views of the tracks from this portion of the school are masked by tall, dense vegetation. East of the Plainfield Avenue, within the Village of Floral Park, the area surrounding the Main Line tracks is mainly residential. Residences along Charles Street, abutting the northerly side of the Project Corridor, screen views of the railroad infrastructure. Along the south side, residences and vegetation screen views of the Project Corridor. The Floral Park Recreation Center is located at the easterly edge of the village and abuts the southerly side of the Project Corridor. It includes a playground, six baseball fields, four tennis courts, four basketball courts, two handball courts, and an outdoor pool. The pedestrian underpass linking the park to Linden Avenue is the only place were small portions of the elevated tracks on embankment can be seen when trees and plants are in full leaf.

VILLAGE OF NEW HYDE PARK

Throughout the Village of New Hyde Park, the LIRR train tracks are at the same grade as the surrounding landscape except at the border with Floral Park. Within the Village of New Hyde Park, three grade crossings link the north side of the tracks with the south side: at Covert Avenue, South 12th Street and at New Hyde Park Road. The Project Corridor is visible at these locations where the roads intersect with the tracks.

Views of the Project Corridor along the railroad's south side from, the Floral Park Recreation Center to Premier Boulevard are screened with dense vegetation, obscuring visibility of the tracks. From Premier Boulevard eastward to South 14th Street, Third Avenue runs alongside the south side of the ROW between the tracks and the residences. The Project Corridor is not screened by vegetation and is clearly visible along this length of Third Avenue. Residences along Third Avenue from Premier Boulevard to South 8th Street have views of the Project Corridor, except where individual residences have planted vegetation that obscures views. Partial views of the ROW are visible from each of the streets that intersect with Third Avenue along this stretch.

Like Third Avenue, Second Avenue runs alongside the north side of the tracks. It is lined with industrial uses. The railroad tracks, which are not obscured by vegetation, are visible. The New Hyde Park LIRR Station and its railroad tracks are at grade, with Third Avenue running along its south side and Second Avenue along its north side. The platforms are slightly elevated to permit access to the trains. Views from the surrounding industrial warehouses to the Project Corridor are not obscured by vegetation and are therefore clearly visible.

East of New Hyde Park, land uses are primarily industrial, adjacent to and north of the Project Corridor. The industrial buildings obscure views of the Project Corridor from the residential areas farther north. Many of the warehouses in this area abut the Project Corridor. For some, views of the Project Corridor are blocked due to the presence of parking and storage lots, retaining walls, and vegetation. Direct views of the Project Corridor are available from some residences around the New Hyde Park Oil Terminal.

VILLAGE OF GARDEN CITY

The western end of the Village of Garden City is located south of the Project Corridor from New Hyde Park Road to Tanners Pond Road. Land uses in this area are primarily residential. There is an at-grade crossing at New Hyde Park Road there is an at-grade crossing, with clear and open

views of the Project Corridor from the intersecting surrounding streets. From New Hyde Park Road eastward, the tracks gently slope upward to accommodate the grade-separated crossing over Tanners Pound Road. The tracks then slope to meet grade at the Merillon Avenue Station, which is slightly elevated above grade to accommodate train access. The train tracks remain relatively level as they cross Nassau Boulevard, which is a grade-separated crossing. From east of the Nassau Boulevard crossing to the Herricks Road crossing, the Project Corridor tracks remain at grade or slightly elevated from the surrounding landscape.

Land uses in this area are mostly residential. Abutting streets have direct views of the Project Corridor. Nassau Haven Park and Garden City Bird Sanctuary abut the southern portion of the Project Corridor west of Tanners Pond Road. Views from both publicly accessible parks are hidden by dense vegetation. Views of the Project Corridor from residences along Greenridge Avenue are obscured by dense vegetation. Views from other side streets are hidden by houses and vegetation.

Nassau Haven Park has one multipurpose field, a playground with swing sets, one tennis court, one baseball field, and a maintenance facility. Views from the baseball field, playground and tennis court are blocked by vegetation. Views of the Project Corridor from the Garden City Bird Sanctuary, located west of Nassau Haven Park, are blocked by tall, dense vegetation.

A grade-separated crossing is located at Tanners Pond Road, allowing for north-south connectivity below the train tracks. The underpass is narrow, providing access for only one vehicle at a time. No sidewalk or pedestrian space is provided. Industrial land uses, mainly warehouses and factories, make up the area to the north of the ROW between Denton and Fifth Avenues. Railroad Avenue fronts the LIRR ROW, offering open views of the Project Corridor. The tracks are surrounded by chain link fences to prevent trespassing onto the tracks. The rails and utility poles are visible. Between Fifth Avenue and Nassau Boulevard, single-family homes and a utility building abut the ROW, limiting views of the LIRR infrastructure in the areas farther east along Atlantic Avenue, on the north side of the LIRR tracks in the Village of Garden City. Each residence has either a wooden fence or vegetation that screens views of the LIRR tracks. Houses between Norton Avenue and Nassau Boulevard may have slight views of the Merillon Avenue Station platforms, as the surrounding vegetation might not completely obscure them. Utility poles in the Project Corridor are generally visible from residences and side streets. The Merillon Avenue Station's parking lot, located on the north side of the tracks, is an open area with an unobstructed view of the station. The Nassau Boulevard underpass creates a visual link between the north and south sides of the tracks.

Residences along the south side of the tracks between Tanners Pond Road and Nassau Boulevard do not directly abut the tracks, but are separated by a landscaped screen and Main Avenue, which extends from Tanners Pond Road to Nassau Boulevard. Trees and vegetation are present on both side of Main Avenue. While the vegetation is not dense, residential lots along Main Avenue also have mature vegetation, that further helps in obscuring views of the LIRR tracks. Tullamore Playground, located on Tullamore Road, abuts the south side of Main Avenue. It has one tennis court, a children's play area with play equipment, a baseball field, and a maintenance facility. Entrances are on both Main Avenue and Tullamore Road. Views of the LIRR tracks from the Tullamore Playground are hidden by vegetation along the north and south sides of Main Avenue.

East of Nassau Boulevard, the boundary of the Village of Garden City heads east until it meets Old Country Road. Land uses on the south side of the tracks are mostly residential and open space. Most of the viewsheds of the Project Corridor are obscured by vegetation located directly

adjacent to the LIRR tracks. Strawberry Field, an open space passive recreation field, is located adjacent to the south side of the LIRR tracks between Kilburn Road and Brixton Road. Kilburn Road dead-ends before the railroad tracks with a sparse vegetative covering, leaving the LIRR tracks visible. The most northerly residence on the street, closest to the LIRR tracks, has dense vegetative cover that blocks views of the tracks. Strawberry Field has a dense vegetative cover; however, the train tracks are still somewhat visible during winter months when deciduous plants are not in leaf. The residences between Brixton Road and Kilburn Road are far enough away to provide only glimpses of the LIRR tracks. Brixton Road and Kensington Road are connected by a one-block segment of Main Avenue, which runs parallel to the tracks. Along Main Avenue, glimpses of the Project Corridor are possible where the hedge row that runs along the south side of the tracks is less dense. From Kensington Road to Whitehall Boulevard, there is no roadway abutting the Project Corridor. The properties at the northern end of Whitehall Boulevard abut the Project Corridor; because the vegetative cover is not dense, views of the Project Corridor are open and unobscured. Just east of Whitehall Boulevard is Brompton Road. From Brompton Road to Rockaway Avenue vacant fields are located just south of the Project Corridor and north of the Garden City High School Field. Views of the Project Corridor are obscured by an adjacent dense vegetated area. There are no views of the Project Corridor from the Garden City High School and its recreational fields.

The northern boundary of the Village of Garden City runs along Old Country Road, with views of the Project Corridor obscured both by distance and by the buildings in this area. Within the ¼-mile Study Area, several buildings are either listed or eligible for listing on the State and National Register of Historic Places. For example, Old Nassau County Courthouse is on the State and National Register, and the Nassau County Courthouse & Office Complex and the Old Nassau County Court are eligible for listing. Other structures block views to the Project Corridor from these buildings. Hemlock Playground, between Mulberry Avenue and Bayberry Avenue, is also located within the ¼-mile study area. No views of the Project Corridor are available due to the presence of other buildings.

HAMLET OF GARDEN CITY PARK

Garden City Park, a hamlet within the Town of North Hempstead, is located between the Village of New Hyde Park and the Village of Mineola, and north of the Village of Garden City. The westernmost portion of this hamlet borders Denton Avenue and the easternmost border is Herricks Road. Garden City Park is located along the north side of the Project Corridor. From Denton Avenue to Fifth Avenue, views of the Project Corridor are hidden by warehouses and factories in the Village of Garden City. The Project Corridor is visible only from the streets or sidewalks. Land uses within the Garden City Park section between Fifth Avenue and Nassau Boulevard are predominantly residential, and views of the Project Corridor are obscured by vegetation and buildings. Between Nassau Boulevard and Herricks Road, land uses are predominantly industrial, with warehouses and factories obstructing views of the Project Corridor. The Herricks Road grade-separated crossing provides a link between the northern and southern neighborhoods separated by the tracks. The southern border of the Hamlet of Garden City Park is located just south of the Project Corridor from Cornelia Avenue to Herricks Road and connects with Old Country Road. Views of the tracks are limited to street views and are hidden due to road geography, retaining walls and vegetative screens. The train tracks and utility poles are not visible from Garden City High School, Garden City Golf Club, Saint Paul's Recreation Complex, Nassau County Court complexes, and Hemlock Playground.

VILLAGE OF MINEOLA

Within the Village of Mineola, the Project Corridor is relatively at grade with the surrounding streets, except at Herricks Road, where the railroad is elevated slightly. There are five roads within the Village of Mineola that link the southern side of the tracks with the northern side. At Herricks Road, there is a grade-separated crossing; here, Herricks Road is located beneath the railroad. Mineola Boulevard passes over the railroad on a steep bridge. Main Street and Willis Avenue are at-grade crossings, providing views of the Project Corridor from the surrounding buildings and streets. At Main Street, the Oyster Bay Branch joins the Main Line, as the two Main Line tracks continue east to Carle Place and points east, while the two Oyster Bay Branch tracks continue north to East Williston. Willis Avenue has two at-grade crossings that provide views of the Project Corridor. The Roslyn Road crossing is a grade-separated crossing with the roadway passing beneath the railroad, which sits on a steel bridge structure.

The Mineola LIRR Station and platforms are located between Fifth Avenue and Mineola Boulevard. The station includes three pedestrian overpasses, two tracks, and two platforms. The overpasses can be seen from the commercial and industrial buildings on the directly adjacent streets but are too low to be seen from farther away. At-grade parking lots are located on the north side of the train station. The train station building and ticket booths are also located north of the station on Front Street. Parking structures are located on the south side of the station, and the Project Corridor may be seen from the roof of those structures. Eighth Avenue Park is a small greenspace and basketball court located between Eighth and Ninth Avenues between Old Country Road and the Project Corridor. Views of the Project Corridor toward the north are blocked by vegetation; however, there are partial views to the northeast past a parking lot without any plantings.

The westernmost part of the Village of Mineola is bordered by Herricks Road, which runs north-south. Both the east and west sides of Herricks Road are characterized by commercial and industrial strip development. Along this area there are views of the Project Corridor that include tracks and powerlines associated with the railroad; however, these views are visible only from the streets and sidewalks along Herricks Road. Moving east, both the north and south sides of the Project Corridor are residential. Along the north side the residential area extends from Richlee Court to Fleet Place, and along the south side from Thirteenth to Eighth Avenues. Views of the Project Corridor are limited to utility poles, due to the presence of retaining walls and shrubs that block views from abutting properties. Along the south side of the Project Corridor, from Eighth Avenue to Roslyn Road, and from the Project Corridor to Old Country Road, land uses are primarily commercial; there are also some large apartment buildings, some of which are under construction or recently completed. Along the north side of the Project Corridor from Fleet Street to the eastern edge of the Village of Mineola and south of East Second Street and its projection, the area is commercial and industrial. The Project Corridor, including tracks and utility poles, are clearly visible, and there are no significant vegetative areas screening views. Along the south side of the tracks, views of the Project Corridor are obscured by vegetative screens, especially in the area between Main Street and Roslyn Road.

On the south side of the Project Corridor, from Roslyn Road to Wisteria Avenue, residences abut the ROW. Views of the Project Corridor from these residences are blocked by vegetation. The Birchwood Court complex is a residential cooperative complex located just east of Roslyn Road along the south side of the Project Corridor. From these units, there may be views of the Project Corridor, signaling systems, and other railroad infrastructure. From residences abutting the tracks along Albertson Place, vegetation and/or retaining walls block views of the Project

Corridor. Along the north side of the Project Corridor, from Roslyn Avenue to the Village border, views of the project corridor from Hampton Street School and its track and field and Wilson Park are hidden by existing buildings, which create a buffer between the school and recreation areas and the Project Corridor.

HAMLET OF CARLE PLACE

The section of the Project Corridor between Washington Avenue and Carle Road falls within the Hamlet of Carle Place, an unincorporated portion of the Town of North Hempstead. Three grade-separated crossings, at Glen Cove Road, Meadowbrook State Parkway, and Cherry Lane, link the areas north and south of the Project Corridor. The western part of the Hamlet directly abuts the Village of Mineola. Land uses adjacent to the Project Corridor on both its northern and southern sides are commercial, strip mall development with large stores. In this area, the tracks are elevated to accommodate grade separations, with Glen Cove Road and the Meadowbrook State Parkway passing beneath the railroad. Views of the Project Corridor are available from the buildings along the strip mall, except where views are blocked by other buildings. Views of the Project Corridor from residential areas both north and south of the strip mall development are blocked by the strip mall buildings.

Along the Project Corridor, east of the Meadowbrook State Parkway, the Town of North Hempstead is predominantly residential, with the exception of the area between Cherry Lane and Carle Road, where there are industrial uses along the north side and a park and residential uses on the south side. The Project Corridor is bordered by a vegetative screen that blocks views from the adjacent residences. During winter and off-leaf seasons, views are more prominent from nearby residences. Utility poles along the Project Corridor are largely visible. Views from the industrial area along the north side of the Project corridor include tracks and utility lines and the Carle Place LIRR Station, which has its main entrance on Stonehinge Lane. The station comprises two platforms and a pedestrian overpass. There are no views of the overpass from the north side of the tracks. The buildings along this area block views of the Project Corridor. Views of the Project Corridor, including utility poles, are limited from Rushmore Avenue Elementary School, Cherry Lane Elementary School, and Carle Place Middle and High Schools.

The south side of the Project Corridor from the Meadowbrook State Parkway to Carle Road is residential, with vegetation blocking most views of the Project Corridor. Utility poles are visible from the surrounding area. Between the Meadowbrook State Parkway and Cherry Lane, a planted buffer blocks views from both the north and south sides of the Project Corridor. Carle Place Park is located on the south side of the tracks across from Carle Place Station, between Douglas Street and Carle Road. Views of the Project Corridor from this Carle Place Park are obscured by chain link fences, trees and shrubs. During the winter and off-leaf seasons, views are more apparent.

VILLAGE OF WESTBURY

The Project Corridor is slightly below grade along its south side from Carle Road to Grand Street South; on the north side the Project Corridor is at grade at Henry Street, and it gently slopes upward to cross over Post Avenue. The Westbury LIRR Station is elevated. East of Westbury Station, the tracks then slope downward to reach grade with the surrounding streets at School Street. There are three railroad crossings within the Village of Westbury: one street overpass at Ellison Avenue, one roadway underpass at Post Avenue, and one grade crossing at School Street. The roadway crossing over the tracks at Ellison Avenue provides direct views onto the tracks at the top of the bridge. The bridge underpass at Post Avenue provides Project

Corridor views from the commercial center on Post Avenue. The grade crossing at School Street is unobscured by vegetation and several parking lots adjacent to the grade crossing locations result in open views of the tracks and railroad infrastructure.

The residential areas west of Post Avenue provide limited views of the Project Corridor due to vegetative cover and some retaining walls between Carle Road and Post Avenue; however, the cover is not sufficient to block the view of the tracks from properties on the street directly adjacent to the Project Corridor. In some cases overhead utility lines are visible from streets farther from the project, but these do not affect the overall views. St. Brigid/Our Lady of Hope Regional School, the park at Westbury Water District, and Drexel Avenue School are distant from the project, and the presence of vegetation and residences blocks views of the Project Corridor from these sensitive facilities. From the Village Downtown, centered on Post Avenue, the track crossings are visible from the streets and sidewalks. East of Post Road, the railroad tracks are elevated from the surrounding roads (Union Avenue and Railroad Avenue) and slope downward to School Street to the eastern border of the village. The Westbury Station, located east of Post Avenue between Union Avenue and Railroad Avenue, has access from both streets to accommodate the eastbound and westbound platforms. A commercial and industrial portion of the Village abuts the station to the north between Post Avenue and School Street. From there, views of the Project Corridor are limited to the landscaping accompanying the elevated tracks, passing trains, and utility poles. Views from farther north are limited to street, sidewalks, and potential views from the different parking lots surrounding the station. The area south of the station is made up of a parking lot and commercial corridor directly adjacent to the tracks, which are north of Railroad Avenue. Catholic Cemeteries – DRVC is located to the south of Railroad Avenue between Post Avenue and School Street. In this portion of the Village, views of the Project Corridor are limited to the parking lot and commercial buildings. From the northwesterly portion of the Cemetery, there may be some limited views of the LIRR ROW; however they are filtered by vegetation. Along School Street, the eastern boundary of the Village, an at-grade crossing links the north and south sides of the Project Corridor. There are some limited views of the Project Corridor from streets and sidewalks.

HAMLET OF NEW CASSEL

The western boundary of the Hamlet of New Cassel, in the Town of North Hempstead, is located at School Street. The LIRR railroad tracks are at grade throughout the New Cassel section of the Project Corridor. New Cassel has two at-grade crossings: one at School Street (described above in the Village of Westbury section) and one at Urban Avenue; and two grade-separated crossings: one at Grand Boulevard and one at the Wantagh State Parkway. Both Grand Boulevard and Wantagh State Parkway cross over the railroad. Grand Boulevard accommodates both pedestrians and vehicles while Wantagh State Parkway is limited to vehicles only. Wantagh State Parkway is vegetated on both sides. Views of the Project Corridor from these crossings are those that can be seen from the structures that bridge over the LIRR.

An industrial and commercial center abuts the north side of the tracks between School Street and Grand Boulevard. Some residences are interspersed in this mostly industrial area, especially between School Street and Hicks Street; however, their views of the tracks are blocked by the abutting industrial buildings as well as the vegetation located to the north of the ROW. Here, the area south of the Project Corridor is predominantly residential, with a small industrial strip located on Dickens Street from Small Place to Arlington Road. Views from the residences are largely blocked by vegetation and the industrial buildings on Dickens Street. In this area, the warehouses face south toward Dickens Street and therefore there are not views from these

buildings to the Project Corridor. The south side of the ROW is lined by vegetation, which blocks possible views from the first floor. Dryden Street School, located on Dryden Street, directly abuts the south side of the Project Corridor, where dense vegetation obscures views of the tracks.

Urban Avenue crosses the tracks at grade, providing views from the industrial section of the Town toward the northern residential parts and vice versa.

Land uses between the Grand Street and Wantagh State Parkway are industrial to the south and residential to the north. Railroad Avenue runs along the north side of the Project Corridor with a vegetation screen separating it from the LIRR ROW. Residences exist along the north side of Railroad Avenue.

Views of the tracks from the "Yes We Can" Community Center and Martin Bunky Reid Park, located on Railroad Avenue between Magnolia Avenue and Urban Avenue, are blocked by vegetation. While railroad tracks are not visible from there, some trains and utility poles located in the ROW are still visible. Views from farther north are screened by the existing buildings closer to the Project Corridor. Houses located south of Broadway, to the east of the Urban Avenue grade crossing, directly abut the tracks. Views are screened by vegetation and chain link fences. Views from the industrial area located to the south of the tracks between Grand Street and Wantagh State Park also are obscured by vegetative screens and chain link fences. Except for the grade crossing at Urban Avenue, views from each street ending at the Project Corridor are obscured by chain link fences and vegetation along the railroad tracks.

Views of the tracks from the Joseph M. Barry Career and Technical Educational Center, the Children's Readiness Center (CRC) Preschool, and the Board of Cooperative and Educational Services of Nassau County (Nassau BOCES), which are located to the north of Prospect Avenue between Wantagh State Parkway and Cantiague Rock Road, are blocked by the Nassau County Public Safety Center.

HAMLET OF HICKSVILLE

The Hamlet of Hicksville is located in the Town of Oyster Bay. At the western boundary of Hicksville, the Proposed Project consists of joining the new tracks with existing tracks leading to Hicksville Station. In the vicinity of the Wantagh State Parkway, the addition of the Main Line third track would join an existing railroad siding to be incorporated as the third track. There is an existing grade-separated crossing at Charlotte Avenue, where the LIRR tracks stay at grade and Charlotte Avenue passes beneath the railroad. The railroad tracks gradually ascend to pass above the downtown area of the Hamlet of Hicksville, which is characterized by a busy, trafficked commercial area. Newbridge Road is also a grade-separated crossing where the roadway crosses beneath the tracks at Hicksville LIRR Station. The larger study area also has underpasses to the east of Hicksville Station: at Jerusalem Avenue and South Broadway. The Charlotte Avenue crossing passes beneath the tracks, providing views from W John Street to the north to Duffy Avenue to the south. The tracks are elevated at Hicksville Station, making them visible from the surrounding areas, and especially from Newbridge Road, Jerusalem Avenue and South Broadway.

Land uses from Charlotte Avenue, along the north and south sides of the Project Corridor and West John Street (east of Charlotte Avenue to the north, and Duffy Avenue to the south), are mostly commercial and industrial. Sparse vegetation partially obscures views from areas north and south of the tracks. The train tracks, utility poles and passing trains are readily visible in this part of the corridor. However, the visibility is limited to parking lots abutting the tracks and the

backs of warehouses. Views from the residential neighborhoods south of Duffy Avenue and north of West John Street are mostly obstructed by buildings located closer to the tracks.

Cantiague Park and Golf Course, and Burns Avenue Elementary School are located north of West John Street and have blocked views of the tracks and track system due to the warehouse uses adjacent to and north of the tracks.

Hicksville Station, with its two platforms and three railroad tracks, is elevated from the surrounding area. The area near the station is characterized by commercial uses and parking lots, which have direct views of the station and elevated tracks. Views from the residential areas are mostly blocked due to their distance and the presence of intervening buildings.

INVENTORY OF RESOURCES

An inventory of sensitive receptors was prepared following the guidance in DEP-00-2, including locations or resources identified by local jurisdictions as having scenic or aesthetic quality. All receptors within ¼-mile of the LIRR ROW or ½-mile from stations and grade crossings were identified. Other notable receptors just outside of this Study Area are included. The location of each receptor is included in **Figure 5-1A through Figure 5-1G**.

To ensure a thorough evaluation of the visual effects of the Proposed Project, this analysis assessed views from many categories of resources that would be considered as sensitive receptors. These include historic resources, parks and other properties, and certain civic facilities, such as schools, recreation fields and community buildings from which viewers may be sensitive to changes in the visual environment.

STATE/NATIONAL REGISTER OF HISTORIC PLACES

Within the Study Area there is one resource listed on the State and/or National Register of Historic Places (S/NR) (16 USC §470a et seq., Parks, Recreation and Historic Preservation Law §14.07), and 13 resources either eligible for listing or for which eligibility has not yet been determined. Chapter 6, "Historic Resources," provides additional description of these resources.

Village of Floral Park -Towns of Hempstead and North Hempstead

- Commercial buildings on Tyson Avenue and South Tyson Avenue (S/NR Eligible)
- Commercial buildings on Tulip Avenue, Floral Park (S/NR Eligible)
- Floral Park Public Library (S/NR-Eligible)
- Floral Park Methodist Church (S/NR-Eligible)
- Floral Park Village Hall (S/NR-Eligible)

Village of New Hyde Park-Towns of Hempstead and North Hempstead

(No historic resources)

Village of Garden City-Town of Hempstead

(No historic resources)

Hamlet of Garden City Park-Town of North Hempstead

(No historic resources)

Village of Mineola-Town of North Hempstead

- Mineola/LIRR Electrical Substation (S/NR Eligible)

- Nassau Tower (S/NR Eligible)
- Denton Building (S/NR Eligible)
- Commercial Buildings at Station Plaza North and Mineola Boulevard (S/NR Eligible)
- Citibank (formerly the European-American Bank Company) (S/NR Eligible)
- 204 Front Street (undetermined)

Hamlet of Carle Place-Town of North Hempstead

- Our Lady of Hope Roman Catholic Church (S/NR-Eligible)

Village of Westbury-Town of North Hempstead

- 164 Post Avenue building (former Wheatley Hills National Bank) (OPRHP review is pending)

Hamlet of New Cassel-Town of North Hempstead

(No historic resources)

Hamlet of Hicksville-Town of Oyster Bay

- Hicksville USPS Main Office (S/NR-Eligible)
- Top Hat Uniform (former Amperex Electronic Corporation) (S/NR-Eligible)Heitz Place Courthouse (NR)

NEW YORK STATE PARKS

No State Parks as defined by Parks, Recreation and Historic Preservation Law §3.09 were identified within the Study Area.[3]

HERITAGE AREAS

No Heritage Areas as defined by Article 35, Parks, Recreation and Historic Preservation Law are located within the Study Area.[4] The Heritage Area System was formerly known as the Urban Cultural Park System.

NEW YORK STATE FOREST PRESERVE

All lands within the State Forest Preserve (New York State Constitution Article XIV) are located within the boundaries of the Adirondack and Catskill Parks. Thus, there are no State Forest Preserve lands within the Study Area. [5]

NATIONAL WILDLIFE REFUGES

There are no National Wildlife Refuges (NWR), as defined by the National Wildlife Refuge System Administration Act 16 U.S.C. 668dd-668ee and amended by P.L. 105-57, in the Study

[3] Source: http://nysparks.com/regions/long-island/default.aspx; posted as of 06/13/2016.

[4] Source: http://nysparks.com/historic-preservation/heritage-areas.aspx; posted as of 06/13/2016.

[5] Source: http://www.dec.ny.gov/lands/4960.html; posted as of 06/13/2016.

Area.[6] The Oyster Bay National Wildlife Refuge is located approximately 10 miles north of the Study Area.[7]

STATE GAME REFUGES AND STATE WILDLIFE MANAGEMENT AREAS

State Game Refuges and State Wildlife Management Areas (WMA) are defined by Environmental Conservation Law (ECL) 11-2105. There are no State Game Refuges or WMAs within the Study Area.

NATIONAL NATURAL LANDMARKS

No National Natural Landmarks (defined by 36 CFR Part 62) are located within the Study Area.[8]

NATIONAL PARK SYSTEM RECREATION AREAS, SEASHORES, FORESTS

No National Parks (as defined by 16 USC 1c) are located within the Study Area.[9]

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

There are no National Wild, Scenic, or Recreational (16 USC Chapter 28) rivers within the Study Area.[10] There are no rivers designated by New York State as Wild, Scenic, or Recreational are listed in §§15-2713 through 15-2715 of Environmental Conservation Law within the Study Area.[11]

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

Resources identified in Article 49 of the ECL include Scenic Byways (under the purview of New York State Department of Transportation [NYSDOT]), parkways (designated by the Office of Parks, Recreation, and Historic Preservation [NYSOPRHP]), and other areas designated by NYSDEC. There are no Scenic Byways or New York State designated Scenic Parkways located within the Project Corridor.[12] Both the Meadowbrook State Parkway and Wantagh State Parkway cross the Project Corridor, neither is a designated Scenic Byway.

SCENIC AREAS OF STATEWIDE SIGNIFICANCE

In July 1993, the New York State Department of State designated six Scenic Areas of Statewide Significance in the Hudson River Valley as part of its implementation of the State's Coastal

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[6] Source: http://www.fws.gov/northeast/longislandrefuges/; posted as of 06/13/2016.

[7] Source: https://www.fws.gov/northeast/planning/Long%20Island%20Refuges/finalCCP/02_Chapter1_Introduction.pdf; posted as of 06/13/2016.

[8] Source: http://www.nature.nps.gov/nnl/state.cfm?State=NY ; posted as of 06/13/2016.

[9] Source: http://www.nps.gov/state/NY/ ; posted as of 06/13/2016.

[10] Sources http://www.dec.ny.gov/permits/32739.html

And https://www.nps.gov/ncrc/programs/rtca/nri/states/ny.html; posted as of 06/13/2016.

[11] Source: http://www.dec.ny.gov/permits/32739.html; posted as of 06/13/2016.

[12] Source: https://www.dot.ny.gov/display/programs/scenic-byways/ScenicRoads-no-detailed-info; posted as of 06/13/2016.

Management Program. The Department of State has not identified any other Scenic Areas of Statewide Significance.[13]

STATE OR FEDERALLY DESIGNATED TRAILS

There are no federally designated trails (as defined by 16 USC Chapter 27) located within the Study Area.[14]

STATE NATURE AND HISTORIC PRESERVATION AREAS

There are no State Nature or Historic Preservation Areas (as designated by Section 4 of Article XIV of the New York State Constitution) located within the Study Area.[15]

PALISADES PARK

Palisades Park is not located within the Study Area.

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

There are no Bond Act Properties purchased under the exceptional scenic beauty or open space categories in the Study Area.[16]

LOCALLY SIGNIFICANT RESOURCES

Local Historic Resources

None of the Study Area communities identify local historic resources. Chapter 6, "Historic Resources," identifies structures that may meet one or more criteria for eligibility for the State/National Register of Historic Places, but which have not previously been S/NR-listed, determined eligible for such listing, or designated historic by a local municipality.

PUBLIC PARKS

The following public parks are located within the Study Area.

Village of Floral Park

Floral Park Recreation Center. The Village of Floral Park Recreation Center is located on the southern side of the LIRR ROW between Stewart Street, Bergen Street, and Premier Boulevard and is directly adjacent to the ROW.

Village of New Hyde Park

Village of New Hyde Park Public Works and Buildings Department. The Village of New Hyde Park Public Works and Buildings Department and a municipal ballfield (Nuzzi Field) are located immediately east of the Village of Floral Park Recreation Center on the southern side of the LIRR ROW.

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[13] Source: New York State Department of State, Division of Coastal Resources and Waterfront Revitalization, "Scenic Areas of Statewide Significance," July 1993.

[14] Source: https://www.nps.gov/nts/legislation.html; posted as of 06/13/2016.

[15] Source: http://www.dec.ny.gov/outdoor/8297.html; posted as of 06/13/2016.

[16] Source: http://archive.nassaucountyny.gov/EnvironmentalBondActMap.html; posted as of 06/13/2016

Village of Garden City

Nassau Haven Park. Nassau Haven Park is located to the south of the LIRR ROW, between Hawthorne Road and Tanners Pond Road.

Garden City Bird Sanctuary. The bird sanctuary is located to the south of the LIRR ROW, between Hawthorne Road and Tanners Pond Road.

Tullamore Playground. The Tullamore Playground is located to the south of the LIRR ROW, south of Main Avenue and north of Somerset Avenue, between Wickham Road and Kildare Road.

Stratford Avenue School Athletic Field. The Stratford Avenue School athletic field is located south of Newmarket Road and north of Stratford Avenue between Kildare Road and Weyford Terrace.

Strawberry Field/The Cow. Strawberry Field is located south of the LIRR ROW and north of Merillon Avenue between Kilburn Road and Brixton Road.

Garden City High School Athletic Field. The Garden City High School athletic field is located south of the LIRR ROW between Rockaway Avenue and Merillon Avenue.

Hemlock Playground. Hemlock Playground is located south of Bayberry Avenue and north of Mulberry Avenue between Maple Street and Maxwell Road.

St. Paul's Recreation Complex. St. Paul's Recreation Complex is located at the intersection of Stewart Avenue and Rockaway Avenue.

Hamlet of Garden City Park

Mineola High School Athletic Field. The Mineola High School Athletic field is located at 10 Armstrong Road, in Garden City Park.

Village of Mineola

Eighth Avenue Park. Eighth Avenue Park is located to the south of the LIRR ROW and to the north of Old Country Road, between Eighth and Ninth Avenues.

Ballfields at Mineola Athletic Association Mineola Athletic Association is located north of Copley Court and south of Searing Avenue between Willis Avenue and Roslyn Road.

Wilson Park. Wilson Park is located north of Liberty Avenue and south of Westbury Avenue.

Carle Place Park. Carle Place Park is located south of the LIRR ROW and north of Winnie Court between Garden Avenue and Carle Road.

Village of Westbury

(No park resources)

Hamlet of New Cassel

Martin Bunky Reid Park. Martin Bunky Reid Park is located north of Railroad Avenue, and south of Broadway Avenue between Garden Street and Urban Avenue.

Hamlet of Hicksville

Cantiague Park and Golf Course. Cantiague Park and Golf Course is located north of the LIRR ROW between West John Street and the Northern State Parkway and between Cantiague Rock Road and Kuhl Avenue.

SUMMARY OF INVENTORY OF LOCALLY SENSITIVE RECEPTORS

The category of locally sensitive receptors includes all of the resources identified above, such as historic resources and parks, and in addition includes certain civic resources from which viewers may perceive a level of sensitivity to changes in the visual environment. The following locally sensitive receptors were identified within the Study Area. Each resource is identified on Figure 5-1A through 5-1G.

VILLAGE OF FLORAL PARK

- John Lewis Childs School
- Commercial buildings on Tulip Avenue, Downtown Floral Park (potential historic district)
- Commercial buildings on Tyson Avenue and South Tyson Avenue
- Floral Park Recreation Center
- Floral Park Public Library
- Floral Park Methodist Church
- Floral Park Village Hall

VILLAGE OF NEW HYDE PARK

- New Hyde Park Public Works and Buildings Departments and baseball field (Nuzzi Field)
- New Hyde Park Road School

VILLAGE OF GARDEN CITY

- Nassau Haven Park
- Garden City Bird Sanctuary
- Tullamore Playground
- Stratford Avenue School Athletic Field
- Strawberry Field/The Cow
- Garden City High School Athletic Field
- Old Nassau County Courthouse
- Hemlock Playground
- St. Paul's Recreation Complex

HAMLET OF GARDEN CITY PARK

- Mineola High School Athletic Field

VILLAGE OF MINEOLA

- Eighth Avenue Park
- Denton Building
- Mineola/LIRR Electrical Substation
- Nassau Tower
- Ballfields at Mineola Athletic Association
- Hampton Stadium

- Wilson Park
- Citibank (formerly the European-American Bank Company)
- Commercial Buildings at Station Plaza North and Mineola Boulevard

HAMLET OF CARLE PLACE

- Rushmore Avenue Elementary School
- Cherry Lane Elementary School /Carle Place Middle and High Schools
- Carle Place Park
- St. Mary's Episcopal Church
- Prospect Avenue Bridge
- Our Lady of Hope Roman Catholic Church

VILLAGE OF WESTBURY

- St. Brigid Catholic Church
- 164 Post Avenue building (former Wheatley Hills National Bank) (OPRHP review is pending)

HAMLET OF NEW CASSEL

- "Yes We Can" Community Center
- Martin Bunky Reid Park
- Joseph M. Barry Career and Technical Educational Center
- CRC Preschool
- Nassau BOCES

HAMLET OF HICKSVILLE

- Heitz Place Courthouse
- Cantiague Park and Golf Course
- Burns Avenue Elementary School
- Top Hat Uniform building (former Amperex Electrical Corporation
- Hicksville U.S. Post Office

E. THE FUTURE WITHOUT THE PROPOSED PROJECT

In the Future without the Proposed Project, the LIRR system would maintain its current visual appearance. Minor changes to stations and platforms may be required over time; however the general appearance of the tracks and stations and the surrounding areas, would retain the same character and general appearance as currently exists. Several projects, independent of the Proposed Project, are underway and are considered to be incorporated into future visual conditions without the Proposed Project. The Hicksville Station and North Track Siding Improvements project will rehabilitate the existing station and construct an additional track to support faster and more frequent service upon completion of East Side Access; replacement of certain deteriorated bridges, including the Ellison Avenue Bridge, which was recently completed, and the Post Avenue Bridge in Westbury, which is underway, are proceeding

separately from the Proposed Project. Additionally, the East Side Access Project will result in more trains passing through the Study Area.

F. POTENTIAL IMPACTS OF THE PROPOSED PROJECT

IMPACT ANALYSIS

The Proposed Project would result in the following visual changes to the Project Corridor and parts of the Study Area:

- Removal of vegetation within the LIRR ROW and construction of retaining walls and/or sound attenuation walls;
- Construction of new railroad bridges or bridge extensions to carry the third track over roadways;
- Existing approximately 70- to 90-foot high wooden utility poles within the LIRR ROW would be replaced by new, 85- to 90-foot high steel utility poles along the entire Project Corridor, with the exception of grade crossing locations, where new wooden poles of similar height to existing poles, would replace existing poles. All of the new poles would be erected on the side of the tracks opposite that of the existing poles, thereby facilitating continuous, uninterrupted service throughout construction. The new poles would be made of steel (except for those at the grade crossings), which differs from the existing wood poles.
- Enhancement of existing LIRR sub-stations within the LIRR ROW;
- Construction of new parking garages;
- Construction of new pedestrian overpasses;
- Construction of new roadway underpasses;
- Construction of new fencing along the ROW;
- Retaining walls would be constructed in select locations along the Project Corridor. The Proposed Project identifies numerous locations, described below, where retaining walls would be constructed. Some retaining walls would also serve to attenuate sound, depending upon their height and relationship of sound generators with nearby uses. The final heights and locations of sound attenuation walls will be determined in consultation with the community prior to the publication of the Final Environmental Impact Statement and will be included therein. Retaining walls and sound attenuation walls may block views of adjacent residences and other land uses from the trains and views of trains from adjacent residences and other land uses.

Discussion of potential visual impacts of the Proposed Project and assessment of whether these visual impacts constitute an "aesthetic impact" as defined by DEP-00-2 are presented below.

VILLAGE OF FLORAL PARK

Within the Village of Floral Park, the Proposed Project includes modifications to the South Tyson Avenue Bridge to accommodate a new third track; construction of new crossovers on the Hempstead Branch; addition of a new third track bridge span over Plainfield Avenue; relocation of overhead utilities from the south side of the ROW to the north side; construction of a 16-foot high retaining wall along the south side of the ROW from Flower Avenue to Plainfield Avenue; along the south side of the ROW from Plainfield Avenue past the Floral Park border with the Village of New Hyde Park (to between South 8th and South 9th Streets) would be a seven-foot high retaining wall. The new retaining walls could be considered to be undesirable by some,

though others could view them as an improvement over existing conditions. Whether a retaining wall creates a negative effect depends largely on the character of the area, visibility of the wall, the views that are blocked, design of the wall (height, length, materials, detailing and other characteristics). While the visual effects of new retaining walls could have some negative characteristics, they would not result in significant adverse visual impacts as their heights are limited and any negative effects resulting from the construction of a retaining wall can be minimized through attention to detailing, materials and planting, color and texture, application of anti-graffiti coatings, potential multiplicity of uses for the wall (e.g. seating walls) and other considerations, which will be addressed during the final design phase.

Sound attenuation walls are proposed for the following locations: the south side of the ROW from Plainfield Avenue to South 9th Street; the north side of the ROW from Plainfield Avenue to Lewis Avenue.

John Lewis Childs School

The John Lewis Childs School is located approximately 500 feet from the Project Corridor. There are no direct views of the Project Corridor from the John Lewis Childs School due to the presence of intervening buildings and vegetation. The new utility poles might be visible from portions of the school property; however this would not constitute a significant adverse visual impact.

Commercial Buildings on Tulip Avenue, Downtown Floral Park (potential historic district)

Several commercial buildings on Tulip Avenue are considered S/NR-eligible. Downtown Floral Park on Tulip Avenue has potential for listing as a historic district on the S/NR. In this area, buildings located closest to the tracks (between Vernon Avenue and Violet Avenue, and where Tulip Avenue intersects with Plainfield Avenue), and the back of buildings located to the north of Tulip Avenue have views of the LIRR track system. Therefore, the Proposed Project would not result in any significant adverse visual impacts to the commercial buildings in Downtown Floral Park.

Commercial Buildings on Tyson Avenue and South Tyson Avenue

The commercial buildings along Tyson Avenue and South Tyson Avenue are located approximately 50 feet north of the Project Corridor. The railroad station is elevated by a concrete bridge structure that runs alongside Tyson Avenue, and bridges over South Tyson Avenue. The bridge, platforms and station infrastructure are clearly visible from these locations, including the concrete columns, steel bridge girders, overhead utility lines, and light poles. Construction of new railroad bridge bays would not be visible from this area as the bridge bays would be built on the south side of the LIRR ROW. The proposed bridge crossing South Tyson Avenue would be consistent with the surroundings and would not change the visual character of the area. Therefore the Proposed Project would not result in any significant adverse visual impacts on the visual resources of the commercial buildings on Tyson Avenue and South Tyson Avenue.

Floral Park Recreation Center

The Village of Floral Park Recreation Center directly abuts the LIRR ROW. The railroad tracks are located on an elevated embankment that is lined with vegetation and a chain link fence. As discussed in the existing conditions, views of the Project Area are screened by dense vegetation present within the LIRR ROW during the on-leaf season and a chain link fence with a green screen. The Proposed Project would add a new seven-foot high retaining wall.

The new retaining wall and noise barriers would hide views of the Project Corridor from the Floral Park Recreation Center during both on-leaf and off-leaf seasons. The retaining wall would be treated with an anti-graffiti coating. The Proposed Project would not result in significant adverse visual impact on the Floral Park Playground because views of the Project Corridor would remain blocked, planting would be included and there are other existing landscape features, such as the existing chain link fence with screening, that block views. The addition of a third track on the south side of the existing tracks would remain within the existing LIRR ROW and would not encroach on the Floral Park Recreation Center property.

The visual character of the Floral Park Recreation Center would not be changed as a result of the Proposed Project.

Floral Park Public Library

The Floral Park Public Library is located at 17 Caroline Place. It is eligible for listing State and National Register of Historic Places. There would be no views of changes in the Project Corridor from this location. There are no adverse visual impacts on the Floral Park Public Library as a result of the Proposed Project.

Floral Park Methodist Church

The Floral Park Methodist Church is located at 35 Verbena Avenue. It is eligible for listing on the State and National Register of Historic Places. There would be no changes to views of from this location. There are no adverse visual impacts on the Floral Park Methodist Church as a result of the Proposed Project.

Floral Park Village Hall

The Floral Park Village Hall is located at Floral Boulevard between Carlton and Vernon Streets. It is eligible for listing on the State and National Register of Historic Places. There would be no views of changes in the Project Corridor from this location. There are no adverse visual impacts on the Floral Park Village Hall as a result of the Proposed Project.

VILLAGE OF NEW HYDE PARK

In the Village of New Hyde Park, the Proposed Project includes construction of a Main Line third track south of the two existing Main Line tracks; conversion of the Covert Avenue at-grade crossing to a grade-separated crossing with Covert Avenue crossing beneath the LIRR tracks; elimination of a grade crossing by either closure of the South 12th Street at-grade crossing along with the construction of a new pedestrian bridge over South 12th Street or construction of a one-way underpass beneath the railroad; replacement of an existing platform; conversion of the New Hyde Park Road at-grade crossing to a grade-separated crossing with New Hyde Park Road running beneath the LIRR in a four or five lane underpass; and construction of new retaining walls and a new plaza area on the north side of the New Hyde Park Station.

At the Covert Avenue and New Hyde Park Road grade crossing locations, views would not change significantly. Sight lines would be slightly different at Covert Avenue due to the railroad tracks being raised five feet, with associated retaining walls. At New Hyde Park Road, sight lines would remain the same as they are currently. The tracks would still be visible and there would be no change in visual character of the area. Therefore, no significant adverse visual impacts are anticipated in these locations.

If South 12th Street is closed off, the pedestrian overpass would introduce a new visual element into the surroundings, but would not alter the visual character of the area. The overpass would

not be visible from any sensitive receptors and would not result in any significant adverse visual impacts.

The crossing at South 12th Street would be eliminated. South 12th Street would either terminate at the Project Corridor and the ROW would be fenced off or a single lane underpass would be constructed. If the roadway is closed off, a pedestrian overpass would constructed, which would be approximately 22-feet high. It would meet Americans with Disabilities Act (ADA) standards with elevators. The pedestrian overpass would be visible from the surrounding streets. The introduction of elevators to meet ADA standards would minimize the visibility of the overpass as there would be no extensive ramp system to reach the 22-foot elevation.

Changes at New Hyde Park Station include retiring the existing southern platform, and construction of a new platform south of the proposed new Main Line third track. This would be accomplished nearly entirely within the existing LIRR ROW. The new platform would be constructed in an aesthetically harmonious manner with the existing platforms, and would include the addition of a new canopy. The on-street parking area within the current LIRR ROW would be removed. This would not result in changes to the appearance of the New Hyde Park Station. No significant adverse visual impacts are anticipated with the addition of a new station platform.

Along the south side of the LIRR ROW, a new seven-foot high retaining wall that would begin in Floral Park would extend past Floral Park's eastern border with the Village of New Hyde Park, continuing to between South 8th and South 9th Streets. The seven-foot high retaining wall would block many views of the Project Corridor from the areas to its south and would be similar in height to the current vegetation. Along the south side of the ROW a two-foot high wall from Between South 8th and South 9th Streets to South 12th Street would be constructed. The retaining wall would be shorter than the adjacent fences, so it would not be readily visible from the surrounding areas. The new retaining walls could be considered to be undesirable by some, though others could view them as an improvement over existing conditions. Whether a retaining wall creates a positive or negative effect depends largely on the character of the area, visibility of the wall, the views that are blocked, design of the wall (height, length, materials, detailing and other characteristics). While the visual effects of new retaining walls could have some negative characteristics, they are not considered to be significant adverse visual impacts as their heights are limited and any negative effects resulting from the construction of a retaining wall can be minimized through attention to detailing, materials and planting, color and texture, application of anti-graffiti coatings, potential multiplicity of uses for the wall (e.g. seating walls) and other considerations, which will be addressed during the final design phase. No significant adverse visual impacts are associated with the proposed changes. A sound attenuation wall is proposed for the south side of the ROW from New Hyde Park Road to west of Meadowfarm Road.

New Hyde Park Public Works and Buildings Departments and Baseball Field (Nuzzi Field)

The baseball field (Nuzzi Field) at the Village of New Hyde Park Public Works and Buildings Departments are located east of the Floral Park Recreation Center on Stewart Street and approximately 600 feet south of the LIRR ROW. Houses and dense vegetation obstruct views of the tracks from this location. Therefore, no significant adverse visual impacts to Nuzzi Field and the New Hyde Park Public Works and Buildings Departments are anticipated as a result of this project.

New Hyde Park Road School

The New Hyde Park Road School, located at 300 New Hyde Park Road, is located approximately 1,500 feet from the LIRR ROW. Residences and dense vegetation obstruct views of the Project Corridor from this location. Therefore, no significant adverse visual impacts to the New Hyde Park Road School and athletic fields are anticipated.

VILLAGE OF GARDEN CITY

Changes within the Village of Garden City include: addition of a Main Line third track; modification of the bridge at Tanners Pond Road and Denton Avenue; modifications of Merillon Avenue Station to accommodate the new track; replacement of the Nassau Boulevard bridge to provide space for the new track; and along the south side of the ROW, a two-foot high retaining wall would be constructed from New Hyde Park Road to approximately 200 feet west of Denton Avenue. A five foot high retaining wall would be constructed along the south side of the ROW from 200 feet west of Denton Avenue to Denton Avenue. The retaining wall would abut the Garden City Bird Sanctuary. Views of the Project Corridor from the Garden City Bird Sanctuary would be obscured by the dense, high vegetation at the edge of the Sanctuary. It is anticipated that there would be no need to the remove existing vegetation to construct the retaining walls and no significant adverse visual impacts are anticipated due to the addition of the retaining walls.

Sound attenuation walls are proposed for the following areas: the south side of the ROW from Tanners Pond Road to east of Whitehall Boulevard; the north side of the ROW from Fifth Avenue to Corbin Avenue.

The additional track would be located within the existing LIRR ROW, south of the existing tracks. The improvements at the Denton Avenue Bridge and Nassau Boulevard bridge to accommodate the new track would appear similar to but somewhat higher than the existing bridges. The appearance and visual character of the area would remain largely as it is currently.

Changes at Merillon Station would include retiring the existing south platform, demolition of the small station building (not in use), demolition and rebuilding of all platforms and construction of a new pedestrian overpass. The new platform would be located south of the proposed Main Line third track, within the LIRR ROW. The new platforms would be constructed in a manner consistent with the aesthetic of the existing platforms, and would include the addition of a new canopy, No significant adverse visual impacts are anticipated in this area as a result of the Proposed Project.

Nassau Haven Park

Nassau Haven Park, located on Colonial Avenue, directly abuts the train tracks. Proposed changes in this area include the addition of a Main Line third track. Dense vegetation currently obstructs most views of the LIRR tracks. A retaining wall would be constructed along the existing LIRR ROW abutting the park. As the retaining wall would be only two feet high and there is existing dense vegetation between the Project Corridor and Nassau Haven Park, it is anticipated that views of the Project Corridor from the Park would continue to be obscured. No significant adverse visual impacts to the Nassau Haven Park are anticipated as a result of the Proposed Project.

Garden City Bird Sanctuary

The Garden City Bird Sanctuary, located on Colonial Avenue directly abuts the train tracks. Proposed changes in this area are the addition of a Main Line third track and construction of

retaining walls. Dense vegetation obstructs most views of the LIRR ROW. The retaining wall would abut the Garden City Bird Sanctuary, at two-foot and five-foot heights, as described above. Views of the Project Corridor from the Garden City Bird Sanctuary, would be obscured by the dense vegetation at the edge of the Sanctuary. It is anticipated that there would be no need to remove existing vegetation to construct the retaining walls and no significant adverse visual impacts are anticipated due to the addition of the retaining walls. No significant adverse visual impacts on Garden Bird Sanctuary are anticipated as a result of the Proposed Project.

Tullamore Playground

Tullamore Playground is located approximately 100 feet from the LIRR ROW. Proposed change in this area is limited to the addition of a Main Line third main track. Dense vegetation obstructs most of the views of the LIRR ROW and it is anticipated that there would be no need to the remove existing vegetation. No significant adverse visual impacts are anticipated on Tullamore Playground as a result of this project.

Stratford Avenue School Athletic Fields

The Stratford Avenue School and athletic fields, located at Weyford Terrace, are located approximately 1,400 feet from the LIRR ROW. Residences and dense vegetation obstruct views from this location. No significant adverse visual impacts on the Stratford Avenue School and athletic fields are anticipated as a result of the Proposed Project.

Strawberry Field/The Cow

Strawberry Field/The Cow directly abuts the railroad tracks between Kilburn Road and Brixton Road. Change in this area would be limited to the addition of a Main Line third track. Strawberry Field is bordered by dense vegetation that blocks views of the Project Corridor. Although a sound wall would be erected adjacent to the LIRR tracks in this area, there would be no anticipated change in the visual environment at Strawberry Field. No significant adverse visual impacts on Strawberry Field (or The Cow) are anticipated as a result of the Proposed Project.

Garden City High School Athletic Field

The Garden City High School athletic field is located about 700 feet from the LIRR ROW. Change in this area would be limited to the addition of a Main Line third track. Dense vegetation obstructs most views of the LIRR tracks. No significant adverse visual impacts on Garden City High School Field are anticipated as a result of the Proposed Project.

Old Nassau County Courthouse

The Old Nassau County Court House, located at 1359 Franklin Avenue, is located about 900 feet from the LIRR ROW. The Proposed Project includes modifications to the Mineola Station to accommodate the new Main Line third track. Views of the Project Corridor from the courthouse to the tracks are obstructed by existing buildings. No significant adverse visual impacts to the Old Nassau County Courthouse are anticipated as a result of the Proposed Project.

Hemlock Playground

Hemlock Playground is located approximately 1,400 feet away from the LIRR ROW. Residences and dense vegetation obstruct views of the Project Corridor from this location. No significant adverse visual impacts to the Hemlock Playground are anticipated as a result of the Proposed Project.

St. Paul's Recreation Complex

The St. Paul's Recreation Complex, located at 295 Stewart Avenue, is approximately 1,400 feet away from the LIRR ROW. Vegetation and distance obscure views from of the Project Corridor from this location. No significant adverse visual impacts on the St. Paul's Recreation Complex are anticipated as a result of the Proposed Project.

HAMLET OF GARDEN CITY PARK

Changes within the Hamlet of Garden City Park include the addition of a Main Line third track to the south of the existing tracks and incorporation of the existing Herricks Road siding into the third track. The visual character of the third track would be consistent with that of existing tracks. No significant adverse visual impacts to the area are anticipated as a result of the additional infrastructure. There are no retaining walls proposed within the Hamlet of Garden City Park.

Mineola High School and Recreation Fields

The Mineola High School Fields, located at 10 Armstrong Road, are approximately 1,100 feet from the LIRR ROW. Residences and dense vegetation obstruct views of the Project Corridor from this location. Therefore, no significant adverse visual impacts on the Mineola High School and athletic fields are anticipated.

VILLAGE OF MINEOLA

Within the Village of Mineola, the Proposed Project would include the addition of a new Main Line third track. The new track would be installed along the southern side of the LIRR ROW from the western boundary of the Village to Roslyn Road, where it would switch to the northern side of the LIRR ROW; modification of the Mineola Station to accommodate the new track; modification of the Oyster Bay Branch connection to the Main Line; conversion of the Main Street grade crossing to a grade-separated crossing by construction of an underpass; conversion of the Willis Avenue grade crossing to a grade-separated crossing with Willis Avenue crossing underneath the LIRR; construction of a new Main Line third track alignment along the existing south bay of the Roslyn Road bridge; construction of several retaining walls along both the north and south sides of the LIRR ROW; and construction of two new parking garages.

Retaining walls would comprise: A five-foot high retaining wall along the south side of the LIRR ROW between 11th Avenue and Mineola Station; a six-foot high retaining wall on the south side from Main Street to Willis Avenue; a seven-foot high retaining wall on the south side from Willis Avenue to Roslyn Road; a five-foot high retaining wall on the south side from Roslyn Road to Laurel Drive; a nine-foot high retaining wall on the north side from Croyden Road to just Laurel Drive. The new retaining walls could be considered to be undesirable by some, though others could view them as an improvement over existing conditions. Whether a retaining wall creates a negative or a positive effect depends largely on the character of the area, visibility of the wall, the views that are blocked, design of the wall (height, length, materials, detailing and other characteristics). While the visual effects of new retaining walls could have some negative characteristics, they would not be significant adverse visual impacts as their heights are limited and any negative effects resulting from the construction of a retaining wall can be minimized through attention to detailing, materials and planting, color and texture, application of anti-graffiti coatings, potential multiplicity of uses for the wall (e.g. seating walls) and other considerations, which will be addressed during the final design phase. Sound attenuation walls are proposed for the following locations: the south side of the ROW from

Herricks Road to Fifth Avenue; the north side of the ROW from Herricks Road to Fleet Place: the south side of the ROW from Willis Avenue to Albertson Place.

Many areas in the Village of Mineola have existing retaining walls or vegetative buffers that obscure views of the Proposed Project. The existing vegetation and/or walls have approximately the same height as the proposed retaining walls. Between 8th and 5th Avenues, and between Willis Avenue and Roslyn Road, there is little or no vegetation blocking views of the Project Corridor. Where the nine-foot high retaining wall would be constructed in the industrial section of Mineola, east of Roslyn Road, the Project Corridor is not visible due to the presence of warehouses that block views. There are no sensitive receptors that would be visually affected by the Proposed Project. No significant adverse visual impacts due to the addition of the retaining walls are anticipated as a result of the Proposed Project

The Main Line third track would be constructed within the existing LIRR ROW, consistent with the existing visual character of the area. If both the Willis Avenue and Main Street grade crossings would be replaced with underpasses, views would largely remain as they currently are. If the Proposed Project resulted in the closure of Main Street, the visual character would also remain as it currently is, with the addition of fences along the tracks to prevent pedestrians from crossing. A new pedestrian overpass would be constructed to allow pedestrians to cross Main Street at this location. The pedestrian overpass would be consistent with other pedestrian overpasses already constructed at the Mineola LIRR Station. No significant adverse visual impacts as a result of the changes to the grade crossings are anticipated.

Proposed changes to Mineola Station would include removal of the existing pedestrian overpass at the eastern end of the Station and replacement with a new overpass from the Station House to the southern side of the tracks; and the replacement of the south platform with a new platform adjacent to the south side of the third track. The new platform would be constructed in a manner consistent with the aesthetic of the existing platforms, and would include the addition of a new canopy. A new pedestrian overpass would be designed to be consistent with the aesthetics of the existing context. No significant adverse visual impacts are anticipated as a result of the changes to the station.

Two new parking garages would be constructed: a new six-story parking garage (a four-story structure with one surface level and one subsurface level) would replace an existing parking lot, bordered by 1st Street, Harrison Avenue and 3rd Avenue; and a six-story garage just east of Mineola Station between Main Street and Willis Avenue, along 2nd Avenue. Other parking garages exist in the area, most notably a large parking garage just one block away from the proposed four-story garage, at First Street between Mineola Boulevard and Main Street. The structured parking garages would introduce new buildings in downtown Mineola (this location previously contained a parking garage that had been demolished due to its deteriorated condition). This addition would not change the visual characteristic of the area. The garages would be designed to be aesthetically consistent with the surrounding community. No significant adverse visual impacts are anticipated as a result of the construction of the parking garages.

The railroad tracks between Roslyn Road and Glen Cove Road would shift within the LIRR ROW to create space to accommodate the new Main Line third track to avoid property impacts. However, those changes would not be visible from outside the Project Corridor. Conversion of the Willis Avenue and Main Street grade crossings into grade-separated underpasses (or closure of Main Street) would not change the visual characteristics as the views north and south would remain much as they are today. No significant adverse visual impacts due to construction of the new track or moving the tracks within the ROW and constructing grade-separate crossings are

anticipated. While the visual effects of the new retaining walls could have some negative characteristics, they are not considered to be significant adverse visual impacts and their effects can be mitigated through attention to detailing, materials and planting, color and texture, application of anti-graffiti coatings and other considerations, which can be addressed during the design phase. No significant adverse visual impacts associated are associated with the proposed changes.

8th Avenue Park

Eighth Avenue Park, located between 8th and 9th Avenues, directly abuts the train tracks. At this location, change is limited to the addition of a Main Line third track. Vegetation obstructs many views of the LIRR tracks from the Park. A five-foot high retaining wall would be constructed along the LIRR ROW, just to the east of the Park. The retaining wall would obscure views of the Project Corridor from the park. While the visual effects of the new retaining walls could have some negative characteristics, they are not considered to be significant adverse visual impacts and their effects can be mitigated through attention to detailing, materials and planting, color and texture, application of anti-graffiti coatings and other considerations, which can be addressed during the design phase. No significant adverse visual impacts associated are associated with the proposed changes. Therefore, no significant adverse visual impacts on the 8th Avenue Park are anticipated as a result of the Proposed Project.

Denton Building

The Denton Building, located at 210 Old Country Road is approximately 500 feet from the Project Corridor. Views from the Denton Building to the LIRR tracks are obscured by intervening buildings. Therefore, no significant adverse visual impacts on the Denton Building are anticipated as a result of the Proposed Project.

Mineola/LIRR Electrical Substation

The LIRR electrical substation located on Main Street and Station Road would be removed as part of the Proposed Project. The removal of this building will result in an open area. At the corner of Main Street and Station Road, views of the existing adjacent buildings would be opened up and there would be an open paved area where there is currently a building.

Nassau Tower

The Nassau Tower located on Main Street and Station Road would be removed as part of the Proposed Project. The removal of this building will result in an open area. At the corner of Main Street and Station Road, views of the existing adjacent buildings would be opened up and there would be an open paved area where there is currently a building.

Ballfields at Mineola Athletic Association

The little league fields, located north of East 2nd Street and east of Willis Avenue, are approximately 400 feet from Main Line tracks. While the Oyster Bay Line tracks are directly adjacent to the ballfields and can clearly be viewed, they will not be affected or altered by the Proposed Project; the Main Line is mostly obscured by existing buildings. Therefore, no significant adverse visual impacts on the Ballfields at Mineola Athletic Association are anticipated as a result of the Proposed Project.

Hampton Stadium

Hampton Stadium, located east of Willis Avenue, is approximately 700 feet from the train tracks. Views of the Project Corridor from the Stadium are mostly obstructed by existing

buildings. No significant adverse visual impacts on Hampton Stadium are anticipated as a result of the Proposed Project.

Wilson Park

Wilson Park, located east of Hampton Stadium, on Liberty Avenue is approximately 500 feet from the Project Corridor. Views of the Project Corridor from Wilson Park are mostly obstructed by existing buildings. Therefore, no significant adverse visual impacts on Wilson Park are anticipated as a result of the Proposed Project.

Citibank (formerly the European-American Bank Company)

Citibank (formerly the European-American Bank Company), located at 199 Second Street, is eligible for listing on the State and National Register of Historic Places. Citibank is located just north of Mineola Station along Mineola Boulevard. This building is on the site of a previously approved, unrelated project that will involve the demolition of the bank building and the redevelopment of the site.

Commercial Buildings at Station Plaza North and Mineola Boulevard

The Commercial Buildings at Station Plaza North and Mineola Boulevard, located at 204-216 Station Plaza North/79-83 Mineola Boulevard are eligible for listing on the State and National Register of Historic Places. The buildings are located just across the street from Mineola Station. There currently exists a grade-separated crossing where Mineola Boulevard crosses the Project Corridor, and no retaining walls or other alterations of the site are anticipated. Therefore, views of the Project Corridor from the Commercial Buildings at Station Plaza North and Mineola Boulevard would remain unaltered and no significant adverse visual impacts are anticipated as a result of the Proposed Project.

HAMLET OF CARLE PLACE

The Proposed Project in the Hamlet of Carle Place would include construction of a new Main Line third track along the northern section of the LIRR ROW; modification of the Glen Cove Road bridge; modification of the Meadowbrook State Parkway bridge; modification of the Cherry Lane bridge; modification of Carle Place Station to accommodate the new Main Line third track; and the construction of several retaining walls. The addition of a new Main Line third track would be consistent with the existing visual character of the area. The new track would be constructed along the north side of the existing tracks. The widening of the bridges to accommodate a third track would be consistent with the existing character. Therefore, no significant adverse visual impacts are anticipated on the visual aesthetics of the Hamlet as a result of the new track and the bridge widening.

A new seven-foot high retaining wall along the north side of the LIRR ROW would be constructed from 1100’ west of Glen Cove Road to Glen Cove Road; an 11-foot high retaining wall along the north side of the LIRR ROW would be constructed from Glen Cove Road to the Meadowbrook State Parkway; a 10-foot high retaining wall would be constructed along the north side from the Meadowbrook State Parkway to Cherry Lane. Where the new retaining walls would be constructed, the views of the Project Corridor from the surrounding community are obscured by buildings or vegetative buffers. The new walls would be located along industrial areas or transportation corridors, where they would be consistent with the surrounding environment and would not affect the character of the surrounding area. The new retaining walls could be considered to be undesirable by some, though others could view them as an improvement over existing conditions. Whether a retaining wall creates a positive or negative

effect depends largely on the character of the area, visibility of the wall, the views that are blocked, design of the wall (height, length, materials, detailing and other characteristics). While the visual effects of new retaining walls could have some negative characteristics, they would not result in significant adverse visual impacts as their heights are limited and any negative effects resulting from the construction of a retaining wall can be minimized through attention to detailing, materials and planting, color and texture, application of anti-graffiti coatings, potential multiplicity of uses for the wall (e.g. seating walls) and other considerations, which will be addressed during the final design phase. No significant adverse visual impacts associated are anticipated as a result of the Proposed Project.

Sound attenuation walls are proposed for the following locations: the north side of the ROW from the Meadowbrook State Parkway to Cherry Lane; the south side of the ROW from Rushmore Avenue to Bert Avenue.

Changes at Carle Place Station include retiring the existing northern platform, construction of a new pedestrian overpass, and construction of a new platform on the north side of the existing Project Corridor within the LIRR ROW. The platform would be constructed to match the character as the current station platforms. Therefore, no significant adverse visual impacts are anticipated in this area.

Rushmore Avenue Elementary School

Rushmore Avenue Elementary School, located at 251 Rushmore Avenue, is located approximately 1,200 feet from the Project Corridor. Views of the Project Corridor from the Elementary School are largely obscured by intervening buildings. Therefore, no significant adverse visual impacts on the Rushmore Avenue Elementary School are anticipated as a result of the Proposed Project.

Cherry Lane Elementary School/ Carle Place Middle and High Schools

Cherry Lane Elementary School and Carle Place Middle and High Schools District, located at 168 Cherry Lane, are located approximately 1,200 feet from the Project Corridor. Views of the Project Corridor from the School and School District buildings are largely obscured by existing buildings. Therefore, no significant adverse visual impacts on the Cherry Lane Elementary School and Carle Place Middle and High Schools are anticipated as a result of the Proposed Project.

Carle Place Park

Carle Place Park Playground and Recreation Center abuts the Project Corridor. Views of the Project Corridor from Carle Place Park and Recreation Center are screened by dense vegetation that runs along the LIRR ROW and by a chain link fence with a green screen. The only proposed change within the viewshed of the playground is the addition of a Main Line third track within the LIRR ROW. The track would be constructed in the area furthest away from the Park. Any views of the LIRR ROW that may be visible due to sparseness of vegetation or gaps in the fence screening would be limited. Therefore, the Proposed Project would not result in any significant adverse visual impacts on Carle Place Park Playground and Recreation Center.

St. Mary's Episcopal Church

St Mary's Episcopal Church, located at 252 Rushmore Avenue, is located approximately 1,200 feet from the Project Corridor. Views of the Project Corridor from the Church are largely hidden by existing intervening buildings. Therefore, no significant adverse visual impacts on St. Mary's Episcopal Church are anticipated as a result of the Proposed Project.

Prospect Avenue Bridge

The Prospect Avenue Bridge carries Prospect Avenue over the Wantagh State Parkway. It is approximately 1,000 feet from the Project Corridor. No significant adverse visual impacts on Prospect Avenue Bridge are anticipated as a result of the Proposed Project.

Our Lady of Hope Roman Catholic Church

Our Lady of Hope Roman Catholic Church, located at 534 Broadway at Cherry Lane, near the Carle Place Station, is eligible for listing on the State and National Register of Historic Places. The intersection where Cherry Lane crosses underneath the LIRR tracks can be viewed in the distance from outside the church, Views of Carle Place Station and railroad tracks and facilities from the Church are obscured from view by plantings and buildings. The bridge over Cherry Lane will be rebuilt as part of the Proposed Project. Minor modifications to the views from Our Lady of Hope Roman Catholic Church would not change the property or setting, nor would it interfere with or reduce the public's enjoyment and/or appreciation of the Church. No significant adverse visual impacts on Our Lady of Hope Roman Catholic Church are anticipated as a result of the Proposed Project.

VILLAGE OF WESTBURY -TOWN OF NORTH HEMPSTEAD

Changes in the Village of Westbury as a result of the Proposed Project include: construction of a Main Line third track on the north side of the existing tracks, from the western boundary of the Village of Westbury to Ellison Avenue, and on the south side of the existing tracks from Ellison Avenue eastward; relocation of the existing railroad tracks between Carle Place Station and Post Avenue to accommodate the new track; modification of the Westbury Station to accommodate the new Main Line third track; construction of parking garages north and south of the station; conversion of the School Street grade crossing to a grade-separated two-lane underpass; construction of retaining walls.

The addition of a new Main Line third track to the north of the already existing tracks would be done in a manner consistent with the existing visual character of the area. There are no significant adverse visual impacts on the Village of Westbury anticipated as a result of the addition of a new track.

A new 10-foot high retaining wall on the north side of the Project Corridor would be constructed from Carle Road to Ellison Avenue; on the south side, a 10-foot high retaining wall would be constructed from Bert Avenue to Ellison Avenue; on the south side, a seven-foot high retaining wall would be constructed from Madison Avenue to 400 feet west of Post Avenue; on the south side, a six-foot high retaining wall would be constructed from 350 feet west of Post Avenue to Post Avenue; on the south side, a four-foot high retaining wall would be constructed from the east end of Westbury Station to 400 feet west of School Street. The new retaining walls could be considered to be undesirable by some, though others could view them as an improvement over existing conditions. Whether a retaining wall creates a positive or negative effect depends largely on the character of the area, visibility of the wall, the views that are blocked, design of the wall (height, length, materials, detailing and other characteristics). While the visual effects of new retaining walls could have some negative characteristics, they would not result in significant adverse visual impacts as their heights are limited and any negative effects resulting from the construction of a retaining wall can be minimized through attention to detailing, materials and planting, color and texture, application of anti-graffiti coatings, potential multiplicity of uses for the wall (e.g. seating walls) and other considerations, which will be

addressed during the final design phase. No significant adverse visual impacts are anticipated in this area as a result of the Proposed Project.

Sound attenuation walls are proposed for the following locations: the south side of the ROW from Bert Avenue to Evelyn Avenue; the south side of the ROW from Ellison Avenue to Madison Avenue; the north side of the ROW from Ellison Avenue to Post Avenue; the south side of the ROW from Madison Avenue to Post Avenue.

The four-level parking garage north of the Westbury station would add a new building to an existing surface parking lot south of Scally Place. The four-level parking garage south of the Westbury station would add a new building to another existing surface parking lot. However the addition of each building would not change the visual characteristic of the area, which is characterized by surface parking. The garages would be designed to be aesthetically consistent with the surrounding community. No significant adverse visual impacts are anticipated as a result of the construction of either parking garage.

Changes at Westbury Station include retiring the existing southern platform, and adding a new platform south of the proposed main line track within the LIRR ROW. The design of the platform would be consistent with that of the current station platforms. The platform would be constructed to meet the existing pedestrian tunnel on the southern platform. No significant adverse visual impacts are anticipated in this area as a result of the Proposed Project.

St. Brigid Catholic Church

St. Brigid Catholic Church is located on 75 Post Avenue, approximately 700 feet from the Westbury train station. Existing vegetation, distance and sight lines block views of the Project Corridor from the building. No significant adverse visual impacts on St. Brigid Catholic Church are anticipated as a result of the Proposed Project.

164 Post Avenue building (former Wheatley Hills National Bank) OPRHP review is pending

164 Post Avenue building (former Wheatley Hills National Bank) is currently under review for eligibility as a potential architectural resource. Views of Westbury Station are obscured from view by intervening buildings Minor modifications to views from 164 Post Avenue would not change the property or setting, nor would they interfere with or reduce the public's enjoyment and/or appreciation of the Church. No significant adverse visual impacts on 164 Post Avenue are anticipated as a result of the Proposed Project.

HAMLET OF NEW CASSEL

In the Hamlet of New Cassel, Town of North Hempstead, along the north side of the LIRR ROW, a six-foot high retaining wall would be constructed from Grant Street to approximately 100 feet west of Urban Avenue; along the north side, a six-foot high retaining wall would be constructed from Grant Street to approximately 100 feet west of Urban Avenue; along the north side, a three foot high retaining wall would be constructed from 100 feet west of Urban Avenue between Kinkel and Sylvester Streets; a five-foot high retaining wall would be constructed from between Kinkel and Sylvester Streets to the Wantagh State Parkway; along the south side, a six-foot high retaining wall would be constructed from 550 feet east of School Street to 150 feet east of Costar Street. Currently, views of the Project Corridor are hidden by vegetation. The new retaining walls could be considered to be undesirable by some, though others could view them as an improvement over existing conditions. Whether a retaining wall creates a positive or negative effect depends largely on the character of the area, visibility of the wall, the views that are blocked, design of the wall (height, length, materials, detailing and other characteristics). While

the visual effects of new retaining walls could have some negative characteristics, they would not result in significant adverse visual impacts as their heights are limited and any negative effects resulting from the construction of a retaining wall can be minimized through attention to detailing, materials and planting, color and texture, application of anti-graffiti coatings, potential multiplicity of uses for the wall (e.g. seating walls) and other considerations, which will be addressed during the final design phase. The Proposed Project would include widening of the Grand Boulevard bridge. Widening of the Grand Boulevard bridge would not substantially alter the current visual character of the area. No significant adverse visual impacts associated are anticipated as a result of the Proposed Project.

A 100-foot long sound attenuation wall is proposed along the north side of the ROW west of the Wantagh State Parkway.

Martin Bunky Reid Park

Martin Bunky Reid Park directly abuts the LIRR ROW. As discussed in the existing conditions, views of the Project Corridor are screened by dense vegetation along the LIRR ROW of way during the summer months as well as a dense mesh fence. The only proposed change to views from Martin Bunky Reid Park is the addition of a Main Line third track on the LIRR ROW. The new track would be added to the north side of the ROW. The six-foot high retaining would block views of the Project Corridor. While the visual effects of the new retaining walls could have some negative characteristics, they are not considered to be significant adverse visual impacts and their effects can be mitigated through attention to detailing, materials and planting, color and texture, application of anti-graffiti coatings and other considerations, which can be addressed during the design phase. No significant adverse visual impacts associated are associated with the proposed changes.

"Yes We Can" Community Center

The "Yes We Can" Community Center property abuts Railroad Avenue, which runs along the north side of the Project Corridor. As described in the existing conditions section of this chapter, views of the Project Corridor are screened by dense vegetation along the LIRR ROW during the summer months as by well as a chain link fence with a green screen. The only proposed change within the viewshed of the Yes We Can Community Center is the addition a Main Line third track within the LIRR ROW. While the visual effects of the new retaining walls could have some negative characteristics, they are not considered to be significant adverse visual impacts and their effects can be mitigated through attention to detailing, materials and planting, color and texture, application of anti-graffiti coatings and other considerations, which can be addressed during the design phase. No significant adverse visual impacts associated are associated with the proposed changes.

Joseph M. Barry Career and Technical Education Center

Views of the Project Corridor from Joseph M. Barry Career and Technical Educational Center are blocked by the Nassau County Public Safety Center. Therefore, no significant adverse visual impacts are anticipated to result from the Proposed Project.

Children's Readiness Center (CRC) Preschool

Views of the Project Corridor from CRC Preschool are blocked by the Nassau County Public Safety Center. Therefore, no significant adverse visual impacts are anticipated to result from the Proposed Project.

Board of Cooperative and Educational Services of Nassau County (Nassau BOCES)

Views of the Project Corridor from Nassau BOCES are blocked by the Nassau County Public Safety Center. Therefore, no significant adverse visual impacts are anticipated to result from the Proposed Project.

HAMLET OF HICKSVILLE

The Proposed Project consists of joining the new track with an existing siding leading to Hicksville Station. The addition of the Main Line third track would join an existing railroad siding at Wantagh State Parkway for use as the third track.

Two new three-story (4 levels, including 3 stories and a basement level) parking garages would be constructed: one just north of the Hicksville Station between the LIRR ROW and West Barclay Street, just west of Marion Place; another would be bordered by West Barclay Street and Marion Place and West John Street. A bridge at the third level would connect both structures. The parking garage structures would be located in a commercial area. Many surface parking lots currently surround the Hicksville Station. As the parking garages would be designed to fit into the surrounding community, and there are many surface parking lots in the area, construction of parking garages could be perceived as an aesthetic improvement to the area. There would be no significant adverse visual impact resulting from the construction of the parking garage structures.

A 200-foot long sound attenuation wall is proposed for the north side of the ROW at Holman Boulevard.

Heitz Place Courthouse

The Heitz Place Courthouse is located at 1 Heitz Place in the Hamlet of Hicksville, approximately 1,200 feet east of the Hicksville Station and the limits of the Project Corridor. As the only modifications in the Hicksville Station area are related to track work, and would not be visible, there would be no significant adverse visual impacts on the Heitz Place Courthouse as a result of the Proposed Project.

Cantiague Park and Golf Course

Views of the Project Corridor from the Cantiague Park and Golf Course are blocked by warehouses. Therefore, no significant adverse visual impacts are anticipated to result from the Proposed Project.

Burns Avenue Elementary School

Views of the Project Corridor from the Burns Avenue Elementary School are blocked by warehouses. Therefore, no significant adverse visual impacts are anticipated to result from the Proposed Project.

Top Hat Uniform (former Amperex Electronic Corporation)

The Top Hat Uniform building (former Amperex Electronic Corporation), located at 230 Duffy Avenue, is eligible for listing on the State and National Register of Historic Places. No visual changes are anticipated in this section of the Proposed Project. There would be no significant adverse visual impacts on the Top Hat Uniform building as a result of the Proposed Project.

Hicksville United States Post Office

The Hicksville USPS Main Post Office, located at 185 West John Street, is eligible for listing on the State and National Register of Historic Places. No visual changes are anticipated in this section of the Proposed Project. There would be no significant adverse visual impacts on the Hicksville USPS Main Post Office as a result of the Proposed Project.

G. MITIGATION FOR THE PROPOSED PROJECT

The addition of retaining walls in some areas could be considered to be undesirable by some, though others could view them as an improvement over existing conditions. Whether a retaining wall creates a positive negative effect depends largely on the character of the area, visibility of the wall, the views that are blocked, design of the wall (height, length, materials, detailing and other characteristics). While the visual effects of new retaining walls could have some negative characteristics, they would not be significant adverse visual impacts as their heights are limited and any negative effects resulting from the construction of a retaining wall can be minimized through attention to detailing, materials and planting, color and texture, application of anti-graffiti coatings, potential multiplicity of uses for the wall (e.g. seating walls) and other considerations, which would be addressed during the final design phase. Some techniques to minimize the effects of walls can be to plant vegetation adjacent to the wall to screen views of the wall itself, creation of artwork and murals on blank walls, terracing of walls, applications of form liners, among others. The new retaining walls would not alter the visual characteristics of the sensitive visual receptors listed above. Anti-graffiti coatings and uneven surface textures can help protect the surfaces of a retaining wall from being permanently covered with graffiti. Anti-graffiti coatings make it easier to remove graffiti from a surface. In some cases, the addition of retaining walls may be perceived of as a visually desirable feature, as they may block views of less desirable components of the landscape.

The LIRR would continue working with the local communities to identify ways in which to minimize any effects and to improve the visual quality of the Proposed Project. Features such as fencing types and treatments, addition of artwork and decorative features, and planting can be utilized to enhance the appearance of project elements.

Addition of new plant material could be utilized to block views of the Project Corridor, promote green, planted coverings on walls, and provide an aesthetic backdrop. Throughout the project development process, in conjunction with local communities, areas for new planting as well as replacement plants may be identified.

Following the guidance of DEC-00-2, the visibility of the Proposed Project from sensitive receptors along the corridor would not constitute a significant adverse visual impact as visibility of any Proposed Project element from these receptors is generally minimal or screened by existing buildings or vegetation. Furthermore, any visibility of the Proposed Project from these receptors would not adversely affect the public's use or enjoyment of any of the parks, commercial buildings, or community spaces.

To address the effects of visibility of the Proposed Project from locations throughout the Study Area, measures can be incorporated during final design, such as planting and detailing, selection of finished textures, and choices of materials and colors. Employment of these measures will ensure that new features such as retaining walls and parking garages are aesthetically consistent with community character, design of surrounding buildings and infrastructure, and can enhance the aesthetic of project elements. ✷