



Garvies Point Road, Glen Cove, New York 11542

May 29, 2009

The City of Glen Cove Planning Board
9 Glen Street
Glen Cove, New York 11542

Dear Board Members,

It has come to our attention that the Final DEIS is being presented to the Planning Board by the Waterfront Developer in the next week or so.

Due to the fact that the Glen Cove Anglers Club had very little mention in the Draft Scope for "Draft Environmental Impact Statement for the Glen Cove Creek Mixed -Use Waterfront Development", and absolutely no mention in the final scoping document we would like to express our concerns to you in writing.

At this time the Glen Cove Anglers Club is quite concerned by the lack of relevance shown in those documents, pertaining to the Anglers Club. Although we are specifically mentioned in the "Contract for Sale of Land for Private redevelopment by and among the Glen Cove IDA, Glen Cove CDA, and Glen Isle Development Company LLC dated May 14, 2003, page 15 section 2.12, they have not given any mention to the Angler's Club in other documents.

GCAC is directly affected by the development, and would ask the Glen Cove Planning Board to request that the developer include us in the Final Draft Environmental Impact Statement.

For over sixty years the Glen Cove Anglers Club has been a dynamic part of the city. We have been involved in several community programs which include Scholarships, The Glen Cove Mayors Snapper Derby, working with the senior citizens, youth camps, city cleanups and more. We are comprised of working class individuals and families most of whom have been rooted in this community for their whole lives and will continue to remain here.

Thank you for your time and consideration in this matter.

Sincerely,

The Glen Cove Anglers Club
Board of Directors

June 2, 2009

The Honorable Mr. Ralph Suozzi
City Hall
9-13 Glen Street
Glen Cove, NY 11542

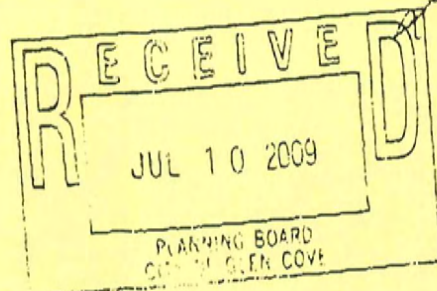
Dear Mr. Ralph Suozzi:

I am writing to you regarding the Glen Cove Waterfront Project, and its progress. It would be a great idea to develop the 213 acres of land surrounding the Glen Cove creek. This water revitalization plan will "improve surface water quality and flushing on the creek, restore wetlands", "increase recreational boating, water-dependent and water-enhanced activities and passenger ferry operations". Clearly, we can't go wrong with an opportunity like this. While improving the quality of our water and reviving our wetlands back to life after the infection of toxic wastes, we would be beautifying neglected land, improving our city's reputation, providing our youth with a safe place to hangout (this will decrease the crime rate), decreasing taxes, and our residents would finally have a place to dine or shop without going out of town. The area of land surrounding the Glen Cove Creek (property behind the firehouse) is 1 out of 3, of the "historical waterfront communities situated along Nassau County's North Shore and is accessible to motorists by Shore Road" (Pulitzer) – This is a unique property which Glen Cove should be grateful to have, and show it's appreciation, not by leaving it as a toxic waste zone, but instead, cleaning it up and developing it into the Seaport village it should be and allowing it to flourish. I know your stance on the issue is to keep it on "wait mode"; with all due respect, we should speed up the process. I think you should hold more meetings with the developers and contractors so the ideal plan, in which you want to be aware of before beginning any further construction. Once the plan is created and approved, the waterfront construction can begin and development can continue until it is finished. Thank you very much for your time and attention.

Sincerely,

Lauren MacDonald

Lauren MacDonald
14 Yale Place
Glen Cove, New York 11542



JUN 30 2009

Lauren MacDonald

June, 2009

Glen Cove Waterfront Project:

- The Glen Cove Waterfront Project is a proposed seaport village
- "a multimillion-dollar waterfront revitalization project that calls for the redevelopment of a 213-acre industrial site on both sides of Glen Cove Creek"(Pulitzer)
- \$75,000 was given to the City of Glen Cove to "develop a water quality improvement plan for 213 acres surrounding Glen Cove Creek, in supplement to the Glen Cove Waterfront Revitalization Plan. The project is intended to improve surface water quality and flushing on the creek and restore wetlands. Also, revitalization of the site will increase recreational boating, water-dependent and water-enhanced activities and passenger ferry operations." (Dept of Environmental Conservation)- it will improve the quality of the water and restore the damaged, valuable land, which will provide recreational activities.
- The area of land surrounding the Glen Cove Creek(property behind the firehouse) is 1, out of 3, of the "historical waterfront communities situated along Nassau County's North Shore and is accessible to motorists by Shore Road"(Pulitzer) – This is a unique property which Glen Cove should be grateful to have, and show it's appreciation, not by leaving it as a toxic waste zone, but instead, cleaning it up and developing it into the Seaport village it should be and allowing it to flourish.
- Mayor Ralph Suozzi's opinion on the issue: He wants to keep the development on "wait mode" until he hears an exact plan from the developers and contractors.
- It decreases the crime rate in youth; by providing them with a safe place to hangout, it gets them off the streets...skateboarding, vandalizing, graffiti, or shoplifting.
- Our residents would finally have a place to shop and dine without having to go out of town. Also, it would bring in shoppers, diners, and tourists from other towns, which allows our city to flourish and become a better place with a better reputation.

Lauren MacDonald

Works Cited

Periodicals

PULITZER, Lisa. "Glen Cove Puts Faith in Waterfront Plan." The New York Times 12 Jan. 1997. 3 June 2009 <<http://www.nytimes.com/1997/01/12/nyregion/glen-cove-puts-faith-in-waterfront-plan.html>>.

Web sites, e-sources

Fischler, Marcelle S. "Downtown, Meet Waterfront." NY times. 3 June 2007. 8 June 2009 <http://www.nytimes.com/2007/06/03/realestate/03livi.html?_r=1>.

"Long Island Waterfront Projects Get \$2.8 Million." New York State Department of Environmental Conservation. 5 June 2009 <<http://www.dec.ny.gov/environmentdec/18587.html>>.

June 19, 2009

Chairman Thomas Scott & Members of the Glen Cove Planning Board
City Hall
9 Glen Street
Glen Cove, NY 11542

Dear Mr. Scott and Members of the Glen Cove Planning Board:

We are Sea Cliff residents and we are writing to express our strong opposition to the RXR Glen Isle mixed-use waterfront development project proposed for the north side of Glen Cove Creek for the following reasons:

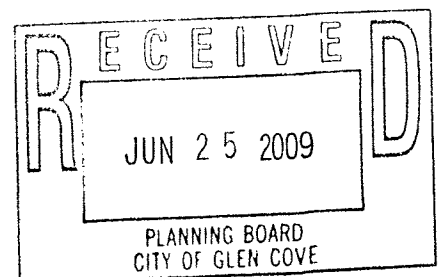
- The additional traffic generated by the development **will choke local roadways**. This is especially true along Shore Road and Bryant Avenue.
- The density of the development is out of character with our community.
- The 12-story buildings will destroy treasured view corridors.
- The 12-story buildings are out of character with any development along our harbor shoreline.
- The 12-story buildings will set a precedent for other development in Glen Cove.
- **Construction and the density of the development have the potential to adversely affect fish and bird habitats for areas adjacent to the development.**
- Lighting and noise will adversely affect our quality of life.
- The proposed development will create overwhelming demands on fire and police protection, emergency services, schools, and other services.

Whatever is built along the waterfront should be scaled down from the current proposal to protect the local environment and preserve our quality of life and our coastal landscape.

Sincerely,



Raymond & Nansi Borom
2 Laurel Way
Sea Cliff, NY 11579



Maureen Basdavanos

From: Alan Mitzner [Amitzner@mariespies.com]
Sent: Friday, June 19, 2009 5:35 PM
To: Maureen Basdavanos
Attachments: Glen Isle.docx

June 19, 2009

Dear Mayor Suozzi:

I am opposed to the RXR Glen Isle mixed-use waterfront development project proposed for the north side of Glen Cove Creek for the following reasons:

- ☐ The density of the development is out of character with our community.
- ☐ The 12-story buildings will destroy treasured view corridors.
- ☐ The 12-story buildings are out of character with any development along our harbor shoreline.
- ☐ The 12-story buildings will set a precedent for other development in Glen Cove.
- ☐ The additional traffic generated by the development will choke local roadways.
- ☐ Construction and the density of the development have the potential to adversely affect fish and bird habitats for areas adjacent to the development.
- ☐ Lighting and noise will adversely affect our quality of life.
- ☐ The proposed development will create overwhelming demands on fire and police protection, emergency services, schools, and other services.

Whatever is built along the waterfront should be scaled down from the current proposal to protect the local environment and preserve our quality of life and our coastal landscape.

Sincerely,

Alan Mitzner
Sea Cliff Resident

Alan Mitzner
President
American Pie, LLC
130 Crossways Park Drive
Woodbury, NY 11797
(516) - 714 - 3941
(516) - 921 - 0980 fax

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June 20, 2009

Chairman Thomas Scott
City Hall
9 Glen Street
Glen Cove, NY 11542

Dear Chairman and Members of the Glen Cove Planning Board:

I am opposed to the RXR Glen Isle mixed-use waterfront development project proposed for the north side of Glen Cove Creek for many reasons.

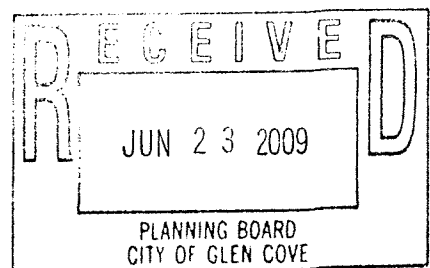
The 12-story buildings will destroy treasured view corridors, and are out of character with the harbor shoreline and neighboring communities. The density of the development has the potential to adversely affect fish and bird habitats for adjacent areas, as well.

Whatever is built along the waterfront should be scaled down from the current proposal to protect the local environment and preserve our quality of life and our coastal landscape.

Sincerely,

Laura Andrysiak

Laura Andrysiak
6 Greely Square
Glen Head, NY 11545



Cliff Cottage
24 Cliff Way
Sea Cliff, New York 11579
June 21, 2009

Dear Mayor Suozzi, Chairman Scott, and Members of the Glen Cove Planning Board:

We write in connection with the DEIS on the Glen Cove Waterfront Project. We live in a 1908 cottage overlooking the site and are also members of the Hempstead Harbour Club established in 1891, which is adjacent to the site addressed in the DEIS.

Our principal concerns with the Project are the 12-story height of the buildings and the excessive traffic those buildings will generate given their density. We fear the increased traffic—with attendant noise and emissions--on Cliff Way as new residents commute to and from this site via Prospect and Bryant Avenues.

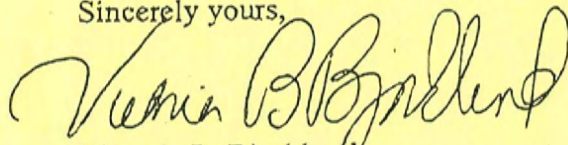
We believe that 12 stories is simply too high for this historic waterfront setting. That height will be unique for the North Shore of Long Island and is out-of-character with our historic, exurban waterfront community and shoreline.

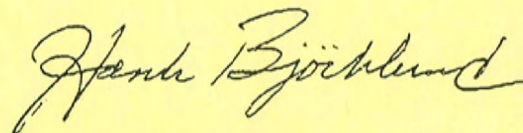
We do not oppose tasteful development of the site. Having visited many places which have prospered from tasteful waterfront development, we note that none of Peggy's Cove, Nova Scotia—a World Heritage Site which draws significant tourist dollars—Sausalito, Pacific Grove, and Monterey, CA.; Langley, Townsend, Whidbey Island, WA; Salem, Cohasset, Scituate, MA, to name a few, have buildings of this height. These towns all draw visitors and residents in a manner that has not compromised their historic waterfront character. We believe that a maximum of six stories would be more appropriate to the Glen Isle site.

Once the proposed buildings are constructed there is no turning back: our waterfront will be lost permanently to the urban precedent exemplified by New Roc City to our west. Therefore, we implore you to balance the important environmental and planning precedent of the Glen Isle development against the hypothetical financial profit of maximum height and density as you make your decisions.

We appreciate your consideration of these comments.

Sincerely yours,


Victoria B. Bjorklund


Hank Bjorklund

JUN 24 2009

Michael Lipsey
95 8th Avenue
Sea Cliff, NY 11579

June 22, 2009

Rte: WATERFRONT DEVELOPMENT PROJECT

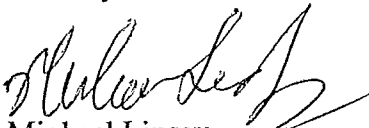
Dear Mayor Suozzi:

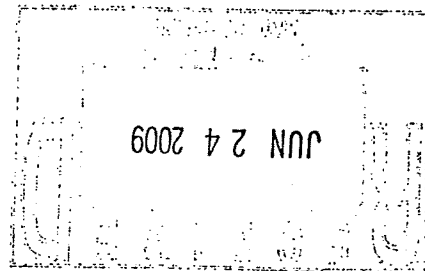
I am greatly disappointed in the RXR Glen Isle mixed-use waterfront development project proposed for the north side of Glen Cove Creek. I am against the proposed plan for the following reasons:

The density of the development is out of character with our community.
The 12-story buildings will destroy treasured view corridors.
The 12-story buildings are out of character with any development along our harbor shoreline.
The 12-story buildings will set a precedent for other development in Glen Cove.
The additional traffic generated by the development will choke local roadways.
Construction and the density of the development have the potential to adversely affect fish and bird habitats for areas adjacent to the development.
Lighting and noise will adversely affect our quality of life.
The proposed development will create overwhelming demands on fire and police protection, emergency services, schools, and other services.

Whatever is built along the waterfront should be scaled down from the current proposal to protect the local environment and preserve our quality of life and our coastal landscape.

Thank you,


Michael Lipsey



Michael Lipsey
95 8th Avenue
Sea Cliff, NY 11579

June 23, 2009

Rte: WATERFRONT DEVELOPMENT PROJECT

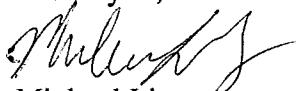
Dear Chairman Thomas Scott:

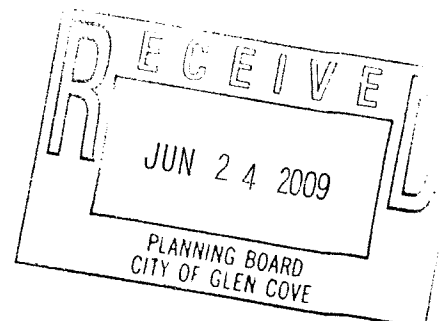
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Thank you,


Michael Lipsey



Stefanie Lipsey
95 8th Avenue
Sea Cliff, NY 11579

June 23, 2009

Rte: WATERFRONT DEVELOPMENT PROJECT

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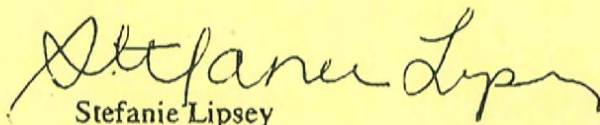
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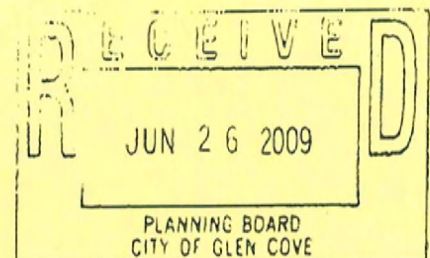
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Thank you,


Stefanie Lipsey



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 The Jobco Organization
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 AECOM
 Joy S. Squires
 NYS Assoc. of Conservation Comm.
 Edward Thompson
 Molloy College

Preliminary testimony for the RXR Glen Isle Mixed Use Waterfront Development Project

June 25, 2009

*Eric Alexander, Elissa Ward,
 Vision Long Island*

Vision Long Island's preliminary analysis of the project based upon the DGEIS is categorized into issues of placemaking and transportation which are vital to smart growth as well as other issues. Additional recommendations will be put forward in the final draft.

These comments are based on an initial review of the DGEIS dated May 2009. We encourage residents to read thoroughly the application, the City's comments and work with fellow residents to bring forward solutions to make this project work for the community.

As the full Board of Vision Long Island has not taken a position on the design details of this project these comments are preliminary and will be distributed to supporters of Vision Long Island for further revisions. A final draft of our testimony will be submitted before the end of the public comment period.

Introduction

The RXR Glen Isle Mixed Use Waterfront Development as designed has the potential to be a great asset to the City of Glen Cove. Adding a significant residential component and waterfront recreation to the downtown area can be very helpful for revitalizing downtown Glen Cove.

The mix of a Luxury hotel, spa/conference center, 50,000 square feet of office 25,000 sf of retail are well planned and fit perfectly into a vision for a renovated waterfront district.

The project has incorporated workforce housing, a range of housing product types into the plan.

This project has succeeded in securing public and private investment for a massive amount of Brownfields remediation.

Based on the developers analysis the project has significant tax benefits as outlined in the Draft EIS.

The transportation mitigation including widening of roadways, ferry service and shuttle bus service to the Long Island Railroad addresses the intensification of use on the site.

The project factored in improved public space and public access as well as important view corridors based on previous meetings.

The overall analysis from the developer was designed by some of the most talented planners/designers including Economic Research Associates, Zimmerman/Volk, Beyer Binder Belle, AECOM (formerly Urbitran).

The project fits within the boundaries of the City of Glen Cove Master Plan that was recently adopted and received a Smart Growth Award from our organization.

The recent set of successful community outreach that ensued with the inclusion of RXR as a partner on the project addressed a set of earlier process concerns our organization had for this project.

Compatabillty with Downtown Glen Cove

The mix of uses within this development seems to be appropriate for complementing rather than competing with downtown Glen Cove. The earlier proposal promoted by former Mayor Suozzi with a much higher retail component would have added to the over saturation of retail on Long Island in general, and compete with the existing businesses in downtown Glen Cove.

Adding a large number of residents close to the downtown should help existing businesses as well as attract new businesses to the downtown. The number of residences currently proposed should make up for any lost income from the loss of retail as well as follow more recent real estate trends towards multi family housing. However, since the residents will not be in downtown, but adjacent to it, the connection between the property and the downtown should be strengthened in order to encourage residents to patronize the downtown businesses and not drive elsewhere to shop.

Residential Rental to Ownership mix

The balance between ownership and rental units within this project seems to be appropriate for a healthy community. There are 594 condo and 180 apartments with 86 workforce units (10%). Assuming workforce units are rental, since it doesn't appear to be stated in the document, the ratio is 69% ownership and 31% rental. This should provide a good variety of housing options for different types of people.

Workforce Housing

The 10% workforce housing proposed in this application conform to existing State laws and are the minimum amount required for a project of this type. Given the existing affordable housing stock in Glen Cove compared to surrounding communities this balance, though at a minimum, is appropriate.

Placemaking and Walkability

The footprints of buildings, particularly on the western portion of the site, are laid out in a very contemporary sort of fashion. The position of buildings relative to the road is not done in a way that creates a "street wall" or defined edge. The street edge helps to give a sense of enclosure to pedestrians, increasing comfort as well as create an environment that helps to slow drivers down. There are large sections of the buildings that are close to the street, but there are also large gaps in the frontage as well jagged edges or points facing the street. This is not to say that the effects of a more traditional street frontage cannot be accomplished with the current plan, but more attention will have to be paid to street trees and landscaping to help create the same effect.

Although the height and massing of the various buildings has been explained in great detail, there has not been much if any description of the appearance of the buildings at the street level. Many of the buildings have parking garages at the lower levels with condominiums above, however there doesn't seem to be any indication whether or not those garages will be screened from view of those at street level. There appear to be townhouses on the sides of the garages that face the waterfront park, but it is unclear if there will be any facing the street. Townhouses or other active uses would be highly recommended along the street frontage.

Part of what makes a street walkable and attractive to a pedestrian, is having interesting and active facades along the street. If the garages are not wrapped with some sort of active use, even if they are attractively designed, the overall streetscape will suffer as a result. Streets without a fair amount of activity on them tend to feel insecure and discourage walking. Having townhouses that provide some "eyes on the street" will help make the street more attractive for walking.

The use of parking garages rather than surface parking for much of the off street parking is good for creating an attractive walkable place. However, care should be taken that the driveways that enter and exit these garages does not break up the

continuity of the sidewalks. Frequent auto related interruptions in the sidewalk detract from the walkability of an area. Garage entrances should be designed in a way to make them safe for those who may be walking past them on the sidewalk.

The distance from Dickson Street to the termination of Glen Street is approximately half a mile. This is twice as long as the general guideline of placing housing within one quarter of a mile from shops. One quarter mile is the typical distance at which the average person would walk rather than drive to a location. In order to ensure that as many as possible of the residents of this development walk to downtown rather than drive, the pedestrian experience should be enhanced to make it as comfortable a walk as possible. Some method of traffic calming should be added at Glen Cove Ave./Brewster Street, so that making that crossing is less dangerous and more comfortable.

Shuttles to take residents to the train stations is a good idea and will help mitigate some rush hour traffic as well as reduce the need for multiple cars per household. The developer should work with Long Island Bus to bring bus service closer, if not into, the site to provide more transportation options.

Greening and Sustainability

In addition to issues of placemaking and walkability, there are a few other concerns that Vision Long Island has regarding this project. In the executive summary, under potential impacts, it is mentioned that water capacity cannot be met in the event of a major well being closed down. If this is the case, will the development use water saving measures to the buildings and site to reduce water usage levels? Dual flush toilets, low flow showerheads, waterless urinals and drip irrigation systems can help to dramatically reduce water usage within the development. It is mentioned in the DEIS that there will be many green building features incorporated into the design of these buildings. Vision would encourage the developer to commit to a level or standard of energy efficiency or "green-ness" so that these features are not eliminated later in the design process.

Historic Preservation

In the executive summary of the document, there a pre-1837 house is mentioned on one of the parcels that make up this property. Does this house have any historic value, and if so can it be preserved or relocated so that it is not lost. Historic buildings help to create a sense of place that enhances a community. They are part of a community's history and cannot be recreated once they are lost.

In conclusion

This project has many good features that will be a significant benefit to the surrounding community. Care should be taken to ensure that the details are designed and built properly so that a high level of quality is met. In addition issues of walkability and the pedestrian experience should be carefully considered throughout. Kudos to the developer and the City of Glen Cove for partnering on an important project of regional significance.

Vision Long Island supports the concept of this project as it achieves many of the goals of proponents of Smart Growth and is on its way to becoming one of Long Island's premier developments, one that helps set the standard for the future of our region.

We have spent over twelve years and 1,400 public presentations listening to Long Islanders work through the challenges of growth and development. We strongly believe that Long Island residents and businesses alike can come together to make projects like the Glen Cove Waterfront an excellent place for our young and old alike. Let's work together to see this project approved and built over the coming months/years.

About Vision Long Island

Vision Long Island advocates for "Smart Growth" planning and development that includes: a mix of land uses; compact building design; a range of housing choices; walkable neighborhoods; attractive communities with a strong sense of place; preservation of open space; infill development; a variety of transportation choices; decisions that are predictable, fair, and cost effective; and encouraging community and stakeholder collaboration in the development process.

Vision supports the principles of organizations like the Congress for the New Urbanism (CNU). We encourage reinvestment in and restoration of urban centers and new 'towns' and the creation of vibrant, active communities. Placeless sprawl has poisoned Long Island as has the increasing separation of our population by race and income. We have lost most of our agricultural lands and have little in the way of a built heritage.

Vision believes that we can solve some of Long Island's social and economic problems by building new communities or restoring existing ones that provide economic vitality, community stability, and environmental health. We must attract business and provide housing for our workforce.

Vision supports projects that provide neighborhoods with a diversity of uses and population, are designed for the pedestrian and transit as well as the car, and are enhanced by great architecture and landscape design.

Vision is, as the CNU says "committed to reestablishing the relationship between the art of building and the making of community, through citizen-based participatory planning and design."