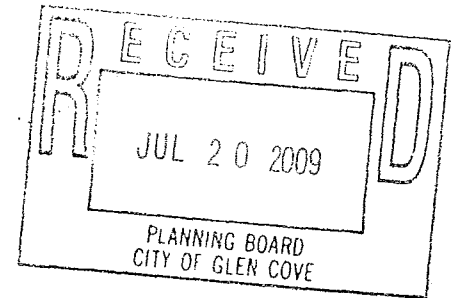


Lois Stemcosky

From: Pamela Tamaddon [mellondesign@verizon.net]
Sent: Monday, July 20, 2009 1:43 PM
To: LStemcosky@cityofglencoveny.org.
Subject: DEIS Public comments



To the attention of,
Mr Scott, Chairman, Glen Cove Planning Board
care of,
Lois Stemcosky, Secretary Glen Cove Planning Board

Attached (PDF File) please find comments submitted on behalf of the Prospect/Albin Traffic Calming Initiative.

Interested parties and individuals will be copied on this correspondence.

Thank you
Pamela Tamaddon

7/20/2009



Prospect/Albin Traffic *Calming* Initiative

July 20th 2009

Mr. Scott
Chairman Glen Cove Planning Board
Glen Cove, New York 11542

REF: Draft Environmental Impact Statement (DEIS) RXR/Glen Isle Glen Cove Creek Mixed-Use Waterfront Development

Mr. Scott,

Thank you for the opportunity to submit comments pertaining to the DEIS/ RXR Glen Isle Mixed-Use Waterfront Development Project.

In opening we refer to the objectives stated in the DEIS, Goal #8 outlined under Land Use, Zoning and Public Policy (III.E-27)

"Engage in a collaborative effort among municipalities surrounding Hempstead Harbor, by means of innovative inter-municipal planning and community development techniques that link environmental protection, economic prosperity, and community well being, so as to ensure long-term community, regional and watershed vitality"

With regard to this immediate neighborhood, Prospect/Albin the DEIS does not stand up to the spirit of intent of this statement, with the emphasis on "community well-being".

The DEIS acknowledged that Prospect/Albin is a "bypass route", however the DEIS fails to address existing characteristics already exacerbated by cut-through traffic affecting, negatively the quality of life, health, safety & welfare of area residents. While the DEIS provides elaborate detail for LOS (level of service) of area roadways, this methodology addresses constraints and delays *an operator of a motor vehicle can expect*.

LOS (Level of Service) statistics identify traffic impacts geared towards **"preventing congestion"** and are neither inclusive nor reflective of impacts and constraints for other roadway users, pedestrians & cyclists or residents. With that the LOS data in the DEIS cannot be considered a conclusive investigation of the viability of **residential streets within the study** as it has not addressed the following conditions along this residential neighborhood street, Prospect/Albin.

- Lack of "Walkability, limited or no pedestrian right of way.
- Residential structures (homes) directly abutting the street
- Geological integrity of steep slopes & highly erodible soils, fly-ash, sand and silt
- Structural effects/damage to residential properties by vibration from increased traffic, resulting in diminished property values.
- Air quality in a existing non-attainment zone as identified by both the EPA & DEC
- Geometric constraints of street, narrow, steep, winding, limited sight vision and blind curves

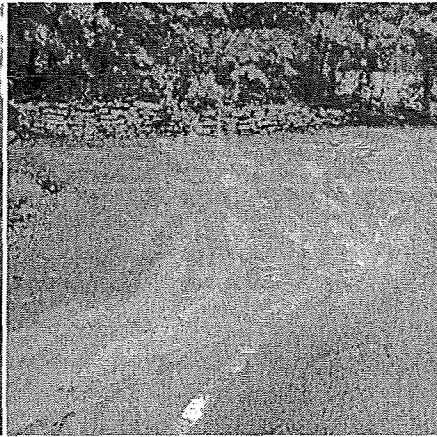
- with limited or no pedestrian right of way
- Lack of street shoulders and curbs
- Non compliance with ADA Standards for identified roadways with an Urban Boundary Area
- Lack of drainage/mitigation of storm water run off
- Lack of incorporation of accident data and resulting property damage (Photos provided)
- Adverse impact on residential property values resulting from noise generated by increased traffic.

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 ***Stopping and Intersection "Sight Distance"*** at these various intersections. The geometric conditions, hill's, steep curves, change in area roadway width, blind turns, narrow steep secondary streets and lack of pedestrian right of way along Prospect/Albin do not meet even the minimum Sight Distance requirements as defined in the AASHTO *"Policy on Geometric Design of Highways and Streets"*. As evident below.

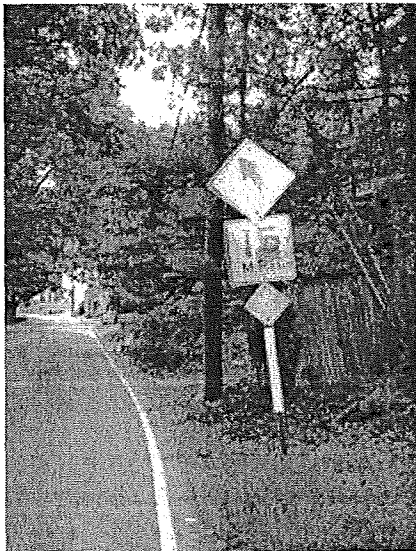
Property Damage Prospect Avenue



Lack of Drainage/ Excessive Run-off Albin Street



No pedestrian facilities blind turns



Downed STOP SIGN/HIT & RUN



The DEIS & the associated "experts" once again fail to adequately address, much less acknowledge the inadequate infrastructure required for a high density development as proposed by RXR/Glen Isle.

In closing "A Picture Speaks a Thousand Words". Prospect/Albin *is narrow residential neighborhood street*, despite the repeated attempts by the developer & their experts to present it otherwise.

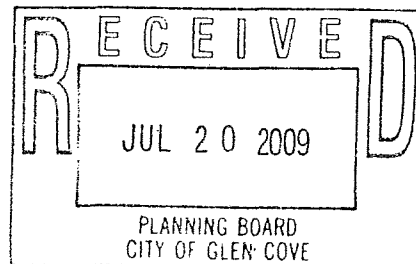
Thank You,

Pamela Tamaddon
Coordinator Prospect/Albin Traffic Calming Initiative
Prospect.albin@verizon.net
516 671-4089

Cc: as indicated on e-mail correspondence



Conserving Long Island Wildlife



SEATUCK ENVIRONMENTAL ASSOCIATION

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July 20, 2009

VIA FACSIMILE (516-759-6711)

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

Dear Members of the Board:

On behalf of the several hundreds of members of the Seatuck Environmental Association ("Seatuck"), we respectfully submit these comments on the Draft Environmental Impact Statement ("DEIS") for the Glen Cove Creek Waterfront Project ("Waterfront Project").

Seatuck is a member-supported, not-for-profit organization dedicated to promoting the conservation of Long Island wildlife. Seatuck has been in existence since the 1970s and has a long history of advancing local conservation through education, research and advocacy. We appreciate the opportunity to participate in this environmental review process and thank the Board for considering these comments.

Before addressing our concerns about the proposed project, we want to commend the City for its commitment to rehabilitating and reusing former industrial sites. The restoration and/or redevelopment of such brownfields is an important step in preventing urban decay and preserving existing wildlife habitat. In the case of the Waterfront Project, however, while we support the careful redevelopment of many of the creek-side properties included in the proposal, we think the plans go too far. They fail to preserve enough open space on the site and miss a rare opportunity to foster the establishment of much needed grassland and freshwater wetland habitats at the Captain's Cove site.

Glen Cove Planning Board
July 20, 2009
Page 2 of 3

Nassau County was once home to one of the great grasslands on the east coast. The Hempstead Plains dominated the county, covering as much as 60,000 acres and forming the basis of an abundant grassland ecosystem. They were the largest grasslands east of the Great Plains. Unfortunately, most of the Hempstead Plains are now gone. The vast, flat acreage was an easy target for farmers and, in later generations, developers. Today, less than one acre of the Hempstead Plains remains intact.

This legacy of overdevelopment has left grassland-dependant wildlife struggling on Long Island. With only remnants of this unique habitat left, many species are disappearing from large portions of their former ranges. This is true not just on Long Island, but across North America. Many grassland birds were included in a recent National Audubon Society report detailing the decline of many once common bird species across the continent. The report indicated that the population of the field sparrow, for example, is down 68% over the past 40 years.

But, according to the Town's DEIS, the field sparrow is a bird that has been sighted at Captain's Cove. Two other bird species that have been documented on the site – the Eastern meadowlark and the bobolink – are officially listed as threatened by New York State, primarily because of declining grassland habitat. Other birds seen around the property, such as the Northern Harrier, Horned Lark, Coopers Hawk and Sharp-shinned Hawk, are listed as New York State Species of Special Concern. As these sightings demonstrate, the Captain's Cove site presents a rare opportunity to encourage new grasslands and provide much needed habitat for these and other struggling species. In just a few short years since the environmental remediation was completed, the Captain's Cove site has shown remarkable recovery and has attracted an impressive array of wildlife. The reported sighting of a flock of 50 bobolinks on the property this past spring is remarkable for Long Island and demonstrates the vast potential of the property's habitat – just imagine what could happen if it were given more time to recover.

Birds aren't the only wildlife species that would benefit from habitat restoration at Captains' Cove. Many frogs and snakes could inhabit the property, including some State Species of Special Concern such as the Eastern Box Turtle, Eastern Spadefoot Toad and Eastern Hognose Snake. Countless species of butterflies, dragonflies and other insects would also continue to benefit from the property's unique grassland and freshwater wetland habitats. Seatuck staff that visited the site this summer were especially impressed by the abundance and diversity of dragonflies on the site, particularly since we have noticed anecdotal dragonfly declines in many other natural areas on Long Island.

While we recognize the City's economic stake in the Waterfront Project, we urge the Board not to underestimate the value of open space. It not only supports increased home values and quality of living, but also attracts bird watchers and other users of open space. Given the limited grasslands that exist in Nassau County, the Captain's Cove site

Glen Cove Planning Board
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Page 3 of 3

has the potential to be a considerable attraction for wildlife lovers, especially given its accessibility.

Finally, as an organization that conducts a wide variety of public programs and operates a nature center, we urge you not to overlook the educational potential of a restored Captain's Cove site. In an era when computers, television and limited open space have combined to limit children's access to nature such an area could provide much needed outdoor opportunities for the children of Glen Cove.

Again, while we commend the City's effort to redevelop former industrial sites, we urge that the unique opportunity to foster the valuable wildlife habitat at Captain's Cove be seized.

Thank you for your consideration.

Very truly yours

ENRICO NARDONE, Esq.
Executive Director

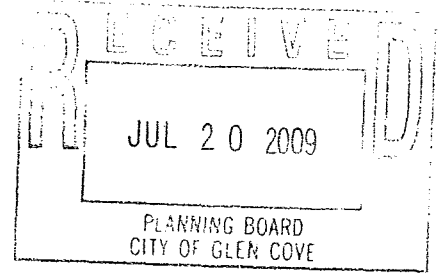
cc: Commissioner, NYSDEC
Mayor Ralph Suozzi, City of Glen Cove



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DEPARTMENT OF STATE
ONE COMMERCE PLAZA
99 WASHINGTON AVENUE
ALBANY, NY 12231-0001

DAVID A. PATERSON
GOVERNOR

LORRAINE A. CORTÉS-VÁZQUEZ
SECRETARY OF STATE



FAX MESSAGE

TO: Lois Stencowsky- Planning Board Secretary Fax: 516-759-6711

FROM: Jaime Ethier- Coastal Resources Specialist Fax: 518-473-2464
Office of Coastal, Local Government
and Community Sustainability

DATE: July 20, 2009

RE: Comments on the DEIS for the RXR Glen Isle Mixed Use Development

MESSAGE: Please find attached the NYS Department of State's comment letter on the DEIS for the RXR Glen Isle Mixed Use Development Project. This letter will also be transmitted via US mail. When this fax is received, please email confirmation to jaime.ethier@dos.state.ny.us. Thank you for this opportunity to comment on the DEIS.

Number of sheets (including this cover sheet): 4

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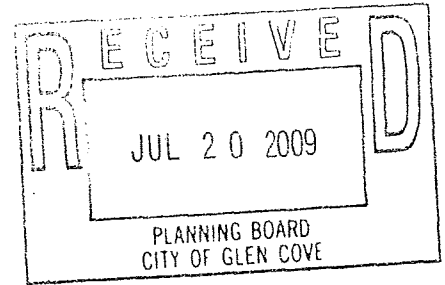
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SECRETARY OF STATE



July 20, 2009

Lois Stemcosky
Planning Board Secretary
City of Glen Cove
City Hall
9 Glen Street
Glen Cove, NY 11542

Re: DOS# S-2008-0088
Comments on Draft Environmental Impact Statement for RXR Glen Isle Mixed-Use Waterfront
Development- Glen Cove Creek, Hempstead Harbor, City of Glen Cove, Nassau County.

Ms. Lois Stemcosky:

The New York State Department of State appreciates this opportunity to review and provide comments on the Draft Environmental Impact Statement (DEIS) for the RXR Glen Isle Mixed-Use Waterfront Development (June 2009).

The Department has enjoyed its ongoing partnership with the City of Glen Cove for many years since early work on the development of the Glen Cove Creek Revitalization Plan (GCCRP) on through to the most recent project to develop a Downtown Gateway to Glen Cove Creek. Throughout this partnership the Department has continued to be a proponent of the revitalization of the Glen Cove Creek waterfront area to return some of its former vitality. The Department provided both financial and technical assistance for the development of the 1996 GCCRP which stated that its purpose was "to provide a framework for public and private actions that will reverse the physical decline of the creek area and restore significant economic activity to it." The RXR Glen Isle project site includes Sectors 2 and 3 of the GCCRP; land uses proposed for those two sectors in the GCCRP included a ferry, a hotel/conference center, commercial/retail use, water-dependent uses, and clean light-industrial uses.

In addition to the GCCRP, the revitalization of the Glen Cove Creek was highlighted in the 1999 Long Island Sound Coastal Management Program (LISCMP), which establishes the State's coastal management policies for New York's Long Island Sound shorelines. The LISCMP defines what constitutes a balance between appropriate and needed economic development and protection of natural and living resources of the Sound. In the LISCMP the City of Glen Cove was identified as one of ten maritime centers where efforts should be focused to "protect and enhance the economic, physical, cultural and environmental attributes which support each maritime center" (LISCMP Policy 10.2) and also as a "waterfront redevelopment area" that possessed the necessary characteristics for redevelopment.

Upon review of the DEIS, we find that the current proposal for the northern shore and upland area along the Glen Cove Creek demonstrates the natural progression of earlier revitalization efforts. The currently

proposed mixture of public access/recreation, multi-family residential, townhouse/condominium, marinas, ferry service and other water-dependent and water-enhanced commercial uses exemplifies the type of mixed use development project necessary to revitalize the Glen Cove Creek waterfront. Furthermore, we are pleased to see that the City has taken the necessary steps in both the language of the MW-3 Zone and the City's Master Plan (adopted in May 2009) to enable this type of mixed-use project.

The following amendments should be considered to improve the FEIS:

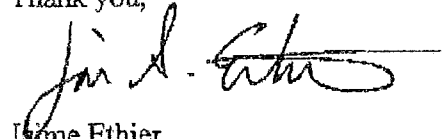
- Despite statements in the DEIS on pages II-12 and III.E-23 "Although never formerly adopted..." it is our understanding that the GCCRP was adopted in 1996 and if this is in fact the case, the FEIS should reflect that it was adopted.
- **Section III.C(2)(c) Floodplain Under the Proposed Action Condition** indicates that "finished floors of all new buildings to be set a minimum of 1.0 feet above the 100-year flood elevation." The developer should be made aware that Section R323.1.3.3 of the NYS Residential Code requires the lowest floor of any residential structure to be set 2.0 feet above the 100-year flood elevation (base flood elevation) and the FEIS should reflect this requirement.
- As the taller buildings are located closer to the mouth of the creek we find that it offers an abrupt and startling entrance to the creek in contrast to the open waters of Hempstead Harbor (as demonstrated by photosimulation Exhibit III.M-10- View 1). The FEIS should consider an alternative which modifies the current configuration by reducing the height of the structures at the mouth of the creek, perhaps stepping up to the taller structures to a greater degree than is currently proposed, and/or by opening the footprint of Block A to soften the overall visual appearance at the entrance to the creek.
- As demonstrated by some of the photosimulations in **Section III.M**, there are visual impacts associated with some of the taller structures in relation to the ridgeline that could potentially be avoided. The FEIS should consider an alternative that reduces the height of the tallest structures (Blocks A, B, and C) by one or two stories to reduce the amount of visual obstruction.
- We find the DEIS devoid of any consideration of the impacts associated with global climate change and sea level rise. As impacts associated with climate changes should be expected, the FEIS should evaluate alternatives, higher elevations and other mitigation measures to address these potential impacts so as to avoid having this revitalization effort potentially under water in the next thirty years.
- As recognized in the DEIS on page III.B-2, "residual environmental conditions may not meet the cleanup standards necessary to allow residential use." Their use as "Restricted Residential" will require that an Environmental Easement (EE), with both Institutional and Environmental Controls (ICs and ECs respectively), be employed, as per NYSDEC and USEPA, as well as the development of a Site Management Plan (SMP). The FEIS should explore a development alternative should the necessary easements, controls and remedial status not be achieved.
- The DEIS does not identify how the draft of boats launched in the turning basin will be able to clear the tidal weir. The FEIS should offer alternatives that enable canoes/kayaks to be carried around the tidal weir in low water conditions so that boats can access the western portion of the creek and Hempstead Harbor.

Notwithstanding the above, please note that if any element of this proposal includes funding from or requires a permit or authorization from a federal agency, the proposed activity will be subject to the

consistency provisions of the federal Coastal Zone Management Act and implementing regulations in 15 CFR Part 930. It is highly recommended that consultation with the NYSDOS's Consistency Review Unit occur to ensure that appropriate uses and developments of the shoreline are designed prior to any investment of public funds, to ensure consistency with New York State Coastal Policy. Additional information regarding these requirements is available from this Department or on the Department's web site located at <http://nyswaterfronts.com>.

We appreciate this opportunity to comment on the DEIS for the RXR Glen Isle Mixed-Use Waterfront Development Project and we look forward to remaining involved with this project as it proceeds through the various permitting and development stages, to witness the ultimate revitalization of the Glen Cove Creek area.

Thank you,

A handwritten signature in black ink, appearing to read "Jaime Ethier", written over a horizontal line.

Jaime Ethier
Coastal Resources Specialist

Lois Stemcosky

From: Philip Antico [pantico@optonline.net]
Sent: Monday, July 20, 2009 4:29 PM
To: Lois Stemcosky
Cc: Stillwagon, Laura; Palanker, Brandon A.
Subject: Fw: RXR Glen Isle waterfront redevelopment project

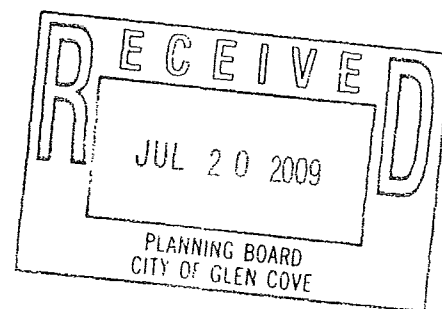
See the attached letter... ..

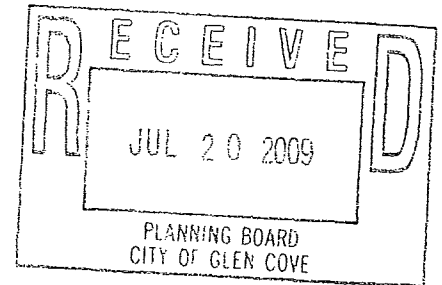
Thank you.

philip antico
president

philip c antico, inc. 95 roslyn avenue, sea cliff, ny 11579-1252
t (516) 759-5010 x111 f (516) 953-1027 e phil@anticodesigns.com

"It Ain't Real, Till It's Steel"





July 20, 2009

Lstemcosky@cityofglencoveny.org (Glen Cove Planning Board)

As a resident of Glen Cove, for over twenty-five years Linda and I have been excited since we heard of the RXR Glen Isle Waterfront Redevelopment project. As our home at 167 Shore Road faces the Glen Cove Creek, and this great project.

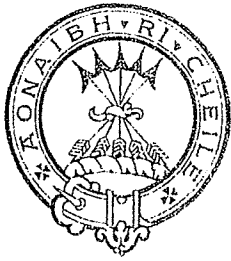
We anxiously await your groundbreaking, so that we can observe the progress being made as it happens, the building of recreation facilities, hotel and restaurants would greatly enhance the Glen Cove area, and bring tourists that never had the opportunity to visit such a fine community and waterfront. Also, the utilization of our waterways for transportation to and from Glen Cove, to all of the surrounding areas around our community.

In addition, this project would be a boost to our local economy in Glen Cove, in the creation, of both temporary and permanent opportunities, for the local residents.

We welcome this great project to our city.

Philip & Linda Antico
167 Shore Road
Glen Cove, NY 11542
(516) 671-8159

Cc: Laura Stillwagon, RXR Glen Isle Partners
Brandon Palanker, RXR Glen Isle Partners



CAMERON ENGINEERING & ASSOCIATES, LLP

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Senior Associate

Glenn DeSimone, P.E., CPE

Associates

Robert E. Wilkinson, P.E.

Steven R. Giammona, P.E.

July 20, 2009

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

Re: DEIS Technical Review: General Items, Traffic and Transportation,
RXR-Glen Isle Mixed Use Waterfront Development Project, Glen Cove
CE 1008 K-L-M-N-V

Dear Chairman Scott:

As requested by the City of Glen Cove Planning Board, and pursuant to SEQRA regulations, Cameron Engineering & Associates, LLP has performed a detailed technical review of the above-referenced *Preliminary Draft Environmental Impact Statement* ("PDEIS") sections related to Traffic, Air Quality, Noise, Civil Engineering/Site Planning, Ecology, and Water Resources.

General – Required Approvals

- There are various proposed traffic mitigation measures which the City of Glen Cove or Nassau County Department of Public Works would need to approve: potential traffic signal or roundabout at Garvies Point Road/Herb Hill Road/Dickson Street; turn prohibitions and lane widening at various intersections. These items should be added to the Required Approvals table.
- Provide documentation that the Nassau County Department of Public Works has reviewed this document.

General – Landscape Design

- Consideration should be given to adjust the overall scale of the landscape drawings to more clearly illustrate details such as the tree canopy, shrubs, groundcover, etc.
- *Pyrus calleryana* (Bradford Pear) is considered an invasive species and should be substituted.
- Irrigation and infiltration systems are indicated on sheet C-30. Additional irrigation information shall be provided, such as (but not limited to) areas to be irrigated and the corresponding type(s) of irrigation.
- The plans should provide planting details and notes.
- The detailed plans will need to provide notes pertaining to planting soil requirements.
- A rain garden detail is shown on sheet C-31, but the rain garden locations are not indicated on plans. Locations should be provided, and landscape material should be shown on landscape sheets and included

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CAMERON ENGINEERING & ASSOCIATES, LLP

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

July 20, 2009
Page 2 of 17

in the plant list.

- The legend on sheet C-17 utilizes broad hatch patterns for proposed shrubs, perennials, and ornamental grasses. More specific information is required on the landscape plans, indicating locations, groupings, quantities, etc. similar to the level of information provided for trees.
- The surface treatment (i.e. lawn, ground cover, etc.) of areas adjacent to buildings, roads, and paths is not indicated. Additional information is required to identify and differentiate surfaces.
- Any wetlands planting shall be illustrated on the landscape plans and included in the plant list.
- All wetland areas disturbed by proposed seawall construction or re-construction should include post-construction stabilization.
- Page II-44 of the DEIS indicates that the "entire open space system will be planted with native plants or naturalized plantings." The Tree Legend and Table on sheet C-17 indicate the use of 27 tree species, only 10 of which are native. The remaining 17 tree species need to be changed, or the text needs to be corrected.

General – Civil Engineering / Site Design

- In Table I-1 in the Executive Summary, the Required Approvals should include approval from the Nassau County Department of Health for backflow preventers.
- Chapter II, Exhibit II-5: Are new islands being added to the Pratt Park pond? If so, has this been analyzed relative to any potential impacts on stormwater?
- Review the consistency of Table II-3 with Drawing C-20, which deal with provided parking in distinct areas of the site. Specifically, the table indicates 79 parking spaces for the restaurant and 58 for Commercial/Cultural space, while the drawing does not correspond to these numbers.
- Table II-5A: The table indicates separate Car and Van spaces. New York State requires that all spaces be van accessible, which requires 8-foot wide access aisles. The 5-foot aisles are inadequate.
- Table II-5A: How many accessible parking spaces are available to the general public, and are they distributed throughout the development?
- Section 6: Utilities (page II-43): Define "smaller" and "larger" storm events.
- Section 7: Landscaping, Lighting, Signage (page II-43): Will non-essential lighting be turned off after hours?
- Section 8, Operational Information (page II-45): The applicant should state what the maximum length of stay for the hotel would be.
- Chapter III, Section 3 (page III.A-14, 3rd Bullet): Cut and Fill slope shall be adjusted based on actual soil conditions.
- How will velocities in the infiltration trenches be reduced to prevent scouring? How does the trench function during freezing weather?
- Page III.A-15: The Contractor shall install new filter inserts in all drainage inlets at completion of the work

CAMERON ENGINEERING & ASSOCIATES, LLP

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

July 20, 2009
Page 3 of 17

to be maintained thereafter by the Owner.

- p. III.A-18: The 2 proposed uses for the turning basin do not appear to be compatible. The first paragraph indicates that it will provide secondary stormwater treatment while the third paragraph indicates that an open water habitat will be created. Demonstrate how these uses coexist. Provide a detail as to how the floating boom/baffle is installed and how it operates.
- Page III.C-29: The 3rd paragraph states that if the infiltration chambers would not function based on the actual soil conditions, they would not be installed and the stormwater would go from the irrigation chambers into the storm sewer and outfall. How will 2 inches of storage be accomplished under this scenario?
- It appears that not all drainage areas will be treated equally: some areas would retain the first inch and then bypass the rest. The drainage details indicate a "Media Filter Option." Is this being provided? The DEIS should provide a discussion about how this filter works; what it filters; if it addresses Total Suspended Solids (TSS), vehicle fluids, etc.; how and when it would be maintained, etc.
- Have letters of availability been obtained for all utilities?
- Page III.O-9: Under Construction Impacts and Phasing, the applicant should discuss how the work on Garvies Point Road/Herb Hill Road would need to be integrated into the project schedule, and its effect on the duration. The December 2016 construction completion may in fact be delayed, since it is based on a January 2010 start date.
- The Applicant should address how potential impacts from vibratory or hammer equipment will be monitored.
- Page III.O-17: The Applicant should address truck wash areas, concrete wash-out areas, and spoil/stockpile areas as part of the erosion and sediment control (ESC) measures. The Applicant should address any potential impacts from admixtures that may be used, particularly as they relate to the marine community.
- Page IV-16: NCDPW has indicated that the pump station and/or the force main has to be upgraded. The Applicant needs to discuss any potential impacts of this action, including impacts to the anticipated project schedule.
- What safeguards and maintenance schedule will be utilized to ensure that the stormwater drainage system does not surcharge during high tides and/or a failure of the tide gates?

Traffic and Transportation

- Exhibit III.O-1 (Anticipated Phasing Schedule) indicates aggressive construction start date (within six months of the DEIS being deemed complete) as well as an end date of December 27, 2016. Unless the construction schedule is shortened, it is very likely that (given the mere six months allotted to obtain all necessary pre-construction, post-DEIS-completion approvals) Glen Isle may not be fully built until at least

CAMERON ENGINEERING & ASSOCIATES, LLP

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

*July 20, 2009
Page 4 of 17*

2017. The DEIS should discuss that, should construction be thus delayed, a 2017 completion date will not alter the findings or results of the DEIS Traffic Analysis (i.e., ambient traffic growth is only 0.6 percent per year, there are no other significant planned projects expected between 2016 and 2017).

- The DEIS discusses funding for the redesign of Garvies Point Road, with "the goal is to have...construction bid documents can be completed in time for a Spring 2010 project start." This should be verified with the City of Glen Cove Department of Public Works.
- Verify that all intersection geometries in the Synchro files match those provided in Appendix L-3. At Glen Cove Avenue & Charles Street, aerial images of the intersection indicate an existing northbound left turn storage lane; the Appendix does not include this storage lane or have proper lane widths. Glen Cove Avenue & Pratt Boulevard lane widths and intersection geometry also do not match what is provided; it is missing the second westbound right turn lane.
- The Synchro outputs and Appendix L-2 turning movement counts appear to be out of order/do not match each other. Adhere to an established order, such as the list of study intersections.
- Existing, No-Action, and Action Synchro Reports included in the Appendices do not match the results given from the actual Synchro networks which were provided to our office via CD. For example, Brewster Street-Cottage Row/School Street, and Herb Hill Road-Charles Street have different results for all three peak hour scenarios). Verify that the included Synchro reports in the Appendices reflect the actual outputs of the Synchro analyses, and provide our office with updated Synchro analyses if necessary to reflect the output in the DEIS. If the files provided to our office are the appropriate ones, the DEIS Level of Service tables and result discussions should be revised accordingly.
- The text refers to vehicle classification counts being part of some of the intersection turning movement counts. Classification data could not be located in the Traffic Appendix; it should be provided.
- The "Selection of Analysis Peak Hours" paragraph appears to be unnecessary. It indicates that network peak hours were established for the AM, PM, and Saturday peak periods, and yet the turning movement counts and Existing Synchro analysis files reflect each intersection's individual peak hour volumes. Since the intersection peak hour volumes were used as the basis for the Existing analyses, the DEIS should not call out individual peak hours as the "overall network peak hours."
- Volumes listed in Figures for Existing, No-Action, and Action scenarios are not all legible. Provide figures with larger font, using 11"x17" paper if necessary.
- Provide accident rate calculation sheets for each intersection. These sheets should include accident rate comparisons to New York State average accident rates for the two most frequent individual accident types (e.g., rear end, overtaking, right-angle, etc.).
- Several collision diagrams indicate certain accident types occurring with relatively high frequencies (such as 5 times or more). Page F-14 should not conclude that the diagrams reveal no significant accident patterns. The diagrams also should not be the basis for accident pattern identification; this should be done.

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based on accident rate comparisons for different accident types.

- Verify that the New York State average accident rates stated are the most recent values as provided on the NYSDOT website. Forest Avenue & Lattingtown Road is a 4-legged urban signalized intersection with one left lane and 5 or more lanes. The correct New York State average rate is 0.28 accidents per Million Entering Vehicles [MEV], while the stated value in the table is 0.26 accidents per MEV. Glen Cove Avenue & Morris Avenue is a 3 legged urban signalized intersection with more than 5 lanes, and a left turn lane. The average intersection rate should be 0.19 accidents per MEV, but the stated value in the table is 0.18 accidents per MEV.
- Many of the intersections experienced accident rates more than 2-3 times the New York State average. Excluding locations where this corresponds to 1-2 accidents per year (due to a low AADT yielding a high calculated accident rate), these instances should be specifically called out and discussed. It should also be discussed whether potential future improvements may ease the accident issue.
- The DEIS should refer to a 56-acre site, not a 96-acre site.
- The Synchro analysis files use a typical value of 1.0 for a growth factor throughout, except for the eastbound left turn movement at Charles Street-Glen Cove Avenue, which uses 0.5. This different growth factor should be explained or revised.
- Peak Hour Factors are incorrect at several intersections, including Glen Cove Avenue-Morris Avenue and Bryant Avenue-Witte Lane. The Synchro analyses need to match the data in the Traffic Appendix.
- For unsignalized intersections, the Appendix should show the Timing sheet screen shot instead of the HCM Unsignalized Report. The HCM report does not typically match the Synchro analysis exactly.
- Cite the sources where the "Other Project Trip" Generation data was calculated: either a submitted traffic study for those other projects, or ITE *Trip Generation* manual calculations.
- Show a table with the Existing Volumes, the Ambient No Action volumes (ambient growth only), No Action volumes (including other planned project trips), and Action volumes in addition to showing the volumes in the Figures.
- Verify that each signalized intersection's signal timings remain the same between the No-Action and Action (unmitigated) Synchro networks; Brewster Street-Cottage Row/School Street signal timings are different. If a different timing plan is proposed, the change should be described as a proposed transportation improvement and included as part of the Action-Mitigated Synchro network.
- Synchro analysis of Glen Cove Road-Northern Boulevard: No Build geometry does not reflect planned roadway improvements that are discussed in the DEIS. The stated "Phase 1 Construction - Completed" northbound approach does not reflect what is currently in the field or input into the Synchro analysis. The applicant should verify the completion progress of Phase 1 and correct the Existing, No-Action, and Action Synchro analyses accordingly.
- State the actual square footage of all catering/restaurant facilities to avoid the misconception of a

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discrepancy between the DEIS and the Final Scope. The Scope states 25,000 s.f. of cultural uses, retail space, and restaurant; the DEIS states 20,000 s.f. of cultural, retail, and an unknown amount of catering/restaurant facilities on page III.F-30.

- The Transit Oriented Development ("TOD") 7 percent trip reduction is reasonable for commuter trips. However, it appears this credit was applied to all trips, including non-commuter trips. Either the breakdown between AM and PM commuter trips vs. all other trips should be quantified or the TOD-based 7 percent trip reduction should be removed or reduced.
- While the overall intersection Level of Service may be acceptable, several intersection movements (e.g. Bridge Street/Continental Place-Pratt Boulevard PM and Saturday eastbound left turns; Herb Hill Road-Charles Street PM and Saturday eastbound left turns, Glen Cove Road-Northern Boulevard PM northbound throughs) indicate LOS decreases between No-Action and Action scenarios without mention in the "Expected Traffic Impacts" discussion. The LOS changes should be discussed, and either explained as to why they do not require mitigation or have mitigation proposed.
- The section that discusses Prospect Avenue potential study intersections notes a traffic safety study commissioned along Prospect Avenue. That study indicates this route as an accident-prone area – only partly due to the low average daily traffic volumes. The sentence, "Field observations clearly indicate that these intersections can accommodate the additional site-related traffic without any adverse impact on operations" should be modified, in light of the need to indicate that additional site-related traffic will not have an impact in regards to operational safety.
- Route 25A and Route 107 – An assumption of a 3:1 split was made of through traffic in relation to traffic turning to/from the east. Provide evidence that this assumption is valid (e.g. with peak hour counts).
- The section discussing "Potential Effects on Diversion Routes" includes significant verbiage about the relative travel times along the Shore Road route. The actual travel run times should be included in a tabular format, to allow a true comparison.
- At the intersection of Garvies Point Road/Herb Hill Road, as will be discussed in the Civil Engineering comments, the Applicant should detail the extent of required right of way acquisition involved in a potential "roundabout as mitigation" scenario. Although we agree that final design can not be determined at this time, a schematic should be prepared with a minimal-per-FHWA sized roundabout island (i.e. an 80-foot inscribed circle diameter with one circulating lane).
- At the intersection of Garvies Point Road/Herb Hill Road, the potential signalized mitigation alternative indicates an 80-second signal cycle. This is much longer than the natural cycle length, and incompatible with coordination with the adjacent signal (less than ¼ mile to the east) at Herb Hill Road/Charles Street, which has an 88-second cycle. Final determination will be up to the City of Glen Cove Department of Public Works, but the DEIS should make it possible for these two adjacent signals to be coordinated.
- Appendix L-7, Trip Generation, has a discrepancy for the trip calculations for 50,000 s.f. Office (Land Use

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Code 710) on the Glen Isle and the MW-3 Buildout pages. The Glen Isle trip calculation correctly uses the fitted curve equations. The MW-3 Buildout trip calculation incorrectly uses rates to come up with results which are approximately thirty (30) percent smaller than they should be. Appendix L-7 also has a discrepancy with the Transit Credit taken for the residential units: 7 percent for the Glen Isle trips, but only 5 percent for the MW-3 Buildout. The MW-3 Buildout trip calculations should be revised.

- Page III.F-80, LIRR Impacts, should repeat the statement that “the applicant’s proposed direct shuttle service to the nearby LIRR station(s) has the potential to fully mitigate any project impacts on LIRR parking conditions” for consistency within the document.

Parking

- The Parking Study (Appendix L2) is dated February 2009. Between April and May 2009, our office made multiple comments on this study which required various changes. If those comments were addressed in this June 2009 DEIS, the Parking Study title should be updated, or a revision date added.
- The cited article on page 5, “Parking Requirements for Health Clubs,” was taken from a publication called *The Parking Professional*, which is not a standard traffic engineering reference in New York State. Moreover, the standard reference, the Institute of Transportation Engineers (ITE) *Parking Generation* manual (3rd Edition), has data for health club parking, so the cited article in the DEIS is in direct conflict with the national ITE standard. It is therefore an inappropriate source. The article, though written in 2004, cites the out-of-date 1987 2nd Edition of the ITE *Parking Generation* manual.
- Likewise, the cited article on page 5, “Hotel Parking: How Much Is Enough?” is from an Urban Land Institute (ULI) publication. However, it is in direct conflict with the national ITE standard, *Parking Generation*, 3rd Edition, which has its own data for hotel parking. The cited article is more than 20 years old (from 1988) and cites just one study. It is therefore an inappropriate source.
- It is inappropriate to use “assumptions” which reduce on-site parking needs by upwards of 50 percent depending on the land use. The ULI *Shared Parking* manual should have been used instead. Moreover, the expansive size of the Glen Isle property makes it inappropriate to rely heavily on a non-captive ratio (where parking demand is reduced by a factor for residents using on-site amenities), even on a per-block basis. A resident who goes to another amenity within Glen Isle may indeed only need one parking space at a time, but will still need a parking space convenient to each individual amenity while that amenity is being used. Only when separate on-site uses are close together (for example, in a single strip shopping center) is it appropriate to project the same parking space serving users of multiple on-site land uses. The captive ratio needs to be eliminated from the calculation or significantly reduced.
- The hourly and seasonal “presence” charts have no supporting data or citation. Sources for these variations must be provided. If no source can be provided, the charts can not be used.
- The peak hour adjustments for various uses have no supporting data or citation. Sources for these

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percentages must be provided.

- The study incorrectly calculates the parking code requirements for professional offices. The Code says to use "1 space per 200 square feet of space (exclusive of bulk storage, common area or utility areas)" whereas the study bases parking on the Gross Floor Area (which includes all space).
- There are several incorrect notes in the "Parking Requirements Per Zoning" tables which reference the Town of Glen Cove instead of the City of Glen Cove.
- Because the 5,000 s.f. restaurant is proposed to use valet parking, and has no adjacent parking spaces, the Parking Analysis should include a restaurant valet queuing analysis to ensure appropriate storage is available within the adjacent circular path.
- The note that "Current zoning does not have a parking requirement for such a use" is incorrect for park, recreational space, and for loading zones. As per the City's ordinance §280-73.2(I), the required parking for "Other Uses" is, "As deemed necessary by the Planning Board." Accordingly, the requirement should only say "zero" or "NA" if the Planning Board deems this appropriate.
- The Parking Study should analyze the adequacy of loading spaces, especially for the marina section.
- The West Parcel Parking Supply (page 25) lists 1,911 parking spaces on the West Parcel. According to Table II-3, these 1,911 parking spaces include 79 parking spaces associated with the 5,000 s.f. restaurant. The C-20 parking layout plan does not indicate any parking adjacent to the restaurant. The discrepancy should be explained.

Air Quality

- The LOS Screening Analysis is incorrect in that it includes two (2) unsignalized intersections. Unsignalized intersections are always omitted from air quality screening.
- The Capture Criteria analysis should list (and exclude, as applicable) each of the five required criteria involved in this step: decreases in source-receptor distances, intersection (as opposed to approach) volume and emission increases, the number of queued lanes, and approach travel speeds).
- The Volume Threshold Screening should include a discussion of the involved steps in calculating the volume threshold for each intersection.
- Regarding the EPM Screening Analysis spreadsheet in the Appendix:
 - This analysis should not include the unsignalized intersections, as these intersections are always eliminated from the need for air quality analysis. The analysis also should not include Existing or No Build Level of Service tables, as they have no bearing on Air Quality screening.
 - The table needs to define the term "EF" (which stands for "Emission Factor") in the column headings for the volume threshold screening.
 - The table is missing the intersection Level of Service for Herb Hill Road/Garvies Point Road/Dickson Street. According to the Traffic Study, this intersection will operate at LOS A in

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the Signalized Mitigated Build condition, so this intersection should not have any further screening indicated in the table. Also according to the Traffic Study, a roundabout is a potential alternative mitigation measure. This second alternative should be noted, with the notation that, since a roundabout is an unsignalized intersection, under that alternative, the intersection would not pass through the screening thresholds to require air quality analysis.

- o The table footer includes a note, "No project specific speeds are provided. Used speed limit when known or assume 25 mph when no other info available." According to the Traffic Study, the traffic analyses were done using Synchro software. This software yields speed reports for adjacent intersections – no additional analysis is needed to provide such reports. The Synchro Arterial Speed Reports need to be obtained from the traffic engineering consultant for the project, and the results need to be input into the Air Quality screening analysis.
- Regarding Table 3-c in the Appendix, the values which correspond to intersections that pass through to Level 3 screening (Volume Threshold) should be circled and labeled.
- Tables 3.5-2 and 3.5-3 in the Appendix, the "Existing" and "No Build" Level of Service summaries, are irrelevant to air quality screening, which relies on the Build or Mitigated Build levels of service. Any Level of Service tables in the Air Quality screening Appendix should likewise omit unsignalized intersections.
- The Construction Analysis should refer to the probability of the potential release of subsurface contaminants during construction, and the Site Management Plan measures which will be implemented to prevent such release.
- The DEIS is correct that the Konica Minolta site is no longer active. However, the air quality text should also mention the content of the Subsurface Environmental Conditions, which states that the site has VOCs as chemicals of concern, and that there is no (as of yet) date for completion of clean-up.
- The Mitigation Measures–Construction discussion should include verbiage about air impacts from construction activity with respect to unearthing subsurface pollutants in addition to "the potential to adversely affect air quality as a result of diesel emissions." The mitigation measures should, for consistency with the rest of the DEIS, discuss environmental remediation and compliance with the Site Management Plan. This is especially important given how nearly every environmentally sub-par site is noted with "VOCs" or "SVOCs" as a "chemical of concern" in the Subsurface Environmental Conditions section.
- Page III.G-24: the word "propose" in the 2nd paragraph, 10th line should be "proposed."

Noise

- The Proportional Modeling of Sites 1, 2, and 3 (as per the Noise Appendix) indicates vehicle classification (e.g., auto, bus) data for receptor locations such as Pratt Boulevard whose traffic impact study-related

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counts are described in Section III.F as having no classification data. Moreover, there is no classification breakdown in the L.1 Traffic Appendix. The source of each set of vehicle breakdowns (percentage of autos, buses, etc.) needs to be tabulated in the Noise section and referenced to a section and/or page number in the traffic study in Section III.F.

- Compliance with the City's noise ordinance should not be described as "one of the two studied noise impact criteria" as though it is on par with New York State Department of Environmental Conservation [NYSDEC] criteria. For the purposes of environmental analysis, it is not a matter of environmental impact whether a proposed project will comply with a local municipality's noise ordinance. Ordinance compliance is a legal matter which should only be used to specify future operations (e.g., "Use A will not operate after 6:00 pm.")
- The DEIS cites the "second of two noise impact criteria" as the NYSDEC publication, *Assessing and Mitigating Noise Impacts*. The DEIS does not mention the New York State Department of Transportation [NYSDOT] *Environmental Procedures Manual*, another standard reference which provides clear requirements for noise impact analysis, even though potential future noise impacts from site-generated traffic were analyzed using a standard from the NYSDOT manual: the FHWA Traffic Noise Model (TNM) software. The DEIS should specify the *Environmental Procedures Manual* as the 2nd noise impact criteria. Table III.H-9 lists the NYSDOT manual as a source.
- The current date of the *Assessing and Mitigating Noise Impacts* standard is the February 2, 2001 revision, not the original October 6, 2000 date. The FEIS should clarify that the most current version was used.
- The DEIS analysis is correct regarding the NYSDEC statement about a 6 dB increase denoting significant noise impact. However, the NYSDEC also includes a table (Table B) which classifies dB increases of 5-10 dB as "intrusive." In addition, the document states that, "increases from 3-6 dB may have potential for adverse noise impact only in cases where the most sensitive receptors are present." The DEIS should indicate why the proposed residences and outdoor public uses are not considered "the most sensitive receptors," and therefore, why a 3-6 dB increase would not indicate noise impacts with respect to the Glen Isle project.
- The Noise Appendix includes a table of calculations regarding Ferry Terminal noise, cited from the Federal Transit Association. The table should include explanations of terms such as "SEL."
- Document the statement, "birds become accustomed to noise" and therefore the noise impact on bird-breeding in Garvies Point Preserve, starting 200 feet from the roadway, is not a genuine impact, on page III.H-19.
- The statement on page III.H-23, "The [restaurant] sound system will be designed so that noise levels due to the proposed outdoor music at the project's restaurant would not exceed the Glen Cove Noise Code at any of the analyzed receptor locations during any time period" is too vague to describe noise impact mitigation. Though it does require the applicant to conform to certain decibel levels and times, there should be a

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discussion of specific potential (if not certain) design features and their resulting general effects on sound level intensity and/or duration. Additional figures may also be necessary to illustrate the design features or sound dampening effects.

- The Mitigation discussion should include a recommendation to combine the loudest operations whenever possible; decibel levels do not increase significantly (or at all) when multiple sound producers of similar dB levels coincide, so this can reduce the frequency or duration of the loudest noises.
- Three locations identified in Table III.H-11 have projected construction period L_{eq} values over 87 decibels, very close to the 90 dB threshold of impact. If complaints are received during construction, the applicant should explain the mitigation to be implemented if the 90 dB threshold is reached.

Ecology

- The text states that there will be "efficient external lighting fixtures which will minimize direct upward light and minimize light pollution which may adversely affect resident and migratory birds." However, the selected lighting fixtures found on the plans do not indicate any upward light shading. Provide lighting fixtures with vertical cutoffs.
- Provide analysis regarding the Long Island Sound Coastal Management Program, including discussion of Glen Cove as a "Historic Maritime Center" and an "Area for concentrated Development."
- Provide the requested map of restoration and revitalization projects in the waterfront area and a discussion of the relationship of these projects to the upland. While various maps are provided (II-9, III.C-6 and III.C-7) it is difficult for the reader to understand the relationship of the mitigation measures. For example, the scale of III.C-7, makes it difficult to understand where in the project that is located, and on II-9 the reference to restored wetland ecology and habitat points to a grass area in Renaissance Park. A comprehensive map should be provided that shows the location of wetlands removal, wetlands plantings, etc. and is easily correlated with the mitigation measures detailed in Section III.D.3.
- On Figure II-9, correct MARS to MARSH.
- Clarify plans for the green roofs as to location, treatment and accessibility.

Water Resources

- The document states up to 2,352 pounds of nitrogen will be generated by stormwater and fertilizer annually. A maximum and probable fertilizer rate is provided. The applicant should commit to using no more than the probable levels.
- Depth to groundwater is now provided. However, the stormwater measures still indicate that groundwater levels may not allow installation of all recommended structures. At this point in the process, the ability to provide structures should be definitively known so that the potential impacts can be adequately evaluated. The applicant should provide a more detailed design and discussion of the stormwater management system

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to clearly indicate the structures to be used, and a quantitative discussion of the effectiveness of proposed stormwater treatments.

- There is mention only of preliminary meetings between the Applicant and representatives of agencies (the Hempstead Harbor Protection Committee, the Coalition to Save Hempstead Harbor, and/or the City) regarding the Project's stormwater management program. Provide a discussion of follow-up meetings where the "comprehensive stormwater management system" was discussed and whether the agencies concurred with the methodology.
- Describe the goal for nitrogen removal and how it will be achieved.

Civil Engineering and Site Design – Plan Comments

- Parking layouts should conform to typical City requirements of, "not more than 12 parking spaces shall be permitted in a continuous row and not more than 20 spaces shall be permitted in a single parking area without being interrupted by landscaping approved by the Planning Board".
- The legends, symbols, and note callouts on the plans needs to be clearer and better coordinated. For example, retaining walls are not specifically identified by either a legend or notes; the shading and hatching of the various site finishes are not clear.
- The site plans will need to provide project specific construction details.
- Parking for the public areas is provided along the public roads and the 58-car surface lot (including 3 handicapped-accessible spaces) east of Block 1. The Applicant should substantiate the adequacy of providing 3 accessible spaces, as well as their location relative to providing access to the entire public component of the development.
- New York State Building Code requires that all access aisles for accessible parking spaces be at least 8-foot wide. Correct the width of any 5-foot wide access aisles.
- It is understood that the Development will utilize private carters for the collection of solid waste. However, the Applicant needs to address the location of the development's numerous refuse storage areas, including daily trash and bulk items.
- Indicate the flow directions of the storm sewer system.
- Will transformers as well as other surface-mounted utility equipment be needed? If so, have their locations been discussed and can they be installed in vaults?

Site Design and Landscape Design – Plan Comments:

- **Sheet No. C-2 GENERAL NOTES AND LEGEND**
 - MPT Note 16: Add text to state that disturbed or damaged devices shall be replaced within four (4) hours of notification.
 - MPT Note 17: All drainage inlets shall be set to temporary or final grade to ensure drainage of the

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pavement areas. Inlets shall be adjusted no more than 72 hours prior to paving.

- Drainage Note 2: All RCP shall be Class IV.
- Drainage Note 3: All RCP shall be Class IV.
- Drainage Note 5: Provide minimum required clearances.
- Drainage Note 8: Delete "Registered Architect."
- Sanitary Sewer Note 3: Provide minimum required clearances.
- Sanitary Sewer Note 10: Add "gravity" prior to the term "sewer pipe."
- Erosion Control Measures Note 2: Change "should" to "shall" at the start of the 3rd line; add "by the Developer/Owner" after the word "maintained" in the 3rd line.
- Add the following note in the Erosion Control Measures section: "Provide catch basin filter inserts in all drainage inlets within the Project Area. All inserts shall be maintained by the Contractor for the duration of construction and until the site is permanently stabilized. Contractor shall install new filter inserts in all drainage inlets at completion of the work to be maintained thereafter by the Owner."

- **Sheet No. C-5 SITE PLAN SHEET A**

- Pedestrian ramps shall be provided at all intersections and along all pedestrian paths to ensure barrier-free movement.
- Provide pedestrian crosswalks where necessary.
- Identify all elements on the drawings either by legend, symbol, or note.
- Label major site components such as the boardwalk, retaining wall, etc.
- Identify the location of public accessible parking for this section of the development.
- Why is Road A 22 feet wide, while other roads are 24 feet wide at a minimum?
- Is restaurant parking going to be 100% valet or self-parking? Indicate the parking location. Demonstrate how valet parking operation will function; the plan needs to illustrate that there will not be excessive queuing along the narrow, circular path.

- **Sheet No. C-6 SITE PLAN SHEET B**

- Is there adequate space at the Herb Hill Road/Dickson Street/Garvies Point Road intersection to accommodate a roundabout if this treatment is ultimately selected?
- Identify public handicapped accessible parking for this section of the development.
- Clarify why concrete walks extend to the curb in front of Block D.
- Review the width of the Fire Access Path along the west side of Block D relative to Appendix D of the New York State Building Code. In addition, the Nassau County Fire Marshall has final

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jurisdiction over this access path during their Site Plan Review.

- **Sheet No. C-7 SITE PLAN SHEET C**

- Is the distribution of accessible spaces in the surface parking area for Block F commensurate with the number of units in each building?
- How will the development be built along the dividing line between the "Current Area to be Developed" and the "Area of Future Development" if the future acquisition is delayed?

- **Sheet No. C-8 GRADING PLAN SHEET A**

- Clarify the accessible route to the restaurant.
- Clarify the grades at the northwest side of Block A; they do not appear to close on the building.
- Review the location of the low point, El. 9.6, in the roundabout.
- Drainage inlets that are located along the projected flow line between the parking lane and travel lane should be relocated to the curb line.

- **Sheet No. C-9 GRADING PLAN SHEET B**

- Add finish floor elevations to plan.

- **Sheet No. C-10 GRADING PLAN SHEET C**

- Add finish floor elevations to plan.

- **Sheet No. C-11 UTILITY PLAN SHEET A**

- Review potential conflicts at utility crossings.
- Review hydrant locations and spacing, particularly along the south side of the development. The Nassau County Fire Marshall will review this design during their review of the site plan.

- **Sheet No. C-12 UTILITY PLAN SHEET B**

- Review potential conflicts at utility crossings.
- Review note 'Exist. 12" water main to remain.' It appears that the main is identified as a 6" main.
- Review hydrant placement.

- **Sheet No. C-13 UTILITY PLAN SHEET C**

- Confirm that fire hydrants are permitted off a 6" main as opposed to an 8" main.

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- **Sheet No. C-14 LIGHTING PLAN SHEET A**
 - Site plans will need to provide a comprehensive point by point photometric analysis.
 - Are light fixtures dark skies compliant?
- **Sheet No. C-15 LIGHTING PLAN SHEET B**
 - Installation, wiring, and circuitry details will be reviewed during site plan approval.
 - Revise the 24" clearance from the face of curb to the closest part of the light pole.
- **Sheet No. C-17 LANDSCAPE PLAN SHEET A**
 - Special consideration should be given to the species selection of plant material west of Block A regarding the plants' salt tolerance.
- **Sheet No. C-20 BUILDING PARKING PLANS**
 - Clarify the discrepancy between the drawing and the Table II-3 in the DEIS, which respectively indicate 0 and 79 parking spaces associated with the restaurant. Indicate the location of the restaurant's parking.
 - Clarify the parking discrepancy for Block J. The drawing does not indicate any parking, while the DEIS Table II-3 indicates 59 parking spaces.
 - Accessible spaces appear to have been calculated on a building-by-building basis, as opposed to an overall-site basis. Based on this methodology, the number of accessible spaces appears to satisfy or exceed the code requirements, with the exception of the West Block. Provide additional accessible parking on the West Block.
- **Sheet No. C-24 TYPICAL SECTIONS SHEET D**
 - Correct titles for Bulkhead & Beach Access Stairs.
 - Retaining wall details and designs need to be provided to ensure structural stability.
- **Sheet No. C-25 TYPICAL SECTIONS SHEET E**
 - Section AA does not indicate any wetland restoration planting of disturbed area.
 - Section CC does not illustrate the location of the mean low water as related to the planting depth of Smooth Cordgrass. According to the United States Department of Agriculture, Natural Resources Conservation Service, as a general rule, Smooth Cordgrass should be planted in water depths between 1" and 18".
 - Notes indicate a spring planting season. An additional note should be added to prevent planting

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before the last frost date.

- **Sheet No. C-26 TYPICAL SECTIONS SHEET F**

- Section A1 indicates the use of species listed on the Captains Cove Slope Planting Specifications. The plans should be revised to include additional information as to location and elevation. Planting layout should also be shown on the landscape plans.
- The Captains Cove Slope Planting Specifications specifies a planting rate for the Smooth Cordgrass using seed, while the notes on section A1 indicate 2" peat pots. Seeding is not a preferred method of establishment for this species, and should be installed using peat pots or bare root. Revise the plans accordingly.
- See notes for Sheet 25 regarding the Smooth Cordgrass planting season and water depths.

- **Sheet No. C-27 FIRE TRUCK TURNING MANEUVERS SHEET A**

- Given the marina use on the west end of the site, AutoTURN analyses of a passenger car towing a boat trailer (AASHTO design vehicle P/B), showing the maneuver easily ending with the boat trailer facing the water.
- The AutoTURN diagrams need to analyze turning movements and maneuverability for delivery vehicles, sanitation vehicles, and emergency vehicles to and from the restaurant.

- **Sheet No. C-31 CONCEPTUAL STORMWATER MANAGEMENT DETAILS**

- All notes referencing "design engineer" need to be clarified.

Construction

- The DEIS projects that Glen Isle will be complete and operational in 2016, seven (7) years after the date (June 2009) that the DEIS was considered complete. According to the text of the Construction section in the DEIS, the projected construction schedule is seven years long. The Anticipated Phasing Schedule (Exhibit III.O-1) indicates a start date of January 18, 2010, which is barely six months after the date the DEIS was deemed complete. Given the extent of required approvals before construction can begin, the seven-year construction duration should be reconsidered. Six months appears to be a tight timeframe for all of the following required SEQRA tasks and municipal approvals that are required to be given before construction can begin:
 - City of Glen Cove Agencies: Special Use Permit, PUD Site Plan/PUD Subdivision, MW-3 District Ordinance Amendment, Determination and Findings regarding acquisition of Gateway properties, Permits for water connection and tree removal
 - Nassau County Agencies: Planning Commission comments, possible subdivision, environmental

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

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remediation framework, 239f permits for road openings/sewer connections/drainage design/traffic signal timing changes; Fire Marshall approvals

- o New York State Agencies: certification of compliance with public health and safety, multi-agency accord, environmental remediation procedures, Coastal Consistency Certification, permits for freshwater and tidal wetlands/pollution discharge, off-site traffic signal timing changes, vehicle movement prohibitions
- o Federal Agencies: environmental remediation framework (plus permits for dredging and widening in Glen Cove Creek which may be underway while construction begins)

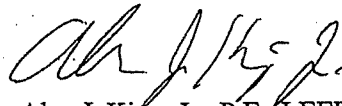
The DEIS needs to explain how the construction schedule might be altered, or how early phases could be accelerated, in order for construction to be finished by 2016.

- The DEIS should discuss whether the proposed construction schedule accounts for the additional time it will take to conform to the Site Management Plan (SMP), a Health and Safety Plan (HASp), and a Community Air Monitoring Plan (CAMP) prepared for the Glen Isle site, as well as the installation of monitoring systems. The additional tasks unique to the Glen Isle site include certifying compliance with the above-mentioned plans, and accounting for time for remediation and/or work stoppages should anything not in compliance be identified.

Customizing the seven-year construction schedule is especially important because the anticipated Phase I includes work on the Li Tungsten site, which (according to the Subsurface Environmental Conditions section) will require monitoring of pollutants that are unable to be remediated, as well as inter-municipal understandings about the extent of the needed additional controls.

This review does not constitute a final review. Our office may issue further comments in response to additional information, further review, etc. Should you have any questions or require additional information, please do not hesitate to contact our office at (516) 827-4900.

Very truly yours,



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

AK/

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



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TO:	Glen Cove Planning Board
FROM:	HR&A
DATE:	7/20/2009
RE:	Review Comments on DEIS
cc:	Michael Zarin, Zarin & Steinmetz Brad Schwartz, Zarin & Steinmetz

The Glen Cove Planning Board has engaged HR&A to substantively review the '*Glen Cove Creek Mixed Use Waterfront Development*' Draft Environmental Impact Statement (DEIS). We have reviewed sections pertaining to project economics and economic impacts, including the '*Economics*' section and '*Community Facilities*' sections.

Economics

Residential Condominium Values

As the residential condominium portion of the development plan comprises almost 60 percent of built SF and over 80 percent of the market value, understanding the estimated pricing, absorption and viability of the program is an integral part of understanding its potential long-term fiscal impacts.

The residential condominiums and townhouses in the program are proposed to be a high-end luxury product, with a proposed average sales price of \$850 per square foot ('PSF'). While these prices are certainly attainable within the context of the regional market, they fall into the range typically achieved by developments in prime areas of Manhattan or Brooklyn.¹ They also exceed asking price comparables of luxury residential product being developed close to Downtown Glen Cove at the '*The Villa at Glen Cove*' luxury condominium development by over \$300 PSF.²

The comparables provided by the developer as backup for \$850 PSF figure provide evidence that real or asking prices for specific developments fall within the general range of the proposed development, however these comparables seem to have tangible differences in their amenities, location or characteristics. The Aqua on the Ocean development in Long Beach shows asking prices of \$1,000 PSF, but is located adjacent to a beach with direct beach access and Long Island Railroad access to Midtown Manhattan in under an hour. The Ritz-Carlton residences are a different property type, offering a luxury co-branded hotel operator as well as hotel style services, private dining and immediate proximity to high-quality golf courses. Trump Plaza and Watermark are located in New Jersey along the Hudson River and have direct views of Manhattan. 100 Jay Street and the Laurel are New York City properties located in established neighborhoods. The remaining comparable, Highgrove in Stamford, seems to match best, and is listed at almost a 15% lower price point than the proposed condominium units.

¹ According to '*The Corcoran Report*', 4Q 2008 Manhattan and 4Q 2008 Brooklyn, Northern Manhattan new construction condominium prices average \$633 PSF and Brooklyn average condominium prices average \$676 PSF

² Listing found on Trulia.com, <http://www.trulia.com/property/1063944740-Condo-Glen-Cove-NY-11542>

Please develop an approach to the existing list of comparables that takes likely future market conditions into account, as well as a narrative regarding the premiums or discounts applied to each comparable in order to normalize and directly compare them with the proposed development. After this methodology is developed linking the context of each of the comparables in to potential unit pricing, revise this pricing within the DEIS as/if needed.

Residential Condominium Feasibility

The proposed capture rates of 38% for condominium units may suggest potential difficulties with absorption of units over the lifespan of the project. This capture rate suggests that in order for this development to be feasible, 38% of the entire market of potential and eligible buyers within the North Shore submarket would purchase within this individual project. Any difficulties with absorption in earlier phases may potentially limit the number of condominium units built in future phases.

Please provide additional backup regarding the sustainability of this development assumption. This backup may comprise many forms, i.e. a list of successful suburban luxury developments that have succeeded in capturing similar portions of market share.

Residential Condominium Capture Rates

Within the market study, the methodology for capture rate appears to use an income limitation of households over \$100,000. Given the price points for the condominium product as stated in the DEIS, it is likely that minimum household incomes would need to be significantly larger. The DEIS lists an estimate of \$296,000 average household income on III.K-13.

Please modify the capture rate methodology to account for limiting household income at levels appropriate to potential owners.

Hotel Development Feasibility

The proposed hotel component of the development is a major piece of the overall plan, as well as the anchor of the later phases. It provides almost 20% of the fiscal revenues and almost 50% of the ongoing employment, which could result in significant losses to the projects benefits if the hotel becomes financially infeasible to construct.

An initial comparison of the estimated market values as compared to construction hard costs shows a significant shortfall: – over \$110 million dollars between the hotel, spa and catering/conference spaces. If soft costs, financing, infrastructure and developer returns are layered on top of these costs, the gap would increase markedly.

Please provide a narrative illustrating the feasibility of the hotel component. If this development component does have a significant negative market value as initially determined, please demonstrate the methods that will be used to cross-subsidize or add subsidy financing to the hotel component, and under which conditions these methods will hold true.

Hotel Employment

Proposed hotel employment is 357 employees, which is almost 50% of the total on-site employment of 768 and comprises almost 30% of all direct payroll. This level of employment may be overestimated as it is large enough to provide 1 employee per hotel room in addition to over three employees per thousand SF of spa/catering usage.

Please provide a narrative further describing the makeup of the 357 employees, elaborating on those subsections where employment is substantially higher than best practices would seem to indicate.

Construction Period Impacts

County sales tax impacts of \$21.8 million on construction materials appear to indicate that a small percentage of materials are purchased outside of the county but a majority of all supplies are purchased

within the County. Additionally, the same tax abatement structures that apply to ongoing operations may also apply to construction impacts as well and should be noted as such.

Please note within the narrative the percentage used to adjust local purchases. Also, please repeat the narrative relating to tax abatements and their potential effect on ongoing fiscal impacts to the construction impacts narrative, as construction taxes may be abated for similar reasons as ongoing taxes.

Annual Property Taxes

Condominium revenues do not currently follow the framework set forth in Table III.K-6 for other property types. The conversion methodology for adjusting sales based market values into appraisal based market values is not documented.

Please document the steps used to convert sales prices into assessed value and finally, property taxes.

Community Facilities

Public School Child Generation

Due to the large public cost for each PSC generated, it is important to utilize the most appropriate estimation methods possible in order for potential costs to be factored into the analysis. The public school child ('PSC') generation methodologies utilized appear to be generally consistent with standard approaches but this section does raise a concern. The methodology used to modify the rental generation does not seem to flow directly from the source data.

The local experience with Avalon indicates that 4 PSC have been generated in the development. This appears to indicate is that for the local area, 306 bedrooms resulting solely from 1 and 2 bedroom types resulted in four PSC, which is a generation ratio of .013. This generation factor would then be appropriate to apply only to the 1 and 2 bedroom units of the proposed development. Absent any significant local data regarding generation from developments with three bedroom units, and with the understanding that child generation typically shows sharp increases with units above two bedrooms, generation factors for these units should be driven from the listed statistical methodologies.

Apartment Types	Avalon at Glen Cove I
Studio	41
1 bedroom	124
2 bedroom	91
Total Bedrooms (excluding studios)	306

Please refine the child generation methodology, only applying local examples to units sharing the same pricing/bedroom distribution, and the Rutgers or other similar statistical methodology for the balance.

Fire Mitigation

Developer response does not account for any additional mitigation, which does not address concerns raised in the February 10, 2009 letter from the Glen Cove Volunteer Fire Department. This letter states that there will be an 'unspecified' increased demand on staff, equipment and facilities.

Please address these concerns, in narrative format, including the potential costs or range of costs for any additional mitigation proposed.

EMS/Ambulance Mitigation

Developer response does not account for the costs of providing training and certification costs as proposed by GCVEMS.

Please address these concerns, in narrative format, including the potential costs or range of costs for any additional mitigation proposed.