



July 20, 2009

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

**Re: Draft Environmental Impact Statement – RXR – Glen Isle Mixed-Use
Waterfront Development**

Dear Chairman Scott and Members of the Planning Board,

The following review of the Draft Environmental Impact Statement (DEIS) for the RXR – Glen Isle Mixed-Use Waterfront Development has been prepared pursuant to the SEQRA regulations and the direction of the Lead Agency. The following comments are offered:

Section II - Description of the Proposed Action:

1. Page II-14 How will hand launched craft (kayaks, etc) access the turning basin? Is a “put in” area proposed? Is a secure storage area for these craft proposed? Is parking or vehicular access proposed?
2. Page II-21 Who will operate the luxury yacht marina and the marina adjacent to the Block I condo? Are these marinas restricted to residents of the project?
3. Page II-22 2nd ¶. What assurances does the City have that the tidal weir will be adequately managed to properly maintain water levels in the turning basin by the HOA?
4. Page II-22 3rd ¶. Does the use of the tidal basin for recreational small craft boating conflict with the ecological integrity of the new tidal wetland habitat in the basin?

5. Page II-22 4th ¶. What is the impact on the new tidal wetland habitat resulting from using the turning basin for water quality treatment?
6. Page II-24 1st ¶. Are the roof deck open spaces in the large building blocks publicly accessible, accessible for residents of a given building block, or only accessible to adjacent owners/tenants?
7. Page II-24 1st ¶. Are all elements of the open space network publically accessible? Are any “project” open spaces proposed that are not publically accessible?
8. Page II-24 3rd ¶. Explain how the amphitheaters 2,000 person capacity was established.
9. Page II-24 3rd ¶. Clarify how the ice staking rink will be created in the winter. How would such a facility be operated, managed?
10. Page II-24 4th ¶. Is the Regina Maris viewed as a project amenity? If so, are stabilization measures necessary to secure it as such? Are specific public access improvements proposed?
11. Page II-25 1st ¶. Further explain the “multi-level interpretative observation pier.”
12. Page II-39 1st ¶. Where is the work force housing proposed? Will it be distributed throughout the project?
13. Page II-39 3rd ¶. Will the internal parking garages for the condos, hotel, office and retail buildings be access controlled (i.e gated)?
14. Page II-40 What assumptions were used when developing the shared parking ratios?
15. Page II-43 2nd ¶. Would any of the yet to be completed environmental remediation work have the potential to alter or result in changes to the stormwater management system currently proposed.
16. Page II-43 3rd ¶. Will the coordinated project signage system integrate into the downtown to link the two areas together?

17. Page II-46 1st ¶. Will the applicant commit to meeting Energy Star standards?
18. Page II-46 10 Phasing Plan. A mechanism should be developed to allow for the Phasing Plan to be adjusted in response to environmental remediation activities, market forces, construction procedures. This mechanism should be addressed in the FEIS, and established in the Findings.
19. Page II-53 2nd ¶. When will the thresholds be established?
20. Page II-54 3rd ¶. Explain the difference between “condominium demand” and Townhouse demand”

Section III A – Soils & Topography

21. Page III.A-13 5th ¶. Is it the conclusion of the applicant that all adverse soil conditions can be overcome by “the use of institutional and engineering controls” without any modification to building or other improvement locations?

Section III B – Subsurface Environmental Conditions

22. Page III.B-2 1st ¶. How would the projects goals be achieved if the proposed “multi-agency accord” cannot be established?
23. Page III.B-48 Environmental Easement – Will the City be a party to the EA, in addition to the NYSDEC?

Section III C – Water Resources

24. Page III.C-15 1st ¶. Clarify how the development plan has been designed to conform to the applicable district regulations regarding hydrological resources. What specific constraints affected the design and layout of the project?
25. Page III.C-15 5th ¶. What measures are proposed to secure the new beach area from erosion and the gradual loss and degradation of the beach area due to storms and natural processes?
26. Page III.C-15 6th ¶. Clarify what is meant by “dredging” of upland areas. Wouldn’t dredging be confined to the Creek area?
27. Page III.C-16 1st ¶. Clarify the basis for establishing 8’ and 6’ water depths.

28. Page III.C-18 3rd ¶. Clarify the statement “this impact could be further mitigated by the establishment of high marsh & inter-tidal marsh vegetation upstream of the weir”. Is this proposed? If so, it should be fully described.
29. Page III.C-19 2nd ¶. Who will be responsible for monitoring water stratification & hypoxic/anoxic conditions? Will the City be informed of the results? Details of this monitoring program are required.
30. Page III.C-23 Identify what structures and facilities will be located within the 100 year flood plain, below the base flood elevation (other than habitable buildings which will be located above this level). Would any of the structures or facilities become a hazard during flood conditions? What measures are proposed to prevent hazardous conditions from occurring?
31. Page III.C-29 3rd ¶. The narrative indicates that if geotechnical conditions indicate that soils are not permeable, the infiltration systems will be relocated. Substantial geotechnical data already exists for the site. The applicant should be able to establish an engineering estimate given known characteristics. If the system must be relocated, how would that affect the layout and configuration of other site plan elements? Would revisions be necessary?
32. Page III.C-30 Will the creation of new landscaped open spaces encourage the use of the site by geese? If so, how will additional nitrogen contamination of the Creek be mitigated.
33. Page III.C-33 1st ¶. What is the basis for the 45% – 70% nitrogen removal estimate?
34. Page III.C-34 While the nitrogen loading may not adversely impact ground water supplies, how will it affect the surface water quality of Glen Cove Creek and Hempstead Harbor?
35. Page III.C-46 Last ¶. A copy of the Final Stormwater Management Facilities Maintenance Manual shall be provided to the City, so that compliance can be monitored.

Section III D - Ecology

36. Page III.D-29 2nd ¶. Wouldn't new landscaping proposed along the perimeter of the site create new woodland edges? Would this condition then result in additional edge effects?
37. Page III.C-29 3rd ¶. How will the project regulate pet dogs and cats? If pets are allowed, will this result in an increase in the predator and invasive competitor impacts described?
38. Page III.D-35 1st ¶. What is the useful lifespan of the vinyl bulkhead described in the DEIS.
39. Page III.D-36-37 Will marsh sections salvaged during the "whole sod" operation be transferred via an upland route, or transferred by barge as described in the DEIS? If a water route is used, the potential for impacts to the Creek during this process should be documented.
40. Page III.D-36 3rd ¶. What role will the City play in monitoring plant mortality during the wetland relocation process?
41. Page III.D-37 Glen Cove Creek Ferry – Were any specific mitigation measures required as part of the separate Environmental Assessment conducted for the ferry project. If so, they should be identified due to the integration of that project with the action.

Section III E – Land Use

42. Page III.E-37 4th ¶. What are the "more technical recorded instruments?" Do they have the potential to require plan modifications or revisions?

Section III J – Utilities

43. Page III.J-1 Have letters of service availability been obtained from the utility providers. Have any of the providers expressed a requirement to modify the project layout or configuration to accommodate the proposed utility infrastructure?

20 July 2009

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And Members of the
City of Glen Cove Planning Board
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9-13 Glen Street
Glen Cove, NY 11542



**RE: "Draft Environmental Impact Statement for the RXR-Glen Isle
Mixed-Use Waterfront Development"
City of Glen Cove, June 2009**

Dear Chairman Scott and Planning Board Members:

Environmental Resources Management Consulting & Engineering Inc. (ERM) has reviewed the Draft Environmental Impact Statement for the RXR-Glen Isle Mixed-Use Waterfront Development ("DEIS") dated June 2009. This review was done at the request of the City of Glen Cove Planning Board ("Board") to provide comments on the DEIS for the Applicant to address as part of the preparation of a Final Environmental Impact Statement a (FEIS).

The DEIS describes a proposed action by RXR-Glen Isle Partners, L.L.C. (the "Applicant") involving the construction of a mixed-use development within an approximate 56 acre area ("project area") on the north side of Glen Cove Creek. The area is currently occupied by a number of commercial/industrial establishments. Historic activities at properties within the project area have resulted in impacts to environmental media (i.e., soil, ground water, sediment and vapor).

Approximately 90 percent of the properties in the project area are currently subject to environmental regulatory programs being overseen by either the United States Environmental Protection Agency ("USEPA") or the New York State Department of Environmental Conservation ("NYSDEC"). The remaining properties have undergone indirect or direct investigations to assess potential impacts from past industrial activities.

ERMs review is intended to assist the Board in providing specific comments to the Applicant that are meant to ensure the FEIS reflects: 1) the current quality of environmental media (soil, sediment, ground water and/or vapor) in the project area; 2) obligations arising from the federal and state regulatory programs that apply to a major portion of the project area and how the development process will meet those obligations; and, 3) a common, consistent (and minimum) steps to address environmental issues at properties in the project area.

In summary, the comments fall into the following categories:

- Clarify there are existing administrative processes/procedures to secure federal or state regulatory agency approval for the proposed land use(s) at properties currently in regulatory programs (notwithstanding the Applicant's desire to coordinate agency involvement through a multi-agency accord or other suitable administrative mechanism);
- Ensure any environmental response at the properties not in a regulatory program adopt, as a minimum standard, the actions approved by regulatory agencies at properties that are in a regulatory program (for similar conditions); and,
- Adopt a consistent, programmatic approach to future investigative efforts that provides for comparable, defensible and reproducible characterization information which can be relied upon when selecting the appropriate environmental response during and post construction.

The comments are detailed in Attachment A to this letter. These comments include some additional editorial comments to ensure the common sections throughout the document are made consistent in the FEIS.

ERM recommends that the Board consider requesting RXR-Glen Isle to address these comments as part of preparing a FEIS. Following the Boards review of these comments, ERM remains prepared to discuss any specific measures that may be relevant to ensuring the environmental conditions are efficiently addressed in the course of the development.

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ERM appreciates the opportunity to provide the Board with these comments. Please do not hesitate to contact me at (631) 756-8900 with any questions of comments.

Sincerely,

A handwritten signature in cursive script, appearing to read "James A. Perazzo".

James A. Perazzo
Principal

cc: Michael D. Zarin, Esq.
Patrick Cleary

ATTACHEMENT A
Comment Summary
Draft Environmental Impact Statement (Environmental Conditions)
RXR-Glen Isle Mixed-Use Waterfront Development Project

Applicable DEIS Sections	Comment
<p>ExecSum, § C, pg I-3, (following) ¶ 2 § II F, pg II-67, (revise accordingly) ¶ 4 § III B, pg III.B-2, (following) ¶ 4 § III B, pg III.B-49, (c Multi-Agency Accord)</p>	<p>A clarification (insert) should be included that acknowledges “There is an existing administrative process/procedure to secure regulatory approval of the intended land use on properties currently in the federal or state regulatory programs. This process/procedure entails administrative filings (e.g., change in use notice, environmental easement, Site Management Plan, etc.) before or after any changes in a record of decision (ROD) or as part of an approval for alternate land use. Notwithstanding these processes/procedures, the Applicant believes it prudent for the involved agencies to coordinate their response through an agreement to ensure an efficient and consistent response to the identified environmental conditions during and after development”.</p>
<p>ExecSum, § C, pg I-5, (following) ¶ 1 § III B, pg III-3, (following) ¶ 4 § III B, pg III.B-51, (following) ¶ 2</p>	<p>Add a statement that reflects the following, “ In the event any identified environmental conditions at the Angler’s Club, Sewage Pump Station, Doxey and/or Gateway properties do not result in the property being placed in a federal or state regulatory program, the response to the environmental conditions (e.g., easement, remediation, institutional or engineering control) will be equal to or greater than required by regulatory agencies for similar conditions at properties that are in a regulatory program.”</p>
<p>§ III.B, pg III.B-13 thru III.B-30</p>	<p>Consider eliminating much of the text summarizing the environmental conditions at the properties in the project area. This information is more thoroughly described in Appendix F (e.g., with relevant tables and figures of samples and results) of the Environmental Conditions Report (ECR). Rather, for each property simply summarize its size (acres) the regulatory program it is in (if appropriate), status of remaining environment conditions (which can include a discussion of these conditions compared to Site Wide Cleanup Levels {SWCL}) and how the residual conditions compare to Part 375 SCOs. A reference to Appendix F for more information should be adequate. (This should simplify this section, eliminate any need to refer to an agency accord and help transition quickly to Table III.B-3).</p>

ATTACHEMENT A

Comment Summary

Draft Environmental Impact Statement (Environmental Conditions)

RXR-Glen Isle Mixed-Use Waterfront Development Project

Applicable DEIS Sections	Comment
§ III B, pg III.B-31 through III.B-39	Consider eliminating much of the text summarizing the environmental conditions at properties adjacent to the project area. This information is more thoroughly described in Appendix F (e.g., with relevant tables and figures of samples and results) in the Environmental Conditions Report (ECR) . Rather, for each adjacent property simply summarize its size (acres) the regulatory program it is in (if appropriate) and status of remaining environment conditions. A reference to Appendix F for more information should be adequate. A conclusion paragraph describing how the residual environmental conditions at adjacent properties may affect the project area should be adequate (see text in § 4.8 of the ECR).
§ III B, pg III.B-46 (Data Gaps)	In the early portions of this section, the commitment by the Applicant to perform additional investigations should be clearly stated. Further, after introducing Table III.B.4, there should be more description of the framework for recommended investigations at each property. (This is not meant to define each investigative element in the FEIS but simply to put a structure around how the scope of future soil, ground water, sediment, surface water and/or vapor investigations will be developed and implemented). Suggested text along the lines of, " Direct investigations that are performed prior to construction, to further characterize residual environmental conditions and/or fill data gaps, will conform to the requirements set forth in the NYSDEC Draft DER-10 <i>Technical Guidance for Site Investigation and Remediation</i> . The sampling design will be adequate to: 1) characterize the residual nature and extent of environmental impacts in target media; 2) support decisions on whether contaminant levels exceed a threshold; 3) permit the estimation of the average or upper confidence level (UCL) mean concentration of a particular contaminant; 4) identify "hot spots"; and, 5) contribute to the monitoring of trends. The sampling design will reflect a probability-based approach when the goal is to broadly characterize the residual environmental conditions at a property. A judgmental sampling approach may be added to, or follow-up, a probability-based approach to permit selection of sample points based on professional judgment and/or direct observations. The locations of environmental samples will be recorded in a common coordinate plane (x::y::z) to ensure reproducibility and application of any future remediation,

ATTACHEMENT A
Comment Summary
Draft Environmental Impact Statement (Environmental Conditions)
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Applicable DEIS Sections	Comment
	EE, ICs or ECs. Future plans of investigation will be subject to regulatory agency (or designee) approval. If regulatory agencies are not involved during development of the investigative plans, the Applicant will endeavor to ensure any investigations meet the same standard as those that would be required at a regulated property."
§ III B, pg III.B-47, ¶ 3	The timing of future investigations at the properties should be linked to the project phasing, whose timing and sequence may vary due to market conditions and required approvals (municipal, state and/or federal) (see § II, (10 Phasing Plan) , pg. II-46¶ 1).
§ III C, pg III.C-1	This section should consider/opine on the potential effect on near shore ground water table elevations with the installation of new bulkheads (see Exhibit II-8), particularly with respect to the elevation of any sub slab depressurization systems planned for structures in this near shore area.
Appendix G. Draft SMP § 2.12	Provide for asbestos monitoring during earthwork on the Gladsky property based on the current investigative findings.
Editorial Comments	
§ G, Table I-3, pg I-14	Add the Community Air Monitoring Program (CAMP) to the Construction Impacts portion of the Summary of Mitigation Measures.
§ III B, pg III.B.-12, (revise first full) ¶ 1	Clarify that "A Phase II investigation will be performed by the developer...." (regardless of whether it is before or after acquisition of the Gateway Properties).
§ III B, pg III-25, ¶ 7	Change RSCOs to SCOs or drop the reference to Part 375 if what was meant was RSCOs. (RSCOs refer to the former NYSDEC guidance while the latter represents the current NYS standards).

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Comment Summary
Draft Environmental Impact Statement (Environmental Conditions)
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Applicable DEIS Sections	Comment
Appendix F. ECR	<p><u>General Comment:</u> Since the text of the ECR is repeated in a number of sections of the DEIS text, it appears that DEIS text changes have not resulted in similar changes to the text in the ECR. For example, the table labeled, “Areas of Potential or Known Remaining Impact” on pg. es-ii of the ECR should be revised to reflect Table II-2 in § II of the DEIS. Also, to the extent possible, the ECR should avoid reference to a multi-agency accord. This is adequately addressed in the DEIS text. (If mention is necessary in the ECR, it should include the clarification mentioned in the first comment in this attachment).</p>
Appendix F. ECR	<p>Consider including a table similar to the one attached that summarizes the residual soil sample statistics for results as compared to SWCL and Part 375 SCOs. (See attached table which is intended to provide a summary overview of the current data describing remaining environmental conditions and how the data compare to relevant standards).</p>
Appendix F. ECR, pg. 5, ¶ 7	<p>Elaborate on what EPA is doing to evaluate whether Li Tungsten Parcel A is suitable for residential and/or what EE, ICs or ECs will be required. (Prior discussions suggest the agency is awaiting removal of non-hazardous dredge spoils that remain on the parcel. If this is correct, then the sediment removal is the critical path to EPA’s determination. It will be helpful to state who (and when – if known) the sediment removal is to occur).</p>
Appendix G. Draft SMP	<p><u>General Comment:</u> Edit text to remove references to MOU</p>

GLEN COVE CREEK MIXED-USE WATERFRONT DEVELOPMENT
Soil Sampling Matrix

Site	Size (Acres)	Analyte	Surface Soil Samples (0.5' - 1.0')			Subsurface Soil Endpoints (1.0' +)		
			Total Samples	Samples > SWCLs	Samples > Part 375 RR	Total Samples	Samples > SWCLs	Samples > Part 375 RR
Li Tungsten (Parcel A)	7.0	SVOCs ¹	21	19	5	63	13	4
		Metals ¹	21	12	2	90	29	20
		Radiological ²	NS	NS	NS	27	1	1
		Arsenic (only) ²	NS	NS	NS	12	6	*
		Lead (only) ²	NS	NS	NS	12	0	*
		Radiological ²	NS	NS	NS	22	1	*
Li Tungsten (Parcel B)	6.0	SVOCs	NS	NS	NS	NS	NS	NS
		VOCs	NS	NS	NS	NS	NS	NS
		Metals ³	NS	NS	NS	21	1	3
		Radiological ³	NS	NS	NS	38	*	*
		PCBs ³	NS	NS	NS	24	6	*
Li Tungsten (Upper C)	5.0	SVOCs	S/NR	S/NR	S/NR	S/NR	S/NR	S/NR
		VOCs	S/NR	S/NR	S/NR	S/NR	S/NR	S/NR
		Metals	S/NR	S/NR	S/NR	13	1	*
		Radiological ³	NS	NS	NS	83	2	2
		PCBs	S/NR	S/NR	S/NR	S/NR	S/NR	S/NR
Li Tungsten (Lower C)	5.0	Arsenic (only) ²	NS	NS	NS	37	24	17
		Lead (only) ²	NS	NS	NS	37	10	6
		Radiological ²	NS	NS	NS	3	0	*
		SVOCs ¹	5	3	0	16	1	0
		Metals ¹	5	3	3	16	9	9
Li Tungsten (C Prime)	4.0	SVOCs	S/NR	S/NR	S/NR	S/NR	S/NR	S/NR
		VOCs	S/NR	S/NR	S/NR	S/NR	S/NR	S/NR
		Metals	S/NR	S/NR	S/NR	13	0	*
		Radiological	S/NR	S/NR	S/NR	S/NR	S/NR	S/NR
		PCBs	S/NR	S/NR	S/NR	S/NR	S/NR	S/NR
Captain's Cove	23.0	SVOCs ¹	8	5	2	22	1	1
		VOCs ¹	S/NR	S/NR	S/NR	22	3	1
		Metals ^{1,2,4}	15	9	1	64	49	43
		Radiological ²	S/NR	S/NR	S/NR	2	2	1
		PCBs	S/NR	S/NR	S/NR	S/NR	S/NR	S/NR
Angler's Club	0.9	SVOCs ⁵	4	1	0	3	2	0
		VOCs ⁵	4	0	0	3	0	0
		Metals ⁵	4	3	3	3	3	1
		PCBs ⁵	4	0	0	3	0	0
		Pesticides ⁵	4	0	0	3	0	0
Gladsky	0.8	SVOCs ^{5,6}	7	4	3	41	20	6
		VOCs ^{5,6}	7	0	0	4	0	0
		Metals ⁶	7	4	4	41	27	25
		PCBs ^{5,6}	7	1	0	4	0	0
		Pesticides ^{5,6}	7	0	0	4	0	0
Pumping Station	0.2	SVOCs ⁷	2	1	0	4	1	0
		VOCs ⁷	2	0	0	4	0	0
		Metals ⁷	2	2	1	4	4	1
		PCBs ⁷	2	0	0	4	0	0
		Pesticides ⁷	2	0	0	4	0	0
Doxey	-	SVOCs ⁸	12	11	10	15	3	1
		VOCs ⁸	12	0	0	15	6	2
		Metals ⁸	12	12	3	15	12	0
		PCBs ⁸	12	0	0	15	0	0
		Pesticides ⁸	12	0	1	15	0	0

LEGEND
NS - Not Sampled (no indication within the text/tables soil media was sampled)
S/NR - Sample Data Not Reported (report indicates sample(s) secured but result not reported)
* - analytical results not compared to standards (SWCLs / Part 375 RR)
SWCLs - Site-Wide Cleanup Levels defined as per regulatory decision documents
Part 375 RR = NYSDEC's 6 NYCRR Part 375 Restricted Residential Use Soil Cleanup Objectives
Sources
¹ Glen Isle Field Verification Program Certification Sampling Event #1, November 2003
² Remedial Action Report for Operable Unit One (Li Tungsten Facility), September 2008
³ Draft Final Survey Report, September 2008
⁴ Remedial Action Report for Operable Unit 2, September 2006
⁵ Phase II Environmental Site Assessment Report, December 2000
⁶ Supplemental Phase II Environmental Site Assessment Report, September 2002
⁷ Phase II Environmental Site Assessment Draft, January 2005
⁸ Phase II Environmental Site Assessment Report, November 2006

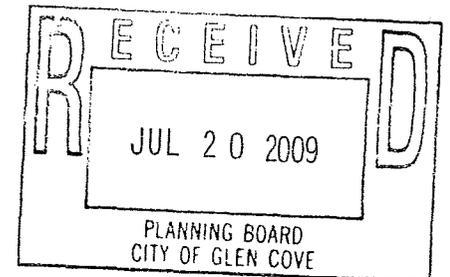


Landing Pride Civic Association

P.O. Box 609, Glen Cove, NY,
www.landingpride.org

July 20, 2009

Mr. Thomas Scott, Chairman
Glen Cove Planning Board
c/o Lois Stemcosky, Secretary
Glen Cove City Hall
9 Glen St.
Glen Cove, NY 11542



Dear Mr. Scott:

As you know, the Landing Pride Civic Association (LPCA) is a neighborhood group devoted to quality of life issues affecting the Landing neighborhood, which adjoins the waterfront currently being redeveloped. At recent meetings of the LPCA, residents reviewed the current RXR Glen Isle proposal to develop the waterfront at Garvies Point in a mixed-use development of 860 residential units in 10-12 story buildings. They also reviewed the related Draft Environmental Impact Statement (DEIS) prepared by the developers' consultants and experts. After reviewing and discussing same, the assembled group decided to sign a petition and letters of concern about the project's size and scope, and the adverse impacts of the development in time for the public comment period. I have attached the petition and letters that were collected at the meeting; others may be sent to you independently, as copies were taken from the meeting. This was not an attempt to gain a huge amount of signatures, rather, it was simply a blanket statement of concern from attendees and their families who reviewed the DEIS, about their general level of concern about the impacts.

I have done my best to read and reply to the DEIS in the comments that follow, but would nonetheless like to request additional time for the public to review the RXR Glen Isle waterfront developers' Draft Environmental Impact Statement (DEIS). The reasons for this request are:

- The time period given was simply too short for residents to find, read and respond to the information. Not only was the time too short for such lengthy and detailed technical reports to be read and understood, but the materials were cumbersome and hard to follow - especially the online versions - which were the only versions most people were able to access.
- On July 8, while reading the printed copy provided and cross-referencing it with the online edition at the developers' website, I noticed that the online copy had some exhibits missing or located or referenced improperly, making it virtually impossible for people to read and follow. Anyone who was reading the online version of the DEIS was missing key information. Furthermore, in the early days of the DEIS comment period, locating the DEIS on the City of Glen Cove website was nearly impossible as it was buried under the Planning Board/Zoning Board link and listed simply as "Text" or something similarly obscure, with the words DEIS nowhere to be found.

The city and developers must ensure that all available copies of the important documents for public review are identical and properly linked on the web to aid readers and reduce confusion. They should also be clearly marked, accurate, and easy to locate, **before** the public comment period begins.

For purposes of commenting on the content of the DEIS, I will focus my comments on quality of life issues as I know that others who are more skilled in environmental issues are covering that topic. My lack of comment about environmental issues is in no way a reflection of lack of concern about these topics. On the contrary, we are all very concerned about the impacts to wildlife, water, and air quality.

While the DEIS is detailed and very informative, overall, it cannot quantify the quality of life decline that most area residents will endure during and after construction. It also does not tell us accurately how much net revenue we will gain after expenses are deducted. Time and time again, the DEIS minimizes the negative impacts of this development on our community and environment, while painting a glowing portrait of how this development will benefit us. The benefit of so-called amenities, such as pocket parks between tall buildings, or a turning basin for kayakers, do not outweigh the loss of quality of life which will never be recaptured in suburban Glen Cove. Glen Cove has ample beach and park space already and the justification to build such a high density project as a trade-off for a few amenities of dubious value, is simply not there. A project with far fewer residential units and much lower building heights would be much more desirable to the countless residents I've spoken to, and in the opinion of many residents, far more sustainable over time.

TRAFFIC

The DEIS says that there will be enough new parking spaces created for more than 3,200 cars, yet the traffic impacts are expected to be "negligible". This simply defies logic. While numerous intersections were studied, many were omitted that might paint a more realistic picture of the impact of all this traffic on North Shore residents. For example, anyone driving through the streets intersecting with Glen Cove Avenue, in Glen Cove, Sea Cliff and Glen Head will find it difficult to enter Glen Cove Avenue to make a left turn, unless they are at an intersection with a traffic light. Wait times are already significant, and there is a steady stream of traffic all day long. This occurs on the entire length of Glen Cove Ave. from Glen Cove to the Greenvale train station. Since this route is a local road as well as a back road to points west of Glen Cove, it will surely experience much heavier traffic after buildout. Exiting Robinson Ave. onto Glen Cove Ave. is currently very difficult, whether you are turning left or right as visibility of oncoming traffic from Back Rd. Hill is poor. This corner needs further study for safety related issues, at the very minimum.

The already failing intersection of Glen Cove Rd. and Northern Blvd., will retain its failing grade after buildout, according to the DEIS, even with mitigation of adding a third through lane on the southbound approach. While efforts may be made to improve flow through this intersection, the sheer volume of cars will be the same nonetheless, and choke points will surely occur at other places, such as further south on Glen Cove Rd. in East Hills and Carle Place, or further west in Roslyn, and Manhasset, which already have their share of traffic jams – again reducing quality of life for North Shore residents who are forced to travel these routes.

The DEIS says that the intersection of Cottage Row/Brewster St. has a "B" and "C" rating on a scale of A-F with A being the best and F being the worst. Anyone who traverses this route on a daily basis knows that this is a problem intersection and cannot be considered average or above in level of service.

This is a heavily trafficked intersection which needs a dramatic overhaul including left turn arrows on all four sides in order to make it safer and more manageable. On morning rush hours during road work near the firehouse, exiting the Landing neighborhood via this (and other routes) was a nightmare. One can only assume this will be the case during construction and roadwork at the RXR Glen Isle site, especially at the easternmost portions of the development.

Traffic near the project site at Garvies Pt./Herbhill Rd/Dickson St. intersection will be reduced from an A/B level of service to F (failing) in their estimation, yet the simple installation of a roundabout or traffic light will effectively mitigate this impact. This seems like an overly simplistic and inadequate mitigation to an enormous volume of vehicles which are expected to travel here.

Another impact of the added traffic is on the cut-through streets. Some were studied, but not nearly all. Crescent Beach Rd. is a cut-through for area residents to reach the High School, YMCA, local beaches, golf course, private schools and other destinations. Woolsey Ave. and Roosevelt St. also serve as cut-throughs. This can only increase as the 6,900 full-time equivalent construction workers from the site travel to and from the site to their homes or businesses in the area, not to mention the residents of the project and the other staff who will work there when construction is complete. While reports may not delineate any significant impacts, to those who live and travel these routes, quality of life and safety will be adversely affected by the added cars cutting through.

Other intersections studied near the project site, including those in the residential areas north of the site, will not be significantly impacted according to the DEIS. This is overly optimistic as these streets are currently serving as a cut-through for various reasons including avoiding the traffic light on Landing Rd./Ellwood St., and will have an increase in cut-through traffic during and after construction, as they did during the environmental remediation of the waterfront.

The parking lot behind the post office is currently used as a cut-through roadway to and from the Landing area and also to and from Brewster St. to avoid the intersection in front of the firehouse. At any time of day or night, you will find through traffic here. Was this extra non-parking related traffic counted in the traffic studies of the nearby intersections? What steps will be taken to mitigate the extra traffic through here to protect the safety of those who walk and park in this lot?

Regarding the intersection of Glen Cove Rd./Bridge St./Continental Place westbound approach - turning left here is very difficult now and can only get far worse when the 3,256 cars from the waterfront are coming and going. The traffic study didn't think it worthy of mitigation, but those who travel this route believe it needs a left turning arrow to enter Continental Place safely.

ECONOMICS

This is one area that exaggerates the benefits of the proposed action, while the costs of the project remain obscure. The DEIS confidently states how many jobs will be created; how much property and sales tax revenue will be generated by the project, but later, concedes that "...public financing of infrastructure will be likely considered later in the process." It further goes on to say that "Based upon past tax abatement structures, the reductions in project generated property tax revenues may be somewhere in the range of 15-40%...but...will be determined through negotiations in the future." (111.K-11) There are simply too many unknowns at this point to make such confident claims of a positive balance sheet or excess revenue to the school district and city. Will the costs of infrastructure

improvements, added essential services and unknown environmental impacts and remediation negate any profit to be made?

SCHOOL DISTRICT

The DEIS states that the Glen Cove School district can absorb up to 742 additional students. It also says that the proposed action will result in an estimated 123-151 public school children and the cumulative impact on schools, when certain other developments in the proposal stage are factored in, could be more than 300 public school students.

A closer examination of the DEIS reveals, however, that the elementary grades Kindergarten through 5th grade, which are housed in four schools, can only absorb a total of about 100 students since all are near full capacity with 92-95% utilization rates. (The middle and high schools are by comparison, under-utilized.) If there was an increase of more than 100 students at the K-5 grade levels due to the development, which is within the estimates provided by the DEIS then there might be more significant impacts to the school district than are noted in the DEIS, and thus, an offset to any school tax related revenue.

FIRE DEPT.

The Fire Department wasn't able to outline the costs to upgrade their facilities, equipment, training and manpower needs to meet the demands of the proposed action but the DEIS must do more to address this very real cost to the city and its taxpayers.

POLICE

The police department stated that they would need a minimum of 3 officers under the proposed action to handle increased call volume, or as many as 7 officers to bring their staffing levels, which are currently low, up to Department of Justice (D.O.J.) averages for municipal police departments. The DEIS quotes the minimum, but the impact could be higher if the department brings its staffing levels up to the D.O.J. averages. The DEIS minimizes this impact.

EMS

The EMS spoke of significantly increased wait times at the RXR Glen Isle site due to elevator wait times. How will this added wait time affect people from other parts of the city who may need EMS assistance? In addition to the expenses of bringing EMS up to the equipment and staff levels needed, the wait times could significantly impact people all over Glen Cove.

CONSTRUCTION

Residents of Herhill Rd., Janet La., The Place, Dickson St., Daniel Dr., and other streets near the project will be significantly affected for years to come during and after construction. The DEIS minimizes this impact. Furthermore, who will monitor and pay for the mitigation efforts outlined in the DEIS, such as "watering... truck routes ...as needed..." to minimize fugitive dust, and requiring "all contractors and subcontractors ...to properly maintain their equipment and have the appropriate manufacturer's noise reduction devices, including, but not limited to, a quality muffler that is free of

rust, holes, and exhaust leaks installed.” Will there be an onsite inspector to be sure that these mitigation efforts will be strictly employed?

NOISE

The DEIS does not address noise levels for the residential areas immediately surrounding the project area such as Herhill Rd. between Brewster St. and Charles St., Janet La., The Place, Dickson St., Daniel Dr., and many of the streets surrounding or intersecting these streets. Even if levels are “acceptable” by the standards used and quoted in the studies, this does not mean that there won’t be a significant quality of life loss for those people living near the project site.

The DEIS states that noise from construction will be mitigated with best practices and maintenance of equipment to avoid rusty mufflers, etc. Noise impacts will likely be worse than indicated during and after construction for residents of the Landing neighborhood north of the site, especially those close to the project site, on Janet Lane, The Place, Dickson St., McLoughlin St., and many of the streets that intersect with them. Regarding amplified voices and music, residents of Clement St. near Dickson St., can easily hear amplified music and voices from Steamboat Landing Restaurant which is directly south and across the creek from these locations. These same residents can also clearly hear the music and voices from the Morgan Park concerts that occur on weekends in summer. Residents of Margaret St. can also hear this music. Whether it’s pile driving equipment, or music played at a restaurant, the cumulative impact of noise will be significant to many people for quite a distance from the waterfront areas.

In closing, I believe it’s fair to say that you cannot add 3,200 parking spaces and the cars that will fill them to an area, and not feel a significant change in traffic impacts. You cannot build on a 50+ acre plot for seven or more years, and not have inconvenience and noise for many people for a very long time. You cannot add a few green roofs and LEED building principles, and expect them to erase the damage that all this new construction, traffic, pollution and noise will perpetrate on the environment, wildlife and the community. You cannot offer a few pocket parks in between tall buildings, a turning basin which serves no real purpose, and give us view corridors which take away views, and call this an improvement over what’s there. Sure it will look better aesthetically, but what will the trade-off be? The DEIS, while comprehensive and detailed in certain places, fails to tell the whole story of the real quality of life and other impacts that will be felt for many years to come, nor does it begin to make the case for the benefits of the project. Will the dubious benefits of this high-rise high-density project be worth the loss of quality of life that it will cause? A dramatically scaled-down version of this project is the only solution for the true benefit of the community and environment.

Sincerely,

Carol E. Kenary

Carol E. Kenary
President
Landing Pride Civic Association

Attachment: Petition
Letters from residents

We, the undersigned, are opposed to the current RXR Glen Isle waterfront development proposal to build a mixed-use development including 860 residential units and a 250 suite hotel because we believe that:

- 10-12 story buildings are grossly out of character with our suburban community and will set a precedent for future similar oversized development
- the high density and scale of the project will cause irreparable harm to our environment and quality of life
- the adverse impacts of this project will likely be far greater than the developers' DEIS has stated; while the economic and other benefits have not been adequately demonstrated.

PRINT NAME	SIGNATURE	STREET	CITY, STATE	DATE
Steven Tripp	Steven E Tripp	34 Valentine St	Glen Cove NY	7/13/09
JOAN L. HARRISON	Joan L. Harrison	39 Northfield	Glen Cove	7/13/09
Barbara Hall	Barbara Hall	29 Hammond Rd	Glen Cove	7/13/09
Patricia Parmelee	Patricia Parmelee	9 Henry Dr	Glen Cove	7/13/09
Ralph Gioffi	Ralph Gioffi	25 Carpenter St	Glen Cove NY	7/13/09
MARY NORMAN PA	Mary Norman	47 Beckers	G.C. 11542	7/13/09
MARIA SMOLOVIC	Maria Smolovic	16 Soundview	G.C. 11542	7/13/09
SHIYAMA VIJAYENDRAN	Shiyama Vijayendran	5 BARRY DRIVE	GLEN COVE	7/13/09
M.T. VIJAYENDRAN	M.T. Vijayendran	5 BARRY DRIVE	GLEN COVE	7/13/09
Elvira Zathin	Elvira Zathin	4 LANDING	Glen Cove	7/13/09
Helen Greene	Helen Greene	1 Poppy Ln	Glen Cove	7/13/09
EDNA PEARLMUTER	Edna Pearlmutter	8 Crescent Beach St.	SC.	7/13/09
LESLIE Mc CARTHY	Leslie McCarthy	37 Valentine, W.	Glen Cove NY	7/13/09
Suzanne Schneider	Suzanne Schneider	23 NORTH ST.	Glen Cove	7/13/09
THOMAS STAAD	Thomas Staad	5 NORTH ST	GLEN COVE	7/13/09
LUCY KALISS	Lucy Kaliss	69 LANDING Rd	Glen Cove	7/13/09

July 13, 2009

Mr. Tom Scott, Chairman
Glen Cove Planning Board
Glen Cove, NY 11542

I am opposed to the current RXR Glen Isle waterfront development proposal to build a mixed-use development including 862 residential units and a 250 suite hotel because we believe that:

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Sincerely,

Signature

Name (print)

Address

Cc:

** DEIS DID NOT ASSESS ACCURATELY IMPACT ON TRANSPORTATION (TRAFFIC) AND ENVIRONMENT*

[Handwritten Signature]

MARIA SMILOVIC

*16 SOUNDVIEW Rd
GLEN COVE, NY*

Mayor Ralph Suozzi
Planning Board Members
Glen Cove City Council
Tina Pemberton, City Clerk
RXR Glen Isle Partners

We don't want Glen
Cove to become
Queens

July 13, 2009

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Sincerely,

Signature Anne Bruschini

Name (print) ANNE BRUSCHINI

Address 23 CROW LANE
GLEN COVE NY 11542

Cc: Mayor Ralph Suozzi
Planning Board Members
Glen Cove City Council
Tina Pemberton, City Clerk
RXR Glen Isle Partners

July 13, 2009

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Sincerely,

Signature Patricia A. Parmelee

Name (print) Patricia A. Parmelee

Address 9 Henry Drive
Glen Cove, NY 11542

Cc: Mayor Ralph Suozzi
Planning Board Members
Glen Cove City Council
Tina Pemberton, City Clerk
RXR Glen Isle Partners

I am also concerned about the noise level during the construction and after the project is finished. Also the impact on Gavies Point and the wildlife will be devastating. Why are we so eager to destroy one of the most beautiful places on the north shore.

July 13, 2009

Mr. Tom Scott, Chairman
Glen Cove Planning Board
Glen Cove, NY 11542

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Sincerely,

Signature Steven E. Tripp

Name (print) Steven Tripp

Address 34 Valentine St
Glen Cove, NY 11542

Cc: Mayor Ralph Suozzi
Planning Board Members
Glen Cove City Council
Tina Pemberton, City Clerk
RXR Glen Isle Partners

*I am very concerned
regarding impact on
traffic, and emergency
response in our city
because of the developments*
ST

July 13, 2009

Ms. Lois Stemcosky
Planning Board Secretary
Glen Cove Planning Board
City Hall
9 Glen St., 3rd Floor
Glen Cove, NY 11542

Dear Ms. Stemcosky:

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•

Sincerely,

Erin Krummenacker

Name

25 Margaret St.

Address

Glen Cove, NY 11542

City, State, Zip

Cc: Mayor Ralph Suozzi
Planning Board
Glen Cove CDA/IDA
Glen Cove City Council
RXR Glen Isle Partners

July 13, 2009

Ms. Lois Stemcosky
Planning Board Secretary
Glen Cove Planning Board
City Hall
9 Glen St., 3rd Floor
Glen Cove, NY 11542

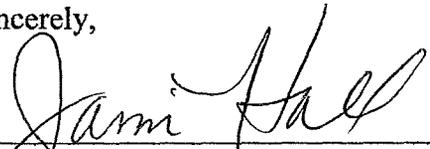
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•

Sincerely,



Name

10 Miller St

Address

Glen Cove NY 11542

City, State, Zip

Cc: Mayor Ralph Suozzi
Planning Board
Glen Cove CDA/IDA
Glen Cove City Council
RXR Glen Isle Partners

July 13, 2009

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Glen Cove Planning Board
City Hall
9 Glen St., 3rd Floor
Glen Cove, NY 11542

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• _____

Sincerely,

Benny Moccia, Benny Moccia

Name

7 Andover Place

Address

Glen Cove NY 11542

City, State, Zip

Cc: Mayor Ralph Suozzi
Planning Board
Glen Cove CDA/IDA
Glen Cove City Council
RXR Glen Isle Partners

July 13, 2009

Ms. Lois Stemcosky
Planning Board Secretary
Glen Cove Planning Board
City Hall
9 Glen St., 3rd Floor
Glen Cove, NY 11542

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• _____

Sincerely,

Frankie Basile

Name

297 Glen St

Address

Glen Cove, NY 11542

City, State, Zip

Cc: Mayor Ralph Suozzi
Planning Board
Glen Cove CDA/IDA
Glen Cove City Council
RXR Glen Isle Partners

July 13, 2009

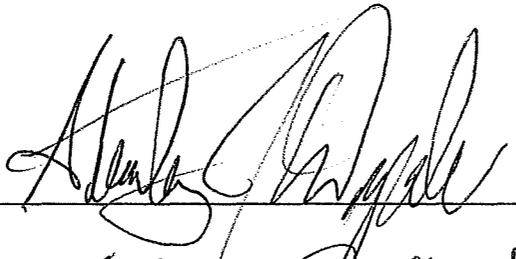
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Glen Cove Planning Board
Glen Cove, NY 11542

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Sincerely,

Signature



Name (print)

STANLEY DRAPOWSKI

Address

88 VALENTINE STREET
G.C., NY 11542

Cc: Mayor Ralph Suozzi
Planning Board Members
Glen Cove City Council
Tina Pemberton, City Clerk
RXR Glen Isle Partners

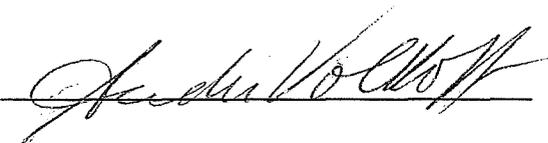
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Sincerely,

Signature 

Name (print) ANDRE VOLICOFF

Address 20 Willow Place
Glen Head NY 11545

Cc: Mayor Ralph Suozzi
Planning Board Members
Glen Cove City Council
Tina Pemberton, City Clerk
RXR Glen Isle Partners

July 13, 2009

Ms. Lois Stemcosky
Planning Board Secretary
Glen Cove Planning Board
City Hall
9 Glen St., 3rd Floor
Glen Cove, NY 11542

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•

Sincerely,

Elizabeth Krummenker
Name

25 Margaret St.
Address

Glen Cove N.Y. 11542
City, State, Zip

Cc: Mayor Ralph Suozzi
Planning Board
Glen Cove CDA/IDA
Glen Cove City Council
RXR Glen Isle Partners

July 13, 2009

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Glen Cove Planning Board
Glen Cove, NY 11542

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Sincerely,

Signature



Name (print)

WALTER NACKLE

Address

164 DUBOIS AVE
SOACLIFF, NY 11579

Cc: Mayor Ralph Suozzi
Planning Board Members
Glen Cove City Council
Tina Pemberton, City Clerk
RXR Glen Isle Partners

July 13, 2009

Ms. Lois Stemcosky
Planning Board Secretary
Glen Cove Planning Board
City Hall
9 Glen St., 3rd Floor
Glen Cove, NY 11542

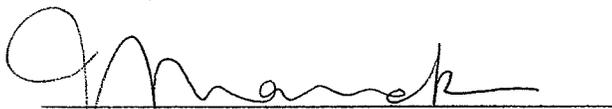
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• Please develop this area but don't build hotel/apartments. How about restaurants & bars to get \$\$\$ flow in GC.

Sincerely,



Name

DORIS WAY

Address

Glen Cove NY 11542

City, State, Zip

Cc: Mayor Ralph Suozzi
Planning Board
Glen Cove CDA/IDA
Glen Cove City Council
RXR Glen Isle Partners

Lois Stemcosky

From: basile1919@aol.com
Sent: Tuesday, July 21, 2009 10:28 AM
To: Lois Stemcosky
Subject: waterfront

Dear Glen Cove Planning Board Members,

I write to you as a lifelong Glen Cove, whose family has deep ties within our community. As someone who cares deeply about this City, I am ecstatic to see progress on the waterfront in regard to revitalizing what can and should be a great asset to those of us who live and work here in Glen Cove.

As someone who is involved with a business downtown, I overhear the conversations of countless residents of and visitors to our City and can tell you that my support for the Glen Isle project is a sentiment that is shared amongst many of my friends and colleagues. We are eager to see a blighted eyesore get back on the tax rolls and more importantly, become a public space that will benefit residents of all of our area's towns and villages.

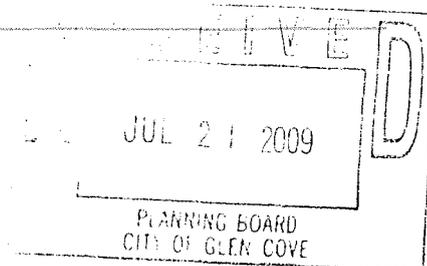
My one question is how is the connection between the downtown and the waterfront will be reinforced to ensure our local business community flourishes as a result of this promising development.

I look forward to watching continued progress for the waterfront and once again, applaud the efforts of the City and your Board for moving this process forward.

Sincerely,

Frankie Basile

One-click access to hundreds of free games. [Get the Games.com Toolbar.](#)



Brad Schwartz

From: Thomas Scott [mrgold@optonline.net]
Sent: Tuesday, July 21, 2009 4:38 PM
To: Schwartz Esq.
Subject: Fwd: RXR Glen Isle DEIS

Begin forwarded message:

From: ptracy52@optonline.net
Date: July 21, 2009 10:05:30 AM EDT
To: "Scott, Thomas" <mrgold@optonline.net>
Subject: RXR Glen Isle DEIS
Reply-To: ptracy52@optonline.net

7/21/09 10:00am

Dear Mr. Scott:

I have forwarded the DEIS?comments from Carol Kenary, of the Landing Pride Community organization. In the attached, she requests a postponement of the deadline for public comments.? I would like to also request a postponement, because we really did not have very much time.?

One of the things I would like to add is:

The Photocircuits?site and the Pall site, both of which are active NYSDEC?remediation? sites for TCE?(Trichloroethylene) are located directly at the Headwaters of the Creek, on Sea Cliff Avenue.? These sites are leaking materials into the Creek.?? I believe these were not included in the DEIS?and they do have an impact on the Waters of the Creek.

Could you please let us know if you have decided to extend the deadline?? I think many more people might have the opportunity to share their thoughts with you and the Planning Board.

Pat Tracy

From: Carol Kenary <ckenary@optonline.net>
Date: July 20, 2009 9:35:16 PM EDT
To: pat <ptracy52@optonline.net>
Subject: Fw: RXR Glen Isle DEIS

Hi Pat,
?

FYI.? Feel free to forward to any residents who might be interested.

Carol

7/22/2009



Landing Pride Civic Association

P.O. Box 609, Glen Cove, NY,
www.landingpride.org

July 20, 2009

Mr. Thomas Scott, Chairman
Glen Cove Planning Board
c/o Lois Stemcosky, Secretary
Glen Cove City Hall
9 Glen St.
Glen Cove, NY 11542

Dear Mr. Scott:

As you know, the Landing Pride Civic Association (LPCA) is a neighborhood group devoted to quality of life issues affecting the Landing neighborhood, which adjoins the waterfront currently being redeveloped. At recent meetings of the LPCA, residents reviewed the current RXR Glen Isle proposal to develop the waterfront at Garvies Point in a mixed-use development of 860 residential units in 10-12 story buildings. They also reviewed the related Draft Environmental Impact Statement (DEIS) prepared by the developers' consultants and experts. After reviewing and discussing same, the assembled group decided to sign a petition and letters of concern about the project's size and scope, and the adverse impacts of the development in time for the public comment period. I have attached the petition and letters that were collected at the meeting; others may be sent to you independently, as copies were taken from the meeting. This was not an attempt to gain a huge amount of signatures, rather, it was simply a blanket statement of concern from attendees and their families who reviewed the DEIS, about their general level of concern about the impacts.

I have done my best to read and reply to the DEIS in the comments that follow, but would nonetheless like to request additional time for the public to review the RXR Glen Isle waterfront developers' Draft Environmental Impact Statement (DEIS). The reasons for this request are:

- The time period given was simply too short for residents to find, read and respond to the information. Not only was the time too short for such lengthy and detailed technical reports to be read and understood, but the materials were cumbersome and hard to follow - especially the online versions - which were the only versions most people were able to access.
- On July 8, while reading the printed copy provided and cross-referencing it with the online edition at the developers' website, I noticed that the online copy had some exhibits missing or located or referenced improperly, making it virtually impossible for people to read and follow. Anyone who was reading the online version of the DEIS was missing key information. Furthermore, in the early days of the DEIS comment period, locating the DEIS on the City of Glen Cove website was nearly impossible as it was buried under the Planning Board/Zoning Board link and listed simply as "Text" or something similarly obscure, with the words DEIS nowhere to be found.

The city and developers must ensure that all available copies of the important documents for public review are identical and properly linked on the web to aid readers and reduce confusion. They should also be clearly marked, accurate, and easy to locate, **before** the public comment period begins.

For purposes of commenting on the content of the DEIS, I will focus my comments on quality of life issues as I know that others who are more skilled in environmental issues are covering that topic. My lack of comment about environmental issues is in no way a reflection of lack of concern about these topics. On the contrary, we are all very concerned about the impacts to wildlife, water, and air quality.

While the DEIS is detailed and very informative, overall, it cannot quantify the quality of life decline that most area residents will endure during and after construction. It also does not tell us accurately how much net revenue we will gain after expenses are deducted. Time and time again, the DEIS minimizes the negative impacts of this development on our community and environment, while painting a glowing portrait of how this development will benefit us. The benefit of so-called amenities, such as pocket parks between tall buildings, or a turning basin for kayakers, do not outweigh the loss of quality of life which will never be recaptured in suburban Glen Cove. Glen Cove has ample beach and park space already and the justification to build such a high density project as a trade-off for a few amenities of dubious value, is simply not there. A project with far fewer residential units and much lower building heights would be much more desirable to the countless residents I've spoken to, and in the opinion of many residents, far more sustainable over time.

TRAFFIC

The DEIS says that there will be enough new parking spaces created for more than 3,200 cars, yet the traffic impacts are expected to be "negligible". This simply defies logic. While numerous intersections were studied, many were omitted that might paint a more realistic picture of the impact of all this traffic on North Shore residents. For example, anyone driving through the streets intersecting with Glen Cove Avenue, in Glen Cove, Sea Cliff and Glen Head will find it difficult to enter Glen Cove Avenue to make a left turn, unless they are at an intersection with a traffic light. Wait times are already significant, and there is a steady stream of traffic all day long. This occurs on the entire length of Glen Cove Ave. from Glen Cove to the Greenvale train station. Since this route is a local road as well as a back road to points west of Glen Cove, it will surely experience much heavier traffic after buildout. Exiting Robinson Ave. onto Glen Cove Ave. is currently very difficult, whether you are turning left or right as visibility of oncoming traffic from Back Rd. Hill is poor. This corner needs further study for safety related issues, at the very minimum.

The already failing intersection of Glen Cove Rd. and Northern Blvd., will retain its failing grade after buildout, according to the DEIS, even with mitigation of adding a third through lane on the southbound approach. While efforts may be made to improve flow through this intersection, the sheer volume of cars will be the same nonetheless, and choke points will surely occur at other places, such as further south on Glen Cove Rd. in East Hills and Carle Place, or further west in Roslyn, and Manhasset, which already have their share of traffic jams – again reducing quality of life for North Shore residents who are forced to travel these routes.

The DEIS says that the intersection of Cottage Row/Brewster St. has a "B" and "C" rating on a scale of A-F with A being the best and F being the worst. Anyone who traverses this route on a daily basis knows that this is a problem intersection and cannot be considered average or above in level of service.

This is a heavily trafficked intersection which needs a dramatic overhaul including left turn arrows on all four sides in order to make it safer and more manageable. On morning rush hours during road work near the firehouse, exiting the Landing neighborhood via this (and other routes) was a nightmare. One can only assume this will be the case during construction and roadwork at the RXR Glen Isle site, especially at the easternmost portions of the development.

Traffic near the project site at Garvies Pt./Herbhill Rd/Dickson St. intersection will be reduced from an A/B level of service to F (failing) in their estimation, yet the simple installation of a roundabout or traffic light will effectively mitigate this impact. This seems like an overly simplistic and inadequate mitigation to an enormous volume of vehicles which are expected to travel here.

Another impact of the added traffic is on the cut-through streets. Some were studied, but not nearly all. Crescent Beach Rd. is a cut-through for area residents to reach the High School, YMCA, local beaches, golf course, private schools and other destinations. Woolsey Ave. and Roosevelt St. also serve as cut-throughs. This can only increase as the 6,900 full-time equivalent construction workers from the site travel to and from the site to their homes or businesses in the area, not to mention the residents of the project and the other staff who will work there when construction is complete. While reports may not delineate any significant impacts, to those who live and travel these routes, quality of life and safety will be adversely affected by the added cars cutting through.

Other intersections studied near the project site, including those in the residential areas north of the site, will not be significantly impacted according to the DEIS. This is overly optimistic as these streets are currently serving as a cut-through for various reasons including avoiding the traffic light on Landing Rd./Ellwood St., and will have an increase in cut-through traffic during and after construction, as they did during the environmental remediation of the waterfront.

The parking lot behind the post office is currently used as a cut-through roadway to and from the Landing area and also to and from Brewster St. to avoid the intersection in front of the firehouse. At any time of day or night, you will find through traffic here. Was this extra non-parking related traffic counted in the traffic studies of the nearby intersections? What steps will be taken to mitigate the extra traffic through here to protect the safety of those who walk and park in this lot?

Regarding the intersection of Glen Cove Rd./Bridge St./Continental Place westbound approach - turning left here is very difficult now and can only get far worse when the 3,256 cars from the waterfront are coming and going. The traffic study didn't think it worthy of mitigation, but those who travel this route believe it needs a left turning arrow to enter Continental Place safely.

ECONOMICS

This is one area that exaggerates the benefits of the proposed action, while the costs of the project remain obscure. The DEIS confidently states how many jobs will be created; how much property and sales tax revenue will be generated by the project, but later, concedes that "...public financing of infrastructure will be likely considered later in the process." It further goes on to say that "Based upon past tax abatement structures, the reductions in project generated property tax revenues may be somewhere in the range of 15-40%...but...will be determined through negotiations in the future." (I 11.K-11) There are simply too many unknowns at this point to make such confident claims of a positive balance sheet or excess revenue to the school district and city. Will the costs of infrastructure

improvements, added essential services and unknown environmental impacts and remediation negate any profit to be made?

SCHOOL DISTRICT

The DEIS states that the Glen Cove School district can absorb up to 742 additional students. It also says that the proposed action will result in an estimated 123-151 public school children and the cumulative impact on schools, when certain other developments in the proposal stage are factored in, could be more than 300 public school students.

A closer examination of the DEIS reveals, however, that the elementary grades Kindergarten through 5th grade, which are housed in four schools, can only absorb a total of about 100 students since all are near full capacity with 92-95% utilization rates. (The middle and high schools are by comparison, under-utilized.) If there was an increase of more than 100 students at the K-5 grade levels due to the development, which is within the estimates provided by the DEIS then there might be more significant impacts to the school district than are noted in the DEIS, and thus, an offset to any school tax related revenue.

FIRE DEPT.

The Fire Department wasn't able to outline the costs to upgrade their facilities, equipment, training and manpower needs to meet the demands of the proposed action but the DEIS must do more to address this very real cost to the city and its taxpayers.

POLICE

The police department stated that they would need a minimum of 3 officers under the proposed action to handle increased call volume, or as many as 7 officers to bring their staffing levels, which are currently low, up to Department of Justice (D.O.J.) averages for municipal police departments. The DEIS quotes the minimum, but the impact could be higher if the department brings its staffing levels up to the D.O.J. averages. The DEIS minimizes this impact.

EMS

The EMS spoke of significantly increased wait times at the RXR Glen Isle site due to elevator wait times. How will this added wait time affect people from other parts of the city who may need EMS assistance? In addition to the expenses of bringing EMS up to the equipment and staff levels needed, the wait times could significantly impact people all over Glen Cove.

CONSTRUCTION

Residents of Herhill Rd., Janet La., The Place, Dickson St., Daniel Dr., and other streets near the project will be significantly affected for years to come during and after construction. The DEIS minimizes this impact. Furthermore, who will monitor and pay for the mitigation efforts outlined in the DEIS, such as "watering... truck routes ...as needed..." to minimize fugitive dust, and requiring "all contractors and subcontractors ...to properly maintain their equipment and have the appropriate manufacturer's noise reduction devices, including, but not limited to, a quality muffler that is free of

rust, holes, and exhaust leaks installed.” Will there be an onsite inspector to be sure that these mitigation efforts will be strictly employed?

NOISE

The DEIS does not address noise levels for the residential areas immediately surrounding the project area such as Herhill Rd. between Brewster St. and Charles St., Janet La., The Place, Dickson St., Daniel Dr., and many of the streets surrounding or intersecting these streets. Even if levels are “acceptable” by the standards used and quoted in the studies, this does not mean that there won’t be a significant quality of life loss for those people living near the project site.

The DEIS states that noise from construction will be mitigated with best practices and maintenance of equipment to avoid rusty mufflers, etc. Noise impacts will likely be worse than indicated during and after construction for residents of the Landing neighborhood north of the site, especially those close to the project site, on Janet Lane, The Place, Dickson St., McLoughlin St., and many of the streets that intersect with them. Regarding amplified voices and music, residents of Clement St. near Dickson St., can easily hear amplified music and voices from Steamboat Landing Restaurant which is directly south and across the creek from these locations. These same residents can also clearly hear the music and voices from the Morgan Park concerts that occur on weekends in summer. Residents of Margaret St. can also hear this music. Whether it’s pile driving equipment, or music played at a restaurant, the cumulative impact of noise will be significant to many people for quite a distance from the waterfront areas.

In closing, I believe it’s fair to say that you cannot add 3,200 parking spaces and the cars that will fill them to an area, and not feel a significant change in traffic impacts. You cannot build on a 50+ acre plot for seven or more years, and not have inconvenience and noise for many people for a very long time. You cannot add a few green roofs and LEED building principles, and expect them to erase the damage that all this new construction, traffic, pollution and noise will perpetrate on the environment, wildlife and the community. You cannot offer a few pocket parks in between tall buildings, a turning basin which serves no real purpose, and give us view corridors which take away views, and call this an improvement over what’s there. Sure it will look better aesthetically, but what will the trade-off be? The DEIS, while comprehensive and detailed in certain places, fails to tell the whole story of the real quality of life and other impacts that will be felt for many years to come, nor does it begin to make the case for the benefits of the project. Will the dubious benefits of this high-rise high-density project be worth the loss of quality of life that it will cause? A dramatically scaled-down version of this project is the only solution for the true benefit of the community and environment.

Sincerely,

Carol E. Kenary

Carol E. Kenary
President
Landing Pride Civic Association

Attachment: Petition
Letters from residents