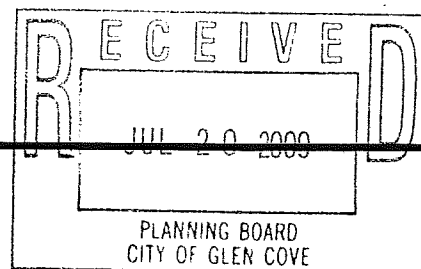


**Lois Stemcosky**

---

**From:** fcp1@worldnet.att.net  
**Sent:** Thursday, July 16, 2009 12:51 PM  
**To:** Lois Stemcosky  
**Subject:** Glen island

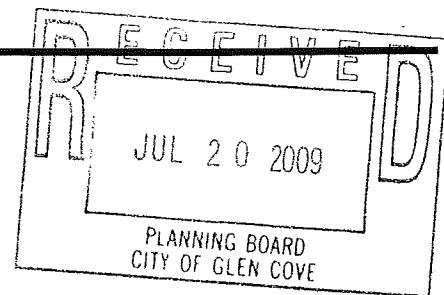


As a resident of Albin street in Glen Cove I am very concerned about the additional traffic this will bring to our already crowded and uncontrolled Street. We have trucks, motorcycles, buses and cars emitting fumes and noise that is untenable. We cannot sit out on our decks, our houses shake from the tonnage going up and down out street, not to even speak about the garb age that is thrown out the windows of cars. I am totally adverse to this project and the abuses I have suffered living in glen Cove Thank You for your attention to this matter. Carla Polizzi 21 Albin St Glen Cove, NY Sent from my Verizon Wireless BlackBerry

**Lois Stemcosky**

---

**From:** mike@stanco.us  
**Sent:** Thursday, July 16, 2009 1:46 PM  
**To:** Lois Stemcosky  
**Subject:** Letter for planning board - waterfront development



Unlock The  
Potential - Glen Co..

Hello Lois,

Please submit this letter to the planning board in reference to the Glen Cove Waterfront Development. It is a letter in favor of the development and it is my hope that more letters like this come through. Thanks so much and have a great day!

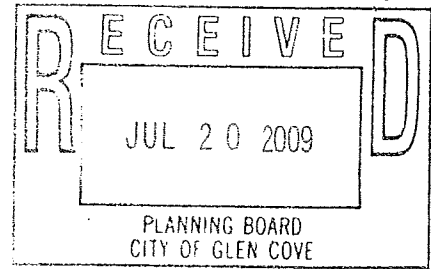
Best regards,

Michael Stanco  
917-293-0915 (cell)  
mike@stanco.us

## **Unlock The Potential**

**By Michael Stanco**

**Written on July 16, 2009**



This letter is written in favor of the proposed waterfront development in Glen Cove. Although I commend the city for thoroughly handling the approval process, my hope is that the project moves forward and I believe that Glen Cove will become such a better place as a result.

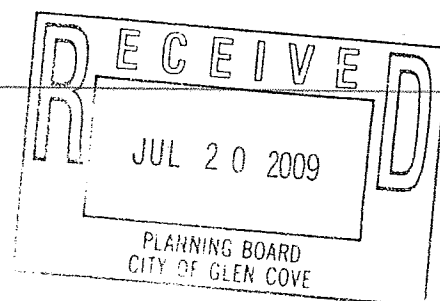
Public debates are healthy and necessary as an important part of the development process but it is not like we are talking about developing protected lands or preserves. This is a project that will transform a **blighted industrial area into a thriving mixed use community** that many generations will enjoy for many years to come. Not only that, but this project was designed to work in **synergy with the existing downtown** and amenities that Glen Cove already has to offer its residents and visitors. This project is an opportunity that should not be floundered away because a small minority of people, although very vocal, disapproves of it. Our community should be thankful that this opportunity even exists and that there are 50-acres of waterfront land available to do such a development. The whole city has a chance to improve its standing and once again make Glen Cove the place to be on the North Shore. It will also give our residents a chance to enjoy the waterfront once more with designated 25% public space for parks and walking esplanades. Magnificent!

**The majority of residents in Glen Cove** and surrounding communities want this project to move forward in a diligent and expedient manner. It seems to me that the developers have followed through on everything they have been asked to do with clarity and transparency. And they have also designed a beautiful concept that is mindful of many of the concerns of residents. Give them the chance to build this dream and create a destination for people to come and marvel at all Glen Cove has to offer. **Everything improves as a result of this project, including the schools.** The city has so many beautiful spots already, this is the one area that has been squandered through the years and it is time for that to change.

The guiding light should be that this project will succeed and that years from now when we look back we could say that this was the right move. Unlock the potential that Glen Cove has and let's move forward not backward.

**Lois Stemcosky**

**From:** Marie [marcoyl@optonline.net]  
**Sent:** Thursday, July 16, 2009 7:09 PM  
**To:** Lois Stemcosky  
**Subject:** Glen Isle Development



To The Planning Board.

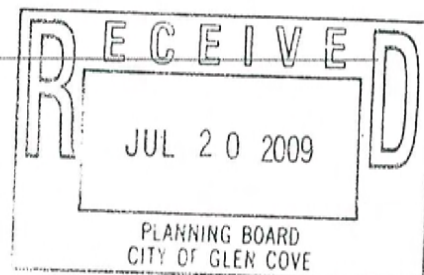
As a 43 year resident of Glen Cove, living on Hammond Rd and overlooking the creek and harbor, I add my voice to those who see this project as a magnificent addition to the City of Glen Cove. I firmly believe that without it the City will die simply for lack of growth. Without new businesses or entities to grow the tax base (you cannot do that with a park) you would have no funding for the school district and city improvements. The burden of higher taxes would then fall to the homeowners who will at some point decide they have had enough and move out, more than likely selling their properties at deflated values. No one would want to live here because of the inevitability of a poor school district and eventual decay due to the City's inability to maintain roads and municipal facilities.

The fact is this project would bring a level of vitality and beauty to this city that we have never had, and if we do not act upon it, the opportunity could well be lost forever. It has evolved after much input from the community. The developers have worked hard to accommodate most of the complaints, and have provided accessible parks, and additional wetland protection. There are still some traffic issues which, in my opinion, need to be addressed, but this should not be enough to derail this project. I believe this project should go forward

Marie Coyle  
51 Hammond Rd  
Glen Cove, NY 11542      516-671-8054

**Lois Stemcosky**

**From:** Karsai@aol.com  
**Sent:** Thursday, July 16, 2009 6:04 PM  
**To:** Lois Stemcosky; Ralph Suozzi  
**Subject:** Waterfront Development



**Dear Members of the Glen Cove Planning Board,**

**As stated in our 2006 position paper on the redevelopment of the Glen Cove Waterfront, the Glen Cove Chamber of Commerce would like to reiterate its support of the waterfront development as proposed in the Draft Environmental Impact Statement (DEIS) currently under review. On behalf of our board and the Chamber's 240+ members, we believe that the RXR Glen Isle project will provide significant economic growth for our local business community.**

**Such an opportunity comes along perhaps once in a generation, and we are fortunate to be the recipients of such a large infusion of private capital into our local economy. The project will increase the tax base while also providing additional customers for our local businesses. Considering the economic morass our nation is currently experiencing, we support the redevelopment of our blighted, underutilized waterfront.**

**As most of our members are Glen Cove and Glen Cove area residents as well, the benefits that we see extend beyond just economic. The social and cultural amenities will both improve quality of life for our business owners (and their customers), while also making Glen Cove a more attractive place to start a business in the future.**

**We at the Chamber agree with the vision of the City and encourage the Planning Board to move forward with this project as it will undoubtedly enhance the health and profitability of our member businesses.**

**Thank you.**

**Sincerely,**

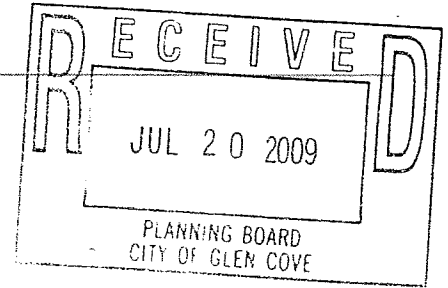
**Gabor Karsai**  
**President**  
**Glen Cove Chamber of Commerce**

*Enhancing the health and profitability of our member businesses.*

**19 Village Square**  
**Glen Cove, NY 11542**  
**Tel: 516-359-8028**  
**Fax: 516-676-5490**  
**Email: [info@glencovechamber.org](mailto:info@glencovechamber.org)**  
**Web: [www.GlenCoveChamber.org](http://www.GlenCoveChamber.org)**

**Lois Stemcosky**

**From:** lnormandia@aim.com  
**Sent:** Thursday, July 16, 2009 3:58 PM  
**To:** Lois Stemcosky  
**Subject:** Glen Isle



Dear Ms. Stemcosky:

It has been only a few years since I moved to Glen Cove. What amazed me was how a *city* could conserve a *village* feeling. What attracted me was the peacefulness of its sleepy streets; even the major thoroughfares rarely felt crowded or rushed.

Glen Cove has always been careful to preserve its natural resources. We have Morgan Park. We have Garvies Point. We have a wealth of greens and blues that deserve tender care. There is pride in those who live here.

And now the city wants to ignore its past wisdom and far-sighted planning in favor of the super development of one of Long Island's last undeveloped waterfronts.

Glen Isle will help us become yet another small town strip-mall in a long line of nondescript over-developed towns like those on the South Shore.

Too many people, too many cars. Already our tiny town lacks enough parking for its library and post office. We commuters are running out of space at the train stations. On Saturdays it's hard to find parking even at our supermarkets. And the city wants to bring in thousands of additional car owners?

The feeling of community is lost in apartment buildings, luxury or otherwise. If a city neglects its existing residents in order to attract new ones, what happens to the pride?

Please do not over-saturate/populate the place we call Our Town.

Thank you,

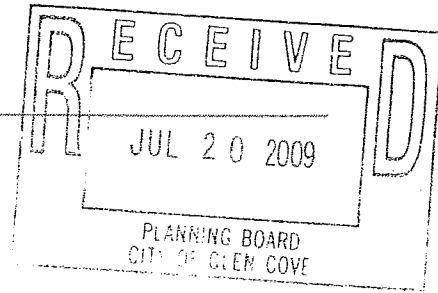
Lynne Normandia

---

STRETCH your technology dollars with great laptop deals from Dell!

**Lois Stemcosky**

**From:** SusanKotta@aol.com  
**Sent:** Friday, July 17, 2009 8:35 PM  
**To:** Lois Stemcosky  
**Subject:** Glen Isle Development



Following are my objections to the Glen Isle Development as we slide into recession and worse.

1. The area is still toxic for residential use.
2. It is targeted to the wealthy, who, whoever they are, may be wealthy no longer when our faltering economy tanks altogether. Because of our development over the last century, we are looking at a looming depression WORSE than the debacle of the 1920s and 30s. Young professional families are already leaving.
3. The Development's construction will disrupt the city for years, if it is not abandoned in midstream, due, again, to the failing economy, and leaves a semi-wasteland in its wake.
4. Even the ill-paid workers will not be able to afford the housing the project is slated to provide for them.

Growing numbers of people in Glen Cove reject this ill-conceived disaster waiting to happen, particularly at this crucial time. Instead, RESTORE and PRESERVE this remaining wetland that harbors so much wildlife before it, too, is wiped out, and we truly are left with a mosquito cove of proliferating insects and no natural predators left. The birds, after all, besides affording us so much pleasure and education, also perform vital tasks that we are unaware of until they are gone.

Thank you for your consideration.

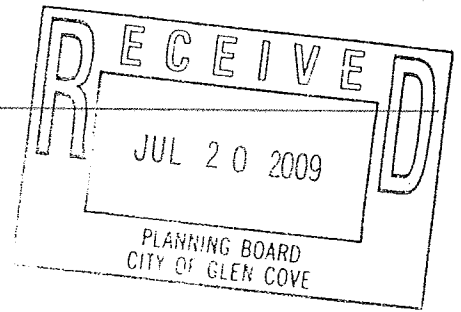
Mrs. Susan Kotta.

---

Snoop, Lil Wayne, Lady GaGa -- land the tix you need for this summer's biggest tours. [Tourtracker.com](http://Tourtracker.com)

**Lois Stemcosky**

**From:** Francine Koehler [info@glencovedowntown.org]  
**Sent:** Friday, July 17, 2009 2:01 PM  
**To:** Lois Stemcosky  
**Subject:** From the Downtown BID



Please see attached letter from the Glen Cove Downtown BID for the Planning Board re: the waterfront development.

Thank you.

Francine Koehler, Executive Director  
Glen Cove Downtown BID  
18 Village Square, Glen Cove, NY 11542  
Ph: 516-759-6970 \* Fax: 516-759-2308  
[www.GlenCoveDownTown.org](http://www.GlenCoveDownTown.org)

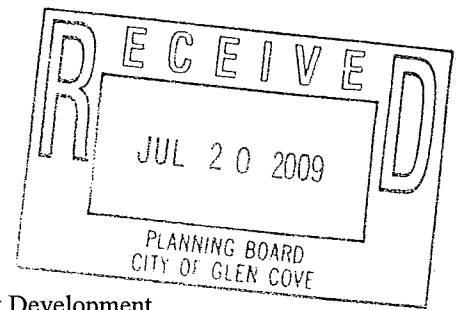


Please consider the environment before printing this e-mail.



July 17, 2009

Thomas Scott, Chairman  
Planning Board, City of Glen Cove  
9 Glen Street  
Glen Cove, New York 11542



RE: City of Glen Cove and RXR Glen Isle Partners Glen Cove Waterfront Development

Dear Mr. Scott:

As Executive Director of the Glen Cove Downtown Business Improvement District (BID), I am writing on behalf of the Glen Cove Downtown BID Board of Directors and the approximately 360 businesses that are encompassed by the Downtown BID, in support the waterfront redevelopment as proposed in the Draft Environmental Impact Statement currently under review by the Glen Cove Planning Board.

It is our opinion that the redevelopment plan proposed by RXR Glen Isle Partners contains many of the best principles of Smart Growth. This huge commitment of private capital into our local economy underscores an enormous confidence in Glen Cove. Redeveloping the blighted, unutilized portion of Glen Cove's waterfront is a project that can provide the opportunity for significant economic development for Glen Cove and its downtown commercial district.

Glen Cove's waterfront has been remediated and is ready for development. At this critical juncture it is important to make sure that the adjacent downtown and surrounding areas continue to thrive and prosper. Since my office is in downtown Glen Cove, I am continually reminded of the importance of maintaining the stability of downtown, and its proximity to the waterfront.

Glen Cove's downtown is truly its "heart," as it sits in the center of the city and is closely annexed to the waterfront area under discussion. The appropriate connectivity between the waterfront and the downtown is critical to keep this vital economic organ functioning. The Glen Cove Downtown BID has worked closely with RXR Glen Isle partners over the past several years to ensure that the proposed waterfront redevelopment provides an essential gateway and connection to the downtown.

The City of Glen Cove has developed its "vision" through its newly adopted Master Plan. The Glen Cove Downtown BID supports this vision and encourages the Planning Board to ensure that this project moves forward, to the benefit of the downtown district and the entire City of Glen Cove.

Very truly yours,

Francine Koehler, Executive Director

cc: Hon. Ralph V. Suozzi, Mayor, City of Glen Cove  
Charles E. Parisi, Esq., President, Glen Cove Downtown DMA, Inc.

## Brad Schwartz

---

**From:** Kelly Morris [Kmorris@glencovecda.org]  
**Sent:** Monday, July 20, 2009 9:59 AM  
**To:** Brad Schwartz; Michael Zarin  
**Cc:** Lois Stemcosky  
**Subject:** FW: Draft EIS for Glen Isle Redevelopment in Glen Cove

K. Kelly Morris  
Executive Director CDA/IDA  
City of Glen Cove  
516.676.1625 x 102  
kmorris@glencovecda.org

-----Original Message-----

From: Als.Ed@epamail.epa.gov [mailto:Als.Ed@epamail.epa.gov]  
Sent: Friday, July 17, 2009 5:45 PM  
To: Kelly Morris  
Cc: Joseph Yavonditte; Heidi Dudek  
Subject: Draft EIS for Glen Isle Redevelopment in Glen Cove

Kelly,

Pls accept the following comments on the Glen Isle SEQRA Draft EIS on behalf of the EPA Region II - Superfund program:

P I-2 C. Under the summary of properties, Li Tungsten is listed as both a Federal and a State Superfund site, while Captain's Cove is listed as a State Superfund site. Actually, the Li Tungsten site is a Federal Superfund site which includes the former Li Tungsten facility property and those portions of Captain's Cove where Li Tungsten wastes were disposed; while the portion of Captain's Cove where other wastes were disposed of is designated as a NY State Superfund site. Again, same error occurs on page II-8. In section III.B "Subsurface Environmental Conditions" the discussion is much more accurate in this regard; it's the executive summary that's misleading.

P I-4 Properties within the Project Site - same error: Capt's Cove is discussed only in terms of State remediation, while EPA spent about 3 years excavating and hauling away over 100,000 cubic yards of radionuclide and heavy metals-contaminated wastes that were dumped on Captain's Cove by the Li Tungsten operations. The areas of Captain's Cove where Li Tungsten wastes were disposed of were formally designated operable unit 2 of the Li Tungsten site by EPA in 1995. Again, in section III.B "Subsurface Environmental Conditions" the discussion is much more accurate in this regard.

Also, P I-4 "Satisfying Part 375 State standards would allow for residential use" - EPA's evaluation of Li Tungsten Parcel A residential use capability will also be based on site-specific risk assessment, which may make determinations that are not necessarily in keeping with the Part 375 regs...

P I-5 under Required Approvals, USEPA is listed as an approving agency for a Multi-agency Accord. From the EPA Superfund program's point of view, a multi-agency accord for "...framework for handling environmental remediation" is not normally an "approval" provided by

EPA's Superfund program. So I'm not sure how our Superfund program will deal with entering such an Accord. However, now that EPA has completed the clean-up of the Li Tungsten Superfund site and issued a preliminary close-out report (PCOR, Sept 2008), development of institutional controls to address various aspects of the Li Tungsten Superfund clean-up is a requirement that has been communicated by EPA to the IDA/CDA in the last several months. These required ICs may be formalized in the overall SMP, as mentioned in the EIS. From Table II-2, it appears that the EIS has a good handle on the residual issues presently characterizing the Li Tungsten and Captain's Cove properties. Obviously, EPA's Superfund program must be involved in the SMP as it relates to the Li Tungsten and Mattiace federal Superfund sites.....

P III.B-14, it states that no sub-slab sampling was performed in the Benbow Building. At the EPA/City/Developers meeting in August 2008, after completion of the fieldwork at Li Tungsten, we provided a copy of the sampling performed under both Dickson and Benbow Buildings. I'll forward an email that contains that info to both you and Ellis Koch, under separate cover.

Kelly, I'd appreciate if you could get these comments to the right person. I think that would be Ms. Lois Stemcosky? Let me know if you have any questions.....thanks, and have a nice weekend

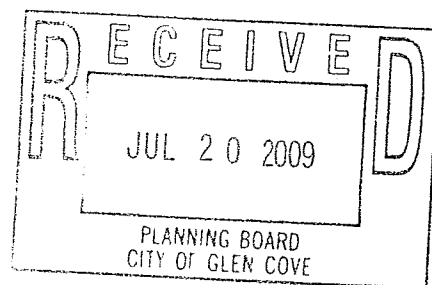
Edward Als, Remedial Project Manager  
NY Remediation Branch

Tel: (212) 637-4272  
Fax: (212) 637-3966

## Lois Stemcosky

---

**From:** Francine Koehler [info@glencovedowntown.org]  
**Sent:** Friday, July 17, 2009 1:58 PM  
**To:** Lois Stemcosky  
**Subject:** waterfront letter



Francine Koehler, Executive Director  
Glen Cove Downtown BID  
18 Village Square, Glen Cove, NY 11542  
Ph: 516-759-6970 \* Fax: 516-759-2308  
[www.GlenCoveDownTown.org](http://www.GlenCoveDownTown.org)



Please consider the environment before printing this e-mail.

---

**From:** JEANINE DIMENNA [mailto:pg1chef@hotmail.com]  
**Sent:** Friday, July 17, 2009 1:24 PM  
**To:** franchine ferrente; francine bid  
**Subject:** FW: waterfront letter

---

From: pg1chef@hotmail.com  
To: bpalanker@glenisle.com  
Subject: waterfront letter  
Date: Fri, 17 Jul 2009 07:46:28 +0000

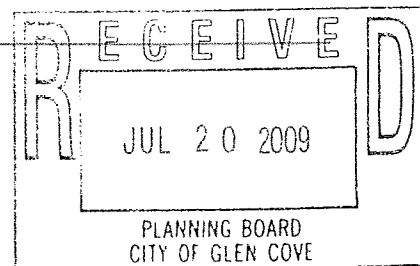
I, Jeanine DiMenna chef and co-owner of Page One Restaurant Am highly in favor of the waterfront development  
As a small business in a poor economy it has become more and more difficult to compete with other restaurants in other towns  
that offer more, example people go the manhasset because of the miricale mile..That is what they are known for..thats what draws people that way.  
Glen Cove itself is half way surrounded by water,( meaning there is really only one acessway into Glen cove,no thru traffic that a a business needs to survive.  
it is a 15-to. 20 minute drive from the L.I.E..agian making it more difficult for people to access and in turn making people more apathetic to come our way which makes it that much harder for small business  
and lastly our taxes our taxes have increased tremendously over the last 12 years, .Having a water front would not only makes sense for the glen cove community, but it would be great for glen coves economy...We need a draw a reason for people to come to our community ,foot traffic etc...There are many good people working very hard to keep our community alive, but it is not enough  
we are choking by our own hand, not by anyone one person, but because times have changed, the small mom and pop shops ,restautants ,clothing stores,specialty shops

etc,can't competewith the big chain stores and restaurants. This is a different time then it was even a couple of years ago the marketing has changed it is not good enough anymore to just be good

in order to compete we need to dazzle people our way. Make them have more of a reason to come, Making Glen Cove even more special than it already is, by having a waterfront could quite possible change the way Glen cove stores do business..

**Lois Stemcosky**

**From:** Glen Cove Chamber of Commerce [info@glencovechamber.org]  
**Sent:** Friday, July 17, 2009 11:52 AM  
**To:** Lois Stemcosky  
**Cc:** Ralph Suozzi  
**Subject:** Glen Cove Waterfront



**Dear Members of the Glen Cove Planning Board,**

**As stated in the our 2006 position paper on the redevelopment of the Glen Cove Waterfront, the Glen Cove Chamber of Commerce would like to reiterate its support of the waterfront development as proposed in the Draft Environmental Impact Statement (DEIS) currently under review. On behalf of our board and the Chamber's 240+ members, we believe that the RXR Glen Isle project will provide significant economic growth for our local business community.**

**Such an opportunity comes along perhaps once in a generation, and we are fortunate to be the recipients of such a large infusion of private capital into our local economy. The project will increase the tax base while also providing additional customers for our local businesses. Considering the economic morass our nation is currently experiencing, we support the redevelopment of our blighted, underutilized waterfront.**

**As most of our members are Glen Cove and Glen Cove area residents as well, the benefits that we see extend beyond just economic. The social and cultural amenities will both improve quality of life for our business owners (and their customers), while also making Glen Cove a more attractive place to start a business in the future.**

**We at the Chamber agree with the vision of the City and encourage the Planning Board to move forward with this project as it will undoubtedly enhance the health and profitability of our member businesses.**

**Thank you.**

**Respectfully,  
Phyllis R. Gorham  
Executive Director/Glen Cove Chamber of Commerce**

Information from ESET NOD32 Antivirus, version of virus signature database 4254  
(20090717)

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

7/20/2009



July 17, 2009

City of Glen Cove Planning Board  
City of Glen Cove  
9 Glen Street  
Glen Cove, NY 11542

RE: Glen Isle Application

Dear Board Members:

On November 18, 2008 the Village of Sea Cliff provided written concerns and requests for the DEIS scoping document. We would like to thank you for your action in regard these concerns as the final scoping document addressed those issues. With that said, we believe the DEIS has glossed over many of the expressed trepidations which should be more thoroughly and realistically focused on in the FEIS.

**Transportation**

As fellow residents of Long Islands North Shore, we all know one of the greatest burdens in front of us is traffic and safety. The DEIS fails to adequately address mitigation efforts in regard to infrastructure requirements for high density development such as proposed by RXR/Glen Isle.

1. ***GLEN COVE ROAD AND NORTHERN BLVD.*** - The analysis of the impact of this project on the intersection of Glen Cove Road and Northern Boulevard does not give sufficient importance to the LOS ratings in any of the scenarios reviewed in the DEIS. With No Future Action, the LOS is D. After the Proposed Action, it drops to F. The Mitigation Measure that is supposed to bring it back up to D is Nassau County's alleged future addition of a third through lane on the southbound approach. The report mentions that this will require the County obtain ROW from the businesses at the intersection but does not take into consideration what will happen if the County does not succeed in this endeavor. The analysis also fails to determine what this bottleneck condition will cause when cars pass through the intersection to the north side of Northern Blvd. and have to merge into two lanes.

2. ***PROSPECT AVE. AND CARPENTER, PROSPECT AVE. AND CLIFF WAY, PROSPECT AVE. AND SEA CLIFF AVE. AND PROSPECT AVE. AND GLEN AVE.***

- In the last section of the Transportation chapter, the DEIS states that "The proposed development is designed to create a highly pedestrian-oriented neighborhood setting, which encourages walking and strolling both as an alternate means of transportation and as a recreational activity." Sea Cliff residents are strong supporters of pedestrian-oriented neighborhoods and applaud this goal.

However, the analysis of these intersections does not take into account any concerns for pedestrians. They conclude that "In addition to a review of the existing traffic volume data (there were no independent LOS studies done on these intersections for the DEIS statement), field observations clearly indicate that these intersections can accommodate the additional site-related traffic without any adverse impact on operations. Existing and future volumes are such that changes to intersections delays, if any, would be imperceptible to the average driver."

All of these intersections are in quiet residential neighborhoods where walkers, joggers, bicyclists and children walk to the Villages parks and the beach. The Statement addresses the wrong question. The issue is not whether the roads can take more traffic or what the impact will be on drivers. The question that needs to be addressed is what impact this increased volume will have on Village residents who need to cross the street and who live on it. Prospect Ave. may have the capacity for more cars but it is a neighborhood street, not a highway.

Further, when the DEIS speaks to the current traffic count it states an unspecified "theoretical capacity" of Prospect/Albin. The document also states that Prospect/Albin is a shorter cut through route to the 25-A viaduct but then claims that the vehicle count will only increase by 20 – 37 vehicles per rush hour, which defies all logic. It is imperative that the FEIS take into consideration the facts that lower Prospect/Albin suffers from a limited pedestrian right of way with no street shoulders, curbs or sidewalks and has homes directly abutting the street. It should look at the geological integrity of steep slopes on which these homes are built and the potential structural effects/damage that could be caused by the vibration from increased traffic. All of Prospect Avenue has limited sight vision, numerous blind curves and many pedestrian crossing areas. Equally significant and of serious concern is that the DEIS while identifying intersections along Prospect/Albin it fails to provide a proper analysis of the inadequate sight distances for safe stopping.

3. ***GLEN COVE AVENUE @ NORTH SHORE SCHOOLS*** - While the study of this major intersection is spoken of, it does not address the most important aspect of it; namely, it is the major crossing area of thousands of school age children every day. Furthermore, much of the vehicular traffic at this sensitive intersection comes from within the immediate area and never reaches Glen Head Road or Sea Cliff Avenue as it funnels from and back into the side streets.
4. ***GLEN COVE AVENUE*** - Glen Cove Avenue is identified as a 4-lane highway but that statement is incorrect as it runs along the Sea Cliff / Glen Cove border as it is then a 2-lane road.



### **Economic Viability**

The latest economic viability data used was from Dec., 2008 and, based on that, the report reads that "The information included in the original market update suggested that the market conditions and longer term prospects for increased potential spending power had grown since the earlier evaluation...." (p. II-55).

However, as of July, 2009, every report on consumer spending indicates that it is not growing but is considerably down from where it was six months ago. This is just one example of what may be true of many of the DEIS conclusions on economic viability, that they are overly optimistic about the economic recovery.

### **Aesthetics**

We repeat our previous request that balloons be put up at all building locations higher than 2 stories indicating the various heights of each such building. Further, we submit that the applicant should be required to include more realistic photosimulations (the ones presented are unrealistic and excluded Sea Cliff Beach) of the appearance of Glen Isle from the following locations:

- Sea Cliff Beach
- The Boulevard and Carpenter Avenue
- Carpenter Avenue and Prospect Avenue
- The pergola and the mid-point of Cliff Way

### **Air Quality**

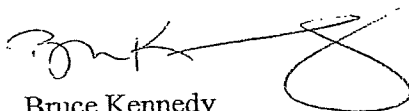
The potential for air quality impacts are of particular concern of Sea Cliff. The EIS should address both stationary and mobile source impacts directly as they relate to Sea Cliff.

### **Noise**

There is an expectation that the project will result in an increase in noise levels in areas of Sea Cliff as the result of (a) mechanical equipment in the proposed development, (b) more than a twofold increase in traffic along Prospect Avenue (at least 3 dBA alone), and (c) the introduction of ferry traffic to the Creek. At least three sensitive receptors should be located within Sea Cliff, at locations to be determined in consultation with the Village Board of Trustees.

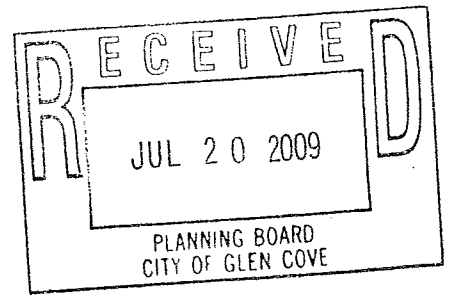
Once again, we thank you for your steadfast efforts to ensure that we maintain the highest quality of life for both Glen Cove and Sea Cliff residents throughout the City's consideration of the impacts of this project, as well as the development of the waterfront.

Sincerely,



Bruce Kennedy  
Mayor

Mr. Ralph Cioffi  
25 Carpenter St.  
Glen Cove, NY 11542  
516 671 2112



July 18, 2009

Dear Glen Cove Planning Board,

I believe the 23 acres at the end of Garvies Point Road should be preserved in perpetuity.

The area was once an extensive and rich wetlands. It was destroyed by the all too common Glen Cove practice in the past of filling in low lying land and wetlands (waste lands to the uneducated mind) with trash, garbage and spoil from ill-considered poison spewing industries. If such lands are truly to be cleaned up, then the common sense solution would be to restore them as much as possible to their original state.

To clean them up and then make the claim that the expense of the clean-up requires that those same acres, in the name of profit, must be debased and polluted a "thousand" times more than before by piling on huge clumps of buildings and every fanciful facility that the human mind can create, is to deny the very meaning of restoration and conservation. They might better and more cheaply have been left alone because these very same acres have been astounding over the years in their ability to rebound back from the most egregious abuse to become valuable wildlife habitat.

As a young boy I stood at the very edge of those watered lands. As I watched schools of killy fish swim, I saw my face reflected in the clear water. Although still completely unschooled in the names of the living creatures of nature, I had only to open my eyes and my mind to see that they abounded in what was a natural preserve of birds, fish, insects, amphibians, mammals and plants. And they served mankind as well.

The wetlands were a natural complement to Garvies Point Preserve. Wildlife moved back and forth between the two regions and they were both enriched by the association. This is still true today. In the past a great opportunity was missed by not incorporating the wetlands along with their woodlands counterpart into a more complete and fully protected Garvies Point Preserve.

Then came the unfortunate era of the landfill.

In later years, after the land filling was over and had done its worst, the land actually recovered. As a young adult I remember walking through an area of small ponds surrounded by cattails with patches of grasslands in between and with trees along its borders that was full of wildlife. The bird life was amazing.

Next came the great cleanup, with digging, bulldozing and piles of dredged spoil and the hauling away of truckload after truckload of what we were told was contaminated soil. After all of this disturbance, the land again shows its resilience. Now as a senior citizen I see ponds have

appeared again over the buried wetlands and many forms of plant and animal life are returning. What more can a piece of land keep telling us? Will "we" never learn?

I attended a recent meeting of the Landing Pride group where a presentation of the current plans for development was made to the audience. Two things hit me quite hard. One was the daunting sight of a great wall of much too tall buildings that one would see while traveling down Garvies Point Road at the most sensitive part of the area. That sight overwhelmed me. The loss of the openness of the view was distressing and would forever mar Glen Cove.

If those giant condo complexes are built, their very height will cast such a shadow on the adjacent side of Garvies Point Preserve that many plant species will be diminished. Furthermore creatures dependent on these plants will also be diminished, if not lost altogether. We all recognize that life on earth is dependent on our sun's vital gift of light. Garvies Point Preserve will have suffered a deadly blow.

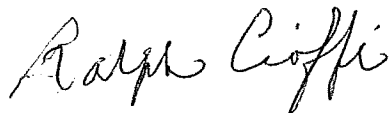
The second disturbing factor is the very costly housing that is planned. The type of person attracted to such a place would be newcomers with deep pockets. I don't believe we should be building another haven for the wealthy. After all, the rich can afford to live anywhere. What we need to address are the many Glen Covers who pay high rents for below standard housing. Proper thoughtful planning should bring relief to those who already dwell here and bring down housing costs across the board. Every person residing in our fair city deserves to live in affordable yet comfortable housing that they can be proud of.

The current economic travail teaches us that over expansion and grandiose plans can flounder on the shoals of financial stress. Rather than bringing the sought after monetary rewards they can end in bankruptcy and failed hopes.

When we think about the 23 acres at the mouth of Glen Cove Creek, we remember this is the place that was once called Musketo Cove. Musketo is the Matinick Indian word meaning "land of rushes". This is where humanity started in Glen Cove thousands of years ago, so I don't think it is an exaggeration to say these 23 acres comprise a shrine. They are Glen Cove's equivalent to Plymouth Rock. Should we bury a shrine under condos? Thoughtful citizens would answer, "No, never."

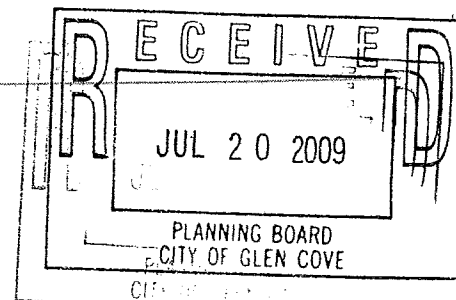
If this projects goes forward, in a modified way, it should guarantee the preservation of those precious 23 acres, and if there is to be housing, it should be affordable for Glen Cove residents.

Ralph Cioffi, 7/16/09

A handwritten signature in cursive script that reads "Ralph Cioffi". The ink is dark and the signature is fluid, with a long, sweeping underline for the name "Cioffi".

**Lois Stemcosky**

**From:** Connie Fisher [fishing12dox@yahoo.com]  
**Sent:** Saturday, July 18, 2009 4:46 PM  
**To:** Lois Stemcosky  
**Subject:** GLEN COVE WATERFRONT



To the Members of the Planning Board:

I am a senior citizen living at 12 Doxey Drive in Glen Cove - I have lived at that address since 1961. In the years of living in Glen Cove I have seen many changes - I have seen Glen Cove go from a thriving city with a friendly downtown to almost a ghost town. Today under the present administration I see Glen Cove waking up - we have music in the streets; fine restaurants; people enjoying lunch in the open air - it is exciting for me to see this rebirth.

Over the past few years I have followed the controversy over the development of the Glen Cove waterfront with great interest and have written a number of letters in support of this project. I am delighted to see the project finally in the hands of the planning board. I now feel that, at last, we are moving toward a solution that will give the people of Glen Cove a new revitalized waterfront offering housing opportunities; recreational facilities; even a cultural venue.

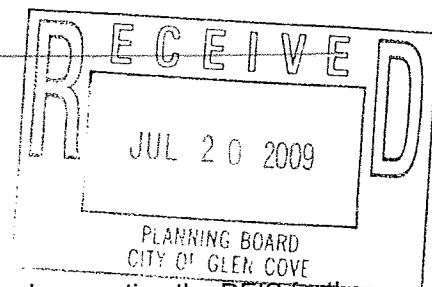
As a senior citizen I am on a fixed income - with the building of the waterfront project the city will have more revenues - then perhaps our city taxes will finally be stablized and I can afford the luxury of remaining at 12 Doxey Drive. I thank you for taking the time to read this.

Sincerely,

Sarah Constance Fisher  
12 Doxey Drive  
Glen Cove, NY 11542  
516-676-2854

**Lois Stemcosky**

**From:** CIM01 [cim01@aol.com]  
**Sent:** Saturday, July 18, 2009 4:20 PM  
**To:** Lois Stemcosky  
**Subject:** glen cove waterfront development



First I want to salute the entire planning board for a truly yeoman job on reviewing and presenting the DEIS for the redevelopment of the Glen Cove Waterfront. It is a huge job and I, for one, truly appreciate the time you have all put into this project.

As I said when I spoke at the public hearing I am very much in favor of this project. I do understand that there are issues that need resolution - however I feel confident that you, the Glen Cove Planning Board, will address each issue and work with the developer in producing a project that will enhance the quality of life in Glen Cove - marrying progress with the preservation of nature.

I, like many others, am concerned about traffic problems that can arise from such a development and ask that the planning board pay careful attention to the possible ways of mitigating this problem. I think it is important that transportation be provided for people to go from the center of the city to the waterfront - and in the reverse direction as well - so that users of the ferry service can leave their cars at home and people living on the waterfront can have a means of getting to the train station without getting into cars. It will also be a boon to people who want to partake in the waterfront recreational programs that there be a way of accessing the waterfront by public transportation - a bus perhaps that shuttles between downtown Glen Cove, the train stations and perhaps NSUH-LIJ as well as extending to an area on Forest Avenue. This would mitigate the number of cars that will be using the roads to get to the waterfront. Garvies Point could also benefit from such a shuttle.

After all the bickering I am delighted to see progress being made and feel comfortable that the FEIS will reflect the needs of the city, the developer and the people in and around Glen Cove. The relationship between the municipality and the developer is unique in that it sees the private sector fully cooperating with the municipality for the mutual benefit of both. It took a long time to get to this point, but we are there and I applaud all those who are part of making this project viable. I now look forward to the next steps - the planning board approving the project and the permits being issued. The city needs the cash flow and the citizens of Glen Cove need the jobs that will be created.

I thank you all.

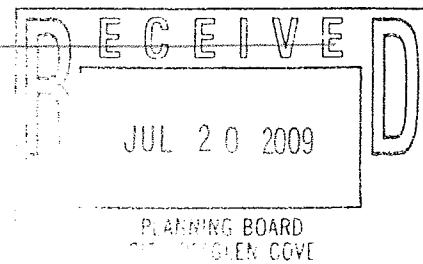
Jadwiga E. Brown  
Corporate Image Management  
40 Garvies Point Road  
Glen Cove, New York 11542  
voice: 516-674-3881 cell: 516-659-4848

---

**An Excellent Credit Score is 750. See Yours in Just 2 Easy Steps!**

**Lois Stemcosky**

**From:** metracy@optonline.net  
**Sent:** Saturday, July 18, 2009 9:10 AM  
**To:** Lois Stemcosky  
**Cc:** mrgold@optonline.net  
**Subject:** DEIS Comment from Maureen Tracy  
**Importance:** High



**7/18/09 9:00am**

**Dear Ms. Stemcosky:**

Below please find my comments for the DEIS. They being sent via email to you today before the July 20 deadline.

I will drop by your office on Monday with a paper copy. Can you please confirm receipt of all this comment as well as those I handed in via paper earlier this week?

---

**Would you let your grandchildren play here?**

We are told in the DEIS (Draft Environmental Impact Statement) for the proposed Glen Isle RXR Development that the project will have a great amount of public open space. Let's look in detail at the grassy public amphitheater proposed.

Exactly what is the developer giving to the public? This proposed public space will be located on Parcel A of the Li Tungsten site. It is the area adjacent to the Li Tungsten old loading dock, and directly across the Creek from the Sewage Treatment Plant. In the EPA Explanation of Significant Differences of May 2005, the EPA stated that this area was "under review". Mysteriously, now nearly 5 years later, in the DEIS it states that this area is still "under review". We don't know why this area is still under review or why the developer has not chosen to build anything there. Could it be because this area still is the most polluted and least suitable for any other income producing purpose, so it becomes our public park?

Let's read back into other documents published by the EPA. In the documents regarding the dredging of the Creek, we learn that this is the area used for "de-watering" the radioactive material which was dredged from the Creek. This means the radioactive material which was dug out of

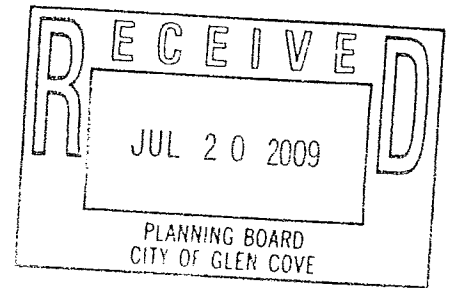
7/20/2009

the creek was placed on Parcel A to drain before it was supposedly tested and then removed to a supposedly secure location for the disposal of radioactive material. What about the TCE (Trichloroethylene) and PCB's leaking in the groundwater from Mattiace, and the PERC (Perchloroethylene - Dry cleaning fluid) leaking in from the Crown Dykman site across the street? This material is in the groundwater and leaks out into the creek and then was dumped back on Parcel A for the de-watering. We learn from the EPA documents that the radioactive material is found everywhere in the Creek, but the recent dredging only went down to a certain depth. Did anyone ever hear of HEAVY METAL? The reason it is called that is because it is heavier than water, and sinks down into the sand and silt of the Creek bed. Below the depth that the Army Corps of Engineers went, there still exists radioactive material which the DEIS says will have to be removed on the second pass of dredging to create the new boat slips.

We have been lifelong residents of Glen Cove. Family members who live in the Landing all remember the time when there was a giant explosion at Li Tungsten, long before someone hatched the preposterous idea to build luxury residences there. How could chunks of radioactive material be everywhere in the Creek and all over Parcel A if there had NOT been a major explosion there?

So, to recap, the EPA won't even tell anyone the status of Parcel A. By reading the publicly available documents from the EPA and the NYSDEC, and even in the DEIS, we know that Parcel A contains radiation, TCE, PCE, PCB's, lead, arsenic and a witch's brew of other chemicals, I ask the members of the Planning Board and the City Council: "Is this a place you would take your children or grandchildren to play?"

Maureen Tracy



8 Harwood Drive West  
Glen Cove, NY 11542  
18 July 2009

Lois Stemcowsky, Planning Board Secretary  
City Hall  
9 Glen Street, 3rd Floor  
Glen Cove, NY 11542

Ms. Stemcowsky:

Please find attached my comments on the Draft Environmental Impact Statement  
for the RXR Glen Isle Mixed-Use Waterfront Development Project.

Sincerely,

A handwritten signature in cursive script, appearing to read "David S. Nieri".

David S. Nieri



### Comments on Section III.F – Transportation

This section has an exhaustive (and exhausting, for the reader) analysis of traffic at numerous key intersections affected by the project. Since time and space do not permit an equally exhaustive analysis on my part, my focus is on the key intersections where the project (served by a single, main 2-lane road) meets the primary thoroughfare around the downtown: Glen Cove Avenue – Brewster Street and the terminus of Route 107, in front of the firehouse. Obviously, it would be detrimental to the concept of this large development to do an analysis of the traffic impacts on surrounding neighborhoods north of the Creek and west of Brewster Street should the single route into the project be closed for an emergency. Nevertheless, an accident involving commercial trucks, cars, firetrucks and/or ambulances at the primary intersection or anywhere along this single access road to the project will cause traffic to be re-routed to local residential streets. This not-so-far-fetched scenario will impact the quality of life in these neighborhoods.

Viewing these tables one is apt to suspect that something is not quite right when key intersections at the project access point are examined. This is reinforced by delay numbers that actually decline (even slightly) rather than increase from “No Action” to “Proposed Action”. Is the gullible public asked to believe that if the project goes ahead, the average delay at the controlled intersection of Mill Hill and Brewster Street will actually be less in 2016 than if the project were not to be built? (See EB morning and evening Peak, thru-traffic and right-turn and WB, left-turn, right-turn, thru-traffic during the same period).

Everyone that exits Glen Cove at the intersection of Brewster Street and Route 107 in the morning is pretty certain that it will take longer to get through each of the lights that have to be negotiated. Using the tables presented in Section III.F, an analysis of 5 of the 9 controlled intersections that I pass through each weekday morning to reach Cedar Swamp Road in Glen Head shows a 48% increase in delay time at existing traffic signals – and this does not include the 4 signals at Ellwood St. and Landing Rd., Town Path and Pratt Blvd., the merge at 107 and Glen Cove Rd. at the Glen Cove border, and the signal at the Glen Head condo development, because these intersections were not included in the DEIS transportation analysis. This also does not take into account a slower rate of travel due to increased volume.

The average delay due to the five signals for which data is available (excluding delays experienced at 4 other signals) is projected to increase from just over a minute and a half to over 3 minutes in a 3.5 mile trip from my home to the turn-off for Route 107 in Glen Head. By the “standards” used to conduct this analysis, the delay increases are “insignificant”. Taken cumulatively, they are significant to me. That’s another couple of minutes of conversation with my wife in the morning or reading the paper.

Remembering that this data represents average delay times, the actual time spent sitting at a traffic light can be quite a bit more for the Peak Hour commuter. Finally, as mitigation measures proposed in the DEIS, the developer proposes adding 4-way controlled signals at other minor intersections that are currently controlled by stop signs or two-way signals at present. These recommendations suggest more significant traffic impacts than this document admits to, when taken cumulatively.

### Comments on Section VII – Unavoidable Impacts

#### 1. Short Term

##### a. Construction

“Construction-related activity would...result in limited adverse impacts” COMMENT: Who decides that these are limited? In a buildout period of 7 years a child of 4 living nearby the area of construction when the first shovels hit the dirt will not have childhood memories without noise, dust and heavy trucking in his neighborhood.

"Fugitive dust...exhaust and emissions from construction equipment and increased local traffic would impact air quality" COMMENT: Why should this quality of life impact be tolerated for the extended build-out period by local residents – what compensation is offered?

c. Transportation

"The Proposed Action will generate additional traffic on roads" COMMENT: Who decides that the "Improvements...to mitigate...traffic impacts" are acceptable and not a further deterioration of the residents' quality of life?

d. Air Quality

"Short-term air quality impacts are discussed..." but it does not say what constitutes "Short-term". Seven years of air quality impacts?

e. Noise

"The project's sponsor will install a dedicated sound system...designed so that noise levels due to the proposed outdoor music at the project's restaurant would not exceed the Glen Cove Noise Code...during any time period." COMMENT: We know how well that's worked at the Steamboat Landing Restaurant. What penalties should be imposed when (notice I did not say "if") the legal noise levels are exceeded? What recourse will the Village of Sea Cliff have across the Creek when these levels are exceeded? I can hear the music from the Steamboat Restaurant from my home near Woolsey Avenue. The current restaurant at the Glen Cove Marina is much further from my house than the proposed restaurant would be. Homeowners on East Island have successfully prevented the Soundview Café at the golf course from offering outside live music, and they now propose to stop the Glen Cove Mansion from offering same. What guarantees do we have that the music from the restaurant will not exceed City Ordinance sound levels on a regular basis? I'm not opposed to live outdoor music – I want to see enforcement and heavy penalties that guarantee that they will follow through with all the promises.

"Traffic will also generate noise" "Various types of mitigation measures is being evaluated" – I certainly hope they don't mean walls, such as we are now blessed with along the LIE.

f. Community Facilities and Services

"the availability of new housing opportunities and jobs would mitigate the potential adverse impacts to community facilities and services." COMMENT: Please have the authors explain how new housing and the corresponding increase in population, and the generation of a few below-median income jobs in the project will mitigate rather than exacerbate the increases that will be necessary in police staffing, emergency services and fire services staffing, equipment and infrastructure, development of new water wells, increased handling of solid wastes, public works staffing increases, school staffing increases, and many more so-called "insignificant impacts" that will result from this undertaking. I strongly believe that the ultimate cost of these impacts will absorb any additional real estate tax receipts generated by the project over the long term, as the City tries to adjust to an initial 7% increase in population at this project alone.

g. Utilities

"The project would not result in the physical alteration or displacement of any existing utilities, other than an upgrade of the existing sanitary pump station." COMMENT: Sanitary services now belong to Nassau County and any upgrades required by this project will come at the expense of an imposed Sewer Tax that citizens of Glen Cove will pay to the County in the future. How is this not an impact? Elsewhere in the document, the increase in potable water usage takes into account a study by the City of adding a new water well, but the cost of that will be borne by the taxpayer and may not be needed if this

and other large-scale residential projects are not built. How is this not a "physical alteration...of existing utilities" ?

## Summary

I find it amazing that such an extensive document could produce so many "insignificant impacts" from a proposed project of this magnitude. Having spent 10 years on the Li Tungsten Task Force monitoring the cleanup efforts I want to see a project go forward that will enhance the community but also one that we will not regret once it is completed. In my opinion, the project as proposed is one that would be better suited to an area in Queens or Brooklyn, where high-rise structures are a matter of course. Comments that have been made by the developer and his "suits" at several meetings only confirm my suspicion that this project is all about profit and not about what's best for Glen Cove. Such comments include, "we're moving ahead with this project whether you like it or not" and "you must learn to like tall buildings" don't give me a warm feeling.

This suburban community has been picked because we are vulnerable due to mismanaged budgets and deficit spending of prior administrations, and the inability to live within our means. In short, Glen Cove is the "sucker born every minute".

Below is a summary of my opposition to the size and density of this project:

- The buildings proposed are far too tall for this community – they are totally out of character. The mass of the Avalons was objected to, and they helped to set a precedent for what is coming. If we permit buildings to 10 and 12 stories, that will also be the precedent that will be demanded by property owners who are eagerly watching this play out. I cannot be convinced that anything taller than 8 stories could ever be acceptable, and that would be setting a precedent as well.
- It is argued that the building height and density are necessary to "maximize profit". This was stated explicitly in the Master Plan DGEIS. I did not think it was our mandate to maximize profit for the developer. The notorious contract that was signed by a previous administration has already given away more than we should have in terms of purchase price and considerations. It would only compound that error to capitulate to the developer and give away any claim to being a suburban community for the goal of maximizing profit.
- As Tom Suozzi said in his State of the County message in 2007, the project is "much too big the way it's currently proposed". Well it hasn't gotten any smaller after two years of negotiations.
- A residential project of this magnitude should not be served by a single dead-end road. What this means is that traffic will seep into adjacent residential neighborhoods to avoid delays at major intersections on the western side of Glen Cove. This problem will NOT be helped by adding more traffic lights as the developer proposes.
- If the problem were only associated with this project it would be simpler to address. But the MW-3 zone that permits a higher residential density extends beyond the PUD area. The owners of large commercial properties that border the RXR-Glen Isle properties will seek to sell their properties and whoever acquires them will demand the same considerations in height, density and PILOTs as are provided to this developer's project.
- I believe the projections of revenue to the City have been overstated, particularly since the developer has stated that they intend to apply for all of the incentives (such as PILOTs) that are available to them. Every PILOT that we authorize spreads the net difference in taxes around to

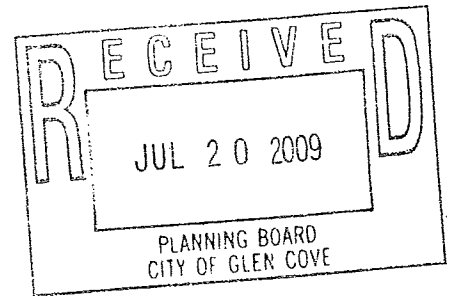
the rest of us, and the PILOTs have not been proven to be a net benefit to the City, nor to keep businesses here.

- Likewise I believe the developer has understated the impacts on the community in terms of infrastructure improvements and size of government necessary to support this increase in population and the services that go with it.

And for all of this, we are told that any increase in the time it takes to get across town will be worth it. The quality of life in this community is under threat from many sides – unscrupulous absentee landlords, inability of the City to enforce existing zoning laws, and developers who try to convince us that we should embrace urbanization. How do we hold the developer accountable when all the magnificent promises don't come to pass?

I grew up in, and have lived in Glen Cove my entire life. Although I have traveled widely around the U.S. there is a quality of life in this community and on this island that is unique and worth preserving. That is why I am still here. The fallacy behind always increasing the tax base is that eventually you run out of land and the only way to increase is to build upwards. That is not what we are about.

Alphonse Normandia  
Sunrise Assisted Living  
39 Forest Avenue  
Glen Cove, NY 11542



July 19, 2009

City of Glen Cove Planning Board,

As an 82 year old Korean War Veteran in a wheelchair with Parkinson's Disease I hope to speak to you on behalf of all people with limited mobility. The Glen Cove Creek Esplanade is currently opened to the public and is handicapped accessible. My family and I often stroll the Creek and watch birds fly overhead and turtles in the wetlands. If the Cove is destroyed you will be doing a disservice to less ambulatory people of the North Shore. There's plenty of housing out there already. There is not however plenty of open space waterfront. Don't let these unscrupulous developers ruin this special place.

Maps show the Captains Cove area as a public park. When and how did this land become private and for sale to the highest bidder?

Very truly yours,

*Alphonse Normandia*

Alphonse Normandia

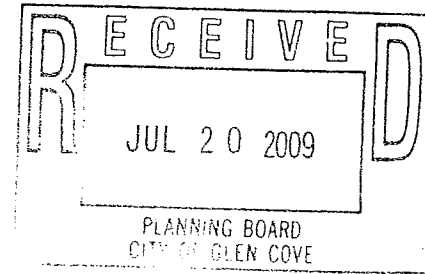
## Lois Stemcosky

---

**From:** Peggy and Bob Maslow [pmaslows@gmail.com]  
**Sent:** Sunday, July 19, 2009 2:20 PM  
**To:** RSuozzi@cityofglencove.org; Lois Stemcosky  
**Subject:** RXR Glen Isle



Bond Act  
raftfinal.doc (66 KB)



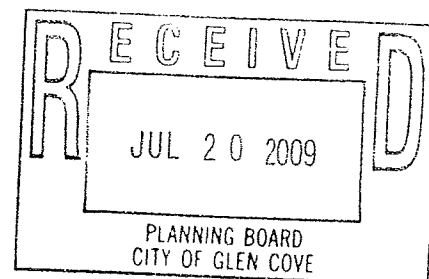
To Ralph Suozzi and Lois Stemcosky,

Representing 800 members who admire and revere natural areas, I feel compelled to write to ask you to not allow development of the RXR Glen Isle site. Nassau County is so overdeveloped that those of us who live here and regular visit natural areas feel under siege. Open spaces attract wildlife. This past Wednesday when I visited the site I saw more butterflies than I have seen anywhere in Nassau County this summer. Beautiful birds such as the Cedar Waxwing breed in the area as well as many other birds. Last spring a rare bird for this area, the Western Kingbird, attracted attention and visitors to the site.

What was once a toxic dump has become over time a natural area again. The Port Washington Sand Pits is another natural space that was a wasteland several years ago. The Town of North Hempstead is committed to keeping these 180 acres as close as possible to a passive recreation area. Glen Cove could use the money the Nassau County Bond Act would provide to purchase this property and keep it forever wild. Please read the proposal attached that argues for this use of the property.

Peggy Maslow, President of North Shore Audubon Society

**Nassau County Environmental Program Bond Act  
Nomination for Glen Cove Waterfront  
March 15, 2007  
Proposal**



**GLEN COVE WATERFRONT PARK AND NATURE PRESERVE**

**I: Description of the Property or Project Being Proposed**

One of the truly significant open spaces remaining on Long Island's increasingly urbanized north shore is the Glen Cove waterfront. This beautifully sited parcel of land faces westward toward Hempstead Harbor near the mouth of Long Island Sound, flanked by the Garvies Point Museum and Nature Preserve to the north, and the Sea Cliff beachfront and marina to the south. This proposed Bond Act property is a geologically impressive and ecologically diverse site containing a stream (Glen Cove Creek), tidal saltwater marsh, freshwater springs, grasslands, meadow, and coastal thickets, nestled between coastal cliffs left during the glacial period. The topography is beautiful in and of itself, but equally important to consider is that this kind of broad range of different terrains within a relatively small space creates an exceptionally attractive habitat for plant, fish, bird, and animal life. Yet at the same time, because of the industrial history of the area, this sheltered site has remained little known even though it is within walking distance of the downtown shopping district of Glen Cove.

At the present time there is an urgent need for funds to preserve this site from the overwhelming breakneck pace of residential and commercial development that has gulped down much of Nassau County's remaining green space. In the case of the Glen Cove waterfront parcel of land (currently owned by the City of Glen Cove Industrial Development Agency), we have an ecologically sensitive area that has just been cleaned up with federal funds after many years of delay. Regrettably, the industrial activity that peaked during the mid-century war effort left a scarred and neglected landscape in the Creek area, reducing an amenity into an eyesore that despoiled the adjacent beauties of Garvies Point, Sea Cliff, and the walkable Glen Cove downtown. Residents had long become discouraged over the site, but in the wake of the federal cleanup we finally have a chance to correct environmental decay and create a park and nature preserve where people and wildlife can coexist, enjoy spectacular sunset waterfront views, and appreciate a restored ecological habitat.

The area proposed for urgent preservation at the present time is a triangular parcel sometimes known as Captain's Cove (Nassau County section 21, block 259) adjacent to the 60-acre Garvies Point Museum and Nature Preserve to the north and the Sea Cliff beachfront and marina across the creek to the south. [See Appendix A]

An added benefit of this site is the potential of adding 80 to 120 acres over time as nearby industrial use is phased out, with pathways to existing gazebos, parkland, and the downtown, that would enhance the concept of a quaint waterfront community (as in the Suffolk County villages of Port Jefferson and Stony Brook). The cleanup has attracted the attention of developers who are urging an enormous, irreversible project for the site (most recently proposed by Glen Isle LLC is a 56-acre high density housing development of 1000 condominium units rising 16 stories in height) that will largely privatize what would be better used as a public resource. [See Appendix B]

While recognizing the urgency of preservation in this case, it is important to stress that securing this parcel from adverse development is not merely oppositional, but the preservation of important environmental features for public benefit as will be discussed in the following section on the Reasons for Recommendation organized along the suggested outline: Significant Physical and Natural Features, Natural Resource Value, Public Resource Value, Area of Benefit, Potential for Acquisition, Consistency with Plans, Level of Maintenance Required, Maintenance Responsibility,

Urgency. The last section will discuss Supplemental Funding Availability, followed by a Conclusion and Appendices containing maps, photo images, and wildlife checklists.

**II: Reasons for Recommendation (parkland, wildlife habitat, wetlands, historic preservation, water quality improvement, storm surge buffer)**

**Significant Physical or Natural Features:**

The site is an unparalleled scenic resource with exceptional views that today are seen by almost no one. The topography is quite remarkable, even for the beautiful north shore of Long Island. It provides a stunning view of Hempstead Harbor and the ground moraine that makes up the ridge at Garvies Point.

The hills to either side of the Creek are relics of ice age glaciation. The glaciers that stopped at the latitude that is now Long Island deposited stones and silt (the terminal moraine), thawed and receded and deposited more stones and silt (recessional moraines). The glacial till includes large boulders (glacial erratics) as well as unusual clay deposits. Glacial moraines flank the Glen Cove Creek, and the streambed itself is part of a lateral meltwater channel that stretches from Lloyd Neck to the vast sand deposits of Port Washington that were mined for a century for builder's sand to create the streets and skyscrapers of New York City.

This is an area of diverse habitat and wide range of vegetation that once restored will attract large numbers of migratory birds as well as regional mammals, reptiles, amphibians, and fish.

The site itself is an estuary that has freshwater and tidal saltwater elements. Although Glen Cove Creek once meandered through tidal flats, the waterway itself is now partly confined to a straight channel by bulkheads. On all sides, however, there still remain freshwater springs, a tidal saltwater marsh, a meadow, grasslands, and coastal thickets, a diverse habitat in a small space that once restored will be extremely attractive to birds, wildlife and people. In addition, east of the site is the spring and stream fed Pratt Pond (the only remaining freshwater pond left in the estuarine region, as the others were filled during the area's industrial history), which flows into the Glen Cove Creek, providing an important freshwater source for Hempstead Harbor. It is classified as a New York State Department of Environmental Conservation Class I wetlands. Vegetation that has already started to reestablish itself following the federally-sponsored clean-up, now filter and cleanse the creek. Cattails have already started to reestablish themselves in the low-lying center of the area. These wetlands have an important function not only as nurseries for aquatic species and in cleaning waste water, but in protection from storm surges.

**Natural Resource Value:**

As we have just summarized, the site is a topographically unique part of Long Island that offers considerable scenic resources and educational opportunities. The potential plant community and potential for wildlife re-entry is extremely promising.

The mixed terrain means a wide array of herbaceous and woody plant materials will reintroduce themselves. Two strategies are possible, either to allow vegetation to gradually reseed and rerooroot, while editing out invasives, or to systematically plant the most desirable species. The latter strategy has been adopted by the Bar Beach Restoration Project across the Harbor, and by Jamaica Bay Wildlife Refuge. Among the most desirable indigenous plants that are likely to reoccur over time are the fragrant swamp azalea and pinxter rhododendron, clethra sweet pepperbush, and jack-in-the-pulpit, as well as shore grasses including spartina grass, black rush, and other plants of the salt marsh ecosystem. [See Appendix C]

As soon as vegetative restoration begins, indigenous mammals, reptiles, and amphibians re-enter ecologically sound regions. Interestingly, the nearby freshwater Pratt Pond that feeds into the



Glen Cove Creek and Harbor, has sustained a pair of muskrats which have survived despite the adversity of that habitat within an industrial zone and indicate the future potential of the environmentally restored region. Diamondback terrapins historically used the region's tidal zones to come ashore to lay their eggs, but the bulkheads often associated with coastal development have obstructed their access. Restoration of the shoreline will encourage their reentry. One objective will be to try to increase habitat for creatures long in decline on Long Island, including the box turtle and the Fowler's toad. [See Appendix D]

A cleaner Harbor means not only the visual character of the site will be improved, but that underwater species and the creatures that feed on them will be more abundant, as will the related human recreational opportunities. The best known fish in the area is the striped bass, but Hempstead Harbor formerly had seahorses and large populations of horseshoe crabs, which perhaps can be encouraged to return with cleaner waters and unobstructed shorelines. [See Appendix E]

The region is an area of special avian species concern. The Audubon Society of New York State (Audubon New York) has designated all of Hempstead Harbor an Important Bird Area (IBA). More than 105 species have been sighted in the region. It is a significant stopover point for migratory birds, and a valuable habitat to attract nesting resident birds. As birds migrate north and south in spring and fall following the two major eastern seaboard migratory routes (the Coastal Route and the Atlantic Flyway), birds typically will come to the end of the creek, where they rest and refuel for their further journey. Some, finding a promising habitat, will stay and nest and become resident species. Birds also play an important role by eating undesirable insects. [See Appendix F]

One exciting example of the results of creating a unified harbor habitat has been the reintroduction of peregrine falcons, ospreys, and other hawks. The danger of such reintroduction to regions where industrial pollutants remain is that toxins will enter the food chain as the birds feed on small mammals and insects.

One poignant example of poor site planning in which the loss of habitat leading to the loss of bird species took place in 2004, with the ill- conceived cutting of more than forty trees of diverse species, including mature oaks, along Garvies Point Road apparently as part of the projected but unspecified future development of the site. Before that time there were willow flycatchers and orchard orioles nesting in those trees. Local bird watchers have not seen any since then.

#### **Public Resource Value:**

The entire North Shore of Long Island has a fascinating and complex history. As towns begin to recognize the value of revitalizing the beauty of the shoreline, they contribute their local histories to the North Shore Heritage Trail .

Archaeological sites have indicated human presence dating to 1300 A.D. Although the whaling, shellfish, and fishing industries of the colonial era subsided, the dramatic cliffs and quiet beaches of Long Island's north shore continued to attract tourists and artists through the late nineteenth century Victorian era. The beauty of the quiet estuary of Glen Cove Creek, sheltered between glacial hills, can be a reality for us again. Until 1834 Glen Cove was known as Musketa cove, meaning "place of rushes" in the Algonquin language, and we can recover the scenic beauty of this inlet by restoring the rushes and other grassland and wetland plants of the inlet and shoreline, to foster the Victorian era recreational activities that contribute to its charm, including birdwatching, boating, fishing, walking, and educational programs that enhance public understanding. One very effective model for this kind of community restoration is Stony Brook village, where quaint shops in town overlook a quiet harbor and nature preserve.

**Area of Benefit:**

The benefits from preserving this land as open space will extend from the neighborhood level, to the county, to the state, to the federal, to the international migratory bird act. It will create a vastly enhanced natural area for recreation and enjoyment.

One of the most attractive aspects of this proposed acquisition is its potential for maximizing community and wildlife benefit from the waterfront space. Further privatization through residential and commercial development would deprive the public of most of the benefits of a shore town. Like many communities in America, some of the finest scenic assets of Glen Cove have been destroyed by haphazard development because of the failure to recognize the need for an overall plan for the community. The proposed land acquisition aims to create a public amenity that would provide a way for people to enjoy the shoreline while preserving its natural beauty so indigenous flora and fauna can flourish anew.

The parcel runs the length of the recently constructed asphalt esplanade, a meandering walkway along the north side of Glen Cove Creek. One of the chief advantages of this gently sloping site through multiple habitats is that it is essentially already wheelchair accessible. Planting indigenous trees such as the tulip poplar (which blooms in June), and sweetgum (which has bright red fall foliage) would provide shade that would last centuries, as well as attract butterflies and birds. Persons who are not ambulatory often feel left out of the opportunity to observe wildlife, yet bird and butterfly watching are wonderful activities that allow persons with reduced mobility, whether elderly or disabled, to continue to enjoy nature. This esplanade could also extend to Pratt Pond Park, linking the parkland to downtown Glen Cove's restaurants and shops. These are the chief goals of this site.

Fewer and fewer stretches of coastline remain outside of private hands. Careful planning of the waterfront will preserve wetlands and diverse coastal habits for wildlife, while creating a publicly accessible shorefront. Of particular interest in the site is the west-facing sunset views it provides, across from the relatively undeveloped Sands Point peninsula (due to its two-acre minimum zoning). It also offers a view of Beacon Hill, identified by the explorer Giovanni da Verrazzano as one of the three highest points on the eastern seaboard (along with Todt Hill on Staten Island, and Cadillac Mountain in Acadia National Park). The Glen Cove waterfront is worth keeping in public hands for this reason alone.

Restoration of this area will also benefit the Garvies Point Museum and Nature Preserve, owned by Nassau County, which has conducted its mission of educating local school groups in Long Island history and science for over forty years. It will provide an enhanced habitat for land migration. The proposed sixteen story project which will reach to the height of the Garvies Point hilltop, will destroy the current importance of the Garvies Point as a fall migration site with excessive activity, noise, and air pollution, that will drive away bird, animal, and plant life.

We envision a natural shoreline, restored on the model of the Bar Beach restoration just across Hempstead Harbor. The Glen Cove waterfront will emphasize natural plantings to attract wildlife, pedestrian seating and access via the esplanade. Already in place is a boat ramp providing waterfront access for sailboats, fishing, kayaking, canoes, rowboats, and other small maritime craft, rather than the restrictive yacht clubs and private marinas. This public access ramp is currently located at the west end of Garvies Point Road where the road terminates at the Hempstead Harbor private club.

An additional benefit is that the remaining maritime uses of the inlet at the yacht clubs and marinas will enjoy a more scenic setting. Visitors to the nature preserve will be able to experience traces of the nineteenth century maritime history of Long Island's north shore, when the chief mode of transportation was not by roadway to New York but by boat.

The esplanade could also be used for a rotating display of artwork (such as at the Socrates Sculpture Park in Astoria, Queens) arts and crafts shows and nature festivals. The sport of birdwatching has become a \$8 billion per year industry, encompassing travel, optics, feeders and books. Bicycling is not recommended for the facility since we are prioritizing use of the esplanade for wheelchair accessibility, though Garvies Point Road is bike friendly. Pet access is not recommended for the facility because even leashed animals frighten away wildlife and pet waste pollutes the waterways. Radios, jet skis, all-terrain vehicles and other gas-powered or noisy electronic devices are not recommended for the facility because the noise frightens wildlife and interferes with the goal of bringing people into quiet observation of the natural world.

#### **Potential for Acquisition:**

This parcel is ripe for acquisition. As indicated at the outset of the proposal, the Glen Cove waterfront was preserved from over-development, until recently, because of its use as a working harbor and industrial area. Other beautiful sites in the United States that have been despoiled by absent planning or thoughtless industrial and sewage use during the mid-twentieth century, have been revitalized in our own day into parkland and nature preserves. One unexpected legacy of this phase of mid-twentieth century history has been to leave wildlife habitats intact and open spaces free from irreversible development. In the New York metropolitan area, for example, Gateway National Park, the Jamaica Bay Wildlife Refuge, Fort Totten Park, the Bar Beach nature trail, and the Norman Levy Wildlife Preserve, have transformed former military sites, garbage dumps, and other marginal lands into priceless public green space.

Sewage treatment facilities often seem to be the worst eyesores, but properly managed, we can take necessary evils and create refuges for wildlife in areas that people avoid. By preserving the land as open space Nassau County will also be preserving an opportunity to explore alternative wastewater treatment options in the future. While the wastewater processing plant east of the parcel will remain in place, it may be possible to phase in state of the art biological treatment systems based on a series of ponds and wetlands using native plants. One precedent for this kind of renovation is the Arcata, California, wastewater treatment facility, which has become a national showcase for environmentally sound wastewater treatment. It provides a wonderful habitat for many species of wildlife, beautiful scenery for recreational walking, and spectacular opportunities for birdwatching along the marshes. These newer wastewater treatment facilities essentially copy and accelerate the processes by which water is cleaned in natural ecosystems, using larger water surface areas that require considerably less energy for processing. Foresight now in preserving the proposed area as parkland would lead to additional long-term benefits. As energy costs escalate and the current plant comes up for upgrading, Nassau County would have the opportunity to put in place an energy-efficient facility modeled on the Arcata plant that would actually extend the open space along the Glen Cove Creek area in a form that would be compatible with the nature preserve. Yet the same concept would not be regarded as an amenity by homeowners in a condominium complex. [See Appendix G]

We can see similar uses of space with the Bar Beach Nature Preserve across the Harbor from Glen Cove Creek, which is next to a solid waste treatment plant, and the Norman Levy Preserve in Merrick, which is next to solid waste treatment facility and recycling center, both of which attract large numbers of migratory birds and recreational users.

The property is now up for grabs. The region was rezoned in 2004 to allow development of up to 75% of the total. The City of Glen Cove has already issued a Request for Proposals (RFP). The rezoning seems to have been motivated by the somewhat simplistic concept that the only way to make use of this space was with Long Island's major growth industry, residential development. However, there is considerable discontent among residents of Glen Cove regarding the vast amount of proposed development land and a justifiable skepticism about a project that would have enormous impact on the community and yet remains elusively vague but undeniably swelling in scope. As of March 10, 2007, Nassau County tax maps show Glen Cove still in title of

this piece of land. Proposals for residential development continue to sprawl upward. The total acreage proposed for development by Glen Isle LLC, mentioned in the introduction, is still in question and continues to enlarge in breadth and height. While in this proposal we have been able to pin down one parcel of 23 acres (section 21, block 259), Glen Isle's shifting and vaguely defined proposed area of development seems to be ranging from 56 to 120 acres.

One of the chief advantages of our proposal for a Glen Cove Waterfront Park and Nature Preserve is that it can accommodate a small amount of residential development. At the same time it also allows for retaining the sewage treatment plant as an amenity rather than the eyesore. And it also allows for future acquisition of property along the esplanade to connect to Pratt Pond Park and downtown as it becomes available with the lapsing of industry over time.

However, the current Glen Isle housing development currently threatens to overwhelm public waterfront space and community resources.

### **Consistency with Community Plans and Interests:**

Good community planning will ameliorate the disadvantages of the current site and facilitate transitioning the land to worthwhile uses as industrial activity phases out over the next few decades. But it will also advance Glen Cove's small business goals of creating and charming walkable downtown that will bring in visitors to make use of the shops and restaurants.

The continuity of the Glen Cove Creek estuary with other sites in the area is largely imperceptible to the human eye, but forms an aerial map for birds seeking resting places and food. Not only do these sites help unify the shoreline habitat to attract wildlife, they also form a patchwork of parcels with inland nature preserves (T. R. Sanctuary, Muttontown Preserve, Bailey Arboretum, Nassau County Museum of Art, Planting Fields Arboretum) that individually are insufficient to support wildlife migratory paths, but collectively constitute a combined habitat that can support viable populations of birds, wildlife, and threatened and endangered plant species.

If this project is approved and the land preserved and restored to a more natural state, more scenic resources will be created anew as the beautification of the region progresses with the restoration of vegetation and the subsequent attraction of wildlife.

Adjacent recreational resources will also benefit from this scenic amenity, including the Hempstead Harbor Club, the Jude Thaddeus Marina and Brewer's Yacht Yard, the Anglers Club, the Sea Cliff town beach, the Sea Cliff Yacht Club.

Above all, this proposal is consistent with multiple local and regional plans that seek to preserve and enhance open space, wetlands, and improve water quality, including the Nassau County Open Space Plan, the New York State Open Space Plan, the New York State Coastal Zone Management Plan, the Long Island Sound Study, the Coastal Fish and Wildlife Designate Plan, and the North Shore Heritage Trail.

The Nassau County Open Space Plan states, "The first major environmental goal is to protect and preserve the County's critical natural resources including wetlands, aquifers, shorelines, water bodies, open spaces, significant vegetation and nature preserves." The watershed surrounding the creek and harbor are the subject of the Hempstead Harbor Protection Committee Water Quality plan, and the larger regional Long Island Sound Study of the Hempstead Harbor Watershed and the Long Island Sound Watershed. The New York State Coastal Zone Management Plan was recently updated for Hempstead Harbor. The Coastal Fish and Wildlife Habitat zone was recently expanded. Hempstead Harbor is also one of the thirty-one inaugural sites under the Long Island Stewardship Program, recently adopted into law by the federal government. The Harbor and surrounding land masses have also been designated an Important Bird Area (IBA) by the Audubon Society of New York State.

The Glen Cove waterfront impacts the Hempstead Harbor watershed and the Long Island Sound watershed. Water draining from streets and drainage systems carry pollutants into the waterways and have been the subject of major federal stormwater pollution initiatives. Preserving the proposed site from future development and restoration of the wetlands will help prevent further degradation of the waterways.

Some of the nearby areas can be classified as brownfields, underutilized or abandoned former industrial properties. Although brownfields often do not seem likely candidates for parkland, they often provide the only candidates for public open space in a time of increased urban and suburban sprawl. In this case, we have a former industrial site that has been largely cleaned up and can be put to good public recreational and environmental use.

In addition to ameliorating the risks of pollution, reserving this area for a wetland and reinstating the natural habitat will mean an added benefit from a reduced risk of storm surge. Wetlands are the natural protective barrier against storm surges during hurricanes. Development in this area is misguided from an environmental standpoint, but also from a financial standpoint. All waterfront development imposes a steep hidden cost on the nation's taxpayers, since governments subsidize insurance coverage on waterfront properties, and as we saw most recently in New Orleans, hurricane surges clearly reveal the flood zones that are conveniently forgotten in the zest for shoreline development. Additionally, by choosing not to develop this land, the town of Glen Cove and Nassau County will be joining the ranks of forward-thinking public agencies that are stopping irresponsible development on coastal areas. Rising seawaters and cyclical global warming dictate that it is only a matter of time before this, like other wetlands, will be "restored" one way or another.

Acquisition of this parcel for park and environmental purposes will make an important contribution to the need for a unified wildlife habitat in an era when most of the big estates and parcels of land have been broken up and the resulting checkerboarding of habitat has interrupted former aerial and land migrations of birds, amphibians, reptiles, and small mammals.

#### **Level of Maintenance Required:**

The projected maintenance is low to moderate. Obviously, as with any new acquisition, the preparation of the site entails higher initial costs at the outset. A restored natural area intrinsically requires less maintenance than other forms of landscaping because it entails indigenous plants.

The existing asphalt esplanade and bench areas, bordered by Belgian blocks, already suppress weeds. If the esplanade were bordered by low scrub, periodic mowing would be kept to a minimum. Ideally, we envision a restored natural area, in which we remove invasive plants such as purple loosestrife and reintroduce native plants such as spartina grass that prevent erosion, and plants such as cattails and poplars that assist in filtering water to stabilize and improve water quality. No fertilizers or pesticides would be used or needed as the value of planting natives is that they need no soil enrichment to grow.

The lowest cost scenario is one in which vegetation is simply allowed to return on its own. A higher cost scenario that would yield higher benefit in terms of education and public enjoyment, is one in which native species are planted and maintained until they have strong enough foothold to compete with invasive vegetation.

#### **Maintenance Responsibility:**

Garvies Point Road requires normal maintenance provided by the city of Glen Cove. Like other Nassau County parks there should be a dusk curfew, but as with other park areas, garbage and security issues will need to be addressed.

The model for site restoration will be the Bar Beach Restoration Project, both in terms of site planning and reliance on local entities for basic support services.

Additionally it is possible to organize a nonprofit "Friends of the Waterfront Wild Spaces" that could contribute volunteers.

#### **Urgency:**

The land we propose to preserve as the Glen Cove Waterfront Park and Nature Preserve is in imminent danger of irreversible over-development. The area has been dangerously rezoned and the City of Glen Cove has issued a request for proposals. The time is ripe to preserve this land now before the opportunity is lost.

### **III: Supplemental Funding Availability**

The parcel of land has been upgraded through Superfund allocations that have cleaned up the major deposits of industrial waste on and adjacent to the parcel. This monumental step has greatly diminished the cost of preserving this land as waterfront open green space. The residents of Glen Cove and Nassau County had waited decades for the cleanup to occur.

Preserving this land through wise-use environmental and community planning will create its own benefits, in the form of increased property values for residents, long-term pollution reduction in Hempstead Harbor and Long Island Sound for the benefit of boaters and wildlife, and increased foot traffic by visitors and residents who will finally begin to enjoy the shops and amenities of walkable downtown Glen Cove. Handing this over to developers is the quick-fix that has destroyed so many of Long Island's green spaces in the last few years. It is not the solution to revitalizing communities and the environment. Any nominal benefit of increased commercial or residential tax base is offset by increased costs in terms of quality of life degradation, law enforcement costs, schooling costs, hospital and emergency medical services and a decline in property values, as long-term residents leave the clutter and urbanization, replaced by short-term residents who view the town as merely a way-station rather than a community.

Once this beautiful waterfront parcel has been secured for the benefit of the community and preserved from adverse development, we can apply directly for the many local, state, and federal grants available for educational, environmental, and shoreline study and maintenance, as well as attract the financial and volunteer support of non-governmental organizations such as the Audubon Society to assist in maintaining and improving the area. The successful Bar Beach Wetlands Restoration Project across the Harbor has set the precedent for interesting funding agencies in the revitalization of Hempstead Harbor, and that restoration project provides a model for funding efforts and wetlands restoration that the Glen Cove waterfront can successfully emulate.

#### **Conclusion:**

This project is not simply about benefiting Glen Cove; it is about community planning, town planning, and environmental planning. Securing this parcel of waterfront land as a park and nature preserve will improve the quality of life in Nassau County by preserving open green space, the shoreline environment, the waters of Long Island Sound, and a spectacular sunset view over the harbor that can be enjoyed by everyone, whether young, old, disabled, or energetic. It will join the ongoing restorative process of transforming obsolete industrial sites into amenities for suburban residential life. And by setting aside land for native flora and fauna, preserving this parcel of land will contribute to preserving a unified habitat fringing Hempstead Harbor that will join the network of wildlife refuges along America's northeast coastline to ensure a legacy for future generations.

**Appendices:**

**Appendix A**

Maps

**Appendix B**

Pictures

**Appendix C**

Plant List

**Appendix D**

Mammal, Reptile, and Amphibian List

**Appendix E**

Fish List

**Appendix F**

Bird List

**Appendix G**

Model Wastewater Treatment Facility