

**Appendix T**

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**Planning Board Consultants Comment Letters**

Transportation  
Land Development  
Environmental  
Services



VHB Engineering, Surveying and Landscape Architecture, P.C. | Affiliated with Vanasse Hangen Brustlin, Inc.

January 28, 2009

Ref: 27707.00

Daniel Segal  
Senior Environmental Planner  
AECOM Transportation  
71 West 23rd Street, 11th Floor  
New York, NY 10010

Re: Villa at Glen Cove Preliminary Draft Environmental Impact Statement ("DEIS")  
Preliminary Review of Draft Environmental Impact Statement

Dear Mr. Segal:

As discussed, VHB Engineering, Surveying and Landscape Architecture, P.C. (hereinafter "VHB")<sup>1</sup> has performed a preliminary completeness review of the preliminary Draft Environmental Impact Statement ("DEIS") for the above-referenced proposed action. Please note that the review performed was done as a courtesy to you and the applicant, and any comments presented herein (a) do not reflect the comments of the Planning Board, and (b) in no way bind the Planning Board. The Chairman authorized our informal review as an accommodation to the applicant. Cameron Engineering will be providing a separate comment letter that addresses transportation and engineering issues.

In general, the DEIS includes conclusory statements and language that are suggestive and supportive of the proposed action without suitable substantiation. For example, there are numerous references to the appropriateness of the proposed action (i.e., multi-family residential development) when compared to the existing development along Glen Cove Avenue (i.e., commercial and residential). As indicated in the DEIS, the subject properties are not located within a City of Glen Cove-identified "zoning issue location" pursuant to the City's pending *Master Plan* or the City's Downtown Commercial District ("Downtown Core"). The subject properties are approximately one-third mile from the Downtown Core area, the recommendations for which include changes to zoning regulations that encourage residential uses above retail or professional with ground floor uses active and inviting to pedestrian traffic. Thus, the existing zoning, which permits a variety of retail and commercial uses in the B-2, single- and two-family development in the R-4 district, and garden apartments or townhouses in the R-5 district, at least in part, appears to be appropriate.

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<sup>1</sup> The operations of Freudenthal & Elkowitz Consulting Group, Inc. were acquired by VHB effective January 1, 2009.

Statements indicating that the proposed action would have no significant environmental impacts, "as indicated in the correspondence included in Appendix \_\_\_\_" are not a sufficient explanation of such conclusions.

Specific data, calculations and discussion thereof should be provided for all relevant sections, and the sources for all factors used (e.g., water use, solid waste, sewage) should be provided. For example, there are no calculations provided for the increase in impervious area, the amount of estimated stormwater runoff and exactly how much stormwater runoff would be accommodated by the proposed drainage structures.

There should be a construction section included in the DEIS to address potential significant impacts regarding construction on steep slopes and other construction-related issues.

The DEIS indicates that a 400-foot radius has been used to assess potential impacts, based upon a protocol set forth in the City Environmental Quality Review manual. However, the characteristics of the City of Glen Cove are quite different from those of New York City, which utilizes a 400-foot radius criterion. Accordingly, the study area should be expanded to include the general area bounded by Morris Avenue on the north, Colonial Gate on the east, Lamarcus Avenue on the south and the western terminus of Burns Avenue on the west, as this allows a comprehensive assessment of impacts to surrounding uses and neighborhoods.

The applicant has indicated a build year of 2010. The applicant should substantiate the appropriateness of the 2010 build year by providing a feasible project schedule, including both approvals and construction. This issue will also be addressed by Cameron Engineering as part of its review.

The DEIS should also be reviewed for typographical and grammatical inconsistencies as well as directional inconsistencies. More specific comments are listed below:

#### *Executive Summary*

Page 1 of 37 ¶13: Part of the subject property is referred to as new lot 66, which is not fully explained as originally having been part of lot 63 until later in the document. The explanation should be provided as early in the document as possible for clarity.

#### *Chapter One*

Page 5 of 10 Section 3: This is an insufficient explanation of the proposed project. More details must be provided. Such details would also be necessary to supplement *Chapter 10 Community Facilities and Services*. For example, what devices (e.g., standpipes, sprinklers) would be incorporated into the development that would aid the fire department? What security devices (e.g.,



cameras, security personnel), if any, will be provided to assist the police department?

Page 5 of 10 Section B: Review and approval are required by both the Glen Cove City Council and the Planning Board. Specific reviews and approvals by the other listed agencies should be consistently identified.

Page 8 of 10 ¶1: The second sentence indicates in pertinent part that, "the proposed rezoning ....would allow for the project site to be improved with higher-density and more appropriate uses..." This is one of many references to the "appropriateness" of the proposed action without sufficient documentation or substantiation as to why all multi-family residential development is more appropriate than a combination of residential and commercial development.

Page 8 of 10 ¶ 2: The paragraph references the southern gateway to the City, but as indicated in the *Downtown Glen Cove Revitalization Plan*, the study area excludes the subject properties from the southern gateway, although they are proximate to said study area.

Page 9 of 10 ¶ 2: There should be some data provided to support the claim that the proposed action would result in "positive fiscal returns for the City." It is not sufficient to reference another Chapter within the DEIS. Summary information should be presented.

¶ 3: The suggestion that the lack of inclusion of new retail space, as part of the proposed action, is a benefit as it would not compete with the downtown is self-serving and not supported with analysis. It is also contradictory to the City's draft *Master Plan*, which recommends retail and pedestrian friendly uses on street level with residential uses above.

## Chapter Two

Page 9 of 32 Figure 2-1: The property opposite the subject properties, on Glen Cove Avenue, is shown as commercial on Figure 2-1. However, it is (correctly) identified as residential on the zoning map (Figure 2-2), in the text (page 8 of 32 Section three), and in the *Master Plan* as "multi-family residential." Please clarify.

Page 19 of 32 *Public Policy*: It is understood that the *Master Plan* is not yet completed. However, a version of the draft document should be used for guidance and comparative analysis purposes.





Page 24 of 32 ¶ 3: The list of projects does not include the proposed Glen Isle development.<sup>2</sup> The applicant has indicated a build year of 2010. The applicant should substantiate the appropriateness of the 2010 build year by providing a feasible project schedule, including both approvals and construction. This issue will also be addressed by Cameron Engineering as part of its review.

Page 25 of 32 The *Zoning* and *Public Policy* sections should be revised and updated to include relevant portions of the most recent version of the draft *Master Plan* and *Gateway Plan*.

Page 27 of 32 ¶1: Although the proposed action is not located in the Downtown Core area, the City has indicated that it would prefer to have commercial/professional, pedestrian-friendly uses on the street level. An explanation should be provided as to why these buildings do not incorporate such a feature, especially since the document continuously references the "Gateway" to the City and the proposed action's proximity thereto.

¶ 5: The paragraph reads, in pertinent part, "It should also be noted that in the future with the proposed action..." We believe this should be "without the proposed action." Moreover, there is a reference to a discussion in *Section D.1* of the chapter. There is no discussion in that section regarding land-use changes; there is only a list of projects within the City. In addition, this list should include the Glen Isle development.

¶ 6: Review of the proposed Glen Cove Avenue Redevelopment District zoning code reveals very general terminology and requirements. Specific concerns include the lack of specific height requirements and the reference to the height of the trees on the ridgeline east of the subject properties. Should said trees be cut, destroyed, etc., what would be the determining factor for the building height?

Moreover, the proposed Code discounts the provisions of Article XII Hillside Protection provision of the Code. This should be reviewed by the Planning Board Counsel and the Planning Board.

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<sup>2</sup> A supplemental analysis was provided under separate cover after preliminary review for completeness had commenced. This cumulative analysis should be integrated into the DEIS.



Page 30 of 32     Section 4: The list of bulleted items indicates that the proposed action would accomplish the preliminary goals of the *Master Plan*. However, some of these goals were specific to other properties or neighborhoods within the City (e.g., "planned development" and the "estates"). Moreover, reference to the proposed action improving accessibility and convenience of public transportation options by a proposed jitney that would serve only those residents of the Villa at Glen Cove is a narrow interpretation of the *Master Plan's* goals. Also, as previously indicated, the *Master Plan* recommends uses in this area that are not included in the proposed action.

Pages 31 and 32 of 32: This section fails to indicate why a new zoning district is more appropriate than rezoning the property to R-6, which permits mid-rise buildings and exists across the street.

#### *Chapter Three*

Pages 1 and 2 of 16: Specific criteria are provided to define how potential impacts are determined, but there is no source for such definitions or a discussion of the justification for the criteria. Moreover, while the proposed action may not meet the criteria, the fact remains that residents and business will be displaced. A discussion of this must be provided.

#### *Chapter Four*

Pages 9 through 16 of 16 ¶ 2: The Positive Declaration indicates approximately 25 percent of the slopes on the site are between 10 and 15 percent. Drawing C203 "Existing Slopes Plan" indicates that there are slopes in excess of 30 percent. There is insufficient discussion of these slopes and how potential erosion and sedimentation impacts will be handled. Figure 4-2 is illegible for its intended purpose (i.e., the topography of the subject property and proximate areas, and Figure 4-4 is deficient). There is also no discussion regarding potential cut and fill requirements for implementation of the proposed action.



*Chapter Five*

Page 5 of 8

¶ 2 and 3: It is not sufficient to say that the proposed action would comply with a Soil Erosion and Sediment Control Plan. There must be an explanation of the measures to be implemented. A discussion of the change in the amount of impervious area on the subject properties and calculations of anticipated stormwater runoff and the capacity of the leaching basins proposed must be provided as well as an explanation of the alterations to the existing on-site drainage patterns. The engineering issues associated with such development must also be provided.

*Chapter Seven*

Review of the Transportation Section is being conducted by Cameron Engineering.

*Chapter Eight*

Page 11 of 20

¶ 4: Six four-story multi-family residential buildings are located across Glen Cove Avenue from the subject properties and are described as "large" and "bulk." The proposed action includes one seven-story and five four-to-five-story multi-family buildings. Language and terminology should be consistent throughout the document regarding structures, character and aesthetics.

Page 19 of 20

¶ 1: The proposed action would replace much smaller buildings with multiple buildings of substantial height. Although the DEIS indicates that there is landscaping proposed, most of that landscaping is located within interior courtyards and on the roofs of buildings, and will not be visible to the community. Moreover, the proposed buildings would be located much closer to the street than the multi-family residential buildings across Glen Cove Avenue. Furthermore, the applicant has indicated that there would likely be an obstructed view of the waterfront from the houses to the east even with the removal of most of the trees on the subject property. Finally, it has been stated frequently in the DEIS that the proposed multi-family buildings would not exceed the "roof height" of the detached homes to the east. Given the topographical variations, these homes look over the existing structures to the water and will now be blocked, even if only seasonally. It is not accurate to say that there will be no significant adverse impacts, and there is insufficient explanation of mitigation measures to those who will be impacted.



*Chapter Nine*

Page 12 of 15 ¶ 2: The additional information requested by OPRHP regarding the potential historic cemetery in the southern portion of the project area, as well as the relatively undisturbed Lot 63, should be included in the DEIS.

*Chapter Ten*

There is information missing from the fire department. Please provide.

*Chapter Eleven*

Page 2 of 9 ¶ 1: There is information missing regarding the City's water pumpage and water caps.

Page 6 of 9 ¶ 3: What is the source of the "conservative" 160 gallon per day estimate for potable water?

Page 7 of 9 ¶ 1: Once the above information is received, there should be a calculation illustrating what percentage the proposed water usage represents of the City's overall pumpage rates. Also, how does this affect the City's water caps?

Page 7 of 9 ¶ 2: The DEIS states, "It should be noted that these estimates do not include any amounts of sanitary sewer waste that may be generated from the project for landscaping or other purposes." Landscaping does not generate "sanitary sewer" waste.

Page 7 of 9 ¶ 5: How is solid waste collection to be handled and what is the source of the "conservative" factors used to estimate solid waste generation?

*Chapter Twelve*

Page 6 of 7 ¶ 2: It is indicated in this paragraph that "stringent erosion control devices during construction" would help control fugitive dust emissions. As previously indicated, there is no discussion or explanation of such erosion control measures. This must be provided.

*Chapter Fourteen*

Since "mitigation measures" are incorporated into each section, it does not need to be repeated here. This might be an appropriate location in the document to insert the "Cumulative Impacts" analysis.



#### Chapter Fifteen

Pages 7 and 8 of 26: As previously indicated, the subject property is not included in the *Master Plan* or *Gateway Plans* as having specific issues or problems relative to zoning and development. Notwithstanding that, the aforementioned *Plans* do indicate that pedestrian-friendly, street-level uses would be more appropriate. As-of-right development of the subject properties appears to provide more of an opportunity to do just that without having to rezone the property.

Based upon the way in which the tax information is presented, it is difficult to ascertain whether or not the commercial portion of the taxes was calculated for the B-2 development.

Page 18 of 26 ¶ 3: There is insufficient explanation of the Mixed-Use Alternative and subsequent analyses in the subsections.

Table 15-2: This is a Summary Comparison of Alternatives and should be a comparison of factual data and not merely a presentation of conclusory or subjective (e.g., "positive impacts to land use") information.

#### Chapter 16

The displacement and relocation of residents and business should be included and evaluated.

Page 1 of 2: The last sentence on the page, which states "[t]he Applicant has indicated that feasible measures will be implemented to ensure that any of the impacts discussed above would be mitigated to the greatest extent possible" should be removed. The discussion in this section is unavoidable adverse impacts.

Page 2 of 2: This statement, which states "[a]s described throughout this document, it is anticipated that there would be no unavoidable long-term adverse impacts associated with the proposed project that cannot be completely remediated through design, improvement and/or mitigation measures" is not true. Traffic will increase, views will change, etc.

#### Chapter 18

Page 1 of 1 ¶ 3: This is the first time in the DEIS that the proposed Glen Isle project is mentioned. This project should be added, as previously discussed, to all relevant sections of the DEIS.



Daniel Segal  
Project No.: 27707.00  
January 28, 2009  
Page 9

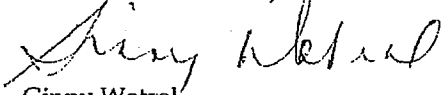
This section should also provide a discussion about other properties within the City that could potentially be rezoned "Glen Cove Avenue Redevelopment District."

*Supplement Year 2014 Cumulative Impact Analysis*

As noted earlier, the Cumulative Analysis should be incorporated into the document, perhaps replacing Chapter 14.

Very truly yours,

VHB ENGINEERING, SURVEYING and LANDSCAPE ARCHITECTURE, P.C.



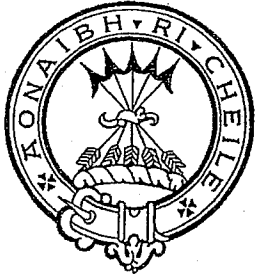
Ginny Watral  
Senior Technical Advisor

GW/th

cc: T. Scott, Chairman  
M. Sahn, Esq.  
A. King

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Alan J. King, Jr., P.E.

July 1, 2008

Mr. Dan Segal, AICP  
Urbitrans Associates, Inc.  
71 West 23rd Street, 11th Floor  
New York, NY 10010

Re: Scope of Cumulative Traffic Assessment  
The Villa at Glen Cove  
Glen Cove Avenue at Craft Avenue  
City of Glen Cove, New York  
CE 1008Q

Dear Mr. Segal:

As requested by the City of Glen Cove Planning Board, Cameron Engineering & Associates, LLP has reviewed the preliminary traffic-related information provided by Urbitrans, regarding the application noted above. This information included the proposed number of condominiums (226) and reduced scale copies of Figure No. 7-1, Study Area Map; Figure No. 7-2, Existing Lane Configurations and Traffic Control Devices; and Figure No. 7-3, Estimated Trip Distribution. In addition, on June 24<sup>th</sup> we received a copy of the Site Plan and Zoning Calculation drawing, and drawings related to our traffic, air quality, noise and civil review of the application. To facilitate the Applicant's preparation of an appropriate and adequate DEIS, we have prepared comments on the scope of the cumulative traffic assessment that the Planning Board wishes to have included in the DEIS.

We understand from you that the projected Build Year for the Villa at Glen Cove is projected to be 2010. As you are aware, the Planning Board is also reviewing the Glen Cove Creek Mixed-Use Waterfront Development, previously known as Glen Isle and currently named Rexcorp, Glen Isle Development Partners, a mixed-use development which previously had a Build Year of 2014.

## Study Locations

In determining the study locations to be included in the 2014 Cumulative Traffic Analysis, we looked at a number of relevant factors, including:

- Existing traffic conditions
- Study locations shown in the information provided for The Villa at Glen Cove
- Study locations included in the Glen Isle traffic study
- The proximity of all study locations to each respective proposed development
- 2004 levels of service (LOSs) at the Glen Isle study locations, from the PDEIS for that application

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# CAMERON ENGINEERING & ASSOCIATES, LLP

Mr. Dan Segal, Urbitran  
The Villa at Glen Cove, Glen Cove

July 1, 2008  
Page 2 of 4

- Weekday A.M. and P.M. peak hour site-generated trips due to The Villa at Glen Cove and Glen Isle developments
- The directional distributions of site traffic for each separate development.

On the basis of these and other relevant factors, we recommend that the following study locations be included in the 2014 Cumulative Traffic Analysis (also see attached figure):

Study Location	Remarks
Brewster Avenue at Mill Hill Road, Herb Hill Road and Shopping Center Driveway	Currently a study location for both developments.
Brewster Avenue at Glen Cove Avenue and Pratt Boulevard	Currently a study location for both developments.
Glen Cove Avenue at Charles Street	Currently a study location for both developments.
Glen Cove Avenue at Shore Road	Currently a study location for both developments.
Shore Road at Albin Street	Currently a study location in the The Villa at Glen Cove study
Glen Cove Avenue at Craft Street	Currently a study location in the The Villa at Glen Cove study
Glen Cove Avenue at Burns Avenue/Young Avenue	Currently a study location in the The Villa at Glen Cove study
Glen Cove Avenue at Sea Cliff Avenue	Currently a study location for both developments.
Glen Cove Avenue at Glenwood Road/Glen Head Road	Currently a study location in the The Villa at Glen Cove study
Glen Cove Avenue at Scudders Lane/Glen Avenue	Currently a study location for both developments.
Glen Cove Road at Glen Head Road	Currently a study location for both developments
Northern Blvd at Glen Cove Road	Currently a study location for both developments.

## Study Locations

Regarding the directional distribution for The Villa at Glen Cove, it appears that no site traffic is assigned to/from the south along Shore Road on the east side of Hempstead Harbor. Considering the proximity of the north end of Shore Road to the The Villa at Glen Cove site and its use as a commuter route, this distribution percentage should be reviewed. Also, it appears that only 5% of The Villa at Glen Cove site trips are assigned to/from Route 107 to the south and east. Since the traffic study for Glen Isle assigned a much higher percentage along this route, this distribution percentage should also be reviewed. As a general comment, the directional distribution currently being considered for the Glen Isle development should be reviewed to see if, for some commuter routes, the directional distribution for each development should be more similar or consistent.



# CAMERON ENGINEERING & ASSOCIATES, LLP

Mr. Dan Segal, Urbitran  
The Villa at Glen Cove, Glen Cove

July 1, 2008  
Page 3 of 4

## **Proposed Action and Full Build-out of the MW-3 Zoning District in the Vicinity of the Glen Isle Development**

The November Draft PDEIS for the Glen Isle development includes estimated site trips for redevelopment of 56 acres of the approximately 100 acres in the MW-3 zone, and a separate estimate of site-generated trips due to redevelopment of the remaining 44 acres in the MW-3 zone. To provide the Planning Board with adequate information, the 2014 Cumulative Traffic Analyses should include the following scenarios:

**Scenario 1:** The Villa at Glen Cove is built as currently proposed and the 56-acre Glen Isle site is built as currently proposed (860 condominium/townhouse units, 150 apartments, etc. – we suggest you contact the Applicant or Eschbacher Engineering, their traffic consultant, for details on the most current development program)

**Scenario 2:** The Villa at Glen Cove is built as currently proposed and the 100-acre MW-3 Zoning Dist is redeveloped, 56 acres as currently proposed and the remaining 44 acres are built out as described in Tables 3.5-10 in the PDEIS, or as currently proposed by the Applicant.

Both scenarios should include all other significant planned/proposed developments currently in the review/approval/construction process. We suggest you check with the planning staff.

## **Downtown Glen Cove as a Sink/Source for The Villa at Glen Cove Site Trips**

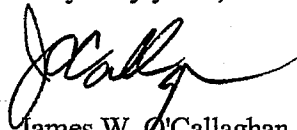
The revised traffic study for Glen Isle will include an assessment of site trips that are expected to begin/end in downtown Glen Cove. The traffic study for The Villa at Glen Cove, including the 2014 Cumulative Traffic Analyses, should do the same.

## **Assigned Trips to LIRR Stations**

The directional distribution for The Villa at Glen Cove appears to assign 10% of site trips to Sea Cliff and Glen Street railroad stations. On a typical weekday, the parking lots at these stations are essentially full. Is a LIRR shuttle bus proposed? Also, based on census data, a percentage lower than 10% was used to assign LIRR trips to/from Glen Isle (we suggest you contact the Applicant or Eschbacher Engineering for details).

Should you have any questions or require additional information, please do not hesitate to contact our office.

Very truly yours,



James W. O'Callaghan, P.E.  
Senior Transportation Manager

JOC/cr

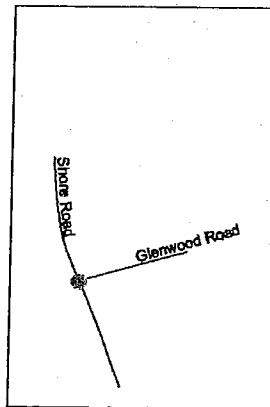
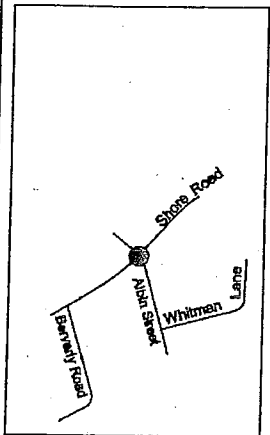
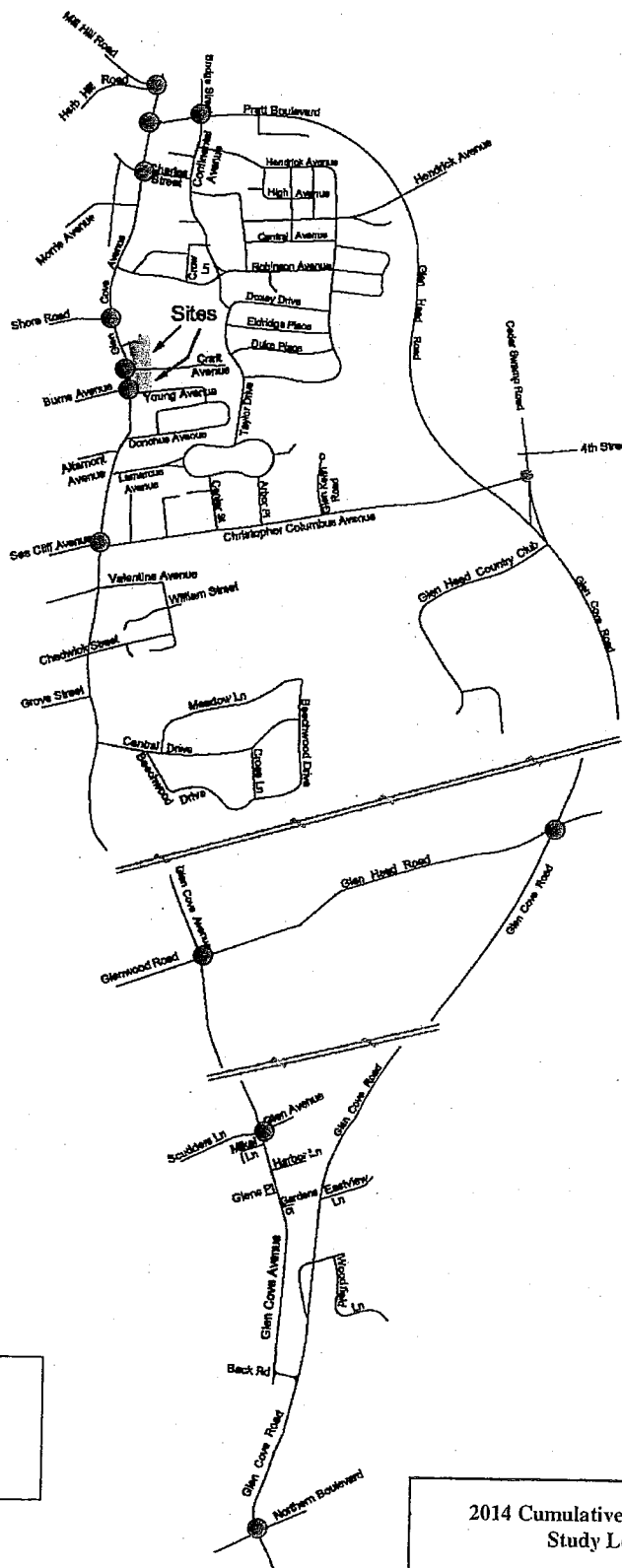
Attachment:

cc: Thomas Scott, Planning Board Chair  
Michael Sahn, Esq.  
Terry Elkowitz

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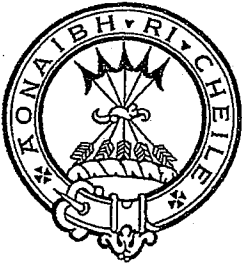
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**Included Study Intersections - ●**  
(per Cameron Engineering, LLP, 6-25-08)

**2014 Cumulative Traffic Analysis  
Study Locations**

**Villa at Glen Cove  
Glen Cove, NY**



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Nicholas A. Kumbatovic, P.E.  
Kevin M. McAndrew, RLA  
Alan J. King, Jr., P.E.

July 31, 2008

Mr. Dan Segal, AICP  
Urbitran, a Division of DMJM Harris / AECOM  
71 West 23rd Street, 11th Floor  
New York, NY 10010

Re: Methodology of Cumulative Traffic Assessment  
The Villa at Glen Cove  
Glen Cove Avenue at Craft Avenue  
City of Glen Cove, New York  
CE 1008Q

Dear Mr. Segal:

This is in response to your July 10, 2008 memorandum seeking clarification and guidance regarding the cumulative traffic analysis and other items identified in our July 1, 2008 letter.

## Study Locations

We confirm that the twelve (12) study intersections are listed correctly. As inferred, the signalized intersection of Continental Avenue-Bridge Street/Pratt Boulevard does not need to be included in your analysis.

## Methodology

Methodology #1, as described in your July 10, 2008 memorandum, should satisfy the needs of the Planning Board.

In accordance with our discussion, we understand the Traffic Impact Study will include a separate analysis of the 2010 No Build and 2010 Build scenarios as follows:

2010 No Build Scenario including: existing volumes, background growth, and trips from other planned developments through 2010.

2010 Build Scenario including: existing volumes, background growth, trips from other planned developments through 2010, and the expected trips from The Villa at Glen Cove.

## Assigned Trips to LIRR Stations

As described in your memorandum, it would be appropriate to distribute 10% of Villa site trips to downtown Glen Cove, to the Glen Cove ferry, and to the nearby LIRR stations via a private shuttle bus.

*"LEED Accredited Professionals"*

# CAMERON ENGINEERING & ASSOCIATES, LLP

*Mr. Dan Segal, AICP*  
*Urbitrans, a Division of DMJM Harris / AECOM*

*July 31, 2008*  
*Page 2 of 4*

Should you have any questions or require additional information, please do not hesitate to contact our office.

Very truly yours,



James W. O'Callaghan, P.E.  
Senior Transportation Manager

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cc: Thomas Scott, Planning Board Chair  
Michael Sahn, Esq.  
Terry Elkowitz



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March 4, 2009

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Re: Preliminary Review of Draft Environmental Impact Statement (DEIS)  
Villa at Glen Cove, City of Glen Cove, New York  
CE 1008Q

Dear Mr. Segal:

As discussed, Cameron Engineering & Associates, LLP ("Cameron Engineering") has performed a preliminary completeness review of the preliminary *Draft Environmental Impact Statement* ("DEIS"), and the Site Plan drawings for the above-referenced proposed action. The review included traffic-related sections that have been prepared by the Applicant for the proposed VAGC development. Please note that the review performed was done as a courtesy to you and the Applicant, and any comments presented herein a) do not reflect the comments of the Planning Board, and b) in no way bind the Planning Board. The Chairman authorized our informal review as an accommodation to the Applicant. VHB Engineering, Surveying and Landscape Architecture has provided a separate letter that addresses other issues. To facilitate the Applicant's preparation of an appropriate and adequate application, we have prepared the following preliminary technical comments:

### Overall

1. Existing Conditions. The apparent intent of The Villa at Glen Cove Redevelopment Project is to remove 23 existing residential apartments, various unoccupied residential dwelling units and other vacant retail and commercial space on the site, and construct 226 new residential townhouses in their place. The new units include five (5) one-bedroom units, 214 two-bedroom units, and seven (7) three-bedroom units. Furthermore, in the Trip Generation Section there is a comparison between the number of weekday peak hour trips that the 226 new units would generate and the number of weekday peak hour trips that the existing uses generate, based on field counts of peak hour activity due to existing uses. There are at least two places (**Executive Summary, pg. 1 of 37, and Table 7-5, Note 1**) where the existing uses are described differently, and each description is different from what was observed during recent site visits. The Applicant should clarify how many

# CAMERON ENGINEERING & ASSOCIATES, LLP

Mr. Daniel Segal, AECOM Transportation  
The Villa at Glen Cove Development

March 4, 2009  
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of the existing apartments are occupied, how many other uses are active, and revise the DEIS accordingly.

2. **Site Access.** Figure No. 1-3 in the DEIS shows two proposed access driveways, one for the north parcel on the east side of Glen Cove Avenue, approximately 60 feet south of the existing Boys and Girls Club driveway, and one for the south parcel on the south side of Craft Avenue east of Glen Cove Avenue. Figure No. 1-3 also shows what appears to be traffic improvements on Glen Cove Avenue, between Shore Road and Young Avenue, which include raised, landscaped median islands. Corresponding narrative for these items could not be found in the DEIS. Also, the configuration of the median islands would permit all movements, right turns and left turns into and out of, the north parcel. However, future turns into and out of the Boys and Girls Club driveway would be limited to right turns only. Any left turns in or out would require drivers to make a U-Turn on Glen Cove Avenue where the limited pavement width would likely force drivers of above-average vehicles to attempt "broken U-turns". One option that should be explored is to provide a shared driveway for the Boys and Girls Club and The Villa at Glen Cove site.

Typically, for a site of this size, one main access driveway would be provided for each parcel with a second access for emergency vehicles only. No emergency vehicle access points are shown on the Site Plan drawings or discussed in the DEIS. The ability of the proposed site driveways and interior roads to permit large emergency vehicles, such as fire trucks, to enter the site easily and without delay is not shown. This effort should include an emergency vehicle access plan, using Auto-Turn, to show the clear paths of the largest fire vehicle that the local fire district owns or plans to purchase in the foreseeable future.

3. **Missing Scenarios.** The 2014 Cumulative Traffic Analyses, using methodologies discussed in various correspondence last July, are not included in the DEIS. The two scenarios include the Proposed Action and Full Build-out of the MW-3 Zoning District in the Vicinity of the Rexcorp, Glen Isle Development Partners (Glen Isle) site.

The Applicant should review these issues, the DEIS narrative, and revise the plans and figures accordingly. This should include language as to who will pay for any mitigation measures and/or off-site improvements.

## **Executive Summary (DEIS, pg. 1 of 37)**

1. **Summary of the Project Site.** The section discusses the active/occupied and vacant uses on the site. On the north parcel, the 23 residential apartments are described as partially occupied with 28 residents; however, it is not clear how many of the apartments are occupied and how many are vacant. The 25,740 square foot building is described as having four vacant ground floor retail stores; however, on a recent site visit the laundromat was open for business.

On the south parcel, the 5,400 square foot building, formerly A-1 Auto Sales, described as a commercial automotive service garage (month-to-month rent) with one employee,

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appeared to be in active use. There was one car parked outside, a worn path through the snow to a door, and approximately a dozen vehicles stored outdoors behind the building. Also, on this parcel, interior lights were observed on in one of the dwellings described as vacant.

The Applicant should clarify how many of the apartments are occupied, how many other uses are active, and revise the DEIS accordingly.

## **Trip Generation (DEIS, Chapter 7, pg. 28 of 46, and Table 7-5)**

1. **Existing Uses Trip Credits.** The DEIS discusses the existing trips in and out of the site generated by the site uses that are still active. Credits for these trips, which will be eliminated when the site is redeveloped, have been applied by deducting these existing trips from the trips which proposed uses would generate to estimate future net new trips. However, the existing trips shown in Table 7-5, based on field counts of vehicles entering and leaving the site during the weekday A.M. and P.M. peak hours (referenced on page 28 of 46), appear to be higher than would be anticipated for the existing use pattern. For example, if all of the 23 apartments were occupied, according to the ITE *Trip Generation* document they would be expected to generate 12 weekday A.M. peak hour trips (two (2) in and ten (10) out). This would mean that the other existing uses would be generating 33 of the other existing trips in and out of the site. Also, the field counts could not be found in the Appendices. The Applicant should provide copies of the field counts and verify the existing site trips.
2. **Shuttle Bus Trip Credits.** The DEIS also discusses the changes in site trips due to the proposed shuttle bus, which is planned to serve trips between the site and the LIRR stations, downtown Glen Cove, and the proposed ferry terminal. The estimated credits are based on 20-seat shuttle buses running every 30 minutes with an average of 10 passengers per ride. However, as shown in Table 7-5, during the weekday A.M. peak hour the estimated credit of 20 outbound trips (-20 site trips + 2 shuttle trips = -18 net new site trips) means that the shuttle bus would reduce outbound trips by 24.4% (20/82). Similarly, during the weekday P.M. peak hour the estimated credit of 20 inbound trips (-20 site trips + 2 shuttle trips = -18 net new site trips) means that the shuttle bus would reduce outbound trips by 25.3% (20/79). However, US census data used for the PDEIS for Glen Isle indicated that only about 5% of commuting trips in Glen Cove used mass transit as the mode of travel. Furthermore, the methodology for estimating shuttle bus credits is based on the number of available shuttle bus seats, rather than potential demand due to site residents. According to this logic, if larger shuttle buses were used, or more shuttle buses were provided by running them every 15 or 20 minutes, more residents would, in theory, use shuttle. The Applicant should review the logic and method for estimating shuttle bus credits, review US census data, and revise accordingly.

# CAMERON ENGINEERING & ASSOCIATES, LLP

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## **Trip Distribution (DEIS, Chapter 7, pg. 28 of 46, Figure 7-6)**

1. The DEIS discusses the rationale for the distribution of trips into and out of The Villa at Glen Cove. However, there are several issues related to the trip distribution including the following:
  - The directional distribution currently being considered for the Glen Isle development should be reviewed to see if, for some commuter routes, the directional distribution for the Glen Isle and The Villa at Glen Cove developments should be more similar or consistent.
  - There is no mention of trips that may begin or end in downtown Glen Cove due to the downtown being a source/sink for site trips.
  - There is no table listing the projected distribution percentages on key approach and departure routes. For example, there is no clear indication of the distribution of site traffic via Route 107 to/from the southeast.
  - Shore Road, Albin Street, and Prospect Avenue are at the north end of a commuter route that runs along the east shore of Hempstead Harbor between Glen Cove and the Village of Roslyn, yet no site traffic has been assigned to Shore Road.
  - There is no clear explanation of which routes residents would use to travel between the site and the intersection of Northern Boulevard and Glen Cove Road. There are various east-west streets that commuters may use between Glen Cove Avenue and Glen Cove Road. The distributions on those roads should be more clearly identified.
  - The distribution of site traffic between the Sea Cliff and Glen Street LIRR station appears to be too high. The parking lots for these two stations are routinely full; thus, any new trips would likely be via shuttles rather than new vehicle trips.
  - The distribution of site traffic to/from the east via Brewster Street/Forest Avenue appears to be too low.

The Applicant should review the trip distributions and revise the related information accordingly.

## **Possible Closure of Craft Avenue (DEIS, Chapter 7, pg. 33 of 46)**

1. The DEIS discusses the possibility that the City of Glen Cove may consider closing Craft Avenue east of Glen Cove Avenue in order to eliminate cut-through traffic that currently travels through the residential neighborhoods in the vicinity of the site. Should this closure occur, the west end of Craft Avenue would be converted to a cul-de-sac just east



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of the site. The narrative does not discuss whether a walkway would be provided through the site to maintain pedestrian access between Craft Avenue and Glen Cove Avenue.

The proposed Site Plan shows the pool house on the north parcel. Thus, future residents on the south parcel who wish to use the pool or any other common amenities on the north parcel, or residents of one parcel who wish walk to the other parcel, would likely cross Craft Avenue mid-block, rather than use the stop-controlled crosswalk at the intersection of Glen Cove Avenue and Craft Avenue. Thus, closing Craft Avenue would eliminate unsafe movements.

The Applicant should discuss the issue of maintaining pedestrian access between Craft Avenue and Glen Cove Avenue, and discuss potential pedestrian safety improvements.

According to Section 245-19 G of the City Zoning Code the maximum and minimum lengths of a permanent dead end street is generally based on two criteria. The maximum length is "eight times the minimum lot width", which in this instance would be approximately 1,200 feet (8 x minimum lot width of 150 feet in the two-acre zone along Craft Avenue = 1,200 feet). The existing length of Craft Avenue between Taylor Drive and Glen Cove Avenue, is more than 1,000 feet long, as scaled from an aerial photo; thus if the proposed closure were implemented this distance would be shorter, and less than the allowed maximum.

Input from emergency service agencies and residents on other local streets to which Craft Avenue traffic would divert should be discussed.

Clearly, redeveloping The Villa at Glen Cove on one contiguous parcel would be a better plan. The current plan, as proposed, on two separate parcels separated by a public street has significant drawbacks that require further discussion. The Applicant should review the issues related to closing or retaining Craft Avenue and revise the related information accordingly.

## **Site Plan Comments**

The Applicant has proposed to develop the four (4) ± acre Project Site resulting in a density of over fifty (50) residential units per acre. Several concerns are raised given this proposed density. The Applicant should provide further information related to the following:

1. Identify if any of the proposed 216 units are designated as affordable and/or work-force housing.
2. Describe capacity of the proposed drainage system. Since the Project Site is adjacent to Glen Cove Avenue, a County-owned and maintained road, design requirements necessitate a minimum on-site capacity of 8" potentially waived to 5".
3. Clarify if the proposed drainage system can accommodate stormwater flows from adjacent off-site area(s) that are part of the overall watershed.

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## 4. Provide clarification to the following:

- a) Several leaching pools appear to be within close proximity (less than 20 feet) of the building and/or retaining wall foundations. Minimum clearance distance between leaching pools and foundations walls, per Nassau County Department of Public Works (NC DPW) Standards, is 20 feet.
  - b) Several leaching pools appear to be within close proximity (less than 10) of adjacent leaching pools. Minimum clearance distance between adjacent leaching pools, per NC DPW Standards, is ten feet or  $1\frac{1}{2}$  times the effective depth, whichever is greater.
  - c) Several 8, 10 and 12 foot diameter pools are proposed at the northwest corner of the larger parcel. These pools are situated in a fifteen (15)  $\pm$  foot area bounded between a retaining wall and the foundation wall of Building A. Given the anticipated conditions within this area (i.e., footing widths, limited soil collars, etc.), installation of drainage pools in this area does not seem feasible.
  - d) Proposed drainage pool locations should not conflict with proposed landscaping.
5. Discuss how the drainage pools at the northeast corner of the larger parcel will be serviced after installation.
  6. Discuss how the northeast corner of the site would be accessed by emergency service vehicles/equipment. Clarify if emergency service vehicles/equipment can access onto and through the two courtyard plaza areas. Access is also needed to the pool house structure.
  7. We recommend that the site plans be provided to Nassau County Fire Marshal and Glen Cove Fire Department for review and comment.
  8. A light fixture at the southeast corner of the smaller parcel appears to shed potentially undesirable light levels on the adjacent residential property. This fixture should be shielded or relocated to eliminate this impact.
  9. Confirm light fixture styles found along street edges are compatible with the existing style of City street lights.
  10. Discuss means and methods of trash collection, storage and pick-up at large and small parcel areas.
  11. Discuss means and methods of deliveries (i.e., furniture movers, appliance deliveries, etc.) at large and small parcel areas.
  12. Describe method of discharge and disposal for backwash and waste waters from pool.
  13. Describe how residents of the smaller parcel will be expected to park their personal vehicles. As the smaller parcel does not have an underground parking facility, will the residents of the smaller parcel be expected to park in the larger parcel's underground facility and then walk to and from the smaller parcel? Could constant curb-side parking be expected around the smaller parcel as a result of the smaller parcel residents trying to avoid parking in the underground parking facility? Where will pedestrian access be

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*Mr. Daniel Segal, AECOM Transportation  
The Villa at Glen Cove Development*

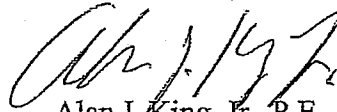
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provided to the underground parking facility, especially for those smaller parcel residents?

14. Has utility availability (i.e., sewer, water, electric and gas) for this Project been confirmed?

Should you have any questions or require additional information, please do not hesitate to contact our office.

Very truly yours,



Alan J. King, Jr., P.E.  
Partner

AJK/lg

cc: T. Scott, Chairman  
M. Sahn, Esq.

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**Transportation  
Land Development  
Environmental  
Services**



VHB Engineering, Surveying and Landscape Architecture, P.C. | Affiliated with Vanasse Hangen Brustlin, Inc.

June 1, 2009

Ref: 27707.00

The Honorable Thomas Scott, Chairman  
and Members of the Planning Board  
City of Glen Cove  
City Hall  
Nine Glen Street  
Glen Cove, New York 11542

Re: Villa At Glen Cove Draft Environmental Impact Statement, April 2009  
Review of Draft Environmental Impact Statement

Dear Chairman Scott and Honorable Planning Board Members:

As requested by the Planning Board of the City of Glen Cove (hereinafter the "Planning Board"), VHB Engineering, Surveying and Landscape Architecture, P.C. (hereinafter "VHB") has reviewed the above-referenced Draft Environmental Impact Statement ("DEIS") for the purpose of determining its adequacy "with respect to its scope and content for the purpose of commencing public review," in accordance with 6 NYCRR §617.9(a)(2). For the reasons set forth below, it is VHB's opinion that the DEIS is not complete and adequate for public review, and the Planning Board should require the applicant to revise same to address the comments contained herein and the comments of the other Planning Board consultants (to be provided under separate cover). Also, as the Planning Board may be aware, as a courtesy to the applicant and with the concurrence of the Planning Board, this firm reviewed a preliminary version of the DEIS and provided a preliminary comment letter to the applicant, dated January 28, 2009 (copy annexed hereto). The DEIS that is the subject of this review did not address several of the substantive comments raised in our preliminary comment letter. Our specific comments follow:

*Chapter Two*

1. Page 26 of 35 -- This list of projects does not include the proposed Glen Isle development, as this section indicates that the "projects are expected to occur by or around the 2010 build year." Thus, the applicant's justification for not including Glen Isle is that the build year for this project is 2010, and the build year for the Glen Isle project is 2014. However, the applicant's build year of 2010 is not realistic, as evidenced from the supporting schedule supplied by the applicant in an April 16, 2009 Memorandum from AECOM, which was submitted with the DEIS (hereinafter "DEIS submission correspondence"). The DEIS submission correspondence sets forth the applicant's "conceptual feasible project approval schedule," which purports to support a build year of 2010. However, the schedule provided by the applicant is not feasible. First, the applicant lists May 19, 2009 as the date of DEIS

acceptance by the Planning Board. That date has already passed. Moreover, that date was only 14 calendar days after receipt of the DEIS by this office. It is quite presumptuous of the applicant to expect that the Planning Board would complete its review of the DEIS in such time. Second, the applicant lists May 20, 2009 as that date that the City refers the applicant to the Nassau County Planning Commission – this date has already passed. Third, the applicant lists June 2, 2009 as the date of the DEIS public hearing, which is not feasible. It is also noteworthy that, even if the Planning Board had accepted the DEIS as complete on May 19, 2009, a June 2 hearing date would not comply with the requirements of 6 NYCRR 617.9(a)(4)(ii), which states, in pertinent part, that “the hearing will commence no less than 15 calendar days. . . after the filing of the notice of completion of the draft EIS by the lead agency pursuant to subdivision 617.12(b) of this Part.” Even assuming that the Notice of Completion was filed the day after the DEIS was accepted as complete, the minimum 15 calendar day period would not have been met. Fourth, the applicant’s schedule lists June 18, 2009 as the date of expiration of the 30-day public comment period, with submission of the FEIS on June 22, 2009 and filing of the FEIS by the Planning Board on July 7, 2009. Given the scope of this project, it is completely unrealistic to assume that the Planning Board would receive virtually no substantive comments on the DEIS, and that the Planning Board would agree with every response that the applicant would put forth in the FEIS. Clearly, the applicant’s schedule with respect to the State Environmental Quality Review Act (“SEQRA”) process is unrealistic. Also, the overall schedule does not include any approvals that are required subsequent to the Planning Board’s granting of the final subdivision approval. Thus, the DEIS should provide a feasible schedule and build year.

2. Page 26 of 35 – The second paragraph under “Zoning” indicates that a draft of the City’s *Draft Master Plan* would be available in the “later half of 2008.” Effective May 26, 2009, the City adopted the *Master Plan*. As such, this and other references to the *Draft Master Plan* in the DEIS must be updated accordingly. This section must also indicate that the City has identified this area of Glen Cove Avenue in its *Draft Master Plan* for changes or improvement, even in the “No Action” alternative.
3. Page 32 of 35 “Public Policy” – The DEIS selectively identifies proposed goals from the *Draft Master Plan* to purportedly demonstrate the proposed action’s consistency therewith. However, no substantiation or analysis is provided to support the applicant’s assertion that it is consistent with the stated goals.

For example, the applicant asserts that the proposed action is consistent with the goal in the *Draft Master Plan* to “provide a variety of housing options to meet the needs of current and future residents” and to “accommodate a diverse population by providing a variety of housing options, in terms of type and affordability.” However, this application is solely for condominiums. There is no discussion or analysis as to how this project provides a “variety



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of housing options" nor does the proposed action appear to be designed to serve various income levels. In fact, Appendix B1 includes correspondence from the applicant to the Mayor and the City Council arguing that the master plan should not include requirements for affordable housing.

As an additional example, the applicant asserts that the proposed action is consistent with the goal in the *Draft Master Plan* to "generate administrative and regulatory changes that advance the City's and community's goals. . ." However, the correspondence from the applicant to the Mayor and the City Council, contained in Appendix B1 also argues that the proposed slope ordinances are not appropriate and that not "all hillsides are worthy of 'preservation.'"

As a further example, the applicant asserts that the proposed action is consistent with the goal in the *Draft Master Plan* to "maintain roadway efficiency with balance roadway regulations." However, the DEIS contains no analysis to support this.

The DEIS must be revised to clearly enumerate the various goals of the *Draft Master Plan* and to present clear and comprehensive explanations as to how the proposed action does or does not comply with the goals of the *Draft Master Plan*. In cases where the proposed action is not consistent with such goals, the DEIS must explain why such goals should not be applied to this proposed action.

#### *Chapter Three*

4. Page 12 of 17 -- The multiplier used for estimating the number of school children (discussed here but demonstrated in Chapter Ten) is inappropriate as it only considers two-bedroom units, and the proposed action includes a mix of one-, two-, and three-bedroom units.

#### *Chapter Four*

5. Page 9 of 19 "Topography" -- The applicants' position that the "City's steep slope regulations are not applicable to the project site" is not accurate. *Article XII* of the *City of Glen Cove Zoning Code*, specifically §280-50 through §280-53 *Hillside Protection*, is adopted and in place. While the applicant's proposed zoning district (i.e., the Glen Cove Avenue Redevelopment District) indicates that "...the requirements of Article XII (Hillside Protection) of this chapter shall not be applicable. . ." the applicant's proposed zoning district has not yet been adopted. Moreover, as the applicant's proposed zoning district does not appear to comply with the goal of the *Draft Master Plan* regarding slopes, it would be presumptuous to conclude that the applicant's proposed zoning district would be adopted, as presented. Accordingly, the DEIS must objectively and comprehensively evaluate the proposed action's



consistency with the Hillside Protection regulations. Furthermore, the DEIS must provide a comprehensive discussion of topographic impacts, slope stability, stormwater runoff, etc.

6. Figures 4-2, 4-2a and 4-2b are illegible at this size. At a minimum, the figures should be presented on paper of 11-inches-by-17-inches in size.
7. The DEIS incorrectly states (page 19 of 19, paragraph 2) that "all grade changes would be adhered to per local and State codes." This is not true, as the proposed project does not consider the Hillside Protection regulations, which are in effect.

#### *Chapter Five*

8. The DEIS indicates (page 8 of 11) that "the proposed action will *significantly improve* storm water management of rainfall runoff from the proposed site and from the uphill 7.61 acres that drain onto the subject property," but does not indicate how that will occur nor does it provide any substantiation or analysis to support this conclusion.
9. Figure 5-2 is not legible at the size presented. At a minimum, the figure should be presented on paper of 11-inches-by-17-inches in size.

#### *Chapter Nine*

10. The information requested by OPRHP (i.e., subsurface testing or additional documentation to demonstrate that such testing is not needed [which the applicant has not been able to provide]) must be provided. The applicant has not provided this information in the DEIS. Instead, the applicant's DEIS submission correspondence indicates that this information will not be provided without approval of the project, as it would be an "excessive burden...to incur the additional substantial expense." Such statement represents a misunderstanding of the SEQRA process. SEQRA requires that potential significant adverse environmental impacts be identified, evaluated and mitigated to the maximum extent practicable. 6 NYCRR §617.2(l) defines environment as "... the physical conditions that will be affected by a proposed action, including land, air, water, minerals, flora, fauna, noise, resources of agricultural, archeological, historic or aesthetic significance, existing patterns of population concentration, distribution or growth, existing community or neighborhood character, and human health" (emphasis added). OPRHP, the entity in New York State cognizant of impacts to cultural resources, has identified information that is required to assess the archeological resources. Such information must be provided in the DEIS.





*Chapter Eleven*

11. As requested in our preliminary comment letter, the applicant has provided the source (DNV Associates) of the 160 gallons per day ("gpd") estimated water usage per unit. However, the DEIS now indicates an estimate per unit water usage of 60 gpd in this chapter, but still uses 160 gpd in Chapter Fifteen. None of these figures correspond with the prevailing Nassau County design flow standards of 275 gpd per single-bedroom unit and 200 gpd for each additional bedroom. The applicant must either (a) provide recognized justification (i.e., not just from the applicant's engineering consultant) for the factors used, or (b) use the Nassau County design flow standards to project water use.

*Chapter Fourteen*

12. This chapter purports to provide a description of mitigation measures; however, it is not complete as it does not provide mitigation for many of the potential significant environmental impacts that would result from implementation of the proposed action (e.g., grading). The DEIS is organized such that there is a mitigation discussion in each chapter and then again in this separate chapter. The applicant must (a) identify all mitigation measures, and (b) present them consistently in the DEIS. Moreover, as previously indicated, sufficient mitigation has not been presented for various impact areas (e.g., soils and topography, stormwater impacts, aesthetic impacts).

*Chapter Fifteen*

13. The tax analysis provided for the Alternatives must be clarified. First, the DEIS must describe how the tax estimates were generated. Second, the tax estimates should be consistently presented. For example, neither the text (page 8 of 26) nor Table 15-2 provides an estimate of the County tax revenue for the As-of-Right Alternative. Also, the projected number of school children should be recalculated (see *Chapter Three* comments). A total of 20 residential units (nine two-family and two single-family) occupied by an estimated 54 people (the applicant's estimate) would clearly generate more than three school-aged children, using the Rutgers study.
14. The estimated water usage must be recalculated using justified and acceptable factors (see prior comments).

*Chapter Twenty*

15. There are no soil and topographic impacts identified as a result of construction activity. Such impacts would likely be significant given the grades of the property. At a minimum, cut and



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and Members of the Planning Board  
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fill should be estimated, truck trips associated with grading activities should be presented, stabilization issues must be presented, and other significant adverse impacts should be discussed.

*Section II. Supplement Year 2014 Cumulative Impact Analyses*

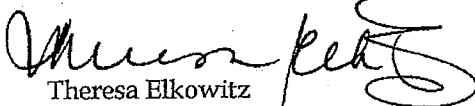
16. The No-Action portion of this section assumes that neither the proposed action nor the Glen Isle project would be implemented. Whether the proposed action is implemented has no effect on the implementation of the Glen Isle project. Accordingly, this alternative should assume "no-action" for the proposed action with implementation of the Glen Isle project - not "no-action" for both projects.

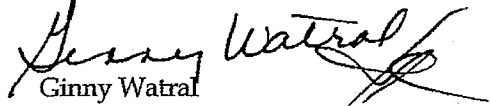
Based on the foregoing, it is VHB's opinion that the DEIS is not adequate "with respect to its scope and content for the purpose of commencing public review," pursuant to 6 NYCRR §617.9(a)(2). We, therefore, recommend that the Planning Board deem this document incomplete and require that it be revised in accordance with our comments and the comments of the Planning Board's other consultants.

Should you have any questions, please do not hesitate to contact either of the undersigned.

Sincerely,

VHB Engineering, Surveying and Landscape Architecture, P.C.

  
Theresa Elkowitz  
Principal

  
Ginny Watral  
Senior Technical Advisor

TE/GW/ba

enc.

cc: M. Sahn, Esq.  
J. Horowitz, Esq.  
A. King  
S. Turner





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June 1, 2009

Mr. Thomas Scott  
Chairman, Planning Board  
City of Glen Cove  
9 Glen Street  
Glen Cove, NY 11542

Re: DEIS Completeness Review  
The Villa at Glen Cove  
CE 1008 Q

Dear Chairman Scott:

As requested by the City of Glen Cove Planning Board, and pursuant to SEQRA regulations, Cameron Engineering & Associates, LLP has reviewed the above-referenced *Draft Environmental Impact Statement* ("PDEIS") sections related to Traffic, Air Quality, Noise, and Civil Engineering/ Site Planning for completeness as they pertain to being appropriate for public review.

As the below comments indicate, the DEIS is not complete and is not ready for substantive review by the public. There are typical items which the Applicant will need to provide and/or clarify before we can recommend that the City of Glen Cove Planning Board deem the PDEIS complete.

In addition, any response for comments made on the DEIS – comments in this document as well as in prior correspondence – must be specifically discussed and vetted within the DEIS for the document to be considered complete.

When the Planning Board determines that the document is complete, our office will provide a detailed technical review of the application.

### Traffic and Transportation

- The DEIS should state the name of the software used to perform the Level of Service and capacity analyses. In addition, the program which was used ("Trafix") is not on the list of State (NYSDOT) approved software, and is not commonly used in EIS documents in this area. Either the Applicant should use HCS or Synchro software, or there should be documentation in the Appendix that Traffix software is appropriate for traffic flow analysis and approved for use by the NYSDOT or a comparable entity.

# CAMERON ENGINEERING & ASSOCIATES, LLP

Mr. Thomas Scott  
Chairman, City of Glen Cove Planning Board

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- "LIB" should be spelled out "Long Island Bus" the first time it is mentioned in the report.
- On page 15, footnote 1 (the City of Glen Cove website) should be <http://www.glencove-li.com> without all of the subsequent letters and symbols – they lead to an invalid or expired link.
- On page 17, the other project label "Congregation Tifereth Israel Temple" does not seem to match the description of "72 senior living townhouses."
- The legend for Table 7-4 should define "de facto left turn lane," as it is a technical term.
- The driveway will be a stop-controlled intersection onto a two-lane main road. The DEIS should include a discussion on driveway sight distance and auxiliary (acceleration/deceleration) lanes.
- The DEIS uses the 7th and not the 8th (current) edition of the ITE *Trip Generation* manual. Trip calculations using each edition should be compared in the document to ensure no change in impact analysis from using the 7<sup>th</sup> vs. the 8<sup>th</sup> Edition of the manual.
- On page 28 and in Table 7-5, the DEIS states that there are existing on-site structures which generate some traffic. These existing structures should be described in the "Existing Conditions" section of the traffic study, with sizes as well as the general descriptions in Table 7-5 (i.e., "X square feet" of strip commercial space, "X" apartments, etc).
- Page 28 refers to "field counts of vehicles entering and leaving the site during weekday AM and PM peak hours." These field counts should be included in the 22 "Study Intersections" discussion and in the "Existing Volumes" figures. In addition, if these to-be-removed volumes were removed from outer-lying intersections, the distribution at those intersections should be discussed and illustrated. They should also not be rounded to the nearest 5 or 10 vehicles.
- In Table 7-5, the "change in vehicular trips due to shuttle bus" should be detailed further, as it appears there was an internal calculation involved. Two 10-passenger credits per hour is a 20-person credit, and each peak hour has 2 entering and 2 exiting bus trips. The applicant should also indicate the presumed occupancy in these removed vehicular trips (e.g., "1 person per saved vehicle") to correlate person-trips to vehicle-trips.
- Table 7-6 should show the No Build, Build, and Mitigated Build levels of service side-by-side (instead of in separate sections) to aid the review for traffic impacts as one reads the traffic report. Table 7-7, which includes this comparison, then becomes redundant.
- The Applicant-funded shuttle is projected, for trip generation purposes, to run half full. The applicant should discuss whether, should the shuttles continually run half-full or less, if the shuttle would ever be made available to non-residents in the future.
- On page 37, the "provided parking" discussion should include the handicapped parking provided and required (by the ADAAG if not by City of Glen Cove code).

# CAMERON ENGINEERING & ASSOCIATES, LLP

Mr. Thomas Scott  
Chairman, City of Glen Cove Planning Board

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- On page 37, the discussion on transit should include the text, "The private shuttle service between the site and LIRR station(s) will prevent any site-generated need for additional LIRR parking."
- On page 42, there should not be any text about mitigation for parking, transit, and pedestrians because there is no identified significant impact on these features.

## Air Quality

- The Capture Criteria (CO, carbon monoxide) screening should include the results of each screening process with quantified data (e.g., the percentage changes in volume, approach speed, and emissions) within the Chapter 12 text, and should not make unsubstantiated conclusions about these threshold-changes not being met.
- The DEIS should qualitatively discuss why PM<sub>2.5</sub> and PM<sub>10</sub> were excluded from the analysis.
- Construction Source Screening: As noted in the comments on the Traffic Study section, there should be a projection of peak period construction vehicles and construction worker trips (commutes to and from the site) to support the general statement, "such additional traffic volumes would be minor...minimal impact."
- While the DEIS discusses potential measures to control fugitive dust, it makes no mention of an Erosion and Sediment Control (ESC) plan. Typically, such plans are required for site plan approval and should be mentioned in the document. In addition, the DEIS should mention, if not proscribe, the use of ultra-low-sulfur diesel (ULSD) fuel for construction vehicles.

## Noise

- Page 1 says that, according to SEQRA, a significant +6 dBA impact due to traffic would involve triple the traffic volume. Page 3 says that, "for there to be a detectable noise impact, the number of vehicles or PCEs [passenger car equivalents] would have to at least double." These statements should have cited sources.
- The noise analysis boils down to a conclusion that there will be no noise impacts (i.e., increases of at least 6 dBA) because traffic volumes will increase by less than 100 percent. Again, this means of comparison should be justified with a full citation from the appropriate document.
- Barring an appropriate citation, noise analysis "via traffic volume changes" is not a standard method for projecting noise impacts in the NYSDOT *Environmental Procedures Manual*. Actual noise levels should be taken at appropriate locations, for means of comparison with future activity levels.
- Stationary source noise impacts with a change-of-zone application are twofold. First, the applicant needs to address impacts of the proposed use on adjacent existing uses. Second, the

# CAMERON ENGINEERING & ASSOCIATES, LLP

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applicant needs to address how and if the proposed changed use will introduce users who would be subject to unreasonable noise levels from existing uses. The latter needs to be incorporated into the report because this application involves a change of zone from business to residential use.

The applicant should discuss surrounding uses, obtain existing noise levels, and discuss these ambient noise levels to which the potential residents of The Villas would be subjected.

- Construction Noise Impacts should be quantified, based on the actual projected use of equipment during the most intensive construction phase(s), which likely include on-site excavation. In addition, the DEIS says construction noise impacts are "temporary." The document should make a calculation about the length of time of the most noise-intensive construction phase(s).
- Page 9, which discusses Mitigation Measures, is too vague. The DEIS should specify the following:
  - The means of "maintaining and muffling equipment"
  - The extent of coordinating with local official to avoid heavy-noise tasks during school hours. In addition, "school hours" are in the seven-hour timeframe from 8:30 am – 3:30 pm, which takes up more than half of the permitted 7:00 am-6:00 pm workday according to the noise ordinance. This would significantly impact scheduling and overall time frames.

## Civil Engineering/Site Design

- In the DEIS, Chapter 5, Section A.3 (page 2 of 11) notes "*..if the eight-inch rainfall requirement causes a hardship to the property owner, it can request a waiver (from NCDPW) to use a five-inch rainfall*". However, in the Conclusion section of the same Chapter, pg 11 of 11, the DEIS notes "In fact, the groundwater recharge from a five-inch rainfall will be collected and recharged back into the groundwater". Please clarify if the property owner has obtained a waiver from NCDPW and, if so, provide a copy in the DEIS.
- If a waiver had been obtained, preliminary capacity of the drainage system should be known. Therefore, a response to issue raised in the Cameron Engineering letter, dated March 4, 2009, as related to the proposed drainage system being able to accommodated stormwater flows from adjacent off-site areas should be provided.
- In Section A.3, please delete reference to "NYCDPW" and replace with "NCDPW".
- In Chapter 20, 'Construction Impacts', there are two sections, "*Construction Activities & Schedule*" and "*Potential Temporary Impacts During Construction,*" indexed as "B." Please correct the indexing in this section as needed.
- Chapter 20, "Potential Temporary Impact During Construction," notes, "*It is anticipated that most*

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Mr. Thomas Scott  
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*construction equipment and deliveries would have on-site staging areas during construction for loading and unloading of materials to avoid off-site impacts.*" Please provide further details and clarity on the size(s) and location(s) of the on-site staging areas given the proposed structures combined with the limited size of the project site would appear to restrict the ability to have on-site staging areas.

- Chapter 20 also notes, "...since the earthwork for this site is essentially balanced, off-site truck traffic would generally be limited." However, given the size of the proposed structures, especially with the subsurface parking facility, along with the numerous retaining walls and numerous stormwater drywells, it is unclear how the earthwork for this site can be considered balanced. Please provide preliminary cut and fill calculations to validate the earthwork being "essentially balanced."
- Clarify if the site plans have been provided to Nassau County Fire Marshal.
- The July 10, 2008 letter from the Glen Cove Volunteer Fire Department, as found in Appendix I of the DEIS, notes their response "pertains ONLY to the Glen Cove Volunteer Fire Department, as the Glen Cove EMS is a separate entity and all questions regarding EMS must be answered by them". Clarify if Glen Cove EMS has reviewed and commented on the project site plan. Also, per Cameron Engineering's March 4, 2009 letter, how will the northeast corner of the site be accessed by EMS? Clarify if EMS can access onto and throughout the two courtyard plaza areas.

## Construction

- Provide a detailed description of construction vehicle routing to/from the site, and the number of construction worker trips and construction vehicle trips during the most intensive portion of the project schedule. Compare these trips and the times when they will occur to the changes between the No Build and Build scenarios to make a quantitative conclusion about construction vehicle and construction worker traffic impacts.
- Chapter 20 should include a description of potential impacts from vibration during construction, especially as it relates to sheeting/shoring installation.

## Analysis of Alternatives

- Although "closure of Craft Avenue" may not be part of this application, it is a genuinely different alternative with respect to items such as Traffic, Construction, Stormwater, and others. The DEIS should include an Alternative Analysis of Build conditions with Craft Avenue closed just east of this property.

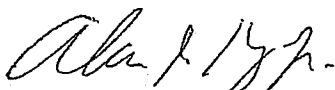
# CAMERON ENGINEERING & ASSOCIATES, LLP

*Mr. Thomas Scott  
Chairman, City of Glen Cove Planning Board*

*June 1, 2009  
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Should you have any questions or require additional information, please do not hesitate to contact our office at (516) 827-4900.

Very truly yours,



Alan J. King, Jr., P.E., LEED AP  
Partner

AK/lg

cc: Planning Board Members  
Michael Sahn, Esq.  
Review Team



Turner Miller Group, LLC  
A merger of two established firms:  
Stuart Turner & Associates and  
Eastern Land Use Analysis



**Turner Miller Group**  
planning consensus community

Land use, economic development, and environmental planning  
Facilitating consensus among diverse constituents  
Creating sustainable communities

**MEMORANDUM**

TO: TOM SCOTT, CHAIRMAN  
MEMBERS, CITY OF GLEN COVE PLANNING BOARD

FROM: STUART TURNER, FAICP, PP  
MAX STACH

SUBJECT: VILLA AT GLEN COVE DEIS COMPLETION REVIEW

DATE: JUNE 5, 2009

CC: RICHARD SUMMA, AIA, IIDA, LEED AP  
MICHAEL SAHN, ESQ.  
JASON HOROWITZ, ESQ.  
THERESA ELKOWITZ

\*\*\*\*\*

We have reviewed the Draft Environmental Impact Statement for the Villa at Glen Cove (Livingston) for completeness and include our comments on the aforementioned herein. We have concentrated our review on those sections of the document dealing with planning, zoning, the Master Plan, community facilities, and fiscal impacts but have reviewed other sections more generally. The following are areas which we believe require additional information, revised methods, or revision prior to the document being made available for public review:

Chapter 1 – Page 10 – The language excerpted from the Master Plan should be revised to reflect the adopted language, since the project sponsor petitioned the City Council for changes.

Figure 2-1 – The Land Use Map should be revised to reflect the types of residential (detached, townhouse, multifamily) in the surrounding areas. Further vacant land is identified in the legend as gray and there are a few (vacant?) parcels that are shown as white on the map.

Chapter 2 – Page 17 – It would be helpful to understand what types of residential uses are permitted (by special permit) in the B-1 district.

Chapter 2 – Page 19 – The Master Plan has already been adopted and the DEIS should reflect this. Further the SEQRA review has been completed for the Master Plan and will be supplemented as necessary prior to adoption of the zoning. SEQRA will not be performed “on the heels of the new zoning.”

Chapter 2 - Page 26 – The text here describes a draft of the Master Plan being available in the second half of 2008. This needs to be updated based on the date of the DEIS and on the fact that the Master Plan was recently adopted.

Chapter 2 – Page 29 – Because other changes need to be made throughout the document, the description of the proposed zoning should be revised to detail the most recent version that takes into consideration the recommendations of the City’s Master Plan consultants.

Chapter 2 – Page 31 – “Capability” should be “Compatibility”

Chapter 2 – Page 32 – Rather than just listing the Master Plan goals and objectives met by the project, the DEIS should explain how each goal or objective is supported by the project.

Chapter 3 – Page 11 – As a homestead taxing jurisdiction, the units will be assessed based on each unit’s sale price, not the construction cost. It is not clear that this was the method used. Additionally, we do not believe that assessed value is equal to market value in the City of Glen Cove. In 2008 the City was assessing real property at 0.34% of market value. Please explain the County condo tax rate, and its applicability if Glen Cove is a Homestead taxing jurisdiction and therefore is able to tax condominium units based on individual sales prices rather than on a share of the building income potential as would be done in a non-homestead jurisdiction.

Chapter 3 – Page 12 – The spending per student is sourced from a non-government source. It is our suggestion that the total school tax levy be divided by the enrollment to arrive at a cost per student funded by the local tax levy.

Chapter 3 – Page 13 – Justification needs to be provided for the statement that the existing tax revenues will equal future cost.

Chapter 3 – Page 13 – With regard to employment, the analysis compares the future build alternative to the existing condition rather than the future no-build.

Table 310 – The US Census projected 2007 population is 26,056.  
[http://www.empire.state.ny.us/nysdc/StateCountyPoests/SC00\\_07.pdf](http://www.empire.state.ny.us/nysdc/StateCountyPoests/SC00_07.pdf)

Table 310 – Row 5.1 should be the total local employment for the City of Glen Cove. There are more than 330 persons employed within the City of Glen Cove. Then the total persons employed by the facility should be multiplied by the per employee cost.

Chapter 4 – The revised proposed zoning requires significant mitigation to soils and topography in lieu of adherence to hillside protection provisions. The DEIS must analyze whether this will be

protective enough of the environment and whether all significant impacts will be mitigated. The lack of detail in this section is the most noteworthy deficiency of the document at this time.

Chapter 8 – It would be useful to have photosimulations from the intersection of Shore Road and Glen Cove Avenue (both heading east on Shore Road and south on Glen Cove Avenue) looking to the tallest/closest building behind the Boys and Girls Club.

Chapter 10 – Page 3 – There is no Community Hospital for Military and Veterans in Glen Cove. This may have been an error carried forward from the preliminary DGEIS for the Master Plan.

Chapter 10 – Page 8 – Please provide citation for the “National Standards” referenced here. New York State maintains standards for parks

Table 10-2 – Appropriate multipliers for each bedroom count should be used.

Chapter 10 – Page 8. The New York State Office of Parks Recreation and Historic Preservation has promulgated standards of 10.25 acres of park per 1,000 population broken down into 5 acres of Town Parks (generally passive, but some active uses such as swimming), 2 acres of District Parks (extensive day use facilities), 1 acre of Neighborhood Parks (ballfields, etc.), two acres of Play Lots (smaller playgrounds), and ¼ acres of Pocket Parks. Roughly five acres of passive and 5.25 acres of active parkland are promulgated by the State.

Chapter 10 – Page 19 – If the applicant will be providing money-in-lieu of parkland, it would be appropriate to identify this here as a mitigation.

These are our comments at the time. We are available to discuss these comments further with the applicant at the Planning Board's discretion.



**Transportation  
Land Development  
Environmental  
Services**



VHB Engineering, Surveying and Landscape Architecture, P.C. | Affiliated with Vanasse Hangen Brustlin, Inc.

January 12, 2010

Ref: 27707.00

The Honorable Thomas Scott, Chairman  
and Members of the Planning Board  
City of Glen Cove  
City Hall  
Nine Glen Street  
Glen Cove, New York 11542

Re: Villa At Glen Cove Draft Environmental Impact Statement, December 2009  
Review of Revised Draft Environmental Impact Statement

Dear Chairman Scott and Honorable Planning Board Members:

As requested by the Planning Board of the City of Glen Cove (hereinafter the "Planning Board"), VHB Engineering, Surveying and Landscape Architecture, P.C. (hereinafter "VHB") has reviewed the above-referenced revised Draft Environmental Impact Statement ("DEIS") for the purpose of determining its adequacy "with respect to its scope and content for the purpose of commencing public review," in accordance with 6 NYCRR §617.9(a)(2). For the reasons set forth below, it is VHB's opinion that the DEIS is not complete and adequate for public review, and the Planning Board should require the applicant to revise same to address the comments contained herein and the comments of the other Planning Board consultants (to be provided under separate cover). Our specific comments are as follows:

*General*

1. Any changes requested in the body of the text should also be reflected in the Executive Summary.
2. Based upon the CD that was transmitted to us containing all the appendices to the December 2009 DEIS and the language included in the DEIS (e.g., discussion of hillside protection waiver on page 15 of 19 [Chapter 4]), it does not appear that the December 2009 DEIS contains the latest proposed zoning ordinance. The CD contains the April 7, 2009 version of the proposed zoning text, entitled "§280-## Glen Cove Avenue Redevelopment District."
3. The proposed zoning ordinance should be referenced consistently throughout the text and appendices. The proposed ordinance is referenced differently throughout the document.



The Honorable Thomas Scott, Chairman  
and Members of the Planning Board

Project No.: 27707.00

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Page 2

4. As requested in our previous letter of June 1, 2009, all references to the *Master Plan for the City of Glen Cove* (hereinafter "*Master Plan*") should indicate that it was adopted in May 2009. The DEIS still contains phrases such as "once the Master Plan is complete" and "the Master Plan, if...adopted."
5. Several maps and figures included in the text are presented in black and white, when they should be presented in color, as the originals are color. Moreover, one cannot understand the meaning of certain maps if not in color.
6. All references to the number of units and the number of residents must be consistent throughout the DEIS.
7. All spelling and grammar must be reviewed.

#### *Chapter Two*

1. Page 24 through 27, 28 and 42 of 44 "*Downtown Glen Cove Gateway Revitalization Plan*" - This plan is discussed extensively throughout Chapter Two of the DEIS, yet, as stated on Page 25 of 44, the site is located outside the Gateway Area. Therefore, the relevance of this discussion must be presented.
2. Page 33 of 44 - The discussion of the proposed zoning indicates that a density bonus (increase of 17 units per acre) is permitted for structured parking, but does not discuss any other proposed bonuses (or "incentive adjustments"). The DEIS does not indicate exactly how the 20 units per acre, permitted by the proposed zoning, actually reaches the proposed 50 units per acre proposed in the development.
3. Pages 34 through 37 of 44 - The DEIS presumes a waiver from the City's Hillside Protection requirements, based upon the project satisfying specific criteria outlines in the applicant's proposed zoning ordinance. The DEIS states that "in recognition of the topography in the proposed district, if the majority of the area is already developed and contains man made steep slopes and retaining walls, and the density requirements necessary to incentivize redevelopment of this location, the City Council shall waive the hillside protection provisions of the Zoning Ordinance, subject to the applicant satisfying the application of best management practices and their ability to mitigate impacts..." However, the existing hillside protection requirements limit developable area based upon steep slope categories and also restrict and/or prohibit development on specific categories of steep slopes. Thus, the DEIS is presuming such waiver would be granted. The DEIS should indicate how the proposed project would comply with hillside protection requirements should a waiver not be granted.



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and Members of the Planning Board

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Page 3

4. Page 35 of 44 - The text indicates that the proposed development is designed at 1.5 parking spaces per unit, while the proposed ratio is two parking spaces per unit.
5. Page 37 of 44 references an illustration in the second paragraph; however, no illustration is provided.
6. Pages 22 through 23 of 44 and 37 through 42 of 44 - The DEIS has, in this version, enumerated the relevant goals of the *Master Plan*. In addition, some explanations are presented as to how the proposed action does or does not comply with the goals of the *Master Plan*. Our previous memo (June 1, 2009) requested that in cases where the proposed action is not consistent with such goals, the DEIS must clearly explain why such goals should not be applied to this proposed action. This has not occurred on a consistent basis in the December 2009 DEIS. Specifically, Page 37 of 44 indicates that the project accommodates a diverse population by providing new housing options in terms of type and affordability. This is not true, as the proposed action requests a waiver of any future affordability requirement and only provides one type of housing unit (condominium). Furthermore, Page 37 of 44 indicates that the project maintains roadway efficiency with balanced roadway regulations. This is not demonstrated.
7. Page 40 of 44 discusses the "Downtown Goals and Objectives" and how the proposed action would comply with same. However, the subject property is not within the downtown area, according to the *Master Plan*. Page 41 of 44 quotes the *Master Plan* with respect to enacting a steep slope ordinance. Statements such as "portions of the site do contain areas with slopes over 25 percent grade, and these portions are proposed to be re-graded and developed as part of the proposed action" contradict the *Master Plan*, which states that "construction on slopes 25 percent or greater should be limited." These contradictions must be reconciled.
8. Page 42 of 44 indicates that the applicant has submitted a comment letter to the City regarding affordable housing and steep slopes. However, the DEIS does not indicate how the applicant's issues were specifically addressed in the adopted *Master Plan*. Since the *Master Plan* has been adopted, the DEIS should focus on the project's consistency with the goals, objectives and issues contained in the adopted plan, and not the applicant's comments thereon.
9. Page 44 of 44 of the DEIS indicates that the proposed development would provide three-bedroom units. However, no three-bedroom units are proposed.



*Chapter Three*

10. Page 13 of 19 of the DEIS indicates that 2005-2006 per pupil expenditure data were used in the analysis and that is the latest available. This is incorrect, as 2006-2007 data were available as of April 2009.
11. Page 14 of 19 of the DEIS presents the total estimated expenditure, although the language in the text is "per pupil expenditure." However, the figures presented do not appear to be correct. Furthermore, based upon the school children-related comments presented in Chapter Ten, the total projected number of school children is not correct.
12. The reference to Table 3-9 in the first paragraph on Page 13 of 19 is incorrect and should be revised to Table 3-10. Based upon the comments regarding the school-aged children analysis contained above, the tax analysis should be revised accordingly.

*Chapter Four*

13. Page 15 of 19 - The applicant acknowledges that the proposed action would be subject to Article XII of the *City of Glen Cove Zoning Code*, specifically §280-50 through §280-53 *Hillside Protection* but is requesting a waiver from such article. As indicated earlier in this letter, the applicant's proposed zoning district does not appear to comply with the goals of the *Master Plan* regarding slopes (as well as other issues), and, furthermore, it would be presumptuous to conclude that the applicant's proposed zoning district would be adopted, as presented. Accordingly, the DEIS must objectively and comprehensively evaluate the proposed action's consistency with the Hillside Protection regulations.

*Chapter Five*

14. Page 5 of 13 characterizes a portion of the area as rural residential development with respect to stormwater runoff. This characterization is not accurate.
15. Page 9 of 13 of the DEIS indicates that estimated runoff is 70,165.13 cubic feet, while the site provides for 84,160.78 cubic feet. The DEIS does not provide an explanation as to why the drainage capacity (and thus need for disturbance to install stormwater facilities) is so much greater than needed.
16. Page 13 of 13 indicates that the NCDPW stormwater collection system would no longer be impacted by the runoff from the site or from the "rural residential development" uphill. This is not true as Pages 9 and 10 of 13 state that "any additional water runoff from a storm greater than five-inches would be directed away from the proposed structures and toward driveway





outlet locations that will discharge into the public street and consequently into the sewer system (with an estimated 14,033 CF of water per a single one-inch storm)." Since the applicant is requesting a waiver from eight inches to five inches, it cannot be concluded that the proposed action would have no impact on the NCDPW stormwater collection system.

#### *Chapter Nine*

17. Although this section is extremely repetitive, the information requested by OPRHP and previously documented in our June 1, 2009 correspondence has been provided. The Phase IB study must be submitted to OPRHP and the DEIS must indicate same.

#### *Chapter Ten*

18. Based upon the school-aged children analysis referenced in Chapter Three, either source reference in Table 10-2 is incorrect as defining the factors as "all values" or the factors used are incorrect. In order to be consistent with the population projections included in Chapter Three, the citation should indicate that the factors are for "5+ Units-Own, 1BR, More than \$269,500; 5+ Units-Own, 2BR, More than \$329,500." Therefore, the source should be corrected. If the applicant meant to use the "all values" factor, the total projected school-aged children would be 20. In addition, should the reference be changed, the numbers in Table 10-2 should be rounded up (e.g., 0.1 children is not zero, but one child). In doing this, the total number of projected school-aged children would be 14. A consistent number should be used in all of the analyses presented in the DEIS.

#### *Chapter Eleven*

19. The June 1, 2009 VHB comment letter requested that the DEIS contain definitive water use factors and appropriate analyses based upon same. The analysis of estimated potable water presented in the text from pages 8 of 13 to 10 of 13 is incorrect. Table 11-2a is labeled as "Estimated Average Daily Potable Water," yet irrigation and mechanical water are included in the table. Furthermore, although not substantive, the 90-day irrigation period is low. The most significant error in the analysis is that the multipliers for the one bedroom and two-bedroom units are incorrect, based upon the December 3, 2009 letter from the City of Glen Cove Department of Public Works (DPW). This letter indicates that the total water use on the site using a 100 gallons *per capita* per day figure (including potable, irrigation and maintenance water) would be 64,300 gpd, not the 38,817 gpd shown in Table 11-2a. Although the Glen Cove DPW acknowledged that it is capable of providing the water, the analysis (including the estimated average and estimated potential maximum daily water use) should be revised to reflect the correct figures.



20. Page 11 of 13, Table 11-3 of the DEIS uses New York City solid waste factors rather than City of Glen Cove factors to project solid waste. The Glen Cove residential factor is 0.88 tons per capita per year, based upon the City's Solid Waste Management Plan and the commercial factor is 0.60 tons per capita per person. These factors were used in the RXR Mixed Use Waterfront Development DGEIS, which has been extensively quoted in this DEIS. Solid waste should be recalculated using City of Glen Cove factors.

#### *Chapter Fourteen*

21. As requested in our previous letter of June 1, 2009, this chapter now provides a more complete description of mitigation measures than in the previous version of the DEIS. However, the chapter is repetitive and unnecessary, as the information is presented in each chapter, as noted above. Should this separate chapter remain, there should be complete consistency with the mitigation measures presented in each chapter and those measures presented within Chapter 14. This is currently not the case. Furthermore, Section D "Soils Conditions and Topography" does not indicate additional measures that may be undertaken should the Phase 2 analysis encounter subsurface contamination. In addition, Section E "Ecology" indicates that "...the Applicant will utilize any applicable techniques to minimize any potential temporary ecological impact during construction," but does not identify the impact or the associated mitigation measures to be employed. Specific mitigation measures for ecological impacts during construction are discussed in Chapter 20 of the DEIS, but are not translated into Chapter 14. Mitigation is presented in three different places (each chapter, Chapter 14 and Chapter 20): The DEIS must be consistent in its proposed mitigation measures throughout the entire DEIS.

#### *Chapter Fifteen*

22. Sometimes the alternatives analysis uses Rutgers demographic data and sometimes it uses Census data for demographic evaluation. For example, the as-of-right socioeconomic section uses Census data to project population, while the main text (proposed action) uses Rutgers factors. Therefore, an accurate comparison cannot be made amongst the alternatives.
23. Pages 16 of 27 and 17 of 27 - In Section D "Redistributed Density Alternative" the height of the buildings is not provided. Such buildings are referred to as "large and tall." This information must be provided in order to analyze the visual impacts to the surrounding area.
24. Page 16 of 27 - The socioeconomic section still refers to 226 units and 432 residents, rather than the 216 units and 406 residents.



25. Page 19 of 27 states that the proposed action contains 216, two-bedroom units, although the projected population is correct. This must be corrected to reflect the revised unit count and distribution.
26. Page 24 of 27 and 26 of 27, Table 15-2 - The tax analyses provided for the Alternatives still must be clarified, as requested in our previous letter of June 1, 2009. First, the DEIS must describe how the tax estimates were generated. Second, the tax estimates should be consistently presented. For example, neither the text (page 8 of 26) nor Table 15-2 provides an estimate of the County tax revenue for the As-of-Right Alternative. Also, the projected number of school children should be recalculated (see *Chapter Three* comments). A total of 20 residential units (nine two-family and two single-family) occupied by an estimated 54 people (the applicant's estimate) would generate more than three school-aged children, using the Rutgers study.
27. Page 27 of 27, Table 15.2 - As previously requested in our letter of June 1, 2009, the estimated water usage must be recalculated using justified and acceptable factors (see prior comments).

#### *Chapter Twenty*

28. Page 10 of 10 indicates that during construction, a noise barrier will be erected to mitigate the decibel levels of the operation. The type of noise barrier proposed should be indicated. If no specific type of barrier has been chosen, the DEIS should indicate the potential choices and their expected level of noise attenuation.

#### *Section II. Supplement Year 2016 Cumulative Impact Analyses*

29. Our previous correspondence indicated that the No-Action portion of this section assumes in one scenario that neither the proposed action nor the Glen Isle project would be implemented. Whether the proposed action is implemented has no bearing on the implementation of the Glen Isle project. Accordingly, this scenario should assume "no-action" for the proposed action with implementation of the Glen Isle project - not "no-action" for both projects.

Based on the foregoing, it is VHB's opinion that the DEIS is not adequate "with respect to its scope and content for the purpose of commencing public review," pursuant to 6 NYCRR §617.9(a)(2). We, therefore, recommend that the Planning Board deem this document incomplete and require that it be revised in accordance with our comments and the comments of the Planning Board's other consultants.



The Honorable Thomas Scott, Chairman  
and Members of the Planning Board

Project No.: 27707.00

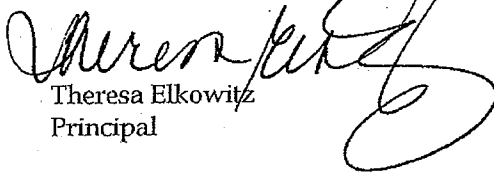
January 12, 2010

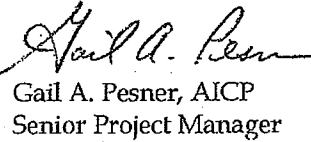
Page 8

Should you have any questions, please do not hesitate to contact either of the undersigned.

Sincerely,

VHB Engineering, Surveying and Landscape Architecture, P.C.

  
Theresa Elkowitz  
Principal

  
Gail A. Pesner, AICP  
Senior Project Manager

TE/GAP/ba

enc.

cc: M. Sahn, Esq  
J. Horowitz, Esq.  
A. King  
M. Stach  
S. Turner





**Turner Miller Group**  
planning consensus community

Land use, economic development, and environmental planning  
Facilitating consensus among diverse constituents  
Creating sustainable communities

**M E M O R A N D U M**

**TO:** THOMAS SCOTT, CHAIRMAN  
MEMBERS, GLEN COVE PLANNING BOARD

**FROM:** MAX STACH, AICP  
STUART TURNER, FAICP, PP

**SUBJECT:** VILLA AT GLEN COVE 2<sup>ND</sup> DRAFT DEIS - COMPLETION REVIEW

**DATE:** JANUARY 12, 2010

**CC:** MICHAEL SAHN, ESQ.  
JASON HOROWITZ, ESQ.  
RICHARD SUMMA, AIA, IIDA, LEED AP  
THERESA ELKOWITZ  
GAIL PESNER, AICP  
ALAN KING, P.E., LEED AP

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We are in receipt of the Villa at Glen Cove (Livingston) Draft Environmental Impact Statement (DEIS) received by this office on December 12, 2009. We had previously conducted an informal review on a preliminary submission dated April 2009. As with that previous review we have limited our review in recognition of the City's retainer of VHB Engineering to coordinate the SEQRA review, and of Cameron Engineering to conduct the Traffic review. Specifically we have concentrated our review on sections of the document entitled Project Description; Land Use, Zoning and Public Policy; Socioeconomic and Demographic Conditions; Aesthetic and Visual Resources; and Community Services. These chapters were reviewed with attention to our role as Planning Consultants to the City over the last several years, leaving more technical SEQRA related comments to Ms. Elkowitz of VHB. Other sections were only reviewed to the extent that we had raised previous comments and questions during the informal submission.

The following comments were previously raised in our review of the preliminary submission and were not addressed or require additional changes or clarification:

1. Page 1-10 – The document still does not contain the adopted Master Plan language relevant to the project site. The last two quoted sentences should read: "Compliance with the City's

obligation for 10 percent set-aside for affordable housing and steep slope provisions could be reduced or forgiven in connection with affordable housing elsewhere, or City-approved improvements to the corridor, and other public improvements, including in connection with the Glen Cove Housing Authority across the street. The intent is to create a handsome new gateway in to the Downtown area.”

2. Figure 2-1 – The land use map has been revised to further breakdown residential land use as requested, and to reflect vacant parcels more accurately, but we could not verify the accuracy of the figure given that we received a grayscale copy of the color map.
3. Page 2-38 – Paragraph 2 – Still does not reflect adopted Master Plan language.
4. Page 3-12 – The methods for predicting tax revenues are incorrect. The project will be appraised based on an income anticipation method. Further, the project will pay taxes based on non-homestead rates. The applicant should recompute the predicted revenues based on the methods that the City assessor would use. We suggest the applicant have the assessor check their predictions prior to resubmission.
5. Page 3-14 – Paragraph 1 – It is improper to compare 2005-6 School year costs with 2007 tax revenues. Doing so likely overstates revenue as compared with costs. As requested previously, please use the total RP tax levy divided by the total enrollment for the tax rate year being used.
6. Page 3-14 – Paragraph 4 – A per parcel cost assessment is not an appropriate fiscal impact method. Please provide a per capita cost analysis or use some other widely accepted costing method. A county cost analysis is not critical, but if not provided County Revenues should not be included in a discussion of benefits and the text should point out that there will be costs to the County, although these have not been calculated.

The following are new comments not previously raised:

1. Page 1-5 – We note that the project has changed substantially. Notably, the number of units has decreased by ten to 216, three-bedroom units have been eliminated, the total residential floor area has decreased from 398,362 to 280,547 (~30% decrease), twenty structured parking areas have been removed. The document should consistently and correctly describe the revised proposal.
2. Figure 1-3 shows significantly changed building footprints. However, Figure 1-4 elevations remain unchanged. The elevations shown should be verified for accuracy to the most recent development proposal.
3. Page 2-1 Paragraph 2 – Contains several conclusory statements that are not appropriate to the introduction and discussion of methods. Any opinions should be stated as those of the project sponsor.

4. Page 3-2 – Paragraph 3 – 226 units should be 216. Also, please check population predicted here.
5. Page 3-3 – Please check that the acronym for Census Transportation Planning Package is (CCTP) and not (CTPP) as would be expected.
6. Page 3-4 – Paragraph 2 – “looses” should be “loses”. Also, it would be better to express this outcome as the School District expending more funds to educate resident children than are collected in local real property taxes, rather than “losing” money.
7. Page 3-6 – Paragraph 1 and Table 3-4 – The text treats Hispanic/Latino as if it is a race comparable to Caucasian, Asian and African American. Hispanic/Latino is a separate category of ancestry as all persons of Hispanic/Latino origin are further classified by their race: Caucasian, Asian, African American or other. Hispanic Latino should therefore not be cited as “the next highest group” and the table should be revised to make it clear that this is not a comparable category to race.
8. Page 3-11 – Paragraph 4 – Is the Glen Isle project included in the 2020 population projections by Long Island Regional Planning Board? Is the Villa project? What was the method used for the projection (cohort survival, building permits, historic growth?) This is relevant to how the proposed development will effect the future population. This may be a substantive comment to be addressed later.
9. Page 3-12 – Paragraph 3 – The 398,256 square feet cited here is not consistent with the 280,547 square feet cited in the project description.
10. Page 3-13 – Paragraph 2 – First sentence is confusing. Is the DEIS stating that Table 3-9 shows the per capita costs for the City of Glen Cove and each relevant taxing jurisdiction?
11. Page 3-13 – Paragraph 4 – Verify floor area.
12. Chapter 3, multiple pages – The County tax rate of 54.004 is cited as the 2008 rate on page 14, and the 2009 rate on page 13. Further this is not consistent with the year used for the school district analysis. The fiscal impact should be consistent in the year used for analysis. Rates and per capita costs should all be from one year. 2009 rates should not be used with 2008 per capita costs.
13. Table 3-9 – If existing revenues are to be deducted, so should existing costs. It would be sufficient to report the costs and revenues associated with the project here, as the existing revenues and costs were already previously discussed.
14. Table 3-10 – The year of each source data input should be provided for the calculation to verify consistency. Also, the estimated number of site employees and total employee cost was not totaled as was done for residents.

15. Figure 8-5 – There is no rooftop vegetation shown. Is it intended that this building have rooftop vegetation?

16. General Comments – Is it appropriate to make conclusions on the significance of impacts and the adequacy of mitigations in the DEIS? These could be confused as determinations of the lead agency, when they are opinions of the project sponsor. If such conclusions are made they should be identified as the opinions of the preparer or project sponsor.

The following are minor comments relating to typos, word usage, grammar, etc.:

1. Page I-4 – Paragraph 2, first sentence: “half-acre parcel recently created parcel”
2. Page I-11 – “SEQRA Review and EIS Formt”
3. Page 2-32 - Paragraph 4 - “Additional,” should be “Additionally”
4. Page 2-35 – Paragraph 1 – “Developed” should be “Development”
5. Page 2-73 – Paragraph 2 – “Deigned” should be “Designed”
6. Page 2-41 – Paragraph 4 – “most extent practicable” should be “greatest extent practicable”
7. Page 3-9 – Paragraph 2 – “Census tracks” should be “Census tracts”
8. Page 3-9 – Paragraph 3 – “population projects” should be “population projections”
9. Page 3-14 – Paragraph 2 – “\$1,1717,564”

If you have any comments or questions, please do not hesitate to contact us.





**Transportation  
Land Development  
Environmental  
Services**



VHB Engineering, Surveying and Landscape Architecture, P.C. | Affiliated with Vanasse Hangen Brustlin, Inc.

August 31, 2010

Ref: 27707.00

**VIA ELECTRONIC MAIL AND U.S. MAIL**

The Honorable Thomas Scott, Chairman  
and Members of the Planning Board  
City of Glen Cove  
City Hall  
Nine Glen Street  
Glen Cove, New York 11542

Re: Villa At Glen Cove Draft Environmental Impact Statement, December 2009  
Review of Revised Draft Environmental Impact Statement

Dear Chairman Scott and Honorable Planning Board Members:

As requested by the Planning Board of the City of Glen Cove (hereinafter the "Planning Board"), VHB Engineering, Surveying and Landscape Architecture, P.C. (hereinafter "VHB") has reviewed the above-referenced revised Draft Environmental Impact Statement ("DEIS") for the purpose of making a recommendation to the Planning Board as to the adequacy of the DEIS "with respect to its scope and content for the purpose of commencing public review" (6 NYCRR §617.9[a][2]).

It is important to understand that the determination of completeness of the DEIS does not indicate that the Planning Board agrees with the content thereof, but rather, that the DEIS is suitable for review and commentary by involved agencies and the public. In that regard, *The SEQR Handbook*, 3<sup>rd</sup> Edition (2010), indicates, at pages 125 to 126, that in determining completeness of a DEIS:

*"The lead agency should ensure that all relevant information has been presented and analyzed, but should neither expect nor require a 'perfect' or exhaustive document."*

*The SEQR Handbook* further indicates:

*"A draft EIS that is adequate to be accepted for public review should describe the proposed action, alternatives to the action, and various means of mitigating impacts of the action. The draft EIS should identify and discuss all significant environmental issues related to the action, however, the draft EIS will not necessarily provide a final resolution of any issues. . ."*

The Honorable Thomas Scott, Chairman  
and Members of the Planning Board  
Project No.: 27707.00  
August 31, 2010  
Page 2

*"...as long as the draft EIS contains an accurate description of the proposed action, plus reasonably supported discussions of significant impacts, alternatives and mitigation measures requested by the lead agency, the lead agency may choose to release that draft EIS for public review, even though the lead agency believes that the draft EIS still contains deficiencies."*

Based upon the foregoing, it is our recommendation that the Planning Board deem the DEIS to be complete and adequate for public review. We will be providing a list of substantive DEIS comments during the public comment period for the DEIS that is established by the Planning Board.

Should you have any questions, please do not hesitate to contact either of the undersigned.

Sincerely,

VHB Engineering, Surveying and Landscape Architecture, P.C.



Theresa Elkowitz  
Principal



Gail Pesner  
Senior Project Manager

TE/GAP/lm

enc.

cc: M. Sahn, Esq.  
J. Horowitz, Esq.  
A. King  
M. Stach  
S. Turner





**Turner Miller Group**  
planning consensus community

Land use, economic development, and environmental planning  
Facilitating consensus among diverse constituents  
Creating sustainable communities

**M E M O R A N D U M**

**TO:** THOMAS SCOTT, CHAIRMAN  
MEMBERS, GLEN COVE PLANNING BOARD

**FROM:** MAX STACH, AICP  
STUART TURNER, FAICP, PP

**SUBJECT:** VILLA AT GLEN COVE 2<sup>ND</sup> DRAFT DEIS - COMPLETION REVIEW

**DATE:** AUGUST 26, 2010

**CC:** MICHAEL SAHN, ESQ.  
JASON HOROWITZ, ESQ.  
RICHARD SUMMA, AIA, IIDA, LEED AP  
THERESA ELKOWITZ  
GAIL PESNER, AICP  
ALAN KING, P.E., LEED AP

\*\*\*\*\*  
We are in receipt of the Villa at Glen Cove (Livingston) Draft Environmental Impact Statement (DEIS) dated May 2010 and received July 6, 2010.

We have the following remaining concerns:

1. The applicant states that text has been added indicating that rooftop landscaping will be installed at the discretion of individual homeowners. We could not find this text. The photo simulations continue to show rooftop vegetation.
2. We continue to feel conclusory statements regarding whether significant impacts are likely to occur are not appropriate to a DEIS. Such statements, especially where they precede a chapter, undermine the credibility of the DEIS and its analyses. However, we recognize that the preparation of a DEIS is the responsibility of the project sponsor and therefore reflects the project sponsor's voice.

Based on our review of the proposed DEIS, it is our recommendation that the document is adequate in scope and content to commence public review. All of our remaining concerns may be addressed within the course of our substantive review.

With regard to item two of our review, we feel it would be adequate to explain to the public at the public hearing that the conclusions contained in the DEIS reflect the project sponsor's point of view and that the Planning Board is only considering the relevant and material facts and analyses provided in the DEIS, reserving their conclusions for their SEQRA findings statement.

With regard to responsibilities and next steps under SEQRA, we defer to the instructions of VHB Engineering, which is providing SEQRA consulting services to the Board.

If you have any comments or questions, please do not hesitate to contact us.





**Transportation  
Land Development  
Environmental  
Services**



VHB Engineering, Surveying and Landscape Architecture, P.C. | Affiliated with Vanasse Hangen Brustlin, Inc.

November 15, 2010

Ref: 27707.00

The Honorable Thomas Scott, Chairman  
and Members of the Planning Board  
City of Glen Cove  
City Hall  
Nine Glen Street  
Glen Cove, New York 11542

Re: Review of Draft Environmental Impact Statement (May 2010)  
Villa At Glen Cove  
Glen Cove Avenue, City of Glen Cove, Nassau County

Dear Chairman Scott and Honorable Planning Board Members:

As requested by the Planning Board of the City of Glen Cove (hereinafter the "Planning Board"), VHB Engineering, Surveying and Landscape Architecture, P.C. (hereinafter "VHB") has reviewed the above-referenced Draft Environmental Impact Statement ("DEIS"), dated May 2010 for the purpose of identifying technical/substantive comments to be addressed in a Final Environmental Impact Statement ("FEIS"). The following represent VHB's comments, which we recommend be addressed in the FEIS (please note that traffic and site plan issues are being addressed by Cameron Engineering & Associates and zoning, socioeconomic and community facilities issues are being addressed by the Turner Miller Group):

1. The FEIS should discuss how the recent adoption of the Glen Cove Avenue Redevelopment Incentive Overlay (GCA-RIO) district (§280-73.3 of the City Code) affects the proposed action. This discussion should include any new or revised requirements, including the requirement to submit applications for waivers of the affordable (inclusionary) housing requirement (added to the City Code in August) and the hillside protection ordinance as well as the requirements to submit an application for incentive bonuses. This section should also describe the new inclusionary housing requirements (§280-75 of the City Code) and how the proposed action will comply with same or, if a waiver is requested, how same complies with the waiver criteria. The status of submission of all required applications/waivers should also be discussed.
2. The FEIS should include all relevant plans, and all plans should contain correct and appropriate scales and up-to-date information, which reflects the latest City Code and the proposed action's consistency therewith.

3. The DEIS contains inconsistencies in the discussion of proposed hours of construction on the subject property and whether or not such hours comply with City Code requirements. The FEIS should clearly state the permitted hours of construction of the City, and whether or not the proposed hours of construction conform to City Code requirements.
4. The DEIS states that construction would commence in late summer 2010. The FEIS should include an updated project schedule.
5. The FEIS should provide an updated list of "Required Permits and Approvals" that reflect recent City Code changes. Also, the specific approvals required from the New York State Department of Environmental Conservation ("NYSDEC") should be identified.
6. The DEIS is unclear regarding building height. In one section, the DEIS indicates that height is "the average height of each building throughout the rest of the site as measured from the four corners of a building from the existing natural grade..." and not to exceed 50 feet in height. However, Plan A-2.001 shows a 100±-foot change in elevation from Glen Cove Avenue to the top of Building "A." As such, additional discussion is required in the FEIS with respect to the height of the buildings, based upon the significant grade change from Glen Cove Avenue to the top of Building "A."
7. The DEIS indicates that the proposed waiver of affordable housing is based on the applicant's provision of on- and off-site improvements to the neighborhood "that will help enhance the quality of life, including landscaping improvements on the site and along area roads, façade improvements..." The FEIS must clearly demonstrate how the improvements proposed, especially landscaping and amenities on the interior of the proposed project site and available to residents of the proposed development only, benefit the neighborhood. The FEIS must present a clear discussion of proposed on-site and off-site improvements to the neighborhood that would enhance the quality of life for adjacent affordable housing development(s), so that their adequacy, as a basis for the waiver, can be assessed.
8. The DEIS indicates that there would not be significant adverse impacts to the hillside and also states that no mitigation is warranted with respect to slopes. However, the DEIS identifies significant cut from the hillside, and acknowledges that the applicant requires a waiver of the City's Hillside Protection ordinance. The FEIS must specifically evaluate the impacts resulting from this cut and identify and assess the effectiveness of the proposed mitigation measures, based upon the criteria set forth in the GCA-RIO for such waiver.
9. The proposed buttressed retaining walls on the eastern side of the property, some of which are 30 feet tall, vary in width from 12-to-22-feet (as shown on sheets S401 and S402 in the DEIS) with an area of only 25 feet to the property line. This would appear to create a "gully" effect along the eastern property line. The FEIS should address the relationship of the nearest off-site properties to the proposed retaining wall and buildings.





10. As requested in prior comments relating to the completeness of the DEIS, the accepted DEIS includes environmental site assessments ("ESAs"). The Phase I ESA prepared by Merritt Engineering identified issues related to 1) the historic use (circa 1955 through at least 2008) of the property as an auto body (collision) repair shop; 2) two on-site above-ground storage tanks ("ASTs"); and 3) a former hydraulic vehicle lift. A Limited Phase II Subsurface Investigation was conducted by Odelphi Environmental, Inc. ("Odelphi") to evaluate environmental concerns identified in the Phase I ESA report. Odelphi drilled four soil borings (SB-1 through SB-4) at the site. Borings SB-1 and SB-2, located within the building and proximate to the former hydraulic lift, were each drilled to depths of four feet below grade. One soil sample was collected from each of the two borings for analysis of Spills Technology and Remediation Series ("STARS") list semi-volatile organic compounds ("SVOCs") by Method 8270. Boring SB-3, located within the paved area south of the building and adjacent to the existing AST, was drilled to a depth of ten feet below grade. One soil sample was collected from this boring for analysis of volatile organic compounds ("VOCs") by Method 8260 (New Jersey VOCs+10 list) and STARS list SVOCs. The NJ VOCs+10 list is comparable to the STARS VOC list. Boring SB-4, located within an area of patched asphalt north of the building, was drilled to a depth of four feet below grade. One soil sample was collected from this boring for analysis of STARS list SVOCs.

There are no regulatory requirements (i.e., laboratory analysis methods) specific to site investigation in New York State and Nassau County, except for those related to petroleum storage tanks and underground injection control ("UIC") structures. Given the nature of the property's use, the Nassau County Department of Health ("NCDH") (an involved agency) protocols for site investigation would typically require the sampling for chlorinated solvents to evaluate potential impacts related to auto body repair operations. Of Odelphi's four sample locations, only SB-4 appears to specifically address historic site operations. No samples were analyzed for VOCs (to evaluate the potential existence of petroleum or chlorinated solvents) from this location, and no other samples were collected/analyzed for VOCs indicative of chlorinated solvents at the site. The potential presence of VOCs, specifically chlorinated solvents, represents a risk to site workers and future site occupants. As such, sampling for chlorinated solvents should be conducted.

Hydraulic lifts and associated hydraulic oil reservoir tanks have the potential for the presence of PCBs. Samples (SB-1 and SB-2) collected by Odelphi proximate to the former hydraulic lift were only analyzed for SVOCs, and should be analyzed for PCBs as well.



Sample SB-3 collected proximate to the AST was correctly analyzed for VOCs and SVOCs, although it is unclear as to why the sample was collected from a depth of ten feet below grade and not immediately below the pavement, if the purpose was to evaluate potential spills or releases from the AST. Impacts related to the lift and AST (if any) can be dealt with during construction as suggested in the DEIS.

These issues should be addressed in the FEIS, and the FEIS should present a protocol for the additional testing specified herein, a protocol for conducting any potential mitigation that may be required, and a procedure for addressing any environmental issues that may not have been previously identified but may be encountered during construction.

11. The DEIS discusses mitigation measures for potential noise impacts resulting from the installation of soldier piles during the sheeting and shoring process, and states that "pre-augering of holes for piles may (emphasis added) be performed to accelerate the schedule and decrease the noise generating duration." Elsewhere the DEIS states, in a discussion relative to potential vibration impacts states, "...the pre-augering of soldier piles in close proximity to the adjacent homes will (emphasis added) occur..." The FEIS should confirm whether pre-augering of holes will occur.
12. The *Vibration* section of the DEIS states that the "closest neighboring property is approximately 50 feet from the eastern portion of the foundation wall..." According to Sheet A-Z.001 (and numerous others) contained in the DEIS, the setback for Building "A" is shown as 25 feet from the eastern property line. This difference is significant since vibration impacts can be felt at 25 feet (as stated on Page 24 of 24 of the DEIS). Therefore, the FEIS must clarify this issue.
13. The FEIS should definitively present the overall amount of pervious and impervious areas, as well as the change from the existing conditions.
14. The DEIS indicates that the "roof of the proposed building would be in line with the roofs of those existing detached residences located directly east of the project site..." The DEIS also indicates that any potential visual impacts from this area would be seasonal water views. However, if the proposed building and the existing residences have the same roof height, the bulk/mass of the building will block light and all views of the water, regardless of the season. This must be evaluated in the FEIS.
15. There is an inconsistency in the DEIS regarding roof gardens and deck plantings. In some places the DEIS indicates that there will be roof gardens, while in other places, the DEIS indicates that no rooftop vegetation would be included as part of the proposed action. The issue of whether roof gardens and/or deck plantings would be included in the proposed action should be clarified in the FEIS, as it affects the visual analysis.



The Honorable Thomas Scott, Chairman  
and Members of the Planning Board

Project No.: 27707.00

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Page 5

16. The *Visual Resources* section of the DEIS discusses the graphic illustrations (i.e., Figures 8-3.1-8-3.5) prepared to show what the proposed project would look like after completion. It should be noted that existing utility poles, overhead wires and even a traffic light have been eliminated from the graphic illustrations (although 8-3.5b still has the "stump" of a utility pole visible). There is also a uniform depiction of rooftop vegetation/plantings despite the fact that other sections of the DEIS indicate that "the Applicant/Project Sponsor is not planning to include any rooftop vegetation as part of the proposed action..." The FEIS must contain accurate photosimulations. While the removal of features, such as utility poles, from the photosimulations may enable the reader to see the building better, they do not accurately portray the future visual conditions. The FEIS must include accurate simulations that address post-development conditions (what receptors will actually see upon implementation of the proposed action, and should consider any rooftop installations, such as HVAC systems).
17. The DEIS indicates that "[a]lthough the building would contain seven-stories, the building would range in height up to 52-feet tall, as measured from the mean grade of the property line boundaries. The roof of the proposed building would be in line with the roofs of those existing detached residences located directly east of the project site, which are set on top of the hill that extends eastward up Craft Avenue..." The DEIS also indicates that any potential visual impacts from this area would be seasonal views of the water. Plans AS.001 and C701.00 in the DEIS appear to indicate that the roof of Building "A" would be at least 10 feet taller than the standard two-story house to the east, which is approximately 25 feet tall. The reference to potential seasonal water views of the houses to the east is also questionable, as daylight through trees, deciduous or evergreen would be eliminated entirely with the new mass of a building to the west. The FEIS should accurately address these impacts (i.e., will certain homes that currently have a water view no longer have a water view upon implementation of the proposed action? will certain homes be looking directly at the rooftop of the proposed building?).
18. Although a grading plan and four grading detail plans are provided in the DEIS (Sheets C601.00 and C651.00 – C654.00), there is no detail plan for Building "A." Due to the proximity of the retaining walls along the eastern side of the property line to Building "A," it is unclear how proposed landscaping will survive much less mitigate potential adverse visual impacts. The FEIS must address these issues and the feasibility of survival of the proposed landscaping.
19. The DEIS states that "the majority of each housing unit [sic] would contain individual HVAC units." The FEIS must confirm the source of HVAC for the buildings and the noise and visual impacts related thereto (e.g., should the housing units not contain an individual HVAC unit, would HVAC be placed on the rooftops, and would such placement result in adverse visual and/or noise impacts to nearby residences?). If, in fact, each unit has a separate HVAC unit, the cumulative impacts of all of the individual HVAC units as well as any proposed rooftop units must be evaluated. Moreover, any buffering and/or screening of any proposed rooftop units must be presented in the FEIS.



The Honorable Thomas Scott, Chairman  
and Members of the Planning Board  
Project No.: 27707.00  
November 15, 2010  
Page 6

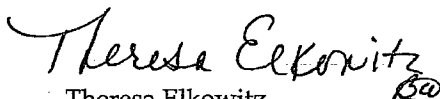
20. The FEIS should explain if and how the as-of-right alternative would change based upon the recently adopted overlay zoning district for the site, and compare the impacts of same to the impacts of the proposed action. Also, the analysis of this alternative in the DEIS mentions the steep slopes and assumes that those portions of the property would not be developed under the as-of-right alternative. However, given the percentage of the overall property with slopes provided in the analysis earlier in the DEIS, this is unlikely. Thus this statement should be clarified or revised, as appropriate.
21. The DEIS presents a Redistributed Density Alternative, but does not indicate the mechanism for the achievement of a 12-story and a 13-story building, which are not currently permitted by the City of Glen Cove. The FEIS must explain the procedure to achieve the redistributed density alternative under the GCA-RIO.


VHB recommends that the Planning Board, as lead agency, direct the applicant to prepare a draft of the FEIS for the Planning Board's review<sup>1</sup> that responds to the comments contained herein, the comments prepared by Cameron Engineering & Associates and the Turner Miller Group, and all other substantive comments received by the lead agency during public comment period (whether verbal or written).

Should you have any questions, please do not hesitate to contact either of the undersigned.

Sincerely,

VHB Engineering, Surveying and Landscape Architecture, P.C.

  
Theresa Elkowitz  
Principal

  
Gail A. Pesner, AICP  
Senior Project Manager

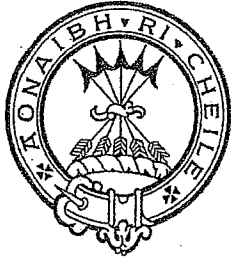
TE/GAP/ba

cc: M. Sahn, Esq.  
J. Horowitz, Esq.  
M. Stach  
A. King  
L. Stemcosky

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<sup>1</sup>Pursuant to §617.9(b)(8), it is the responsibility of the Planning Board, as lead agency, to ensure adequacy and accuracy of the FEIS, regardless of who prepares it.





## CAMERON ENGINEERING & ASSOCIATES, LLP

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Steven R. Giammona, P.E.

November 22, 2010

Mr. Thomas Scott  
Chairman, Planning Board  
City of Glen Cove  
9 Glen Street  
Glen Cove, NY 11542

Re: Completeness Review – Revised June 2010 DEIS  
The Villa at Glen Cove  
CE 1008Q

Dear Chairman Scott:

As requested by the City of Glen Cove Planning Board, and pursuant to SEQRA regulations, Cameron Engineering & Associates, LLP has reviewed the above-referenced Draft Environmental Impact Statement ("DEIS") sections related to Traffic, Air Quality, Noise, and Construction for technical content.

Please note that Site Plan comments will be provided to the Board under separate cover, in advance of the future site plan hearing.

Pending resolution of the items referenced in our prior letter regarding the completeness of the document, the following additional items should be revised as necessary in the DEIS:

### Executive Summary

- The lot areas given do not add up directly to the total 173,192 s.f. area.
- Aesthetics and Visual Resources – Page 14: The second sentence of second paragraph is ambiguous; revise it to clearly reference the mid-rise building.
- Page 22: The last sentence of the third paragraph should read, "...barely conceivable from background noise..." to "...barely discernible from background noise..."
- Construction Impacts – Page 31: Construction timeline needs to be updated.
- Page 35 of 40: Clarify that the insulation described in the second sentence of the first paragraph is the same insulating blue board discussed elsewhere in the document.
- Pages 36 and 38 of 40: Page 36 indicates work hours of 7:00 am to 5:00 pm. Page 38 indicates work hours of 7:00 am to 6:00 pm. Please correct work times to be consistent throughout DEIS and compliant with requirements of City Code.

# CAMERON ENGINEERING & ASSOCIATES, LLP

Mr. Thomas Scott  
Chairman, City of Glen Cove Planning Board

November 22, 2010  
Page 2 of 4

## Cumulative Impacts

- Section D – Infrastructure and Utilities – Page 37: Correct typographical and grammatical errors in first and last paragraphs on this page.

## Traffic and Transportation

- The City of Glen Cove is not subject to New York City Environmental Quality Review (CEQR) constraints, but we find no concern with using the CEQR *Technical Manual*.
- Page 31 refers to “field counts of vehicles entering and leaving the site during weekday AM and PM peak hours.” These field counts should be included as part of Appendix D2.
- Footnote 3 on page 17 indicates that the City of Glen Cove’s DPW may combine the separate Commuter Bus and Loop Bus services. Pages 28 and 52 indicate that significant changes are not expected in the next two years. This apparent discrepancy should be resolved, such as with the statement that consolidation will not lead to reduction of scheduled trips.
- Regarding parking, the document should discuss space reservations, visitor vs. resident parking, and general operational characteristics (e.g., will all drivers need to wait for an attendant?) of the motorized spaces.
- The following comments pertain to the signal warrant analysis (in the text and Appendix D11) at the intersections of Glen Cove Avenue with Craft Avenue and the proposed site driveway:
  - Specify why Warrants 3 through 8 do not apply. There is adequate data to discuss, for example, that there are not enough pedestrians, there is no school crossing, and these roads are not all “major routes,” to respectively dismiss Warrants 4, 5, and 8.
  - Explain why the peak hour volumes “Intersection Turning Movement Volumes” do not match the Build volumes analyzed in the DEIS.
  - Explain the methodology for calculating Warrants 1 and 2. It appears as though the peak hour volumes were multiplied by 77% and 90% to calculate the 8<sup>th</sup> and 4<sup>th</sup> highest hours, respectively, but this is not explained in the document. Moreover, since traffic was counted for four hours to determine the peak hours for the DEIS Traffic Study, the actual four-hour counts should be used to calculate Warrant 2 (Four Hour Volume) instead of a 90% factor applied to a one-hour volume.
  - The signal warrant analysis should reflect the 2009 MUTCD (the footnote refers to the obsolete 2003 version).
  - The calculations for Warrant 2 and for Warrant 3 Condition B should be expanded to better reflect the MUTCD required volumes. The required volumes are not static, but are plotted lines representing combinations of major and minor approach volumes; the projected volume plotted points should fall above these plotted lines to meet the warrants. The document should simply show the figures 4C-1 and 4C-2 and show that the projected Build volumes fall short.

# CAMERON ENGINEERING & ASSOCIATES, LLP

Mr. Thomas Scott  
Chairman, City of Glen Cove Planning Board

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## Air Quality

- The Capture Criteria for Condition #2 (Increase in traffic volumes) should refer to the change of the "New Villa traffic" and not the "Net New Villa traffic" because the existing trips to be removed are already removed from the base 2012 No Action condition (Figure 12-1).
- The DEIS construction vehicle calculations do not all add directly. The Appendix O "Trucks per day" table (dated July 2009) should coordinate the actual months (a January 2011 start is feasible, a July 2010 start is not), and the July 2010 number of "20 demolition trucks" can not yield a total of "16" trucks.

## Noise

- The numbers in Tables 13-3 and 13-4 (excerpted below) should include the corresponding volumes used to calculate the Existing and No Build volumes on Glen Cove Avenue.

Roadway Length	Existing Conditions		No-Action Conditions	
	AM Peak Period	PM Peak Period	AM Peak Period	PM Peak Period
Glen Cove Ave between Shore Rd. and Craft Ave.	906	1,239	1,031	1,388
Glen Cove Ave. between Craft Ave. and Young Ave.	903	1,246	1,027	1,395

## Construction

- The Appendix O SWPPP construction sequence schedule has dates beginning in 2007. Dates should be revised to indicate the appropriate start and end dates.
- The SWPPP Narrative Report contains some grammatical errors and is not consistent with the rest of the document, such as mentioning "452 parking spaces" (page 1), "three-bedroom units" (page 1), and "slopes over 25 percent and over 25 percent" (page 2). Also, the percentage areas within each slope classification do not match the percentages based on the lot areas discussed in the Executive Summary.
- Page 2 of the Narrative Report lists two separate areas with slopes in the 15-25 percent range; one area is likely in the 25-35 percent range.
- The numbers of each type of unit (one- and two-bedroom) do not match the rest of the document.
- Chapter 20 refers to multiple "PM peak hours" starting either at 4:30 or 5:00 pm. The peak hour should be consistent with Chapter 7 results.
- The Figure 20-2 and Figure 20-3 labels on the X-axis have "..." marks. What is missing in the labels? Also, Figures 20-2 and 20-4 show trucks beginning in September 2010, which predates the environmental approvals and related permits. The figure should be revised to reflect "Month 1, Month 2," etc. as the specific month name does not impact the results of the table.

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Mr. Thomas Scott  
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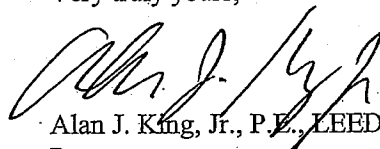
- Section C.3 – Noise 9 - Pages 12 and 13: Page 12 indicates work hours of 7:00 am to 5:00 pm. Page 13 indicates work hours of 7:00 am to 6:00 pm. The Appendix O letter from Bernhard Shipp and Associates dated May 3, 2010 refers to work hours between 7:00 and 6:00 pm. Please correct all work time references so they are consistent throughout the DEIS.
- The Site Traffic Analysis and Site Traffic Analysis-Private Vehicles in Appendix O need to be revised to match the Conceptual Approval and Conceptual Progress Schedules as well as each other.
- In the Executive Summary, Section S – Potential Impacts During Construction, and in Chapter 20, it is described that 22 to 51 daily round-trip truck trips (or 44 to 102 single truck trips) are estimated during excavation work, which is estimated to last for six to seven months. The DEIS should discuss that the peak construction trip volumes are to occur during off-peak hours when the background traffic is much lower than during peak hours, and that construction trips during peak hours will be smaller than the trip volumes analyzed in the DEIS Traffic Study.

## Mitigation Measures

- Section C – Noise – Page 8: The last paragraph on this page describes a noise barrier being erected within 200 feet of the pile driver. This description is not consistent with the descriptions provided with the Executive Summary and Appendix O as to how and where the sound attenuation barrier will be constructed.
- Page 9: Description of sound barrier is not consistent with descriptions provided with the Executive Summary and Appendix O.

Should you have any questions or require additional information, please do not hesitate to contact our office.

Very truly yours,



Alan J. King, Jr., P.E., LEED AP  
Partner

AK/kj

cc: Planning Board Members  
Michael Sahn, Esq.  
Review Team





**Turner Miller Group**  
planning consensus community

Land use, economic development, and environmental planning  
Facilitating consensus among diverse constituents  
Creating sustainable communities

**MEMORANDUM**

TO: TOM SCOTT, CHAIRMAN  
MEMBERS, CITY OF GLEN COVE PLANNING BOARD

FROM: MAX STACH, AICP  
STUART TURNER, FAICP, PP

SUBJECT: SUBSTANTIVE REVIEW OF THE DEIS FOR THE VILLA AT GLEN COVE

DATE: NOVEMBER 15, 2010

CC: THERESA ELKOWITZ  
GAIL PESNER, AICP  
RICHARD SUMMA, AIA, IIDA, LEED AP  
JASON HOROWITZ, ESQ.  
MICHAEL SAHN, ESQ.

\*\*\*\*\*  
This memorandum supersedes our earlier substantive review memorandum dated October 15, 2010.

We have conducted a substantive review of the Draft Environmental Impact Statement (DEIS) for the Villas at Glen Cove prepared by AECOM and dated May 2010. We have focused our review on the Project Description; Land Use, Zoning and Public Policy; Socioeconomic and Demographic Conditions; Ecological Conditions; Aesthetics and Visual Resources; Historic and Archaeological Resources; and Community Facilities and Services. We defer to the technical expertise of others for other chapters, but have reviewed all chapters in our capacity as City Planners. We defer to VHB for providing guidance to the Board on proceeding under SEQRA.

We have the following questions and observations:

1. Page 1-1 – The RIO-GCA has been adopted by the City of Glen Cove and mapped. It should be clarified that this is no longer part of the proposed action.
2. Page 1-1 – It should be noted that the Glen Cove Zoning Ordinance defines an acre as 40,000 square feet – commonly referred to as a builder's acre. So while the project site is 3.96 acres, it is 4.33 Glen Cove acres.

3. Page 1-9 – Pursuant to the provisions of the adopted RIO-GCA district, the project will also require authorization of incentive density bonuses from the City Council.
4. Page 1-10 – Another principal entry is the Cedar Swamp Road/Glen Street corridor, which is currently undergoing streetscape improvements. With regard to the Glen Cove Avenue gateway, it should be noted that Nassau County has designed proposed improvements for Glen Cove Avenue at Sea Cliff Avenue. Have additional improvements been designed for the area near to the proposed project site? Will the project sponsor be incorporating or proposing any design changes for the roadway in the vicinity of the project site, especially given the incentive bonuses being requested?
5. Page 2-16 – The list of permitted and special permit uses for the B-2 zoning district has changed since the acceptance of the DEIS as complete. Mixed-uses are now permitted along the Cedar Swamp Road corridor of the B-2 zoning district. This has no effect on the impacts of the proposed project.
6. Page 2-20 – The Hillside Protection provisions were amended following the acceptance of the DEIS as complete. The deductions mandated under the provisions must now only be applied pre-construction.
7. Page 2-25 – The application for Lee Gray Apartments has been withdrawn. The Glen Cove Mansion has not formally applied for the 50 townhouses, and it is unlikely that the proposal will be constructed by the end of 2012.
8. Page 2-28 – To clarify - the proposal for 216 units yields a density of less than 50 units per Glen Cove acre. The proposal yields a density of 54.5 units per standard acre.
9. Page 2-32 – With regard to the density bonus for streetscape improvements, it should be noted that the City Council will be considering the value to the City of the proposed streetscape improvements in deciding whether or not to authorize this density bonus. That is, the City will be determining whether new sidewalks and crosswalks add enough value to the area to allow an additional 10 units per acre. We imagine the City may want to consider what work is already proposed by the County for this corridor. We note that the Master Plan specifically described a landscaped median, reduced curb cuts and on- and off-site landscaping as being appropriate reasons for additional density in this location. The project sponsor should detail what is more specifically being done to provide these types of improvements as part of density bonus considerations.
10. Page 2-33 – It is the opinion of the project sponsor that the walls and engineering practices employed are adequate to meet the requirements for waiver of hillside protection provisions. However, ultimately it will be the decision of the City Council based on input from the City's reviewing engineer. A better description of the reasons why the project sponsor believes that the proposal complies with waiver requirements follows shortly after these more generalized statements.

11. Page 2-33 – There is no height requirement related to 150 feet above mean sea level.
12. Page 2-34 – The project sponsor concludes here that the proposed development includes adequate on-site and off-site improvements to waive affordable housing. However, this determination is not for the project sponsor to make. The project sponsor should detail the type of neighborhood improvements they are offering and document that they will benefit five times the number of the units they are requesting waiver from (5 x 22 units = 110 affordable units available to persons making less than 80% of median income). The code specifically cites the types of neighborhood improvements that the City is looking for in determining whether to waive the affordable housing requirements, which include without limitation, “landscaping improvements, mass transit improvements, facade improvements, and lighting and security improvements.” Additionally, the project sponsor should describe any measures the project sponsor may have taken in relocating any existing tenants of affordable unit (affordable to 80% of AMI) which may have resided or currently reside at the site, as this is also a consideration that the City Council must include.
13. Page 2-40 – The downtown is not generally considered the uses along Pratt Boulevard. It is generally considered the frontages of Glen, School and Bridge Streets.
14. Page 2-41 – Although we believe that the proposed development has been well-designed with consideration to incorporating the topography of the site into the design of the buildings, we cannot agree with categorizations that the proposed development, “limits development and excavation of the project site to the greatest extent practicable away from the steep slope areas, particularly at the northeast corner of the site.” The steepest slopes are located centrally in the parcels south of Craft Avenue and along the east side of the area north of Craft Avenue. Clearly, there have not been attempts to avoid these slopes, but rather to incorporate these slopes as opportunities to provide for underground parking. The location of the steepest slopes also clearly cannot be characterized as being located in the “northeastern portion of the project site.”
15. Page 2-43 – With adoption of the RIO-GCA by the City as part of the recent code amendments, much of the discussion here is moot. However in response to the argument made here regarding the compatibility of density, we note that the base density of the RIO-GCA (20 units per acre) is directly compatible with the density of the Housing Authority buildings across the street. It is only through the provisions of incentives, notably structure parking, streetscape improvements and on-site recreation, that the density cited as being permissible in the B-1, one-half mile to the north would be appropriate here. This bonus density requires an additional finding of the City Council that the benefits being sought are achieved by the project sponsor’s proposal, and that with such a finding, the proposed development will be compatible with public policy (such as Master Plan objectives) and zoning.
16. Page 2-44 – As discussed previously in our completion reviews, the “Conclusion” and “Introduction” sections of the document generally only include the opinions of the project sponsor based on the analyses provided. We believe the deliberations of the lead agency would be better served if it were to rely instead only on the information and analyses contained in the chapters, reserving its conclusions for the Findings Statement. Therefore, when the

DEIS is incorporated by reference into the FEIS, these particular sections should be specifically omitted. We defer ultimately to VHB on this point.

17. Page 3-1 – We do not understand why displacement must be involuntary and thus a negative impact. The project sponsor may utilize incentives or other measures to have existing residents and tenants voluntarily leave. Further in addition to displacement, additional demographic impacts include direct population increase and indirect population increase.
18. Page 3-1 - The description of the three bulleted conditions that are raised for consideration are never addressed. Our suggestions regarding these three questions are:
  1. There will be a significant alteration of the demographic and economic profile of the area. That is to say that the area is currently marked by greater concentrations of minority race and ethnicity and lower incomes. The proposed action will likely increase incomes and reduce the concentration of minority race and ethnicity in this particular area, and bring the area closer to City averages for income and diversity.
  2. There are no significant employers at the site.
  3. The proposed development would be markedly different from the existing surrounding area in terms of quality of construction and appearance. There is no basis to believe that this proposal would lead to indirect displacement of residents or businesses. The sizable residential multifamily development across the street is owned and operated by the Glen Cove Housing Authority, for the express purpose of providing affordable housing. The availability of this housing for low-income individuals is assured. If the project is approved, the surrounding neighborhood would still remain available to low-income families.
19. Chapter 3 – Fiscal Impact Generally – It is interesting to note that the proposed development will result in a negative impact to the municipality and a positive impact on the school district. Most residential development is opposite. We imagine that this effect is mostly due to the bedroom mix, which will discourage occupancy by families. It is further noted that the municipal and school district boundaries are coterminous in Glen Cove. It would therefore be sensible to view fiscal impacts on the City as a total of these two jurisdictions. The impact on City jurisdictions will be the introduction of approximately \$400,000 of new net revenue after costs are deducted. More specifically, the project would likely have resulted in a decrease in taxes were it constructed and occupied in 2009. While County impacts are important, ultimately, the development is too small to result in a significant impact on County finances.
20. Page 4-14 – The document identifies that Benzopyrene was detected at levels above NYSDEC established soil criteria. However, there is no discussion of properly mitigating this condition as part of the proposed action.
21. Page 4-18 – Again, statements that the steepest slopes are at the northeast corner of the site conflict with more accurate statements that the steepest slopes are on the eastern side of both the southern and northern tracts. Additionally, there has been no effort to avoid disturbance of these slopes.

22. Page 4-19 – The statement that no contamination was found conflicts with previous statements that Benzopyrene was found at levels above NYSDEC standards.
23. Page 4-21 – The DEIS states that mitigation measures to topography and soils are not warranted, and then goes on to list three pages of mitigations that should be incorporated. In writing the FEIS, the Lead Agency will need to carefully review the document to establish a list of potential significant adverse impacts and the mitigations that the project sponsor is proposing, which are often described or considered in the DEIS as part of the project description. We suggest that a mitigation is an element of the project that the project sponsor would not propose if there was not a chance of an impact. For example, the sprinklering of the buildings, incorporation of erosion control measures, significant street tree plantings, are all described as part of the project description, but are actually mitigations. It will be important to identify these potential impacts and mitigations in any Findings to Approve that the Lead Agency may consider so that the appropriate agencies can subsequently require them and incorporate them as conditions to approval should the project be approved. We ultimately defer to VHB on these matters as they are providing SEQRA guidance.
24. Page 7-15 – The Sea Cliff Station is also located in the City of Glen Cove, just south of the Glen Street Station, and may be the most likely station for use by residents of the proposed development.
25. Page 7-40 – Because the low volumes indicate that closure of Craft Avenue would not have a significant effect on other area roadways, doesn't this further suggest that the closure is not warranted. We understand that the project sponsor does not have a preference for this street to remain open or be closed, but that this was rather a City proposal.
26. Page 7-50 – The statement that 10% of vehicular trips would be bound for the LIRR railroad stations does not agree with figure 7-7. Figure 7-7 show approximately 20% of vehicular trips being station bound, 10% to each of the Glen Street and Sea Cliff Stations. Regardless of whether it is 10% or 20%, this would appear to be the project sponsor's best guess as there is no rationale for this assignment. The suitability of the proposed units for young professionals would lead us to believe that there may be a higher percentage of persons seeking to use the transit stops (than 10%). This coupled with the valet parking system, which adds time and a planning step for vehicular trips) would lead me to believe that the proposal may significantly impact the commuter loop bus. What is the existing capacity and utilization of the commuter loop bus system? What level of usage can be anticipated from the proposed project, and would this result in significant additional expenditures, including potential capital expenditures for investment of an additional vehicle? Has the project sponsor considered a jitney to be operated by the HOA or under contract with the HOA?
27. Chapter 8 – The proposed project is clearly a visual improvement to the streetscape in the vicinity of the project site. One large component of this is the undergrounding of utilities. Is the project sponsor proposing to underground all pole-mounted utilities in the vicinity of the project?

28. Figure 8.3-4b – The view of the building would be increased at this intersection during leaf-off months. We continue to believe that this view has the greatest potential for impact given the height of the “mid-rise” building. We question whether this building is adequately articulated to reduce the appearance of bulk. Perhaps a rendering without the trees could be provided based on the work that was already performed?
29. Figure 8-3-5b – It appears from this view that much of the northern exposure of building B will be blank façade? Are there additional opportunities for windows or architectural detail on this exposure? Again, it is difficult to tell as a leaf-on rendering was provided.





**Transportation  
Land Development  
Environmental  
Services**



VHB Engineering, Surveying and Landscape Architecture, P.C. | Affiliated with Vanasse Hangen Brustlin, Inc.

July 28, 2011

Ref: 27707.00

The Honorable Thomas Scott, Chairman  
and Members of the Planning Board  
City of Glen Cove  
City Hall  
Nine Glen Street  
Glen Cove, New York 11542

Re: Review of Final Environmental Impact Statement (June 2011)  
The Villa At Glen Cove  
Glen Cove Avenue, City of Glen Cove, Nassau County

Dear Chairman Scott and Honorable Planning Board Members:

As requested by the Planning Board of the City of Glen Cove (hereinafter the "Planning Board"), VHB Engineering, Surveying and Landscape Architecture, P.C. (VHB) has reviewed the above-referenced Final Environmental Impact Statement (FEIS), dated June 2011. The following represents VHB's comments, which we recommend be addressed in a revised FEIS (please note that traffic and site plan issues are being addressed by Cameron Engineering & Associates and zoning, socioeconomic and community facilities issues are being addressed by the Turner Miller Group).

General

Many of the comments included in the text of the FEIS have been paraphrased. In numerous cases, the paraphrasing has modified the original comment to the extent that some issues raised have not been properly addressed. In order to ensure that all comments are fully and properly addressed, the comments should be included either verbatim, or with minimal editing (to ensure clarity). For all comments that are rewritten, the responses should be reviewed and revised accordingly, to ensure that the responses are complete.

Introduction

- The cover of the FEIS should indicate "Date of Filing" not "Acceptance Date."
- There is also an incorrect reference to SEQRA on the cover that should be changed from "6 NYCRR 6.17" to "6 NYCRR Part 617."
- The reference to public comment acceptance period should indicate that the public hearing was held on October 19, 2010, and comments were accepted until November 16, 2010.
- This section should also indicate that the DEIS was available on the City's publicly-accessible website, and the web address should be provided.



The Honorable Thomas Scott, Chairman  
and Members of the Planning Board

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- The last paragraph should indicate that there is a **minimum** 10-day consideration period after the filing of the FEIS.
- The "Purpose, Need and Benefits" section should be removed from the FEIS, as the FEIS indicates that the Draft Environmental Impact Statement (of which "Purpose, Need and Benefits is a part) has been incorporated by reference in the FEIS.

Response to Comments

- C-1. This comment requested a description of the specific sections of the Glen Cove Avenue Redevelopment Incentive Overlay (GCA-RIO) district, as well as inclusionary housing requirements and how the proposed action will comply with same. The description provided of the streetscape improvements is insufficient, as the extent of such improvements is not clear. For example, how will a "brick wall with fencing atop" benefit the streetscape? The dimensions of the wall and fencing and the relationship to the street should be fully explained. An explanation of the "significant drainage improvements to the area" should also be provided (e.g., does this include off-site improvements and to what extent). A plan showing all streetscape improvements should be provided. While it is understood that the waiver requests are a separate process being handled by the City Council, this SEQRA process serves as the environmental record for all involved agencies, including the City Council. As such, the FEIS should provide the cost and marketability information referenced in § 280-73.3 F.(2) (a-c), which includes the extent and dollar value of off-site improvements, the public costs that would otherwise be required to effect the same improvements, and the improvements to the immediate neighborhoods as well as the marketability of the downtown from the proposed improvements. An explanation of how the proposed "on- and off-site improvements will benefit five times the number of affordable-housing units, which would otherwise be required," (i.e., 99 units) pursuant to § 280-73.3 E.(1)(b), should also be provided. There should also be a cross reference to C-7.
- C-2. The comment indicated that all relevant plans should be included and should contain the correct and appropriate information and scales. Although plans were provided, there are still references that require clarification and/or further explanation based on statements made. For instance, the mid-rise building is consistently referred to as a "seven-story" building, but sheet "FP-1" identifies one area of this building as "eight-story." Also see C-6.
- C-4. Although an updated project schedule was included, the dates are unrealistic and unattainable, as some have already passed. The purpose of the construction schedule is to define construction milestones, and time periods. Thus, the schedule should be revised solely to provide milestones and duration of activities.
- C-5. The comment requested a list of "Required Permits and Approvals," not a SEQRA timeline and "Conceptual Zoning Approval Schedule." This should be revised to include all permits



and approvals necessary for implementation of the proposed project. Page 8 of the FEIS (Required Public Actions and Approvals) should serve as a starting point for this list, with modification, if necessary.

- C-6. The comment requested clarification of how building height is being measured. The DEIS indicates that height is "the average height of each building throughout the rest of the site as measured from the four corners of a building from the existing natural grade..." and not to exceed 50 feet in height. However, Plan A-2.001 shows a 100±-foot change in elevation from Glen Cove Avenue to the top of Building "A." The response is insufficient in explaining the heights of buildings given the significant change in elevation. Moreover, there are plan inconsistencies with regard to the number of stories (see C-2) that must be explained.
- C-7. The paraphrased comment does not completely or effectively communicate its intent. The actual comment indicated, "the FEIS must clearly demonstrate how the improvements proposed, especially landscaping and amenities on the interior of the proposed project site and available to the residents of the proposed development only, benefit the neighborhood." Moreover, the bulleted list of "streetscape improvements" does not provide an adequate description of the improvements for the City to determine the adequacy as a basis for the waivers. Thus, the response provided does not provide the requested "clear discussion" of the proposed on-site and, particularly, off-site, improvements to the neighborhood with respect to the requirements of the GCA-RIO District (also see C-1).
- C-9. The paraphrased comment neglected to include the proposed dimensions of the buttressed retaining walls and the distance to the property line, which was a component of the original comment. Thus, the response to the paraphrased comment did not adequately address the "relationship of the nearest off-site properties to the proposed retaining walls and buildings," which was requested in the original comment. As previously explained, sheets S401 and S402 indicate that in places, there is only 25 feet from the eastern edge of the proposed building to the property line and there would be a 30-foot tall, 22-foot wide buttressed retaining wall within the limited setback. The response makes no reference to the nearest off-site property/residence and the potential impact to same from the construction of this retaining wall.
- C-10. This comment was almost eliminated in its entirety, due to paraphrasing. Very specific information was addressed and requested in the comment regarding the Phase I Environmental Site Assessments (ESAs), soil borings done as part of a Limited Phase II Subsurface Investigation, additional soil samples and testing requests, and protocols to be followed during future testing and development of the site. As indicated in the comment, the soil samples collected proximate to the former hydraulic lift (SB-1 and SB-2) were only analyzed for SVOCs and should be analyzed for PCBs as well. The response was also insufficient with respect to visual inspection and instrument monitoring during excavation,



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and Members of the Planning Board

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which would not apply to contaminants such as PCBs, as they have no odor and are not visible. There is also no discussion of analyzing any of the samples for metals (i.e., lead), which could be present given the historic auto body use. Surface soil samples (i.e., from a depth of two feet) should be collected from beneath the above-ground storage tanks.

- C-12. The paraphrased comment neglected to include the quotes regarding the discrepancy in the DEIS between the text and the plans with regard to the distance of the foundation wall to neighboring residential property lines and/or residential structures, which was a component of the original comment. Thus, the response to the paraphrased comment did not adequately or clearly address the potential vibration impacts at the nearest property line and structure (as two separate locations), as was requested in the actual comment. Moreover, references to closest "property line," and "structure" should be carefully reviewed and be consistent with distance references.
- C-13. Although the response provided the overall pervious and impervious areas, the reference to proposed pervious areas (i.e., 53,400 square feet) is inconsistent and/or confusing based on information provided in C-15.
- C-14. The response does not fully evaluate the loss of light and the mass of the buildings as they would impact the residences to the east, which include homes on both Craft Avenue and Rooney Court. Moreover, the homes to the north on Robinson Avenue should not be overlooked in the evaluation. Potential water views and loss thereof are only part of the potential impacts that require evaluation (also see C-17). Potential shadowing and loss of light, as well as the impact to the view itself, regardless of water views, should be evaluated.
- C-15. The response indicates that the applicant is not proposing any roof gardens, however the simulation in Appendix E still shows roof and terrace plantings. The response must be consistent with the simulation. The amount of pervious area (as indicated in C-13 above) is 53,400 square feet, however there is a reference to "105,332 square feet of new open space landscaping." This must be explained.
- C-16. The paraphrased comment neglected to include the specific references to utilities, rooftop vegetation/plantings and HVAC systems, and the potential visual impacts thereof, which was a component of the original comment. The photographic simulations that are included depict rooftop gardens that the applicant indicates in the narrative that it is not proposing (see C-15), and the simulation does not depict any HVAC equipment, which will include individual units "on the terraces or roofs of the proposed buildings" (see C-19). Moreover, the revised simulations put the existing overhead utilities back in the photograph, in response to prior comments, which requested that the simulation show exactly what the post-construction development would be. However, the response to C-39 now indicates that utilities will be placed underground., Based on the photosimulation and the narrative



information provided in C-39, the reader cannot determine the extent of utilities to be placed underground. For instance, are the existing overhead utilities along the frontage of the properties to be placed underground and, if so, where will the transition be made to above-ground and what it will look like? Are proposed on-site utilities going to be underground and connect at the poles along the street frontages, with those poles to remain?

- C-17. As was the case with C-14, this comment requested further analysis of potential visual impacts to the surrounding residential development and does not fully address all the issues. Further analysis of building heights in relation to the heights of the residential structures to the east (both on Craft Avenue and Rooney Court) should be provided. This analysis should not omit the homes on Robinson Avenue and should not be limited to potential water views. In addition, the FEIS should identify the specific areas and residences where views will be impacted so the number of residences that will be impacted are clearly identified and the specific impact is assessed.
- C-18. The paraphrased comment neglected to include an explanation or reference as to why Building "A" is not included on any of the grading plans provided in the DEIS (Sheets C601.00 and C651.00-C654.00), which was a component of the original comment. There is no grading detail plan provided for Building "A" and there is no explanation of how any proposed landscaping on the east side of Building "A" will offer potential mitigation, as identified in the DEIS. The response should include a commitment that shade tolerant species would be planted.
- C-19. Additional information is required to evaluate potential noise impacts associated with the proposed HVAC units. The applicant indicates that the units would be placed either on the roofs or terraces of the proposed buildings. The analysis in the FEIS "conservatively" estimates that only 10 units would potentially impact the nearest residential property line, when 216 units are proposed. There is no discussion as to how the conclusion that only 10 units would potentially impact the nearest residences. Moreover, there is no supporting evidence for the statement, "significant adverse noise impacts from these HVAC units are not anticipated" based on the units being situated on the roofs, which would be as high or higher than the existing residential homes to the east. The analysis should also include potential cumulative impacts from individual as well as common area HVAC units.
- C-20. The paraphrased comment neglected to include request for additional analysis of the steep slopes and how same would impact development under the as-of-right alternative, which was a component of the original comment. As indicated, although it is assumed in the DEIS that these portions of the property would not be developed, it is unlikely that this would be the case, given the percentage of the overall property with slopes.



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- C-21. This comment specifically requested an explanation of the procedure that would be necessary to achieve the Redistributed Density Alternative under the GCA-RIO, whereby one 12-story and one 13-story building are proposed. The response does not clearly indicate the process, required permits and approvals that would be necessary to achieve construction of a 12-story and a 13-story building, which are not currently permitted by the City of Glen Cove. The FEIS must explain the procedure to achieve the redistributed density alternative under the GCA-RIO, as requested in the original comment.

Nassau County Planning Commission (NCPC) Comments

- C-67. This comment addressed the potential incompatibility of the proposed project (at 50 units per acre) with the surrounding area, and the response is not sufficient to address this issue. The base density of 20 units per acre, in the GCA-RIO, is more comparable to density across Glen Cove Avenue in the garden-style multi-family development operated by the Glen Cove Housing Authority. This should be discussed. As indicated in the comment, the reference to the 83-units per acre Avalon at Glen Street was noted as being one half mile away, but it is in the downtown area and perhaps not comparable. Furthermore, the comment indicates that the neighborhood to the east is primarily single-family. The compatibility of the proposed development with this area must also be discussed. The response should cross reference C-32.
- C-68. This comment is very similar to C-67 but included specific concerns with regard to the number of stories proposed and whether or not this would be in character with the surrounding area. It should be noted that given the topography of the site, the parameters of the response might be more appropriate if the references were in relation to roof heights of existing and proposed structures, although the number of stories must be clarified (see C-2 and C-6). The response did not provide the requested discussion of the permitted heights of most of the zoning districts mentioned or of existing structures in the surrounding area, although the response does indicate that the R-6 zoning designation across the street permits "mid-rise buildings (four stories)," and consistently refers to Building "A" as mid-rise (with seven stories). The explanation in the last paragraph should be expanded to fully describe the roof elevations.
- C-70. The response should cross reference C-2, C-6 and C-68, once revised to fully evaluate the compatibility of the proposed project with the surrounding area as well as an analysis of the proposed roof heights with the heights of existing buildings (both single-family and multi-family residential).
- C-71. The paraphrased comment neglected to include the specific criteria enumerated for density bonuses (i.e., an additional 17 units/acre for structured parking; an additional 10 units/acre for streetscape improvements; and an additional three units/acre for on-site recreational



amenities), which was a component of the original comment. The response does not address the questions relating to the benefits to the residents of the proposed development versus the public or the City as a whole. This response should cross reference C-1. The streetscape amenities should be explained further with emphasis on the extent to which they benefit the overall community.

- C-72. The paraphrased comment neglected to include the concern about the lack of allocation of affordable housing units given the density bonuses and the difficulty in establishing a relationship between structured parking and on-site private recreation facilities with enhancing the quality of life for existing affordable housing residents in the neighborhood, which were components of the original comment. The paraphrased comment should be revised to include more of the substance of the original comment and should address same in the response. Portions of the response are similar to C-1 and C-29 and should be cross referenced. The footnote regarding affordable housing should indicate the date the information was obtained.
- C-73. The paraphrased comment does not completely or effectively communicate its intent. The actual comment indicated "through the increased density requirement of 20 units/acre as per the Overlay District, the ordinance has effectively transferred the development potential of steeply sloping lot areas to facilitate an economically feasible development on the lesser sloping portions of the subject property. Coupled with density bonus allowances for on and offsite amenities, it seems as if '*density that may be lost from steeply sloping areas of a project site*' has been fairly captured. Any waiver from the Hillside Protection Ordinance should strictly consider the ability, or inability, to locate a bulk-conforming structure on the less encumbered portions of the lot, and should not necessarily be applied to permit additional density above what is permitted as of right and through allowable density bonuses in the Overlay District. The waiver from Hillside Protections regulations, thus becomes a self-created hardship. As mentioned above, adequate density incentives and relief are already built into the RIO-GCA ordinance." The response is insufficient and, for example, does not include a discussion about the "self-created hardship" with regard to the Hillside Protection waiver. As part of this response is similar, C-8 should be cross referenced.
- C-74. The paraphrased comment neglected to include references to on- and off-site improvements, which was a component of the original comment. The paraphrased comment eliminates substance regarding affordable housing that must be included. As the FEIS is the lead agency's document, it is not appropriate to present the applicant's conclusions regarding the adequacy of proposed improvements and whether or not such improvements meet the City's criteria for "enhancing the quality of life" for the surrounding community. The response also does not address the comment that no compelling reason is provided for the City to approve the waiver or the impact of removing the opportunity for affordable housing from this site (or other sites if payment-in-lieu was offered). With respect to the comment regarding the



The Honorable Thomas Scott, Chairman  
and Members of the Planning Board  
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July 28, 2011  
Page 8

New York State law adopted in January 2009 for workforce housing, the response should indicate that the application for the proposed project was filed prior to the enactment of the legislation, and it is, therefore, not applicable.

- C-75. The paraphrased comment neglected to include references to socioeconomic and demographic changes, which was a component of the original comment, and this issue was not addressed in the response. Comments C-76 through C-82 of the NCPC correspondence have been addressed by Cameron Engineering.

Nassau County Department of Health (NCDH) Comments

C-84 through C-91 and C93 through C98. "Comment noted" should be removed from all of the responses.

- C-88. There is a typographical error in the response. The word "developed" should be changed to "development."
- C-92. The paraphrased comment neglected to include the request for laboratory test results of "soil beneath all drywells, leaching pools, or cesspools on the site, which have received discharges of sanitary waste, waste water, interior drainage, petroleum products or toxic or hazardous waste," which was a component of the original comment. The response should fully address the applicable regulations and the test results.

Public Hearing Comments

- H-1. The name of the speaker should be included with the comment. The response is inappropriate as it states that the proposed project will not have "any" impact on the sewage plant. The proposed project will generate sewage, which will impact the plant in some manner. This should be reflected in the response.
- H-2. The paraphrased comment neglected to include the specific benefits the Chamber of Commerce indicated would result from the proposed development (e.g., residents will shop and go to restaurants, it will enhance the health of the community, etc.), which was a component of the original comment. The paraphrased comment should encompass all issues raised.
- H-3. The paraphrased comment neglected to include references to the anticipated benefits to the community, as enumerated by the Executive Director of the Glen Cove Downtown Improvement District, such as improving a blighted and underutilized area of Glen Cove, and bringing new population, customers and clients to the local business. The paraphrased comment should encompass all issues raised.



The Honorable Thomas Scott, Chairman  
and Members of the Planning Board

Project No.: 27707.00

July 28, 2011

Page 9

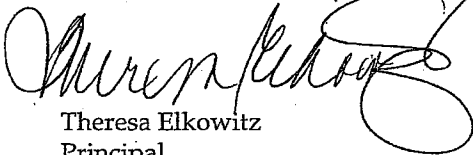
- H-4. The name of the speaker should be included with the comment. The paraphrased comment neglected to include the concern about the cost of the units opposite the Glen Cove Housing Authority development and the lack of shopping, which were components of the original comment. The paraphrased comment should be revised to capture the full scope thereof. The response should be expanded to fully address all of the issues raised, including the cost of units, traffic, lack of stores and the need for more business. The response should indicate the overlay zoning is for residential development, not business.
- H-5. The name of the speaker should be included with the comment. Also, the typographical error in the last paragraph of the response (the word "to") should be removed.

VHB recommends that the Planning Board, as lead agency, direct the applicant to revise the draft FEIS to address the aforesaid comments and the comments of Cameron Engineering & Associates and Turner Miller Group and submit the revised FEIS for the Planning Board's consideration.

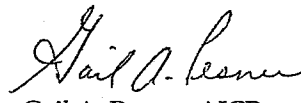
Should you have any questions, please do not hesitate to contact either of the undersigned.

Sincerely,

VHB Engineering, Surveying and Landscape Architecture, P.C.



Theresa Elkowitz  
Principal



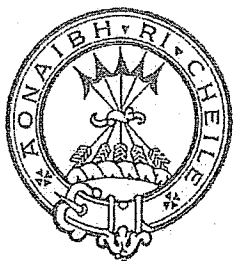
Gail A. Pesner, AICP  
Senior Project Manager

TE/GAP/lm

cc: M. Sahn, Esq  
J. Horowitz, Esq.  
M. Stach  
A. King  
L. Stemcosky







## CAMERON ENGINEERING & ASSOCIATES, LLP

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*Associates*  
Robert E. Wilkinson, P.E.  
Steven R. Giammona, P.E.

November 2, 2011

Mr. Thomas Scott  
Chairman, Planning Board  
City of Glen Cove  
9 Glen Street  
Glen Cove, NY 11542

Re: Review – June 2011 FEIS  
The Villa at Glen Cove (Livingston)  
CE 1008Q

Dear Chairman Scott:

As requested by the City of Glen Cove Planning Board, and pursuant to SEQRA regulations, Cameron Engineering & Associates, LLP has reviewed the above-referenced Final Environmental Impact Statement ("FEIS") sections related to Traffic, Air Quality, Noise, and Construction for technical content. Please note that preliminary Site Plan comments were provided on November 23, 2010 under separate cover, in advance of a future site plan hearing.

The following items should be revised as necessary in the FEIS:

### General

- The FEIS should include actual comments as opposed to significant paraphrasing, to ensure that the response addresses the intended point(s). An acceptable alternative would be to incorporate minimally edited comments to compress space while clearly maintaining the intent of the original comments. The responses should be reviewed and revised as needed.
- Comment C-15: The statement that future individual owners might "place planting on their respective decks/patios" is not relevant to the landscape data that should be in the FEIS. The statement should be removed.
- When the same text can be used to reply to different comments, the FEIS should simplify and refer to prior responses where appropriate. For example, the streetscape improvements in Response C-26 should simply reference the streetscape improvements in Response C-7.
- The Appendix C construction schedule includes building permits being provided on a date that has already past. The schedule should be revised to indicate milestone names and lengths of each phase. The schedule should add a note on the bottom stating, "The actual start date will incur no difference in potential significant environmental impacts."

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- The Appendix D "Conceptual Zoning Approval Schedule" has the Notice of Completion on June 7, 2011, while the date of transmittal of the FEIS to the City was on June 15, 2011. Remaining line item dates are similarly obsolete. Instead of providing specific dates, the order of line items should be maintained without the use of specific dates.

## Introduction

- Pages 6-7: It is incorrect to reference a 2.3% change at Craft Avenue with adjusting the Build year by one year, with a 1.5% annual growth rate as the only source of added volume. The mathematical result is due to rounding, because the baseline number is under 100 hourly vehicles. This should be described in the text.

## Traffic and Transportation

- Response C-48: The FEIS only needs to discuss the provision (or lack thereof) of space reservations, the numbers of visitor vs. resident parking, and general operational characteristics. The text about the ITE rates, the ITE  $R^2$  correlation coefficients, and the over-utilization with valet use (given as 30%, which is itself too high given the layout of the proposed parking) is unnecessary and could confuse the reader. Remove the text to simplify the response.
- Response C-49: The following comments pertain to the signal warrant analysis at the intersections of Glen Cove Avenue with Craft Avenue and the proposed site driveway:
  - The statement that many signal warrant studies are for existing, and not proposed, conditions, should be removed from the FEIS. The Villas application will change traffic volumes at the study intersections, and the analyses are based on projected future traffic volumes.
  - Regarding Warrant 4, the MUTCD allows signals to be installed at shorter intervals than 300 feet if "the proposed traffic control signal will not restrict the progressive movement of traffic." Since that caveat was not disproven, the FEIS text should be changed to include a short, qualitative rationale as to why pedestrian volumes are not expected to exceed the volumes: "Meeting the required pedestrian volumes (133 in one hour, or 107 per hour for four hours a day) is not expected, given that the entire project is only expected to generate 406 residents, and a third to a quarter of residents would need to cross during the same hour(s) on most days, in order to meet the warrant." The FEIS should also delete the paragraph about NCHRP research.
  - The discussion on Warrant 5 (School Crossing) should be changed to say the following: "The intersection is not and will not become an established school crossing. In addition, at least 60 school children would need to cross during the busiest hour, and the proposed development is only expected to generate 14 school children [according to DEIS Chapter 10]. Therefore, Warrant 5 does not apply."
- Response C-50: The comment was paraphrased, and therefore the response does not address the intent of the actual comment. The Traffix reports are not relevant to the comment, which states that the Build volume figures do not match the peak hour volumes in the signal warrant study.
- Response C-64: The 2-page response is significantly longer than required to address the comment.

The response should read as follows: "The majority of construction trips reflect workers commuting to the site prior to 7:00 am, and between 2:00-3:00 pm, when traffic volumes are approximately {x} percent lower than they are during the 8:00 am and 5:00 pm peak hours of the surrounding roads. The comparison between hourly volumes is based on the 24-hour ATR counts. The construction-period trip generation during the actual AM and PM peak hours will be 6-14 hourly trips, which is significantly fewer trips than the 286-313 site-generated trips analyzed for the DEIS traffic study."

### Nassau County Planning Commission Transportation Comments

- Response C-78: The response should note the date of the transit schedules cited in the DEIS.
- Response C-81: Change the word "commend" to "comment."
- Response C-82: The response should add two notes: (1) Code-based parking requirements do not always correspond to genuinely anticipated parking demand (which is approximately 25% lower according to the ITE *Parking Generation* manual), and (2) For the parking lot capacity to correspond to the peak hour trip generation, every vehicle in the parking lot would need to arrive and leave at the same time, on a regular every-day basis. This is contrary to standard residential parking lot operation. Even if the parking was completely full, a 432-space residential parking lot is not expected to empty out or fill up at exactly the same time every day. The genuine expectation is that arrivals and departures from residential parking lots are more sporadic based on a number of factors (such as different school/work/travel schedules).

### Construction

- Please refer to our General Construction comment above relating to the construction schedule (4<sup>th</sup> bullet).
- Response C-57 needs to refer to Appendix I – the "Construction Truck and Vehicle Updates."
- Responses C-58 and C59 state that the SWPPP Narrative Report was revised to address grammatical errors and percentages inconsistencies, and to address slope and unit totals. The responses should say that the revised SWPPP Narrative Report will be included in the Site Plan application, and that the SWPPP will be prepared in accordance with the current General Permit.
- Figures 1 through 4 in Appendix J should also be labeled with the corresponding figure being updated from the DEIS (e.g. DEIS Figure 20-2).
- Appendix I: The "Trucks per day" table "20 demolition trucks" in Month 1 should equal a total of 40 truck trips. Every other month's trip total is appropriately equivalent to double the number of construction vehicles.

### Noise

- Response C-65: The FEIS should specify that, in addition to "not disturbing adjacent property owners [presumably referring to disturbance via noise]", the removal of the temporary attenuation walls from the property line will be carried out in such a way as to avoid encroaching onto private property.

# CAMERON ENGINEERING & ASSOCIATES, LLP

*Mr. Thomas Scott*  
Chairman, City of Glen Cove Planning Board

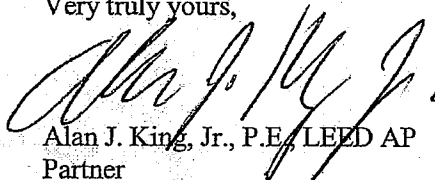
November 2, 2011  
Page 4 of 4

In addition, our office had previously provided preliminary site plan comments. Those items should be addressed in the to-be-revised site plans when the applicant makes future site plan submissions.

Cameron Engineering recommends that the Planning Board direct the applicant to revise the draft FEIS to address the above comments and the comments from VHB and Turner Miller Group and submit the revised FEIS to the Planning Board.

Should you have any questions or require additional information, please do not hesitate to contact our office.

Very truly yours,



Alan J. King, Jr., P.E., LEED AP  
Partner

AK/rg

cc: Planning Board Members  
Michael Sahn, Esq.  
Review Team



**Turner Miller Group**  
planning consensus community

Land use, economic development, and environmental planning  
Facilitating consensus among diverse constituents  
Creating sustainable communities

**MEMORANDUM**

TO: THOMAS SCOTT, CHAIRMAN  
MEMBERS, CITY OF GLEN COVE PLANNING BOARD

FROM: MAX STACH, AICP  
STUART TURNER, FAICP, PP

SUBJECT: REVIEW OF FEIS FOR VILLA AT GLEN COVE

DATE: AUGUST 3, 2011

CC: RICHARD SUMMA, AIA, IIDA, LEED AP  
JASON HOROWITZ, ESQ.  
MICHAEL SAHN, ESQ.  
PATRICK HOEBICH, ESQ. – FOR APPLICANT

\*\*\*\*\*

We are in receipt of the draft Final Environmental Impact Statement dated June 2011 prepared by AECOM. We have reviewed the responses to our comments as well as the introductory sections. We have the following comments:

1. Page 8 – Approval of incentive density by the City Council should be listed as a required public action.
2. General Comment – Please include our entire verbatim comments in the text of the FEIS rather than paraphrasing. Also, all of our comments should be addressed. Several comments were left unaddressed for no apparent reason.
3. Response to Comment C-25 – Please verify that the term “soft site” is correctly used.
4. Response to Comment C-26 - The referral to the City Council for incentives and waivers is not a separate action under SEQRA and should not be considered separately from the environmental review as is stated here. In fact, the adopted Chapter states specifically, “it is the intent of this chapter that any public hearing by the City Council to consider an application for incentives hereunder shall be a joint hearing with the Planning Board on the DEIS and on site plan approval if the applicant has submitted a full site plan application.” The requirement for a joint hearing acknowledges that the site plan, incentive and waiver applications and the environmental review are all related and as such need to be considered together. Separate consideration would constitute improper segmentation.

5. Response to Comment C-26 "As such, the density on the site would be increased...." The FEIS should not presuppose the decision of the City Council. The density "may" be increased.
6. Response to Comment C-26 – Please include Turner Miller Group as one of two firms that prepared the Master Plan.
7. Response to Comment C-26 – The greater costs associated with multiple buildings as well as the architectural quality of the buildings themselves are required under 280-73.3(l)(2). The additional cost of the attractive architecture and multiple buildings is not relevant to the incentives sought under the density waiver for streetscape improvements although it is relevant in that it is a criterion of the zoning that must be met to achieve the base density of 20 units per acre.
8. Response to Comment C-26 - Almost all of the referenced streetscape improvements are proposed either on the project site or directly adjacent to the site. The incentive for streetscape improvements for off-site improvements and the consideration of benefits is to the immediate neighborhood and downtown.
9. Response to Comment C-26 – Landscaped medians and off-site landscaping as recommendations of the Master Plan are not addressed in the response.
10. Response to Comment C-26 – We believe that the streetscape improvements being proposed are somewhat small given the increase in density by 43 units. We were under the impression from previous discussions that improvements to the neighborhood would include more robust off-site improvements including landscaping on the Housing Authority property and streetscape improvements in the form of landscaping, trees and lighting beyond the property line and the directly adjacent right-of-way.
11. Response to Comment C-26 – It is not clear why the incentives for recreation and parking are addressed in this response, as these were not commented on in our review.
12. Response to Comment C-29 – Why does this response reference incentives?
13. Response to Comment C-29 - The waiver of affordable housing is a related action and is listed as a required approval on Page 8 of the FEIS. Similar to incentive density and Hillside Protection Waivers, the waiver from affordable housing must be considered as part of this environmental review.
14. Response to Comment C-29 - The landscaping, mass transit, façade and lighting and security improvements should directly impact the affordable housing in the area. On-site landscaping, lighting, mass transit, facade and security improvements for the proposed project have limited benefit to existing affordable housing in the neighborhood generally.
15. Response to Comments C-27, C-31, C-32, C-33, C-36 among others – These comments have been paraphrased in a manner that completely changes the substance of our original comments and thus the responses to these comments are wholly inadequate.
16. Response to Comment C-34 – The point of the comment is again misunderstood due to the paraphrasing chosen. Further, the argument that the project will not have an effect on the race and ethnicity composition of the surrounding area belies the fact that premium for-sale housing in Nassau County typically has lower rates of minority occupancy than the existing surrounding neighborhood. Further, the statement that the proposed action would, "not result in substantial new development that is markedly different from existing uses in the surrounding area," is not demonstrated by the fact that, "similar such residential developments exist within the City". There is not premium high-density for-sale housing in this area of the City. In fact, the project sponsor has made a claim that this type of housing is unique to the region and therefore a large market exists. The original point of the comment was that affordable housing in the area

is administered and owned by the City of Glen Cove and will not be changed by the proposal and therefore diversity of income, race and ethnicity in this area of the City will be enhanced by the proposal.

17. Response to Comment C-35 – The statement that the project “has been designed to provide for an economically feasible project while avoiding as much alteration to the site’s steep slopes as possible,” is not true in our opinion. It would be more helpful to understand how the design instead takes advantage and utilizes the site’s steep topography, and why the extent of development is necessary to achieve redevelopment goals.
18. Response to C-38 – The response does not provide a rationale for why residents won’t utilize the loop bus for getting to train station.







**Transportation  
Land Development  
Environmental  
Services**



VHB Engineering, Surveying and Landscape Architecture, P.C. | Affiliated with Vanasse Hangen Brustlin, Inc.

Ref: 27707.00

**VIA ELECTRONIC AND U.S. MAIL**

March 30, 2012

Mr. David McInerny, AICP, RLA  
PS&S Engineering, Inc.  
55 Main Street 3rd Floor  
Yonkers, New York 10701

Re: Revised DRAFT Final Environmental Impact Statement (March 2012)  
The Villa at Glen Cove  
City of Glen Cove, Nassau County

Dear Mr. McInerny:

As requested, VHB Engineering, Surveying and Landscape Architecture, P.C., (VHB) has performed an informal review of the Revised DRAFT Final Environmental Impact Statement, dated March 2012 (hereinafter "March 2012 FEIS") at your request. The following represents VHB's comments on the informal submission and does not necessarily reflect the comments or opinions of the Planning Board. We recommend that our comments, along with the traffic and site plan issues being addressed by Cameron Engineering & Associates and the zoning, socioeconomic and community facilities issues being addressed by the Turner Miller Group, be addressed in a revised FEIS that would be formally submitted to the Planning Board. As the site plan has been significantly revised, many of the responses, not originally commented upon, have also been revised. Therefore, we have reviewed all of the responses in the March 2012 FEIS, not just those addressed in our comment letter dated July 28, 2011.

**General**

- All of the revised site plans must be submitted in the FEIS and at a scale that is legible. Many of the "selected" plans included in the March 2012 FEIS are too small to read (e.g., the Grading and Drainage Plan) and, thus, cannot be meaningfully evaluated.
- It was indicated at the December meeting that a shadow study was completed and it was to be included in the FEIS. Such shadow study was not and must now be included in the FEIS.
- As the photosimulations have not yet been received, this letter does not evaluate the responses associated with same.

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email: info@vhb.com  
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## Introduction

### SEORA Procedure

- The first sentence of the second paragraph should be amended as follows:  
*"Issuance of a Positive Declaration requires the preparation of a DEIS under SEQRA...project when there is the potential for at least one significant adverse impact."*
- In the third full paragraph, second sentence add the phrase *"and adequate for public review and comment"* after *"deemed complete."*
- In the last paragraph, second sentence, remove the word *"prior"* before DEIS.
- Appendix C should be removed and the information incorporated into the appropriate responses.

### Purposes of this Document

- No changes proposed.

### Project Description Summary

- This section must incorporate a brief discussion of the zoning history of the site (including the Master Plan recommendations) and the fact that the DEIS had included a request for change of zone, which is no longer necessary.
- The first paragraph should indicate the site is included in the RIO-GCA overlay district (and add the section number of the Code to be consistent with other parts of the paragraph), and add the phrase, *"as permitted under the RIO-GCA"* to the end of the last sentence.
- Under development program, a discussion of the changes to the project from the DEIS/original FEIS to this revised FEIS must be included. The discussion at the December meeting and the electronic mail of January 5, 2012 sent by Bob Blakeman provide a good summary of the changes (and how they address comments made on the DEIS). These should be used as a starting point for the description in this section of the FEIS. In addition, the Building Location Plan, which shows the prior and new building footprints and which was included in the aforementioned e-mail, should be included in the FEIS. The new design of the building responds to many of the comments made on the DEIS. Thus, providing a discussion of the changes to the plan in the introductory section will assist in responding to the specific comments.
- The number of stories of all six buildings should be specified in this section. Also, indicate the relative heights, as defined by the Code.



- Please confirm that four one-bedroom units and 212 two-bedroom units are proposed. The DEIS and original FEIS indicate five one-bedroom units and 211 two-bedroom units. These latter numbers were also discussed at our December 2011 meeting.

### Responses to Comments

General – In order to make it easier to read, please put the word “Comment” before the number and underline – similar to the manner in which the response is referenced number (e.g., “Comment C-1”).

- C-1: On page 2-2 in the last sentence of the paragraph before “Incentive Bonuses,” add the words “and waivers” after the word “application.”

On page 2-3, the words “In the Applicant’s opinion” need to be added before “the application for...” in the first full paragraph.

The FEIS must explain how the “conversion” from two buildings to six buildings, and the associated costs, is a street improvement.

On Page 2-6, the FEIS should explain how items 9 and 10 (i.e., reduction of the width of Building A and its relocation, and moving the pool building below grade, respectively) are streetscape improvements that will benefit the affordable housing units in the neighborhood.

Although “landscape plans” are mentioned in the last paragraph on page 2-6, no such plans are included in the Revised FEIS. These plans must be included in the FEIS in order to evaluate several of the responses.

The word “luxuriant” should be removed from the last sentence in the last paragraph on page 2-6.

On page 2-8, remove the word “clearly” from the first paragraph.

On page 2-8, under “(a)” insert the words “on-site and” before “off-site.” Include a sentence or two after that describe the impacts to be mitigated. In addition, the requested waiver from the eight-inch requirements should be indicated.

Page 2-9 indicates that an Erosion and Sediment Control Plan has been prepared, but such plan is not included in the Revised FEIS. This plan must be included in the FEIS in order to evaluate the response.

The last paragraph of Response C-1 on page 2-9 should indicate the amount of increased space between Building A and the nearest off-site residence as compared to the DEIS building design.

- C-2: As noted above, all of the new plans, not just “selected” plans, should be included with the Revised FEIS, at a scale that is legible.



- C-3: The response should specifically indicate that the Project Sponsor will adhere to the requirements of the City's Noise Ordinance.
- C-6: The plans showing the effective building height elevations (given the scope of the site) need to be provided in the Revised FEIS, and the narrative needs to demonstrate how the maximum heights meet the RIO-GCA requirements.
- C-7: The word "will" should be changed to "are proposed to."
- C-9: The response is incomplete. Full-size plans are needed to assess details mentioned in the response, and the narrative should provide specific dimensions and distances for the on-site buildings in relationship to the retaining walls and off-site buildings.
- C-10: The following paragraph should be added as the second paragraph of the response:
- "Specifically, regardless of pre- or post-demolition, prior to construction, each of the four previous soil sampling locations (i.e., S1, S2, S3 and S4) will be re-sampled. At a minimum, one soil sample will be collected from the following depths and analyzed for the following parameters: S1 to be collected at four feet below grade surface (bgs) and analyzed for Target Compound List (TCL) VOCs plus methyl tert-butyl ether (MTBE) using USEPA Method 8260 and PCBs using USEPA Method 8082; S2 to be collected at four feet bgs and analyzed for TCL VOCs plus MTBE using USEPA Method 8260 and PCBs using USEPA Method 8082; S3 to be collected at two-feet bgs and analyzed for TCL VOCs plus MTBE using USEPA Method 8260 and NYSDEC STARS SVOCs using USEPA Method 8270; and S4 to be collected at four-feet bgs and analyzed for TCL VOCs plus MTBE using USEPA Method 8260 and NYSDEC STARS SVOCs using USEPA Method 8270."*
- C-12: As not all of the plans are included in Appendix F and they are small and not to scale, it is not possible to measure whether the distances provided are correct. Plans at a legible scale must be included with the FEIS, as previously noted.
- C-14: This response does not address the comments made in VHB's July 28, 2011 letter, which indicates that the original response did not evaluate how potential loss of light and shadowing, as well as mass of the buildings, would impact houses on Craft Avenue and Robinson Avenue, as well as Rooney Court. The FEIS includes only the discussion of the Rooney Court impacts.
- C-15: At the December meeting, it was stated that all the buildings would have green roofs and the green roofs would be used to capture stormwater. However, the response to this comment discusses the use of potted plants and faux ivy on rooftops and certain balconies. This discrepancy must be addressed.

The photosimulations are required to evaluate the remainder of the response.



- C-16: The response must include mention of the "undergrounding" of the utilities along the site frontage. The photosimulations are required to evaluate the remainder of the response.
- C-17: Since this response references C-6 and C-14, please see comments associated with those responses. Furthermore, Comment C-17 (of the original November 15, 2010 VHB letter) requests a discussion of relationship of the building heights of surrounding residences to the building heights and rooftops of the proposed buildings. Such discussion is not provided in Response C-17 or the other responses cited therein. Further, a specific response to the Comment C-17 included in VHB's July 28, 2011 comment letter must be provided.
- C-18: The landscape plan (including the plant list) must be included in Appendix F, at a size that is legible. Therefore, this response cannot be evaluated.
- C-21: The response should reference the specific section of the City Code that addresses area variances (§§280-28.B[(2)] and 280-28.C, Article VII Board of Appeals), not General City Law.
- C-26: As requested, the response should include a discussion of work already proposed by Nassau County for this corridor. Also, the response should discuss the specific recommended measures described in the Master Plan. The response indicates \$1.18 million for stormwater management improvements; this appears to be inconsistent with the chart in Appendix D. Although Response C-1 is referenced, only some of the streetscape improvements are discussed in this response. Refer to C-1 and add discussion regarding County proposals, if applicable, and recommendations from the Master Plan.
- C-28: This response should also refer back to Response C-6.
- C-31: As previously indicated, include the illustration that shows the prior building footprints with the new building footprints overlaid. This will enhance the narrative.
- C-38: The last sentence of the response should be replaced with the following: "No jitney service is proposed."
- C-40: The photosimulations are required to evaluate this response.
- C-68: This response must address the character and neighborhood compatibility relative to the building heights.
- C-70: This response must refer to Response C-68, as revised.
- C-74: The response must refer to Response C-1. In addition, the response should include the language from §280-73.3E-1 with respect to the waiver of affordable housing in the RIO-GCA zoning district, indicating that the applicant has to provide the specific information for the City Council to consider in determining the waiver.



Ref: 27707.00  
Mr. David McNerny, AICP, RLA  
March 30, 2012  
Page 6

C-75: See the fourth bullet under "SEQRA Procedure" with respect to socioeconomics. The response should also refer to Appendix G, which discusses displacement and tenant relocation.

C-93: The third sentence should be revised and a sentence added, as follows:

*"Results of soil vapor testing conducted during the demolition phase of The Villa at Glen Cove construction, if determined necessary by the Project Sponsor's consultant and/or the Nassau County Department of Health, will be submitted to the Nassau County Department of Health. Should soil vapor testing be required, it will be conducted pursuant to the NYSDOH Guidance for Evaluating Soil Vapor Intrusion in the State of New York."*

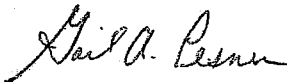
H-2,  
H-3,

H-6: These responses should state the following: "The Project Sponsor acknowledges the commenter's support."

Should you have any questions or wish to discuss, please do not hesitate to contact me.

Sincerely,

VHB Engineering, Surveying and Landscape Architecture, P.C.

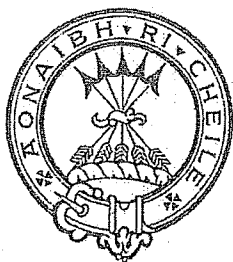


Gail A. Pesner, AICP  
Senior Project Manager

GAP/lm

cc: M. Sahn, Esq., via electronic mail  
J. Horowitz, Esq., via electronic mail  
M. Stach, AICP, via electronic mail  
A. King, PE, via electronic mail





## CAMERON ENGINEERING & ASSOCIATES, L.L.P.

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Gary Pluschau, P.E.  
Michael J. Hults, P.E.

May 9, 2012

Mr. Thomas Scott  
Chairman, Planning Board  
City of Glen Cove  
9 Glen Street  
Glen Cove, NY 11542

Re: Review – March 2012 FEIS  
The Villa at Glen Cove (Livingston)  
CE 1008Q

Dear Chairman Scott:

As requested by the City of Glen Cove Planning Board, and pursuant to SEQRA regulations, Cameron Engineering & Associates, LLP has reviewed the above-referenced Final Environmental Impact Statement ("FEIS") sections related to Traffic, Air Quality, Noise, and Construction Impacts for technical content. Please note that Site Plan comments are provided under separate cover.

### General

- The revised grading plan and the significantly different (reduced) cut and fill volumes should be discussed in the FEIS, perhaps as a new paragraph labeled "Section 1.6."

### Traffic and Transportation

- Response C-38: Change the word "Appling" to "Applying...the daily distribution..." The response should address the intent of the comment with respect to the capacity of the commuter loop bus, and should equate the given percentages to numbers of potential bus riders. Cameron Engineering agrees that County-wide data yields a 15.7% rate of public transit commutes, but also that Glen Cove can generate higher public transit demand than many other Nassau County locales. Our office would expect considering a rate between 15 and 22 percent. With up to 80 directional peak hour vehicular trips, applying a 25% transit rate would equal 20 potential transit riders during the peak hour, which would include bus and LIRR riders. A conservative approach would consider 1/4 of transit users on the LIRR and 3/4 on the local bus. The FEIS should include a nominal spot check of peak hour bus activity to assure the Planning Board that 15 riders (3/4 of 20) on a single bus would not require capital expenditures for investment of an additional vehicle.
- Response C-64: The response refers to traffic volumes "prior to 7:00 am, and between 2:00-3:00 pm" as being "{x} percent lower than they are during the 8:00 am and 5:00 pm peak hours of the

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# CAMERON ENGINEERING & ASSOCIATES, LLP

Mr. Thomas Scott

Chairman, City of Glen Cove Planning Board

May 9, 2012

Page 2 of 2

surrounding roads.” The response should quantify the percentage decrease in traffic volumes during these respective hours, as opposed to labeling it {x} (the intent was for the applicant to calculate “x”).

## Nassau County Planning Commission Transportation Comments

- Response C-78: The response notes the dates of transit schedules in the FEIS, but still needs to add the date(s) of the transit schedules cited in the DEIS.
- Response C-80: Capitalize the name, “Glen Cove.”

## Construction

- Responses C-58 and C59 should say that the revised SWPPP Narrative Report will be included in the Site Plan application, and that the SWPPP will be prepared in accordance with the current General Permit standards.
- Response C-59 refers to a response “to be provided” by the PS&S engineer. Add this response.

## Noise

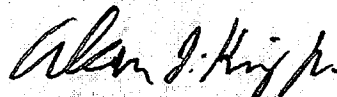
- Response C-65: The FEIS should specify that when the temporary attenuation walls are removed from the property line, this removal will be carried out in a way that avoids encroaching onto private property. If the walls are to remain in place, as a result of the changed grading plan, this should be specified within the response.

In addition, our office has issued site plan comments under separate cover, which we recommend should be addressed prior to a site plan hearing.

Cameron Engineering recommends that the Planning Board direct the applicant to revise the draft FEIS to address the above comments and the comments from VHB and Turner Miller Group and submit the revised FEIS to the Planning Board for consideration as a complete document.

Should you have any questions or require additional information, please do not hesitate to contact our office.

Very truly yours,



Alan J. King, Jr., P.E., LEED AP  
Partner

AK/rg

cc: Planning Board Members  
Michael Sahn, Esq.  
Review Team





**Turner Miller Group**  
planning consensus community

Land use, economic development, and environmental planning  
Facilitating consensus among diverse constituents  
Creating sustainable communities

**MEMORANDUM**

TO: DAVID MCINERNEY

FROM: MAX STACH, AICP  
STUART TURNER, FAICP, PP

SUBJECT: INFORMAL REVIEW OF 2nd DRAFT FEIS FOR VILLA AT GLEN COVE

DATE: MARCH 30, 2012

CC: THOMAS SCOTT, PLANNING BOARD CHAIRMAN  
THERESA ELKOWITZ  
RICHARD SUMMA, AIA, IIDA, LEED AP  
JASON HOROWITZ, ESQ.  
MICHAEL SAHN, ESQ.  
GAIL PESNER, AICP  
ALAN KING, P.E.  
PATRICK HOEBICH, ESQ. – FOR APPLICANT

\*\*\*\*\*

We are in receipt of the draft Final Environmental Impact Statement dated March 1, 2012 prepared by PS&S. As requested by the applicant, we have informally reviewed the responses to our comments as well as the introductory sections. We note that the FEIS is a large improvement over the previous version and the responses more directly address the comments. We have the following comments on the draft FEIS:

1. General Comment - We understand that our comment 20 was not annotated as a comment that required a response. However, we still have concerns regarding this comment, did not see it addressed in the DEIS or FEIS and would like it to be addressed in the FEIS. It may be annotated as C-34b.
2. Page 1-3- Although not required by code, it would be useful for the Planning Board to understand if any of the on-site employees will be a resident superintendent(s). This is not a comment on the FEIS, but more a comment on the Site Plan.
3. Chapter 1 Generally - At the recent workshop conference call, the project sponsor discussed how the application had significantly changed. The evolution to the proposed project as originally depicted in the DEIS should be described in Chapter 1. The catalysts for change

should be described especially those that are based on previously received comment. To the extent practicable, maps and cross-sections should be provided illustrating project changes. We know that the appendix contains updated site plan drawings, but a plan showing the old and new overlain would be more expository.

4. Response to C-22 - Please include the date of the correspondence with Mr. Lowell Wolf.
5. Response to C-25 - The Lee Gray Court application for 66 townhouses was not approved. The City approved the sale and renovation of the 38 units in 19 two-family structures.
6. Response to C-26 - The DEIS did not disclose flooding of Glen Cove Avenue as an existing condition. Is there flooding in the vicinity of the project site that will be remedied by the proposal? If so, it should probably be documented and referenced here. We defer to the review of Cameron Engineering regarding all stormwater matters of this project.
7. Response to C-26 (and discussion in C-1) - We object to the reference to the \$5M streetscape improvement cost estimate. Items such as designing six buildings instead of two, increased cost for building articulations, drainage that is required by Nassau County and overhead and profit are not relevant to the City's consideration of streetscape improvements. All of these matters would be required of the applicant as part of regular site plan review at base density without the density bonus (280-73.3(1)(2)). The Zoning specifically requires streetscape improvements considered for density bonus to be off-site. The applicant is providing a substantial investment in off-site streetscape improvements, which should be the focus of the response to this comment. The value of streetscape improvements appears to be approximately \$350,000 for the off-site pavers, trees and lamps. These are the off-site streetscape improvements that would not normally be required for the project, but that are being provided for beautification of the area as a prerequisite for the density bonus. We do not object to referencing the cost of undergrounding utilities. We also do not object to referencing the value of drainage improvements that would be required in absence of the project if in fact the applicant can establish that such improvements are indeed required in absence of the project.
8. Response to C-28 - Please state what the height requirements are and whether they are met.
9. Response to C-33 - The response does not address the last sentence on direct and induced population increase.
10. Response to C-38 - Typo - "Appling." The first paragraph is rather confusing, but more importantly does not address that this particular project will be particularly suited to young professionals. It does not address whether the project's valet service will encourage public transit usage or appeal more to commuters who rely less on private autos. It does not acknowledge the probability that Glen Cove generates public transit usage at a greater rate than the Nassau County average due to its location along a rail line. We suggest that Cameron Engineering work with the applicant's traffic professionals to determine the likelihood for Glen Cove Commuter bus impacts. We will defer to Cameron Engineering's judgment on the matter.
11. Response to C-40 - We look forward to the revised visual simulation, which we understand based on previous discussions will meet the City's visual simulation law.





October 15, 2012

Ref: 27707.00

The Honorable Thomas Scott, Chairman  
and Members of the Planning Board  
City of Glen Cove  
City Hall  
Nine Glen Street  
Glen Cove, New York 11542

Re: Review of Final Environmental Impact Statement (June 2012)  
The Villa At Glen Cove  
Glen Cove Avenue, City of Glen Cove, Nassau County

Dear Chairman Scott and Honorable Planning Board Members:

As requested by the Planning Board of the City of Glen Cove (hereinafter the "Planning Board"), VHB Engineering, Surveying and Landscape Architecture, P.C. (VHB) has reviewed the above-referenced Final Environmental Impact Statement (FEIS), dated June 2012. The following are VHB's comments, which we recommend be addressed in a revised FEIS (please note that traffic and site plan issues are being addressed by Cameron Engineering & Associates and zoning, socioeconomic and community facilities issues are being addressed by the Turner Miller Group).

Page 1-5: The chart on this page showing the average height of the buildings should also include the maximum height of the building and should reference Sheet A-016 of the Plan Set. The maximum height to the top of the roof should be indicated. In addition, the maximum height to the highest structure on the roof (which should be identified), should also be indicated. This information is necessary in order for the Planning Board to fully assess the impacts of the height of the proposed buildings on the surrounding neighborhood.

Page 1-6/Page 2-38/Appendix C - Page 2: These pages refer to the provision of 432 parking spaces, whereas 438 parking spaces are provided, as shown on the Alignment Plan (Sheet C06 of Plan Set). All parking space references must be reconciled to be consistent with the 438 parking spaces that are shown on the plan.

Pages 2-3 and 2-4: As part of its justification for a request for full density bonuses, the Applicant indicates that proposed improvements to stormwater management will improve local flooding conditions on the Boys and Girls Club property. However, the Applicant has not provided any documentation as to the extent of flooding on that property, and how such flooding, if it exists, would be alleviated. The Applicant also indicates that the separation of the development into six buildings is a public benefit. However, the Applicant has not explained how an increased number of buildings is a benefit to the public-at-large. As part of the discussion provided, the Applicant asserts that there is a greater cost in constructing six buildings; however, this also does not appear to be a benefit to the public-at-large. Moreover, the assertion that the provision of six buildings (as

The Honorable Thomas Scott, Chairman  
and Members of the Planning Board

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October 15, 2012

Page 2

opposed to fewer buildings with the same number of units) is a public benefit assumes that the Planning Board supports the density proposed. To date, the Planning Board has not made any recommendation as to the appropriate density at this site.

Page 2-5: The third sentence must be revised, as follows: "Ten percent of 216 units would be 22 units." (See next item.)

Page 2-7: The last paragraph on this page was revised from the previous version of the FEIS to indicate the number of affordable units as 21 units (ten percent) of 216 and five times that number as 105 units, although the "Application of Livingston Development Corp. for Incentive Density Bonuses and Waivers" indicates 22 units as 10 percent of the proposed 216 units. The FEIS must be revised to reflect the 10 percent affordable units as being 22 units and the "five times" figure as being 110 units.

Pages 2-10 and 2-18: The distances between the eastern side of the buildings and the closest neighboring residences are listed. However, the numbers appear to be slightly different from what is contained on Page 2-18 and what is shown in the plan (Appendix F "Comparison of Proposed Buildings to 2010 DEIS Buildings"). These numbers must be reconciled. Furthermore, the 70-foot distance from Villa Building "A" is listed on the page, but is not identified on the plan. It also appears that this 70-foot distance conflicts with the 84-foot distance mentioned in Response to Comment C-1 on Page 2-10. The distances for Villa Buildings "D" and "E" are comparable in Response to Comment C-1 and Response to Comment C-12. However, the distances for Villa Building "C" on Page 2-10 appear to have been reversed. The proposed (2012) distance to the nearest residence is 69 feet and the former (2010) distance is 76 feet.

Page 2-19: In our letter dated July 28, 2011, it was indicated that all the views (not just the water views) from the homes on Rooney Court, Robinson Avenue and Craft Avenue needed to be evaluated, and the visual impacts analyzed due to the potential significance. The FEIS still focuses only on the impacts of the proposed project on the water views associated with the surrounding residences, and not the overall visual impacts. Although existing conditions ground-level photographs from Rooney Court are presented, the FEIS does not illustrate or evaluate the visual impacts of the proposed structures (particularly Villa Building "A") at the ground-level on Rooney Court or the adjacent residential lots. An objective analysis of the visual impacts must be presented.

Page 2-20: The only description of the new shadow analysis appears in Response to Comment C-14, which refers to the off-site single-family residences. The FEIS should provide a discussion of the shadow impacts to the subject property, as well as to the nearby off-site multi-family development (apartments on the west side of Glen Cove Avenue) and non-residential properties. This discussion, including a description of the methodology used in performing the shadow analysis, should be included within Section 1.3 of the FEIS.

Page 2-22: The building heights shown in the chart on this page are found on Architectural Drawing A-016, not A-013. This must be corrected. In addition, Villa Building "F" has a maximum roof elevation of 151-0 feet, not 141'-8" as noted in the chart. Also, View 2 does not definitively illustrate that the building on the west side of





The Honorable Thomas Scott, Chairman  
and Members of the Planning Board  
Ref: 27707.00  
October 15, 2012  
Page 3

Glen Cove Avenue is taller than Villa Building "C." The perception of the difference in height is based upon the perspective of the viewer.

Furthermore, the chart on Page 2-22 indicates the building height as the elevation of the roof above mean sea level. As there are numerous roof-top structures (e.g., stairway penthouses, elevator penthouses) on each of the buildings, including Villa Building "A," which is the tallest of the structures, the visual impact analysis should consider the impacts based upon the tallest structures on the roof. Response to Comment C-19 regarding noise impacts indicates that the roof-top structures, such as "elevator penthouses and other structures on the building roof," will screen the roof-top HVAC units from residences located off-site and to the east. If this is the case, these roof-top structures must be of a significant size to accomplish this, and therefore, must also be considered in the visual impact analysis.

In addition, the sentence "no great disparity in building heights is evident" must be removed as a 42-foot difference in height between the Robinson Avenue residence and Villa Building "A" would be considered significant.

VHB's July 28, 2011 letter requested that the FEIS identify the specific areas and residences where views will be impacted so that the Planning Board can fully understand the visual impacts of the proposed development. While the June 2012 FEIS does present additional information regarding height and the relationship to off-site residences that was not previously presented, the specific visual impacts to these residences are not fully examined.

Moreover, while there are ground-level photographs presented at Rooney Court (with leaves off), this response does not consider the visual impacts of the proposed buildings to persons standing on their property and looking toward the proposed buildings. The FEIS presents no information that explains or depicts this potential visual/scenic impact. As the Applicant notes in Response to Comment C-6, Section 280-73.3.D(8) indicates that the City Council in authorizing the use shall establish additional height restrictions as necessary to mitigate any potential visual or scenic impacts. As such, the visual/scenic impacts must be included in the FEIS, as this is a vital component of the environmental record that the City Council will rely upon.

Pages 2-55 and 2-56: The response should refer back to Response to Comment C-1, and should summarize the proposed on-site and off-site improvements the Applicant is offering to support the affordable housing waiver.

#### General Comments

- It would be helpful if the plans on the CD could be labeled with the names, not just the numbers of the plans.
- Comment Number 20 (Page 4) on the Turner Miller Group letter in Appendix A should be labeled as C-10A, so it can be cross-referenced in the text.



The Honorable Thomas Scott, Chairman  
and Members of the Planning Board

Ref: 27707.00

October 15, 2012

Page 4

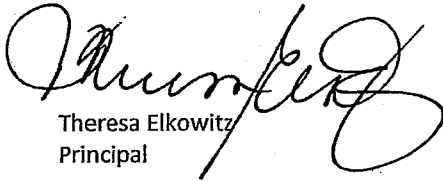
- The street improvement plan (Appendix F – Sheet C03), in the text and on the Plan Set should indicate the undergrounding of the utilities along the east side of Glen Cove Avenue and the north side of Craft Avenue.

VHB recommends that the Planning Board, as lead agency, direct the Applicant to revise the draft FEIS to address the aforesaid comments and the comments of Cameron Engineering & Associates and the Turner Miller Group and submit the revised FEIS for the Planning Board's consideration. Assuming that the requested revisions are made, VHB would recommend that the FEIS, as revised, be accepted for filing. We recommend that the Board require the Applicant to prepare and submit a red-lined version of the revised FEIS prior to its "formal" submission in order to expedite the review.

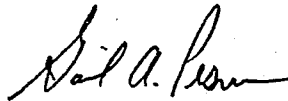
Should you have any questions, please do not hesitate to contact either of the undersigned.

Sincerely,

VHB Engineering, Surveying and Landscape Architecture, P.C.



Theresa Elkowitz  
Principal

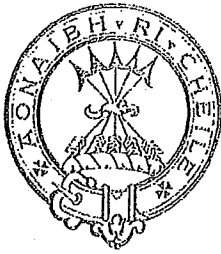


Gail A. Pesner, AICP  
Senior Project Manager

TE/GAP/ba

cc: M. Sahn, Esq  
J. Horowitz, Esq.  
M. Stach  
A. King  
L. Stemcosky





## CAMERON ENGINEERING & ASSOCIATES, L.L.P.

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David L. Berg, AICP  
Gary Pluschau, P.E.  
Michael J. Hults, P.E.

October 22, 2012

Mr. Thomas Scott  
Chairman, Planning Board  
City of Glen Cove  
9 Glen Street  
Glen Cove, NY 11542  
*Attention: Lois Stemcosky*

Re: The Villa at Glen Cove (Livingston)  
Review of June 2012 FEIS and Plans  
CE 1008Q

Dear Chairman Scott:

Cameron Engineering & Associates, LLP (CEA) has reviewed the June 2012 FEIS and plans submitted by Livingston Development Corp. for The Villa at Glen Cove project. Based on our office's review, CEA submits the following items that we believe will be pertinent to the Planning Board's consideration.

In general, we have noted some remaining discrepancies between the FEIS narrative and the latest site plans. For example, the FEIS Response to Comment C-39 states that "all pole-mounted utilities that adjoin the Villa site on the eastern side of Glen Cove Avenue and the northern side of Craft Avenue will be re-installed underground as part of the project." This relocation is not indicated on the provided plans.

We have some comments related to the grading and drainage, which the applicant should address:

- There is an unusual 80% pitch between Structure CB-G2 and DW-G1.
- The design relies on catch basins installed in City right of way (Glen Cove Avenue).
- Some of the proposed drywells (e.g., in system B) appear to be directly under, or in the zone of influence of, the proposed building footing.

Next, given the proposed bedroom mix [97% of the proposed units have 2 bedrooms], and given the public transit discussion in the FEIS (page 2-35) showing minimal bus-only commuting, and without a specific jitney or shuttle to/from the site, we would recommend that the Planning Board maintain the requirement for two (2) parking spaces per unit, in §280-73.3 D (9) Required off-street parking:

*"Two spaces per unit, accept that the Planning Board may reduce the requirement to a minimum of 1.5 spaces per unit where it finds, based upon the advice of a qualified traffic engineer, that the proposed bedroom mix is such that 1.5 spaces is adequate to accommodate the future residents and guests of the proposed project."*

Our remaining comments relate to the proposed underground parking garage:

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# CAMERON ENGINEERING & ASSOCIATES, LLP

*Mr. Thomas Scott, Chairman, City of Glen Cove Planning Board  
The Villa at Glen Cove; June 2012 FEIS*

*October 22, 2012  
Page 2 of 3*

- Given the proposed use of fully automated parking, we suggest that the Planning Board consider whether all 420 underground spaces would in fact be usable in the event of power outages, equipment failure, or maintenance-related downtime.
- After careful consideration, we question whether this project satisfies the intent of Subsection F (1), the density bonus for structured parking, the same way that a typical self-park structure would. Typical self-parking provides every parking space on level with each floor, where vehicle parking and retrieval can occur as randomly as needed. Stacked, automated parking incurs added wait time to retrieve each vehicle, and in the provided plans, 67% of the stacked parking is stacked above one or two other vehicles. The proposed operation is very different from standard self-park or valet operations. This could impact traffic volumes and bus use beyond what was analyzed in the FEIS:
  - Research of a sample hydraulic-lift stacked parking facility indicates that it takes an average of 15 seconds per level to raise or lower a stacked vehicle, from a position "one vehicle level up." It would thus take an average of 30 seconds (two times as long) to raise or lower cars to and from the third (or, the top) stacked level. It takes further added time to secure or detach each vehicle from the movable floor section, and to shift it horizontally to the site driveway. All of this is added retrieval time compared to standard valet facilities, which future residents/visitors would need to account for, daily.
  - During periods of high exit activity, most notably the AM peak hour period when residents would leave for work, there are approximately 80 projected exiting trips. Deducting the 6 people projected to take the Glen Cove Loop Bus (per FEIS page 2-35) leaves 74 vehicle trips, and 74 people who would wait for their vehicle to be retrieved. This is an average of 1-2 vehicles per minute, excluding drivers who would enter the site at the same time, and who would need their vehicles to be valeted into the stacked parking. The FEIS states that there would be 8-10 employees, including security and a possible superintendent, leaving perhaps 5-6 employees handling the valet operation. We believe that peak exit activity would exceed the ability of the valets to accommodate every resident during the peak periods. This would create long waits for people presumably in a hurry to get to work. This could discourage residents with tight work schedules from using the underground parking. If said residents park off-site because of this, it would create a parking impact which is not accounted for in the FEIS. If the intent is to call ahead, then there is insufficient room for vehicle storing and queuing.
  - The vehicle trip distribution includes up to 20% of future Villa at Glen Cove residents headed to one of the two local LIRR stations. We believe lengthy morning period wait times will encourage some (or all) of said LIRR riders to switch to the Loop bus, to avoid the lengthy wait time. Twenty percent of 80 exiting trips equals 16 persons who might elect to take the Loop Bus, in addition to the 6 persons calculated in the FEIS. With excess capacity of 18 (leaving room for 12, after the 6 calculated bus riders are accommodated), we believe there are potential impacts to the Glen Cove Loop Bus based on the FEIS.
  - Along the same lines, peak entering traffic (the weekday PM peak hour) could likewise exceed the capacity of the valet employees to move and park all vehicles. The lengthy wait – or the possible overcrowding of the drop-off area – could encourage some drivers who have entered the site, to exit the property in search of a parking space. This in turn would generate more traffic than what is contemplated in the DEIS Traffic Study.
  - The above considerations exclude the possibility of equipment failure or power outages, which would further exacerbate wait times, and which would render most of the stacked parking unusable.

# CAMERON ENGINEERING & ASSOCIATES, LLP

*Mr. Thomas Scott, Chairman, City of Glen Cove Planning Board  
The Villa at Glen Cove: June 2012 FEIS*

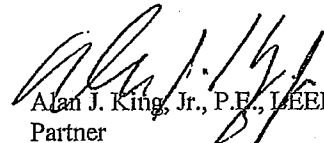
*October 22, 2012*

*Page 3 of 3*

Cameron Engineering recommends that the Planning Board, as Lead Agency, direct the Applicant to revise the draft FEIS and plans to address the above comments, in addition to the comments provided by VHB and the Turner Miller Group, and submit the revised FEIS and plans for the Planning Board's consideration. Once the requested revisions are made, Cameron Engineering would recommend that the revised FEIS be accepted as complete.

Should you have any questions or require additional information, please do not hesitate to contact our office.

Very truly yours,

  
Alan J. King, Jr., P.E., LEED AP  
Partner

AK/rg

cc: Planning Board Members  
Michael Sahn, Esq.  
Review Team

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**Turner Miller Group**  
planning consensus community

Land use, economic development, and environmental planning  
Facilitating consensus among diverse constituents  
Creating sustainable communities

**MEMORANDUM**

TO: THOMAS SCOTT, CHAIRMAN  
MEMBERS, CITY OF GLEN COVE PLANNING BOARD

FROM: MAX STACH, AICP  
STUART TURNER, FAICP, PP

SUBJECT: REVIEW OF FEIS FOR VILLA AT GLEN COVE

DATE: JULY 13, 2012

CC: RICHARD SUMMA, AIA, IIDA, LEED AP  
JASON HOROWITZ, ESQ.  
MICHAEL SAHN, ESQ.  
PATRICK HOEBICH, ESQ. – FOR APPLICANT

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We are in receipt of the draft Final Environmental Impact Statement dated June 2012 prepared by PS&S. We have reviewed the responses to our comments as well as the introductory sections. We believe that the following changes need to be made to the document prior to the Planning Board filing the document:

1. On page 1-5, the description of the height requirement is not correct and it should be revised to read. "The building height requirement is an average of 50 feet for all buildings as measured from existing grade at the four corners of each building. Additionally, within 25 feet of the propertyline no part of any building can be more than 50 feet above existing grade (and five stories). No part of any building shall be more than 75 feet above existing grade. Stairtowers, mechanical equipment and other nonhabitable space may extend no more than 10 feet above the maximum height requirement." The maximum height of each building should be listed in addition to the average height as provided in the FEIS.
2. On page 2-3, 2-6 and 2-27, delete references to drainage improvements as a basis for density incentive for streetscape improvements. We do not believe that the need for drainage improvements within the street have been adequately established in order to cite them as a public benefit, and the bonus is for streetscape improvements. If the applicant provides documentation of ongoing flooding concerns at the Boys and Girls Club, we would have no

objection to this being cited as a basis for waiver from affordable housing on page 2-6. However, no such documentation has been provided thus far.

3. On page 2-4 delete first sentence regarding cost of six buildings. While we do not argue that the proposed buildings will improve the appearance of the area, they do not constitute a "streetscape improvement." Section 280-73.3(l) clearly requires that facades and buildings be articulated so monolithic buildings would clearly not be possible.
4. Page 2-4, second paragraph and Appendix D. The statement that the streetscape improvements could cost \$4.8M should be struck and Cameron should establish a more reasonable price estimate. \$55 per linear foot for shrubs and \$1,650 per tree are not reasonable cost estimates. Additionally, the per tree cost on page 2-28 is listed as \$1,500 and does not agree with the per tree price in the appendix. The facade costs and the cost to provide six buildings should also not be considered as part of streetscape improvements as these would have been required by the Planning Board under 280-73.3(l). The FEIS must reflect the Planning Board's estimate of the value of streetscape improvements being provided by the project sponsor as the FEIS is the lead agency's document.
5. On page 2-6 of the list of 10 benefits, we believe that numbers two (multiple buildings) and seven (underground pool) will have little impact on the quality of affordable housing in the area and therefore do not merit consideration.
6. Page 2-7. For clarity, a statement should be added that the project sponsor is not providing mass transit improvements, but believes that other improvements are adequate to merit the waiver.
7. Page 2-32, third full sentence. The statement here and in other locations that the applicant could have built two monolithic buildings is not correct and is contrary to the design provisions of 280-73.3(l)(2). All such statements should be omitted.
8. Page 2-35. As stated in our previous review, we defer to Cameron Engineering with regard to the response to our comment C-38 regarding the capacity of the loop bus given the particular suitability of the proposed housing to commuters.
9. Response to comment C-41 on page 2-37. We note that this building has been revised to show additional wall openings along this facade by installing a ribbon of glass along the stairwells. This is an improvement, and it will be important to review plans for each building to insure that these types of wall openings and design elements are included on the final site plan set.
10. General Comment - Our comment 20 has been addressed but should be appropriately annotated.

These constitute our remaining comments on the FEIS. Based on the input by the Planning Board at the last meeting, it may be advisable to have a workshop meeting with the Planning Board and consultants in order to ensure that the FEIS fully addresses any remaining environmental concerns of the Planning Board and to help formulate the recommendation on incentives and waivers.