I. INTRODUCTION AND PROJECT DESCRIPTION

A. Introduction

This Final Environmental Impact Statement ("FEIS") for the proposed RXR Glen Isle Mixed-Use Waterfront Development project ("Project" or "Proposed Action") has been prepared in accordance with the requirements of the New York State Environmental Quality Review Act (SEQRA) and the regulations promulgated thereunder. The Lead Agency for review of the proposed project pursuant to SEQRA is the Planning Board of the City of Glen Cove.

This FEIS incorporates by reference the Draft Environmental Impact Statement ("DEIS") prepared in connection with the project. The DEIS was accepted as complete by the Planning Board on June 4, 2009. A public hearing was held by the Planning Board on June 25, 2009 and public comments were accepted until July 20, 2009.

The FEIS document is divided into three sections. This Section I, Introduction and Project Description, contains a brief description of the project studied in the DEIS, a description of the refinements made to the project since the publication of the DEIS and the potential environmental impacts of these changes, and a discussion of alternatives. Section II includes all substantive comments regarding the project received during the DEIS comment period and a response to each comment. Where the same comment has been submitted by more than one commenter, the comment is presented once, with each commenter acknowledged below. The comments have been organized by topic area. Section III is the Appendix, which contains all FEIS supporting documentation, including the transcripts from the public hearing, a copy of all comment letters received, and various supporting technical studies.

B. Proposed Action

RXR Glen Isle Partners, LLC ("RXR Glen Isle", or the "Applicant", or the "Developer"), under a Land Development Agreement ("LDA") with the City of Glen Cove Industrial Development Agency ("IDA") and the City of Glen Cove Community Development Agency ("CDA"), is proposing to construct a mixed-use waterfront development encompassing approximately 56-acres on the north side of Glen Cove Creek, combining residential, commercial, cultural, retail, recreational and entertainment uses, new marinas, and a luxury hotel linked by a continuous public esplanade of parks and walks.

The LDA was signed in May of 2003 and set out a process through which the private/public partnership would seek to transform a blighted, underutilized area (the majority of which has been designated as either Federal or State Superfund sites and have been the subject of environmental cleanup) into a mixed-use waterfront destination aimed at creating a public amenity for the Glen Cove community, spurring economic development and expanding the local tax base. The LDA provides for, among other things, the disposition of IDA-owned properties to the Developer, which properties

would largely comprise the Project Area, upon the satisfaction of certain conditions. The complete LDA, as amended, is available for public review at City Hall.

In April of 2005, based on the then proposed consultant recommended Final Development Plan, a number of LDA amendments were made. The most important was a revision to the development concept reducing the program by approximately 200,000 square feet of retail space and replacing it with 410 residential units. At the time, the IDA/CDA concluded that the introduction of such a large amount of new retail space on the waterfront would have a negative effect on existing downtown retailers and that new residents would better support existing businesses. In addition, the substantial reduction in vehicular trips resulting from the change from retail to residential would result in reduced traffic impacts.

The LDA was amended in September 2008 to facilitate the approval by the IDA/CDA of a Conceptual Site Plan, which served as the basis for the Proposed Action in the DEIS. Based on comments received from the public, issues raised by the Planning Board during the DEIS review process, and the Applicant's evaluation of evolving market conditions, several modifications have been made to the Conceptual Site Plan. The IDA/CDA approved a revision of the Conceptual Site Plan on April 26, 2011. This modified plan (the "Modified Plan" or "FEIS Plan") is evaluated in this document and is being advanced as the Proposed Action (see Exhibit I-1, Overall Plan).

The Proposed Action's development program includes a 250-suite luxury hotel and associated spa/conference center, a 50,000 square foot office building, 25,000 square feet of space for retail, cultural and restaurant uses, 860 dwellings in a variety of mid-rise condominium, rental and townhouse buildings, including 86 workforce housing units, and extensive open space and public recreation amenities. The open space network would provide for a continuous esplanade and open space ribbon along the entire length of the north side of Glen Cove Creek connecting the Project Site to Glen Cove's downtown, as well as expanding the City's greenway which includes Garvies Point Preserve and Morgan Park. The Project would also provide for an expansion of water-dependent, water-enhanced and other related uses, including approximately 85 slips in total (and relocation of 39 Anglers club slips) split between three marina areas, and the widening and dredging of the upper reach of Glen Cove Creek at the east end of the development site to facilitate hand-launch craft (e.g., kayaks, canoes). Table I-2, Development Summary Table, describes the project program.

With the exception of a restaurant at the point at the mouth of the creek and a small quantity of shopping in the hotel, the retail is proposed to be located in the east end of the Project in order to maximize connectivity to the downtown. The quantity of retail has been limited in order to complement, rather than compete with, activity in the downtown.

C. Project Refinements Since Acceptance of the DEIS

The comments received on the plan included in the DEIS (the "DEIS Plan") raised a number of issues that have been addressed through modifications to the proposed

conceptual site plan. These include both physical and programmatic modifications. Elements that have not changed include the total number of residential units proposed, which remains at 860 units; the number of hotel units, which remains at 250; the gross square footage of the proposed project in the aggregate, which remains at 2.25MSF; and the scope and area of the proposed public amenities. The following is a summary of the proposed changes.

Modification of Building Height and Massing

The DEIS Plan included three development blocks (A, B and C) in the western portion of the site. These blocks were configured as podiums with mid-rise towers rising from the eastern and western sides. The lower podium levels contained structured parking and were enclosed with residential "liner" units. The mid-rise elements began to step back intermittently from the block podiums at the fifth floor and rose to 10 and 12 stories.

The Modified Plan presented in this FEIS splits the B Block so that it contains two smaller buildings rather than one larger building. The 10 and 12 story elements have also been eliminated from Block B and the eastern portion of Block A. Block A's previous 12-story element would be shifted from the eastern wing of the block to the western wing. Block B would now consist of buildings of four stories of residential over one level of parking. The low-rise eastern portion of Block A would be reduced to four stories and would, similar to the DEIS Plan, consist of stacked townhouses enclosing structured parking. (See Exhibit I-2, West Parcel Plan).

Block C would retain the same configuration as in the DEIS. Comparison of the proposed Modified Plan building massing, footprint and height with the DEIS Plan is presented in Exhibit I-3, West Parcel Plan Overlay.

The eastern portion of the Modified Plan includes only minor building configuration modifications to the multifamily residential and office building blocks (Blocks D, E, H and I), as shown in Exhibit I-4, East Parcel Plan. The building footprints generally remain in the same location. The change from the DEIS is illustrated in Exhibit I-5, East Parcel Plan Overlay. The multifamily residential buildings on Blocks E, H, & I, similar to the B1 & B2 Blocks on the west, have been modified to reduce the number of stories to four residential over one level of parking. The minor footprint modifications do not materially affect the open space component, which remains at 20 acres, approximately 36% of the site. (See Exhibit I-6, Overall Open Space).

Elimination of Tidal Gate/Weir

The DEIS proposal included a tidal gate towards the eastern end of the Glen Cove Creek that was intended to maintain water in a Turning Basin for both aesthetic and recreational purposes. This element was noted as a subject of concern by the Planning Board, members of the public, and the NYS DEC. Based upon these comments, the tidal gate has been removed and an alternate treatment for the upper reach of Glen Cove Creek is now proposed. The Modified Plan now includes a reduction of the height of the existing

bulkhead, creation of sloped intertidal and high marsh wetlands, construction of an elevated boardwalk/pier with interpretive signage over the created wetlands, and installation of a transitional lawn area adjacent to a terraced wetland zone. An illustrative depiction of the new turning basin area treatment is provided in Exhibits I-7A and 7B, Turn Basin Plan Cross Sections. The remainder of the marine and shoreline uses proposed in the DEIS Plan remain the same. The NYS DEC has reviewed the proposed modifications and in a July 8, 2011 letter (see Appendix) indicated that "with those changes and concepts incorporated into the document, the proposed project could then reasonably be expected to achieve the standards of permit issuance…"

Incorporation of Roundabout

The plan presented in the DEIS showed Garvies Point Road and Herb Hill Road meeting at a conventional intersection. These roads are public roads under the jurisdiction of the City of Glen Cove. The City is currently in the process of planning and designing improvements to Herb Hill, Dickson Street, and Garvies Point Road. To improve circulation and create a gateway to the waterfront, the conceptual site plan has been modified to show a roundabout at the intersection of Garvies Point Road, Dickson Street and Herb Hill Road. The City will ultimately be responsible for making the final determination regarding public roadway treatments. (See Exhibit I-8, Project Roadways and Exhibit I-9, Off-Street Parking).

Modification of Stormwater Management System

The project will now be designed to store 2" of runoff generated by the project's contributory watershed. Storage of 2" of runoff from the project's watershed will be achieved by use of storage chambers / infiltration systems and seepage pits as shown on the revised PUD Master Plans. It is noted that the proposed design of the site includes more than the minimum required. In addition to storage of 2" of runoff on site, the stormwater management system design will allow for infiltration of this runoff, and will also include the provision to capture 1" of runoff from the roofs for irrigation re-use. The storage / infiltration systems will serve as both water quantity reduction and water quality treatment facilities for the development.

The Conceptual Stormwater Management design includes irrigation collection chambers and infiltration systems and seepage pits located throughout the development to address stormwater management on an overall basis. The proposed stormwater collection and storage systems have been designed on a watershed or drainage area basis, not on a block by block basis in order to be able to locate the systems to incorporate groundwater elevations, proximity to outfall locations, and size and space constraints, as well as conveyance design. The final design of these systems will need to be included as part of the formal PUD Site Plan for each phase of the project. In some cases, the design of the systems will need to include anticipated runoff from neighboring Blocks which may be tributary to the system while in other cases, the design of the system will be shown on an adjacent Block not yet proposed to be constructed. The applicant understands that any stormwater system located on an adjacent Block, but which serves the particular Block

included in a PUD Site Plan application, must be designed and installed even though it may be located on an adjacent Block and may be larger than initially required for that particular Block (because it was designed to be a shared system).

Modification in Proportion of Rental/Ownership Units

The overall development program's total number of residential units, types of uses, commercial space floor area, and number of hotel units remains unchanged from the DEIS. However, based upon updated market studies conducted by the Applicant which analyzed current market conditions and likely near future demands, the proportion of rental/owner units has been adjusted. The plan evaluated in the DEIS included approximately 21% rental units and 79% condominium units. The Modified Plan considers a 65% rental and 35% condominium mix. This mix is proposed to be maintained for the workforce units, which had previously been identified as all ownership units. The table below summarizes the anticipated residential breakdown for the FEIS Plan.

Table I-1
Residential Breakdown:
FEIS Proposed Action

Condominium		
1br	68	25%
2br	135	50%
3br	68	25%
	271	**35%**
Rental		
1br	176	35%
2br	252	50%
3br	75	15%
	503	**65%**
Workforce Condominium	**35%**	
1br	4	15%
2br	26	85%
Workforce Rental	**65%**	
1br	8	15%
2br	48	85%
	86	
Total Units	**860**	

GLEN COVE WATERFRONT REDEVELOPMENT

Table I-2 *Development Program -- PROPOSED*

	Height (Floors)	Residential Units	Hotel Units	Total GSF	Average GSF	Average NSF	Marina Boat Slips	Parking Spaces	Parking/Support GSF	TOTAL GSF	*Notes*
WEST PARCEL											
Restaurant at Point	2			5,000				87		5,000	*Parking provided in Block A.*
Block A: Condominium Units											
Condo Units	up to 12	74		209,620	2,840	2,272		186			
Townhouse / Duplex Units	4	25		75,620	3,000	2,400		57			
Subtotal Block A	*12*	*99*		***285,240***				***330***	*135,000*	420,240	*12-story building with 5 levels of parking (4 above grade with duplex liner units, one below grade), concrete construction.*
Block B1: Condominium Units											
Condo Units	4	80		223,000	2,800	2,240		170			
Liner Units	1	3		10,080	3,000	2,700		7			
Subtotal Block B1	*4+1 below*	*83*		***233,080***				***177***	*67,000*	300,080	*4-story building over 1 level of parking (below grade), liner units facing water, wood construction.*
Block B2: Condominium Units											
Condo Units	4	84		236,380	2,800	2,240		160			
Liner Units	1	5		15,120	3,000	2,700		9			
Subtotal Block B2	*4+1 below*	*89*		***251,500***				***169***	*63,000*	314,500	*4-story building over 1 level of parking (below grade), liner units facing water, wood construction.*
Block C: Hotel											
Hotel Units	up to 12		250	448,260	1,790	1,486	15	813			*Includes Spa/Healthclub, Conference/Catering, Restaurant, Retail, Common Area and Back of House.*
Subtotal Block C	*up to 12*		*250*	*448,260*			*15*	***813***	*260,470*	708,730	
SUBTOTAL WEST PARCEL		***271***	***250***	***1,223,080***			***15***	***1,489***	***525,470***	***1,748,550***	***WEST TOTAL GSF***
										1,223,080	***WEST TOTAL GSF WITHOUT PARKING***
EAST PARCEL											
Block D: Office											
Office	6			50,000				250			
Subtotal Block D	*6*			*50,000*				*250*	*102,960*	152,960	
Block E: Rental Units											
Rental Units	4+1.5 below	159		260,300	1,640	1,394		274			
Liner Units	2	10		17,360	1,750	1,488		16			
Subtotal Rental Units	*5*	*169*		***277,660***				*290*	*110,000*	387,660	*4-story building over 1 level of parking (below grade), wood construction.*
Block F: Workforce Units											
Workforce Condo Units	up to 4	14		17,038	1,250	1,063					
Workforce rental Units	up to 4	25		31,642	1,250	1,063		80	10,600	59,280	
Block G: Workforce Units											
Workforce Condo Units	up to 4	16		20,006	1,250	1,063					
Workforce Rental Units	up to 4	31		37,154	1,250	1,063		71	14,730	71,890	
Subtotal Workforce Housing	*up to 4*	*86*		***105,840***				*151*	*25,330*	131,170	*Structured parking SF shown as individual unit garages, surface parking SF not shown.*
Block H: Rental Units											
Rental Units	4+1.5 below	154		252,700	1,640	1,394		266			
Liner Units	1	7		11,400	1,750	1,488		12			
Subtotal Block H	*5*	*161*		***264,100***				*278*	*110,000*	374,100	*4-story building over 1 level of parking (below grade), wood construction.*
Block I: Rental Units											
Rental Units	4+1 below	166		273,600	1,650	1,403		279			
Liner Units	1	7		11,400	1,750	1,488		12			
Subtotal Block I	*5*	*173*		***285,000***				*291*	*71,000*	356,000	*4-story building over 1 level of parking (below grade), wood construction.*
Block J: Commercial/Cultural											
Retail	1			20,000			70	61			*Surface parking provided, SF not shown.*
Subtotal Block J	*2*			***20,000***			*70*	*61*		136,730	
SUBTOTAL EAST PARCEL		***589***		***1,002,600***			***70***	***1,321***	***419,290***	***1,421,890***	***EAST TOTAL GSF***
										1,002,600	***EAST TOTAL GSF WITHOUT PARKING***
Accessible Open Space											*Accessible Open Space provided accounts for approximately 35% of project area.*
PROJECT-WIDE TOTALS		***860***	***250***	***2,225,680***			***85***	***2,810***	***944,760***	***3,170,440***	***PROJECT TOTAL GSF***
										2,225,680	***PROJECT TOTAL GSF WITHOUT PARKING***

Notes

1. Areas rounded to nearest 5 SF (GSF, not NSF)

2. Gross to Net SF calculated by applying efficiency factors:

Condo	*80%*
Rental and Workforce	*85%*
Luxury Suite Hotel	*55%*

	Market Rate	Workforce	Total Count	
Rental	503	56	559	*65%*
Condo	271	30	301	*35%*
Total	774	86	**860**	100%
	90%	*10%*	100%	

GLEN COVE WATERFRONT REDEVELOPMENT

Table I-2A *Development Program -- COMPARISON TO DEIS (See Note 3 below)*

	Height (Floors)	Residential Units	Hotel Units	Total GSF	Average GSF	Average NSF	Marina Boat Slips	Parking Spaces	Parking/Support GSF	TOTAL GSF	*Notes*
WEST PARCEL											
Restaurant at Point	2 (2)			5000 (5000)				87 (79)		5,000 (5,000)	*Parking provided in Block A.*
Block A: Condominium Units											
Condo Units	up to 12 (up to 12)	74 (218)		209,620 (474,980)	2,840 (2,180)	2,272 (1,800)		186 (454)			
Townhouse / Duplex Units	4 (4)	25 (32)		75,620 (77,140)	3,000 (2,410)	2,400 (2,000)		57 (64)			
Subtotal Block A	*12*	*99 (250)*		***285,240 (552,120)***				***330 (597)***	*135,000 (206,770)*	420,240 (758,890)	*12-story building with 5 levels of parking (4 above grade with duplex liner units, one below grade), concrete construction.*
Block B1: Condominium Units											
Condo Units	4 (up to 12)	80 (212)		223,000 (473,780)	2,800 (2,230)	2,240 (1,850)		170 (425)			
Liner Units	1 (4)	3 (38)		10,080 (95,590)	3,000 (2,520)	2,700 (2,090)		7 (76)			
Subtotal Block B1	*4+1 below*	*83 (250)*		***233,080 (569,370)***				***177 (501)***	*67,000 (176,530)*	300,080 (745,900)	*4-story building over 1 level of parking (below grade), liner units facing water, wood construction.*
Block B2: Condominium Units											
Condo Units	4 (NA)	84 (NA)		236,380 (NA)	2,800 (NA)	2,240 (NA)		160 (NA)			
Liner Units	1 (NA)	5 (NA)		15,120 (NA)	3,000 (NA)	2,700 (NA)		9 (NA)			
Subtotal Block B2	*4+1 below*	*89 (NA)*		***251,500 (NA)***				***169 (NA)***	*63,000 (NA)*	314,500 (NA)	*4-story building over 1 level of parking (below grade), liner units facing water, wood construction.*
Block C: Hotel											
Hotel Units	up to 12 (up to 12)		250 (250)	448,260 (448,260)	1,790 (1,790)	1,486 (1,490)	15 (15)	813 (813)			*Includes Spa/Healthclub, Conference/Catering, Restaurant, Retail, Common Area and Back of House.*
Subtotal Block C	*up to 12*		*250 (250)*	*448,260 (448,260)*			*15 (15)*	***813 (813)***	*260,470 (260,470)*	708730 (708,730)	
SUBTOTAL WEST PARCEL		***271 (500)***	***250 (250)***	***1,223,080 (1,574,750)***			***15 (15)***	***1,489 (1,911)***	***525,470 (643,770)***	***1,748,550 (2,218,520)***	***WEST TOTAL GSF***
										1,223,080 (1,574,750)	***WEST TOTAL GSF WITHOUT PARKING***
EAST PARCEL											
Block D: Office											
Office	6 (6)			50,000 (50,000)				250 (274)			
Subtotal Block D	*6*			*50,000 (50,000)*				*250 (274)*	*102,960 (102,960)*	152,960 (152,960)	
Block E: Rental Units											
Rental Units	4+1.5 below (6)	159 (91)		260,300 (134,080)	1,640 (1,470)	1,394 (1,220)		274 (214)			
Liner Units	2	10 (NA)		17,360 (NA)	1,750 (NA)	1,488 (NA)		16 (NA)			
Subtotal Rental Units	*5*	*169 (91)*		***277,660 (134,080)***				*290 (214)*	*110,000 (99,780)*	387,660 (233,860)	*4-story building over 1 level of parking (below grade), wood construction.*
Block F: Workforce Units											
Workforce Condo Units	up to 4 (up to 4)	14 (39)		17,038 (48,680)	1,250 (1,250)	1,063 (1,040)					
Workforce rental Units	up to 4 (NA)	25 (NA)		31,642 (NA)	1250 (NA)	1,063 (NA)		80 (101)	10,600 (10,600)	59,280 (59,280)	
Block G: Workforce Units											
Workforce Condo Units	up to 4 (up to 4)	16 (47)		20,006 (57,160)	1,250 (1,220)	1,063 (1,010)					
Workforce Rental Units	up to 4 (NA)	31 (NA)		37,154 (NA)	1,250 (NA)	1,063 (NA)		71 (71)	14,730 (14,730)	71,890 (71,890)	
Subtotal Workforce Housing	*up to 4*	*86 (86)*		***105,840 (105,840)***				*151 (172)*	*25,330 (25,330)*	131,170 (131,170)	*Structured parking SF shown as individual unit garages, surface parking SF not shown.*
Block H: Rental Units											
Rental Units	4+1.5 below (6)	154 (89)		252,700 (132,360)	1,640 (1,490)	1,394 (1,240)		266 (200)			
Liner Units	1 (NA)	7 (NA)		11,400 (NA)	1,750 (NA)	1,488 (NA)		12 (NA)			
Subtotal Block H	*5*	*161 (89)*		***264,100 (132,360)***				*278 (200)*	*110,000 (73,880)*	374,100 (206,240)	*4-story building over 1 level of parking (below grade), wood construction.*
Block I: Rental Units (Condominium)											
Rental Units (Condominium)	4+1 below (7)	166 (82)		273,600 (179,610)	1,650 (2,190)	1,403 (1,820)		279 (165)			
Liner Units	1 (3)	7 (12)		11,400 (29,040)	1,750 (2,420)	1,488 (2,010)		12 (24)			
Subtotal Block I	*5*	*173 (94)*		***285,000 (208,650)***				*291 (189)*	*71,000 (66,660)*	356,000 (275,310)	*4-story building over 1 level of parking (below grade), wood construction.*
Block J: Commercial/Cultural											
Retail	1 (up to 2)			20,000 (20,000)			70 (70)	61 (58)			*Surface parking provided, SF not shown.*
Subtotal Block J	*2*			***20,000 (20,000)***			*70 (70)*	*61 (58)*		136730 (20,000)	
SUBTOTAL EAST PARCEL		***589 (360)***		***1,002,600 (650,930)***			***70 (70)***	***1,321 (1,107)***	***419,290 (368,610)***	***1,421,890 (1,019,540)***	***EAST TOTAL GSF***
										1,002,600 (650,930)	***EAST TOTAL GSF WITHOUT PARKING***
Accessible Open Space											*Accessible Open Space provided accounts for approximately 35% of project area.*
PROJECT-WIDE TOTALS		***860 (860)***	***250 (250)***	***2,225,680 (2,225,680)***			***85 (85)***	***2,810 (3,018)***	***944,760 (1,012,380)***	***3,170,440 (3,238,060)***	***PROJECT TOTAL GSF***
										2,225,680 (2,225,680)	***PROJECT TOTAL GSF WITHOUT PARKING***

Notes

1. Areas rounded to nearest 5 SF (GSF, not NSF)

2. Gross to Net SF calculated by applying efficiency factors:

Condo	*80%*
Rental and Workforce	*85%*
Luxury Suite Hotel	*55%*

	Market Rate	Workforce	Total Count	
Rental	503 (180)	56 (0)	559 (180)	*65% (21%)*
Condo	271 (594)	30 (86)	301 (680)	*35% (79%)*
Total	774 (774)	86 (86)	**860 (860)**	100% (100%)
	90% (90%)	*10%*	100% (100%)	

3. For comparison purposes, the corresponding figures from the DEIS Development Program, where applicable, are provided in parentheses.

Flexibility in Project Build-out Program and Design in Response to Economic Factors

As described above, the Proposed Action is a mixed-use waterfront Planned Unit Development (PUD) in the MW-3 District. PUDs are permitted in the MW-3 District as a special permit use, and follow a two-phase review process, which includes application for and approval of a PUD Master Development Plan and then subsequent reviews and approvals of detailed PUD Site Plan(s) and PUD Subdivision(s), if necessary.

As defined by the City Code, a PUD Master Development Plan shows "the layout of the proposed project, including, but not limited to, maps, plans or drawings related to the proposed land uses, approximate location and dimensions of buildings, the proposed facilities, including preliminary plans and elevations, architectural features, lot sizes, setbacks, height limits, buffers, screening and landscaping, lighting, open space areas, parking and loading, traffic circulation, protection of natural resources, public or private amenities, adjacent land uses and physical features, and such other elements as may be required by the Planning Board." The PUD Master Development Plan is the overall conceptual plan that will guide development of the project site as it occurs over time. Given the size of the property and scale of the project, this PUD will likely be developed in several phases over a multi-year development period. Therefore, it is necessary to develop a framework in the PUD Master Development Plan Approval and SEQRA Findings Statement which establishes limitations and thresholds, but provides a degree of flexibility in order to accommodate adjustments to buildings that are likely to occur as detailed site plans are prepared in order to respond to changing market preferences and conditions. The parameters that might need to be varied from that which is defined in the Proposed Action include:

- floor area of individual buildings
- number of residential units per block
- floor area of individual residential units
- number of bedrooms per residential unit
- height and number of stories of individual buildings
- building footprints (minor modifications)
- residential product mix (i.e., rental, condominium, etc.)
- location of workforce housing
- project phasing

The Applicant proposes that these types of variations would be permitted as within the bounds of the PUD Master Plan approval, subject to these variations remaining within the limits of the SEQRA analyses and thresholds established in the Findings Statement, and not resulting in an increase in the aggregate gross floor area of 2,225,680 square feet or material changes in building footprint, quantity of open space, or overall design, scope or general location of the public amenities.

In order to ensure that the potential impacts arising from such minor variations to the PUD have been assessed, in addition to analyzing the baseline Proposed Action, this FEIS studies several additional scenarios that consider changes in bedroom mix, changes

in the proportion of rental/ownership units, and variations in building height. The FEIS also evaluates an alternative with 1,085 residential units and a 125 unit hotel, including similar variations in unit mix and the proportion of rental/ownership units.

The flexibility scenarios studied are:

1) Proposed Action (Modified Plan)

    - 860 units (65% Rental, 35% For Sale)

        (a) Proposed Action - Modified Bedroom Scenario (5% increase in the number of 3-bedrooms and corresponding decrease in the number of 1- and 2-bedroom units.)

        (b) Proposed Action - Modified Tenure Scenario (21% Rental, 79% For Sale) aka Alternative 1 or DEIS Plan

    - 250 Suite Hotel

2) Alternative 2

    - 1085 units (65% Rental, 35% For Sale)

        (a) Alternative 2 - Modified Bedroom Scenario (5% increase in the number of 3-bedrooms and corresponding decrease in the number of 1- and 2-bedroom units.)

        (b) Alternative 2 - Modified Tenure Scenario (21% Rental, 79% For Sale)

    - 125 Suite Hotel

3) Intermediate Building Height Scenario

    - Same range of units as Proposed Action, Alternative 2 and flexibility scenarios above.

    - Configuration with an average height that is lower than DEIS Plan, but higher than FEIS Plan.

The impacts are detailed in the following Section I.D and the quantitative factors are summarized in Table I-3 under the Proposed Action and Alternative 2 scenarios.

As described in more detail in the analyses, for a number of the impact categories: subsurface, water resources/wetlands, ecology, land use/zoning, community services, air quality, noise, cultural resources and construction impacts, the Applicant maintains that there is no significant difference in impacts among the various flexibility scenarios. As summarized in the table, there are variations in certain factors such as trip generation,

anticipated school child generation, and utility demand based solely on the variations in unit count, type (rental/for sale), and bedroom distribution. However, the impact analyses indicate that none of the flexibility scenarios results in a significant difference in levels of service/system conditions or required mitigation. For example, based upon the trip distribution patterns and the relatively minor variations in site generated traffic under the scenarios, the traffic passing through the study intersections does not alter the findings or proposed mitigation for these locations as discussed in the DEIS. Therefore, the Applicant maintains that each of the flexibility scenarios in the table under Proposed Action and Alternative 2 can be found to be comparable to the Proposed Action in terms of environmental impact.

As outlined above, the heights of individual buildings would be allowed to vary under the PUD Master Development Program, provided the project's overall aggregate floor area does not increase and the buildings remain within the range of heights illustrated in the DEIS and FEIS Plans. Comparative visual analyses of three height variation scenarios (DEIS Plan, FEIS Plan, and an intermediate scenario) are presented in Exhibits I-29A through I-29I.

In order to establish an orderly review process for the subsequent individual detailed site plans, the Planning Board could utilize the range in unit mix in the Proposed Action and Alternative 2 scenarios as the thresholds for establishing a maximum permissible range of flexibility for the PUD Master Development Plan. These could be adopted in the Findings Statement and included in the PUD Master Development Plan Approval. These thresholds could then be used during the detailed site plan review stage to determine whether any potential future site plan modifications materially comply with the PUD Master Development Plan and the conceptual site plan currently being reviewed.

It is suggested by the Applicant that the Findings Statement establish a ceiling or total "not to exceed" unit count and parameters on the amount of variation in unit-type that would be considered insignificant. As currently proposed for the baseline Proposed Action, rental units account for approximately 65% of the total number of dwelling units. One-bedroom units account for approximately 30%; 2-bedroom units account for approximately 54%; and 3-bedroom units account for approximately 17% of the overall residential units.

The Applicant proposes that potential project parameters could be structured as follows:

> Modifications shall be deemed to substantially comply in all material respects with the PUD Master Development Plan and Findings Statement adopted by the Planning Board, and shall not require supplemental review under SEQRA, if such modifications fall within the following parameters:
>
> - Do not increase the gross aggregate square footage compared to the approved PUD Master Development Plan.
> - While the height and number of stories of individual buildings may increase or decrease, building heights of any individual buildings do not

increase above the height set forth in the Modified Plan (FEIS Plan) or DEIS Plan (herein Alternative 1 Plan).

- Do not materially change building footprints.
- Do not materially reduce the amount of open space.
- Do not materially change in the overall design, scope or general location of the public amenities.
- Do not increase the total number of residential dwelling units above 1085, provided that the total number of hotel units shall not exceed 125 units, and the size of the hotel building is reduced accordingly.
- Maintain the number of rental units at or below 65% of the overall total number of approved dwelling units.
- Maintain the number of three bedroom units at or below 23% of the overall total of approved dwelling units.

The Applicant may alternatively elect to submit pertinent analyses indicating that variations in the proposed program submitted as part of a detailed site plan(s) would generate impacts within the range studied in the FEIS and mitigated for the Proposed Action and Alternative 2 scenarios on Table I-3. Assuming that all thresholds are met, no further SEQRA review shall be required in order for the Planning Board to review and approve said site plan(s), notwithstanding their variation from the PUD Master Development Plan Approval.

Administrative Procedure

As described above, the project studied in this FEIS is a PUD, which is a special permit use in the MW-3 District. The PUD is based on a PUD Master Development Plan, which serves as an overall conceptual plan for the phased development of the property. Applications for development approvals within the MW-3 District follow a two-phase review process, which includes application for and approval of a PUD Master Development Plan and then subsequent reviews and approvals of detailed PUD Site Plan(s) and PUD Subdivision(s), if necessary. Each phase would be subject to the submission of a detailed Site Plan and review by the Planning Board in accordance with the MW-3 District PUD procedures in §280-73.2.C.3.c and Article IV of Chapter 280 of the Code of the City of Glen Cove, "Site Plan Review". In addition to the submission of all items required by the City Code Site Plan Review requirements, each phase submission would be required to include a comparison/description of that phase's consistency with the PUD Master Development Plan in terms of proposed building heights, proposed uses, and general building footprints. This submission would also include an accounting of the overall PUD development program completed to that point and the development program proposed as part of the current site plan.

In the event that the phase is consistent with the proposed uses, conceptual layout, general footprint and building heights considered in the FEIS, the number and types of units would then be reviewed. If the proposed unit count and mix, in combination with any prior development activity does not exceed the aggregate unit and gross square footage threshold limits identified in the PUD Master Development Plan Approval and

Findings Statement, no further SEQRA review shall be required in order for the Planning Board to review and approve the site plan. In the event that the phase is inconsistent with the PUD Master Plan or results in the overall program exceeding the flexibility parameters, a supplemental SEQRA review and amendment of the PUD Master Development Plan would be required.

Table I-3 - Flexibility Comparison Chart

Scenario	Tenure (Rent/Own)	Bedroom Mix: Condo	Rental	WF Condo	WF Rental	Trip Generation	Parking Supply	Schoolchildren	School cost	School tax	Net school	Municipal Cost	Tax Revenue	Net Fiscal	Solid Waste	Water	Employment	Population
Proposed Action/ FEIS Plan - 860 Units/250 Hotel	65/35	1-br 68 2-br 135 3-br 68	1-br 176 2-br 252 3-br 75	1-br 4 2-br 26 3-br	1-br 8 2-br 48 3-br	AM 670* PM 922* SAT 898*	3,064 spaces Pk hr surplus: 654 Code surplus: 244	180	$3.0 million	$6.4 million	$3.4 million	$1.9 million	$3.6 million	$1.7 million	5.4 tons/day	647,545 gpd	585 FTE	1,904
Modified BR Mix (5% increase in 3-br)	65/35	1-br 63 2-br 127 3-br 81	1-br 166 2-br 236 3-br 101	1-br 5 2-br 21 3-br 5	1-br 8 2-br 39 3-br 8	AM 670 PM 922 SAT 898		188	$3.1 million*	$6.4 million	$3.3 million	$2.0 million	$3.6 million	$1.6 million	5.6 tons/day*	662,063 gpd	585 FTE	2,009
Alternative 1 or DEIS Plan Modified Tenure (More condo-heavy mix)	21/79	1-br 148 2-br 297 3-br 149	1-br 63 2-br 90 3-br 27	1-br 13 2-br 73 3-br	1-br 2-br 3-br	AM 605 PM 864 SAT 855		150	$2.5 million	$6.9 million	$4.4 million	$1.8 million	$3.9 million	$2.1 million	5.2 tons/day	661,843 gpd	585 FTE	1,845
	*worst-case scenario analysis																	
Alternative 2 - 1,085 Units/125 Hotel	65/35	1-br 85 2-br 171 3-br 86	1-br 222 2-br 318 3-br 95	1-br 6 2-br 32 3-br	1-br 11 2-br 60 3-br	AM 691* PM 954* SAT 892*	3,253 spaces Pk hr surplus: 542 Code surplus: 108	203	$3.3 million	$6.2 million	$2.9 million	$2.4 million	$3.5 million	$1.1 million	6.6 tons/day	731,528 gpd	469 FTE	2,437
Modified BR Mix (5% increase in 3-br)	65/35	1-br 80 2-br 159 3-br 103	1-br 209 2-br 299 3-br 127	1-br 5 2-br 27 3-br 6	1-br 11 2-br 49 3-br 11	AM PM SAT		239	$3.9 million	$6.1 million	$2.2 million	$2.5 million	$3.5 million	$1.0 million	6.9 tons/day*	750,228 gpd	469 FTE	2,539
Modified Tenure (More condo-heavy mix)	21/79	1-br 193 2-br 385 3-br 193	1-br 72 2-br 102 3-br 31	1-br 13 2-br 73 3-br	1-br 3 2-br 20 3-br	AM PM SAT		190	$3.1 million	$6.9 million	$3.8 million	$2.3 million	$3.9 million	$1.6 million	6.4 tons/day	749,926 gpd	469 FTE	2,335
	*worst-case scenario analysis																	
Intermediate Height Scenario	Same range of units and potential impacts as Proposed Action, Alternative 2, and Flexibility Scenarios above. Comparative visual analyses of three height variation scenarios (DEIS Plan, FEIS Plan, and an intermediate scenario) are presented in Exhibit X.																	
Mitigation/Notes						[1]	[2]	[3]	[3]	[3]	[3]	[4]	[4]	[4]	[5]	[6]	[7]	[7]

Mitigation/Notes

[1]Trip Generation	No change in LOS and minimal, if any change, in delay time for worst-case flexibility scenarios compared to DEIS. Exception: Charles Street and Herb Hill Road Sat LOS goes from B to C due to imperceptible increase in delay of less than 1 second. No further mitigation required under studied scenarios beyond previously recommended mitigation in DEIS. Please see Table I-6 on Page I-28 of this FEIS for incremental differences in trip generation based upon varying rental/ownership percentages.
[2]Parking	Ultimate parking provision for individual blocks to be determined by proposed use/unit count during site plan review of individual phases.
[3]School Impact	Under each scenario, schoolchildren generation remains within available District capacity and District receives significant net fiscal benefit. No mitigation required under any of the studied scenarios.
[4]Municipal Service Cost	Under each scenario, City receives a net postive fiscal benefit. No mitigation required under any of the studied scenarios. The fiscal benefits identified in this Chart do not reflect possible tax abatements which may be granted over time for various components of the Project. The issue of tax abatements will be subject to negotiation by the IDA and CDA in connection with any final amendments to the LDA.
[5]Solid Waste	Waste generation would vary by scenario. However, totals for all scenarios remain well within identified available capacity at the municipal transfer station. All scenarios would utilize private carting service. No variation in proposed mitigation for any scenario.
[6]Water/Sewer	Flows would vary by scenario. Under all scenarios, full build-out of the project would necessitate development of additional City water pumping/delivery capacity. Applicant commitment to contribute to funding or preparation of City's study re: improving water infrastructure to support all potential residential, commercial and industrial growth throughout the City, including the waterfront, and the Konica-Minolta and PhotoCircuits sites, among others, would remain the same for all scenarios. Under all scenarios, full build-out of the project would necessitat improvement of the pump station and force main underneath Glen Cove Creek. Sewer flows under all scenarios would remain within the existing wastewater treatment's plant capacity.
[7]Demographics (population/employment)	Variation in hotel size would affect number of on-site employment opportunities. In all scenarios additional employment and site activity would be a positive impact for the City. Variation in unit mix and tenure would result in a project population ranging from 7-9% of City population.
[8] General	The flexibility scenarios represent potential variations in the Project, which the Applicant maintains would not result in any new significant environmental impacts as compared to the Proposed Action, provided that any such Project variation results in impacts within the range studied in the FEIS and identified in this Chart.

<u>Categories with no significant changes/differences between alternatives and associated scenarios</u>
Subsurface
Water Resources/wetlands
Ecology
Land Use/Zoning
Comm. Services
Cultural Resources
Construction Impacts
Air Quality
Noise

Phasing Issues

Public Amenities and Open Space

Based upon concerns expressed during the public review process regarding the timing of the delivery of the proposed public amenities and the relationship to each phase of development and, more specifically, an initial phase of public amenity that would provide a substantive reintroduction of the waterfront to the people of Glen Cove, an additional Phasing Alternative (the 'Interim Amenities Plan') has been prepared. This alternative identifies interim improvements that would be undertaken concurrently with the first phase of development to ensure safe public access to the waterfront. See Exhibit I-32. As it is likely that the first phase of development would be one of the proposed rental housing blocks (Blocks E, H, or I), in order to increase the amount of public park area provided in the early phases of the project, the Applicant proposes that the area referred to as Renaissance Park, which is centrally located to the overall Master Plan and adjacent to those blocks, would be developed in coordination with the first phase of development, whichever of those blocks it might be. Further, construction fencing faced with marketing graphics to screen views of the existing vacant and unsightly properties would be erected along the primary access way to the waterfront, also as shown on Exhibit I-32. In the event that the first phase begins on the east parcel as noted above, the redeveloper proposes further that the existing asphalt waterfront esplanade along Captain's Cove would remain in place, that Blocks A, B and C would be hydroseeded with native lawn, and that two temporary asphalt paths would be constructed connecting the esplanade to the proposed public sidewalk running from Pratt Park to Garvies Point Beach that is being installed as part of the IDA/CDA's Garvies Point Road Improvements. This would ensure that extensive public access to the waterfront is available from the start of the project.

For subsequent phases, construction of the adjacent open space and public amenities would generally occur in concert with each of the development blocks. Connectivity along the length of the project site would be maintained through a combination of the existing and/or new waterfront public esplanade and the public sidewalks along the reconstructed Garvies Point Road. Temporary closures of portions of the esplanade would be necessary at points during the build-out for development of the individual blocks and the adjacent permanent open space for the safety of the public and the efficient construction of the project. Appropriate diversions around the construction site would be employed to ensure that continuous connectivity along the length of the project would be maintained through a combination of the esplanade and sidewalks.

The timing of the acquisition, environmental investigation and potential remediation of the Gateway Properties (which generally constitute the area of Block J on the project plans), will necessarily factor into the ultimate phasing and build-out of the project blocks and associated amenities. Even if the open space proposed for the Gateway Properties is initially excluded, the project would still provide a total of approximately 26.6 acres or approximately 51% open space on the City or developer controlled property, satisfying the MW-3 District's requirement of a minimum 25% open space. Of these 26.6 acres,

approximately 18 acres would constitute publicly accessible open space, amounting to approximately 35% of the City of developer controlled property. Recreational amenities on the Gateway Properties portion of the site include lawns, plazas, the amphitheater and an elevated wetland walkway. Lawns, plaza areas and piers/walkways are also available in other sections of the existing and proposed waterfront open space. In the event that acquisition of the Gateway Properties is delayed, there is no expectation that the amphitheater component would be relocated to another portion of the site. This would not preclude activities similar to those which could occur in the amphitheater, such as musical performances, from being held in either Renaissance or Sunset Parks.

As noted in the zoning discussion, the required open space calculation for the MW-3 District includes items such as wetlands that extend into the Creek and are not publicly accessible. Excluding these areas, the total project publicly-accessible open space would still represent approximately 20 acres, or 36% of the site. The Project proposes a total of 28.6 acres of open space, or approximately 51% of the Project site, counting both the publicly accessible and non-publicly accessible (i.e., wetlands) open space areas.

The open space and amenities would be publicly-accessible, but privately owned and maintained by the Applicant/Property Owners Association. It is anticipated that the various parks and recreational spaces would be open and accessible during typical daylight park hours and maintained to a standard consistent with other City parks. It is anticipated that maintenance obligations will be memorialized in an amendment to the LDA in order to guarantee the continued upkeep of these areas. Therefore, there would be no increased public costs required for the operation and maintenance of these areas. (Items proposed for restoration, such as the public boat ramp and restored beach area, would remain in public ownership and continue to be maintained by the City.) The maintenance responsibilities for the various public amenities in the waterfront are indicated in Table I-4 below. Street lighting along Garvies Point Road, and its associated electricity consumption, would be the responsibility of the City. The Applicant/Property Owners Association would be responsible for the lighting and electricity consumption costs on the property it would control.

Table I-4
Public Amenity Maintenance Responsibilities

Public Amenities	Maintenance Responsibility
Esplanade and Associated Waterfront Parks	Applicant/Property Owners Association
Renaissance Park	Applicant/Property Owners Association
Pocket Parks	Applicant/Property Owners Association
Large Boat Marina	Applicant/Property Owners Association
Permanent/transient Marina	Applicant/Property Owners Association
Ferry Terminal & Related Uses	City
Boat Ramp/Operator's Booth and Trailer Parking	City
Garvies Point Beach	City

Project Timing/Phasing Relationship to Associated Activities

Given the size of the project, its development would necessarily be phased. The overall construction period is anticipated to have a duration of up to ten years. In general, the

Applicant intends to commence with construction on the east side of the project and move west as the project progresses, with development of the blocks occurring in an overlapping fashion and in conjunction with adjacent portions of the esplanade and park system. Roadway and infrastructure improvements would similarly be coordinated with the pace of development. The ultimate timeline and sequence of development will vary to accommodate market conditions. For example, it is possible that an operator could express interest in the restaurant component prior to completion of Block A, which supplies the supporting parking. In this case, a temporary parking lot could be installed to support the restaurant. As described above under Administrative Procedures, this would be reviewed by the Planning Board during detailed site plan review and the application would be required to demonstrate that it supplied adequate parking and utility conveyance/supply to support that phase. Section II.C.10 of the DEIS presented a number of potential phasing alternatives regarding the potential sequencing of construction of the development blocks and a detailed discussion of the relationships among the blocks. As discussed above, this was augmented with a fourth potential phasing alternative, which would increase the amount of open space and public waterfront accessibility produced in Phase 1. There are a number of interrelated activities which are necessary to facilitate construction activity on the site and may, in some cases, affect the timeframe for eventual build-out. These items are discussed below.

Garvies Point Road

Garvies Point Road provides access to much of the project site. It is currently planned for reconstruction as a City project and is in the preliminary design and investigation phase. The project will require permits/authorizations from a variety of local, state, and federal agencies. These are listed on the Garvies Point Road Applicable Permits/Authorizations Table in the Appendix. It is anticipated that the City's Garvies Point Road Infrastructure project will be completed prior to the first phase of project development. However, should the City's road project experience unforeseen delays, this would not necessarily delay commencement of project development activities. If the roadway project is delayed, the LDA contemplates the Applicant considering taking on responsibility for the project and the costs incurred by the Applicant would be a deduction from the purchase price. As discussed in other sections of this FEIS, prior to the submission of a PUD Site Plan application for Phase 1 of development, the Redeveloper will investigate the available capacity of each utility and the capacity of any existing connections. If the demand of the first or any subsequent phase exceeds that of the current infrastructure at that time, the Applicant may undertake the road and utility main extension activities necessary to accommodate that phase of development.

Environmental Remediation

The schedule of environmental remediation activities would be expected to impact the project's construction timeline. Successful completion of environmental remediation to commercial standards is a condition to the Redeveloper closing on property under the terms of the LDA with the IDA and CDA. Further, certain data gaps and investigation are required in order for environmental cost-cap insurance to be underwritten to levels

also described in the LDA. These steps and those required to allow for restricted residential use of the site as contemplated by the proposed action, confirmed by sampling and testing, would need to occur on each block prior to the initiation of project construction activities. The necessary environmental activities for each block are detailed in the Updated Environmental Conditions Report (ECR), included in the Appendix, and summarized in the Updated ECR's table titled "Estimated Date and Sequence To Receive Agency Approval for Residential Use; and Data Gap Details and Environmental Due Diligence Activities."

Zoning Requirements

The MW-3 District regulations in §280-73.29.C.3.c.9.d require that once the PUD Master Development Plan has been approved, subsequent site plan applications be submitted in a timely fashion and processed diligently:

> Approval or approval with modifications of a PUD Master Development Plan application shall expire 12 months after the date of the PUD Master Development Plan approval unless the applicant has submitted an application for PUD Site Plan Approval for the entire PUD Master Development Plan, or a phase or section thereof within such time frame, and is pursuing said application in good faith. The Planning Board may extend for good cause shown the duration of the PUD Master Development Plan approval period for additional six-month periods, without limitation.

Once a PUD Master Development Plan approval has been granted, it is the Applicant's intention to diligently proceed with the preparation of site plan application(s) subject to market demand, financing availability and successful completion of the environmental remediation activities.

Contractual Conditions

As discussed in several sections of the DEIS and this FEIS, the Land Development Agreement (LDA) imposes certain obligations on the IDA/CDA, the City and the Redeveloper which are conditions precedent to the development of the waterfront project. The parties will diligently work towards completion of all items in a timely manner.

Gateway Properties

The Gateway Properties are currently owned by several parties unrelated to the Applicant, but have been included as part of the proposed project. As described in the LDA, in the event negotiations to purchase the properties by the Applicant are unsuccessful, the IDA/CDA can act to acquire these properties by condemnation to assemble the site, and may elect to acquire these properties through the use of eminent domain, which is discussed in detail in Section II.D of the DEIS. These parcels generally constitute the proposed Block J, on which the primary retail component of the project is proposed, and construction is not proposed to commence until several years into the

development schedule for the east side in order to allow for a critical mass of population to move to the waterfront.

Infrastructure

As discussed briefly above, certain utility requirements for the total proposed project can be met by either existing facilities and or conveyance systems and others cannot. Prior to the submission of a PUD Site Plan application for Phase 1 of development, the Redeveloper will investigate the available capacity of each utility and the capacity of any existing connections. If the demand of the first or any subsequent phase exceeds that of the infrastructure available at that time, the Applicant may undertake the road and utility main extension activities necessary to accommodate that phase of development.

As detailed in the utilities analysis on pages I-42 and II.J-2 to 3 of the FEIS and pages III.J-1 to 2 of the DEIS, the existing water supply infrastructure does not currently have the ability to serve the full build-out of the project. A letter has been sent to the Glen Cove DPW requesting the amount of currently available capacity. The City has issued a new Water Availability Letter dated July 21, 2011 which indicates that the City can provide 0.22 MGD of water to one or more phases of the Glen Isle project until such time as some improvements to the City's water system are complete and a new / additional source of supply is made available. Subject to continued availability at that time, the early phases of the project may be developed relying on the existing system. The City is currently studying improving its water infrastructure to support all potential residential, commercial and industrial growth throughout the City, including the Glen Cove Creek waterfront, and the Konica-Minolta and PhotoCircuits sites, and other proposed developments. The Applicant has indicated a willingness to contribute to the funding or preparation of this study for the City prior to the submittal of the detailed site plans for the first phase of the project. Each detailed site plan phase would need to provide documentation/confirmation (e.g., water availability letter) from the City confirming that there is adequate water supply and conveyance for that phase. If the projected demand for a phase exceeds the system's ability to serve, no further phases could be undertaken until the City's water supply system improvements are completed.

As detailed in the utilities analysis on pages II.J-5 to 6 of the FEIS and pages III.J-4 to 5 of the DEIS, the County wastewater treatment plant has sufficient capacity to accommodate sewer flows from the complete project build-out (see Letter from Nassau County DPW dated February 25, 2009 located in DEIS Appendix M). The existing sewage treatment plant has a permitted and design capacity of 5.54 MGD. The sewer demands for the Proposed Action have been calculated as 493,270 GPD and for the FEIS Alternative 2 as 569,620 GPD (see figures in FEIS Appendix K). These proposed demands, when added to the existing 3.8 MGD currently being processed by the Plant, will be well below the rated capacity of 5.5 MGD. However, the County has indicated that there is insufficient capacity in the pumping station on the north side of the Creek and in the force main which conveys the flow from this pumping station to the plant. Given the previous use of the site and the cessation of operations of many of the previous uses connected to the facility, there is likely sufficient capacity in the pump station and

force main to support some level of development. A letter has been sent to the County requesting the amount of capacity which may be available in the conveyance system (pumping station and force main) for the early phases of development. Should the County not be able to determine the capacity in the existing conveyance system for the initial phases of development, the Applicant has agreed to provide a study of the existing pumping station located on the site and the force main under the Glen Cove Creek as part of the first detailed site plan application for the development. The study will analyze the point at which a proposed project phase would exceed the force main or pumping station capacity, and the upgrades required to be undertaken to support development. The force main would likely be upgraded once to accommodate total project flows. The pumping station capacity may be upgraded incrementally (i.e., through appropriate pump selection) in concert with projected demand so as to be able to convey the wastewater from the proposed development as each phase of the development is constructed.

The utility mains to service the site would be located in/along Garvies Point Road and the extension of necessary supporting mains and/or service lines to the proposed development block would be detailed on each site plan's Utility Plan sheet(s). Certain of the project's infrastructure systems may be functionally dependent on the infrastructure proposed on other blocks. For example, in some instances, the project's stormwater management systems share components across blocks. All required stormwater infrastructure to support a particular phase would be constructed at the time of development of that phase, regardless of the Block it is constructed on, and would be documented at the time of site plan review. In certain cases, improvements which support multiple blocks would be constructed in an earlier phase to ensure an efficient and orderly installation. Each system and the extent of the infrastructure improvements to be included with each phase will be reviewed with each application to ensure that they adequately support that phase and future phases as may be prudent. Under all circumstances, each phase would be required to demonstrate that it would provide the required storage either as part of that phase or in coordination with infrastructure developed as part of a prior phase.

D. Potential Impacts and Mitigation of Project Refinements

The following section includes an evaluation of the potential environmental impacts related to the plan modifications made since the DEIS, and discussed above. It also identifies any additional technical studies or changes in conditions that have occurred since the publication of the DEIS.

In order to assess the potential impact from potential minor PUD variations as described above, the following analyses examine the Proposed Action as well as two additional flexibility scenarios that consider the potential impacts from changes in bedroom mix and the proportion of rental/ownership units. For purposes of the FEIS analysis, the scenario evaluating a modified bedroom mix includes a 5% increase in the number of 3-bedrooms in the rental and condo product and a corresponding decrease in the number of 1- and 2-bedroom units and the inclusion of 15% 3-bedroom units in the workforce housing. In order to assess the potential impact from a change in the balance between rental and ownership units, the second scenario studies a mix that is more heavily oriented towards condominiums, with a 79% owner/21% rental split. The two flexibility scenarios analyzed as part of the FEIS are summarized in the tables below.

Table I-5
Flexibility Scenarios

Modified Bedroom Mix Scenario
(35% Owner/65% rental)
Total Units 860

Condominium	**271**	**35%**
1br	63	23%
2br	127	47%
3br	81	30%
Rental	**503**	**65%**
1br	166	33%
2br	236	47%
3br	101	20%
Workforce	**86**	
Condominium	**35%**	
1br	5	15%
2br	21	70%
3 br	5	15%
Rental	**65%**	
1br	8	15%
2br	39	70%
3br	8	15%

Hotel 250

Modified Tenure Scenario (DEIS Plan)
(79% owner/21% rental)
Total Units 860

Condominium	**594**	**69%**
1br	148	25%
2br	297	50%
3br	149	25%
Rental	**180**	**21%**
1br	63	35%
2br	90	50%
3br	27	15%
Workforce	**86**	**10%**
1br	13	15%
2br	73	85%

Hotel 250

Soils and Topography

The Modified Plan would result in some minor adjustment of individual building footprints. However, the overall project disturbance area would remain essentially the same. (See Exhibit I-19, Critical Slope Analysis and Exhibit I-20, Soil Map with Proposed Improvements). The variations in unit mix in the two flexibility scenarios would have no effect on impacts on soils or topography.

Subsurface Environmental Conditions

An Environmental Condition Report (ECR) was initially prepared in September 2009 by P.W. Grosser Consulting, Inc. for the project and is included in the Appendix. The purpose of the ECR was to summarize the environmental condition of the properties (i.e., Subject Properties) within and adjacent to the area along the north side of Glen Cove Creek that are proposed for redevelopment. The regulatory status, existing data and any data gaps were also noted in the ECR.

Since issuance of the ECR in 2009, there has been progress that updates the regulatory status, existing data and/or data gaps. That progress is reflected in an update (also in the Appendix) so that the FEIS has the most current information on the environmental conditions at the Glen Isle development site. This update only includes sections of the ECR describing parts of the project in which progress has been made since September 2009. Hence, this update should be read in conjunction with the original 2009 ECR for a complete picture of the environmental conditions, regulatory status, current data and noted data gaps. For continuity, the revised sections in this update use the same numbers and headings as presented in the ECR.

The following list summarizes the progress that has occurred since the September 2009 ECR. The Estimated Date and Sequence chart at the end of this Subsurface section summarizes the steps required to finalize agency approval of restricted residential use for each of the properties.

Captain's Cove Record Of Decision (ROD) Modification

- NYSDEC agreed that the Record of Decision (ROD) could be modified to allow restricted residential use once an Environmental Easement (EE) is filed. The EE will summarize the Institutional Controls (ICs) and Engineering Controls that re required. The ICs/ECs will be memorialized in a Site Management Plan (SMP). Since the SMP for Captain's Cove has already been approved by NYSDEC (see ECR Update Appendix A, NYSDEC letter dated April 29, 2010), the EE may be filed.

Li Tungsten Parcel A Restricted Residential Use Determination

- The USEPA informed the Mayor of the City of Glen Cove (See ECR Update Appendix B, USEPA letter dated November 23 2010) that Parcel A of Li

Tungsten could be used for residential use subject to certain ICs/ECs being put in place (see ECR Update Appendix B). The ICs/ECs are the same as those outlined in the SMP for the Captain's Cove property. Hence, the SMP for Li Tungsten will use the Captain's Cove SMP as a template to ensure USEPA requirements for residential use at Parcel A is satisfied. An EE will still need to be filed for the entire Li Tungsten Site.

Environment Easements

- The NYSDEC has streamlined the Environmental Easement (EE) process by providing an EE template that should be used to prepare the EE for NYSDEC review prior to recording (See ECR Update Appendix D). Furthermore,
- The USEPA has agreed that the NYSDEC EE satisfies the federal requirements for an Institutional Control. In discussions with EPA regarding the EE, they said they didn't require an easement in a situation like this so the state easement would be acceptable (James Doyle email, Appendix A of ECR Update). EPA guidance for ICs is included in Appendix D. It shows that the NYSDEC IC/EC/EE process meets EPA's requirements.

Site Management Plan (SMP) Implementation

- An SMP for the portion of the Captain's Cove property generally coinciding with EPA's Area G was approved by the NYSDEC in July 2010. A separate SMP for this project was undertaken to enable the construction activities associated with the Ferry Terminal project to commence. The Ferry Terminal SMP provides an area-specific example of how the regulatory agency(ies) will be involved in the development activities to ensure that the conditions set forth in EEs and SMPs at other properties within the Project are complied with and documented. A Dredging/Excavation Work Plan was prepared under the SMP on July 14, 2010 and subsequently approved by the NYSDEC. Excavation work began in the fall 2010 and work has progressed towards installing the site improvements prior to building the ferry terminal.

Environmental Restoration Program (ERP) Properties

- The City of Glen Cove IDA commenced a remedial action at the Gladsky property, which is in the NYS Environmental Restoration Program (ERP), in April 2010. Except for reinforcing the bulkhead and hydro-seeding the site, which is underway, the remedial action is complete. A Remedial Action Closeout Report will be prepared once the remaining work is completed. An EE and SMP will be prepared for the property based on the template in ECR Update Appendix D and Appendix A, respectively.

- The Angler's Club and Sewage Pumping Station were recognized by the NYSDEC as being part of the Gladsky ERP site based on verbal communications from the DEC to the IDA. (IDA request letter to DEC in ECR Update Appendix

E). Therefore, the NYSDEC has indicated that both sites could be used for restricted residential subject to implementation of appropriate ICs and ECs and documented in the EE and SMP for the property.

Doxey

- The IDA took physical control and possession of Doxey and finished a round of sampling in December 2010. The sampling was needed to decide on a remedial approach and develop a remedial design. According to the IDA, a Remedial Design Plan is in preparation. Currently this property is not in any federal or state regulatory program. Whether or not it enters a regulatory program (e.g., Brownfield Cleanup Program or other), any remedial action will be consistent with those taken at the ERP properties and ICs and ECs, as appropriate, that are confirmed in an EE and SMP.

Properties Adjacent to the Project Area

- Additional investigations were done by the NYSDEC on Crown Dykman in 2009, a remediation plan was prepared in 2009, and the Record of Decision requiring soil and groundwater remediation and long term monitoring was published by the NYSDEC in September 2010.
- The Former Columbia Ribbon and Carbon Company Disposal Site (Konica/Minolta), currently on the NYS inactive hazardous waste site registry, was re-classified as a 2.

The variations in unit mix in the two flexibility scenarios would have no effect on impacts on subsurface environmental conditions.

Estimated Date and Sequence To Receive Agency Approval for Residential Use; and Data Gap Details and Environmental Due Diligence Activities

ACTIVITIES NEEDED TO OBTAIN AGENCY APPROVAL FOR RESIDENTIAL USE			SUPPLEMENTAL SAMPLING AND ENVIRONMENTAL DUE DILIGENCE PRE-CLOSING/PRE-CONSTRUCTION ACTIVITIES				
Properties Involved	Development Block	Specific Actions To Achieve Regulatory Approval To Construct, File/Publish Administrative Documents, and Expected Date Process Will Be Completed (DEV=developer, IDA= Glen Cove Industrial Development Agency, DEC= New York State Department of Environmental Conservation, EPA= US Environmental Protection Agency)	Data gaps (From Environmental Conditions Report, Table 3)	Contaminant	Media	Potential Environmental Issue	Expected Environmental Activities
Captain's Cove	A, B-1, B-2, C	1. DEV prepares info for EE; 2. IDA reviews info and prepares EE application; 3. DEV reviews application; 4. IDA submits application to DEC; 5. DEC reviews and signs EE; 6. IDA records EE; 7. DEC issues ESD changing use to restricted residential. Estimated completion date 2/1/2012 **	Quality of backfill material not known	SVOCs, metals	Soil	Residual levels may exceed fish and wildlife standards	Perform sampling in proposed areas of development
			Baseline soil vapor characterization *	VOCs	Soil vapor	Soil vapor may contain VOCs that could invade buildings through foundation slabs	Perform soil gas and groundwater sampling to comply with the NYSDOH Soil Vapor Guidance (October 2006) needed to design, monitor, and terminate a sub-slab soil vapor mitigation system*
Angler's Club	ANGLER'S CLUB AND MARINA	1. IDA submits remedial action completion report (RACR) to DEC; 2. IDA provides documentation to DEC for Pumping Station inclusion in ERP; 3. DEC recognizes Angler's and Pumping Station in ERP; 4. DEV prepares outline of SMP for IDA; 5. IDA prepares SMP; 6. DEC reviews and accepts SMP; 7. DEV prepares info for EE; 8. IDA reviews info and prepares EE application; 9. DEV reviews EE application; 10. IDA submits EE application to DEC; 11. DEC reviews and signs EE; 12. IDA records EE. Expected date of completion is 2/28/2012	Potential for asbestos and lead based paints based on age of building	Asbestos, lead	Siding, wallboard, caulking, roofing	Building materials may need special handling	Perform survey to identify materials/handle demolition in accordance with regulations
Gladsky			Baseline soil vapor characterization	VOCs	Soil vapor	Soil vapor may contain VOCs that could invade buildings through foundation slabs	Perform soil gas and groundwater sampling to comply with the NYSDOH Soil Vapor Guidance (October 2006) needed to design, monitor, and terminate a sub-slab soil vapor mitigation system
Pumping Station			Potential for sanitary wastes beneath system piping	Nitrate and other sewage components, TAL/TCL	Soil, groundwater	Leak may need repair and removal of excessive constituents	Soil and groundwater sampling
			Potential for asbestos and lead based paints based on age of building	Asbestos, lead	Siding, wallboard, caulking, roofing	Building materials may need special handling	Perform survey to identify materials/handle demolition in accordance with regulations
Li Tungsten Parcel A	D, E, F, G, H, I	1. Dev prepares outline for SMP; 2. IDA prepares SMP; 3. DEC reviews and approves SMP. 4. DEV prepares info for EE. 5. IDA reviews info and prepares EE application; 6. DEV reviews EE application; 7. IDA submits EE application to DEC; 8. DEC reviews and approves; 9. EPA reviews and approves EE; 10. DEC signs EE; 9. IDA records EE; 10. EPA publishes ESD. Estimated completion date 4/30/2012	Soil quality beneath dredge spoil stockpiles	SVOCs, metals, radioactivity	Soil	Residuals from dredge spoils may have infiltrated the underlying soil	Perform soil sampling to determine soil quality after removal of stockpiles
			Opened NYSDEC Spill File 01-00419	Petroleum hydrocarbons	Soil	Hydrocarbons may exceed the SCOs.	Investigate and address to gain closure of spill file
			Radioactive slag adjacent to bulkhead	Radioactivity	Creek sediment	Residual levels exceeding cleanup levels at depths greater than 11-ft below MLW	Test dredge spoils for radioactivity and separate any nodules for disposal. Ensure that no excess radioactivity occurs less than 2-ft below the final creek bottom elevation next to any new bulkheads
Li Tungsten Parcel B			Potential for isolated metals and PCB "hot spots" in soils not removed as part of EPA remedial effort	Arsenic, lead and PCBs	Soil	Unexcavated residual levels may exceed SCOs	Perform soil sampling to determine soil quality
Li Tungsten Upper Parcel C			Potential for isolated metals "hot spots" in soils not removed as part of EPA remedial effort	Arsenic and lead	Soil	Unexcavated residual levels may exceed SCOs	Perform soil sampling to determine soil quality
			Potential for radiological/metals impacts in and beneath Benbow Building	Arsenic, lead and radioactivity	Soil	Unexcavated residual levels may exceed SCOs	Perform soil sampling and radiological survey of building
Li Tungsten Lower Parcel C			Potential for impacts under Dickson warehouse slab	Arsenic, lead and radioactivity	Soil	Unexcavated residual levels may exceed SCOs	Perform soil sampling under the slab
Li Tungsten All Parcels			Quality of soil used as back fill	Target analyte list (TAL), Target Compound List (TCL)	Groundwater	Residual groundwater concentrations in excess of Maximum Contaminant Levels (MCLs) from upgradient sources	Sample groundwater to determine quality
			Trace metal content of soil	Arsenic and lead	Soil	Residual levels may exceed NYSDEC cleanup levels	Sample soil to determine quality
			Baseline soil vapor characterization	VOCs	Soil vapor	Soil vapor may contain VOCs that could invade buildings through foundation slabs	Perform soil gas and groundwater sampling to comply with the NYSDOH Soil Vapor Guidance (October 2006) needed to design, monitor, and terminate a sub-slab soil vapor mitigation system
			Quality of soil under tank pads and foundation slabs	TAL, TCL	Soil	Unexcavated residual levels may exceed SCOs	Perform soil sampling to determine soil quality
Doxey	ANGLER'S CLUB AND MARINA	1. IDA submits Remedial Action Work Plan to DEC; 2. DEC reviews and comments; 3. IDA revises RACR; 4. DEV reviews RACR; 5. IDA submits RACR to DEC; 6. DEC approves RACR; 7. IDA implements RACR; 8. IDA prepares RACR; 9. DEC reviews RACR; 10. DEV prepares SMP outline; 11. IDA prepares SMP; 12. DEC reviews and approves SMP; 13. DEV prepares info for EE; 14. IDA prepares EE application; 15. DEV reviews EE application; 16. IDA submits EE application to DEC; 17. DEc reviews and signs EE; 18. IDA records EE. Estimated completion date 12/31/2012	Potential for asbestos and lead based paints based on age of building. Potential SVOC/VOC/metals contamination of soil.	Asbestos, lead, TAL/TCL, free product	Siding, wallboard, caulking, roofing, soil and groundwater	Building materials may need special handling, soil and groundwater remediation may be needed	Sample and remediate prior to closing.
			Opened NYSDEC Spill File 92-09888	Petroleum hydrocarbons	Soil and groundwater	Excessive chemicals may occur in soil and dissolved in groundwater. Free product may be present	Investigate and address to gain closure of spill file
			Baseline soil vapor characterization	VOCs	Soil vapor	Soil vapor may contain VOCs that could invade buildings through foundation slabs	Perform soil gas and groundwater sampling to comply with the NYSDOH Soil Vapor Guidance (October 2006) needed to design, monitor, and terminate a sub-slab soil vapor mitigation system
Gateway Properties	J	1. DEV performs Phase 2 to quantify environmental liabilities; 2. DEV closes on properties; 3. DEV prepares RAWP for DEC review (if contaminated); 4. DEC comments on RAWP; 5. DEV revises RAWP and resubmits to DEC; 6. DEC reviews and approves RAWP; 7. DEV implements RAWP. 8. DEV prepares RACR and submits to DEC; 9. DEC reviews and approves RACR; 10. DEV prepares SMP for DEC review; 11. DEC comments on SMP; 12. DEV revises SMP; 13. DEC approves SMP; 14. DEV prepares EE application; 15. DEV reviews and signs EE; DEV records EE. Estimated completion date 12/31/2013.	Potential for impacts from property usage	TAL, TCL	Soil, groundwater	Residuals from existing and past industrial operations may have contaminated the soil and groundwater	Perform a Phase II ESA
			Baseline soil vapor characterization	VOCs	Soil vapor	Soil vapor may contain VOCs that could invade buildings through foundation slabs	Perform soil gas and groundwater sampling to comply with the NYSDOH Soil Vapor Guidance (October 2006) needed to design, monitor, and terminate a sub-slab soil vapor mitigation system

* The ECR listed soil vapor as a data gap that needed further investigation. However, the ECs for Captain's Cove and the IC's for Li Tungsten require sub slab soil vapor mitigation (SSSVMS) systems be installed. The DEC requires the SSSVMS to be installed and operated according to the NYSDOH "Final Guidance for Evaluating Soil Vapor Intrusion in the State of New York" October 2006. Therefore, the Soil Vapor Data Gap in the ECR has been replaced by the SMP and EPA IC. The initial data gap is establishing the baseline conditions from which future changes in soil vapor quality can be compared.

** Estimated completion dates depend on all parties performing without any delays or lapses in schedule.

Water Resources

Tidal Gate Removal and Wetland Impact/Restoration

As described previously, the tidal weir located in the upper reach of Glen Cove Creek has been removed from the development plan. Under the revised Proposed Action, the upper reach of Glen Cove Creek will be re-developed as shown in Exhibit I-7A by excavation of the existing upland area; construction of a new low sill bulkhead with a maximum of elevation of 1.0'; creation of 30,751 sf of intertidal wetlands at elevation 1.0' to 4.4'; construction of an elevated boardwalk/pier with interpretive signage over the created wetlands; grading and construction of a natural slope to be planted with 1,726 sf of high marsh wetlands (elevation 4.4' to 6.8') and 15,692 sf of native shrubs/grasses (elevation 6.8' to 10.0'). All proposed wetland areas and structures will be located landward of the existing bulkhead line. As these designs maintain the existing configuration and flow patterns within Glen Cove Creek, in the opinion of the Applicant, there would be no additional significant adverse environmental impacts resulting from these designs. In addition, the introduction of native vegetation would be expected to create new habitat and also improve water quality. These proposed improvements will require permits from USACOE, NYSDEC, NYSDOS, and other regulatory agencies for modifications to the bulkhead and the construction of the wetland areas and boardwalk. As noted earlier, the NYS DEC has reviewed the proposed plan and indicated in a July 8, 2011 letter (see Appendix) that the proposed project could reasonably be expected to achieve the standards of permit issuance.

Intertidal and high marsh planting areas are proposed as shown on the project Site Plans. These planting areas are completely integrated into the proposed re-development of the Glen Cove Creek shoreline. As such, these restoration areas are intended to mitigate potential adverse impacts and to improve the environmental benefits provided by the Glen Cove Creek shoreline. Restoration activities will result in the establishment of two intertidal marsh areas totaling approximately 51,251 sf (20,500 sf Renaissance Park/30,751 sf upper reach of Glen Cove Creek). Restoration activities will result in establishment of approximately 4,500 sf of high marsh in the Captain's Cove area and 1,726 sf in the upper reach of Glen Cove Creek.

Stormwater Management:

As indicated in the DEIS, Federal, State, County and local regulations govern the discharge of stormwater runoff from proposed project sites. Due to the project's location within the large 8,000 + acre watershed (at the end or bottom of the watershed) and its proximity to a tidal water body, NYSDEC standards require that the stormwater management facilities be designed for water quality only since increases to water quantity flowing off of the site would not induce flooding of the receiving tidal waters of Glen Cove Creek and Hempstead Harbor. In some cases, retaining stormwater onsite may aggravate downstream impacts, because the project's location within the watershed and the timing of release of stormwater from this project and the upstream watershed may increase rather than decrease peak flooding. Therefore, sites adjacent to tidal water bodies typically discharge runoff as quickly as possible.

Since the project does not abut a Nassau County roadway, stream or drainage facility, Nassau County stormwater management standards should not apply to this project. However, at a September 17, 2009 meeting with Nassau County Department of Public Works, staff indicated that since the project will require formal subdivision approval from the County, the County will require that its stormwater standards be met for this project, even though the project discharges directly to the adjacent tidal water bodies. Nassau County requires that 8" of runoff generated by the contributory watershed must be stored on site. The County recognizes that this requirement cannot always be attained by all projects and has provisions to allow a waiver for reduced storage capacity if certain criteria are met. The waiver allows for reduction of storage to 5" of runoff and a further reduction to 2" when an associated fee is paid. The County indicated that the Glen Isle project would be required to store 2" of runoff on site and that the payment/fee for the reduction from 5" to 2" would not be applicable because the project does not drain into a County drainage facility.

Based on the above, the project will now be designed to store 2" of runoff generated by the project's contributory watershed. Storage of 2" of runoff from the project's watershed will be achieved by use of storage chambers / infiltration systems and seepage pits as shown on the revised PUD Master Plans. It is noted that the proposed design of the site includes more than the minimum required. In addition to storage of 2" of runoff on site, the stormwater management system design will allow for infiltration of this runoff, and will also include the provision to capture 1" of runoff from the roofs for irrigation re-use. The storage / infiltration systems will serve as both water quantity reduction and water quality treatment facilities for the development.

In order to separate the public roadway system from the proposed Glen Isle development, the conceptual stormwater management design for the proposed development has been modified to incorporate only the development's project area. The public roadways and off-site watershed areas draining to these public roadways will be addressed as an independent design and system by the City of Glen Cove. The Glen Isle PUD Master Plans and Conceptual Stormwater Management Plan do provide conceptual layout for the public roadway drainage systems so as to show that the public and private drainage systems can be located in proximity to each other but serve the independent projects. This will allow the Garvies Point Road and Herb Hill Road design to continue independently and be constructed prior to initiation of construction of the first phase of the Glen Isle project. The design of the public roadways, however, does need to integrate the conceptual design of the adjacent project site in order to confirm elevations and accessibility to the proposed buildings and public amenities, but keeping the drainage systems separate will allow for more flexibility in designing these systems. Locations of outfalls through the Glen Isle property to serve the public roadway are also shown conceptually; actual locations will be determined jointly by the Applicant and City as part of the roadway design.

In addition to storing and infiltrating a minimum of 2" of runoff from the project area in storage chambers / infiltration systems and seepage pits, the stormwater management

plan will employ various practices to meet NYSDEC "green infrastructure' practices as well as water quality design standards for total suspended solids (TSS), total nitrogen (TN) and total phosphorus (TP) removal. These practices include green roofs, roof gardens, swales, irrigation collection chambers, landscaped open spaces, infiltration basins, seepage pits and structural water quality treatment devices. Refer to sheet C-30, "Conceptual Stormwater Management Plan" in the PUD Master Plan drawings for specific locations of the proposed stormwater management and water re-use facilities. Irrigation collection chambers are located adjacent to the proposed buildings to collect the runoff from the large roof areas. Conceptually, some buildings share an irrigation collection chamber (Blocks E and H, Blocks D and I) while others have two irrigation chambers (Block C), while the Workforce Blocks (F and G) do not propose to collect runoff from the roofs and store for irrigation use since these roofs are small in comparison to the roofs of the other Blocks. The infiltration basins and seepage pits are located at low points of the site and where groundwater levels allow for the systems to be installed with a minimum two (2) feet separation between the bottom of the infiltration system and the elevation of the groundwater. Some of the infiltration (storage) systems are shared between the various Blocks in order to be able to place the systems where most feasible due to grades, elevation of groundwater as well as proposed outfall location. Specifically, runoff from portions of Block A, all of Block B1 and part of Block B2 are collected in Storage Chamber #3 while runoff from the roof of the restaurant has its own storage chamber (#2). Runoff from Block C is collected in storage Chamber #6 while Storage Chamber #8 collects runoff from Blocks D, E, H and I. These practices help to promote runoff reduction which reduces the water quality treatment volume. Planting of trees helps to reduce stormwater runoff while increasing nutrient uptake. Use of storage / infiltration systems reduce stormwater runoff and provide water quality treatment by allowing infiltration through the stone layer and surrounding soils.

With the exception of the Work Force units / buildings, all roofs are proposed to incorporate green roofs or roof gardens. Refer to Exhibit I-1 for locations. The roof decks labeled "roof deck open spaces" are private amenity spaces located in the intermediate roof levels above the garage and 1st floor levels. These roof areas are accessible for tenants and feature swimming pools, sun decks, BBQ and dining areas, shade structures, and, plantings, including an intensive green roof system with soil depths between 10" and 3'-0" to support lawn, groundcover, shrubs and trees. These planting areas will be irrigated by a rain water collection system and maintained by a landscape contractor.

The areas labeled "Green Roofs" are the upper level non-accessible building roofs. These areas consist of an extensive green roof system. The remaining upper roof area would consist of mechanical equipment and a roof maintenance path. The extensive green roof system will include 4" of lightweight growing medium and a variety of native sedum plantings. The system will be installed with a temporary irrigation system fed by a rain water collection cistern to assure establishment of healthy vigorous plants during the first year. The system requires minimal maintenance consisting of weed removal the first year prior to the establishment of a full carpet of sedum. Future maintenance and or plant

replacement will be provided by the owner. Sections of the Intensive roof systems may have tenant accessible viewing decks.

The design intent is to mitigate storm water runoff by capturing deck runoff in the green areas, which will cover approximately 35-55% of the decks, depending on the building. (The final percentage of green roofs on each individual building will be subject to further detailed building design.) The green roof open spaces and green roof areas will mitigate storm water runoff for the development and reduce the heat island effect by substituting green zones for traditional roof composites.

The roof decks and green roof areas will be further defined in the individual Site Plans for each phase of the project. See Exhibits II.PD-9A through 9C for typical details for green roofs.

For the conceptual stormwater management design, a runoff coefficient, C, equal to 0.50 was utilized for green roof areas. Runoff coefficients for intensive green roof areas vary with the depth of the planting substrate: the thicker the substrate, the lower the coefficient and the less runoff produced by this area. The average runoff coefficient of 0.50 was utilized for the green roofs as part of the conceptual stormwater management calculations. In comparison, a non-green roof would include a runoff coefficient of 0.95, which would produce nearly twice the runoff volume as compared with a green roof. It is likely that coefficients less than 0.50 for green roof will be utilized as part of the final design to be submitted as part of the formal site plan applications since substrate depths will be defined. Typical details showing green roof design is included as Exhibits II.PD-9A through 9C.

The stormwater management system includes: irrigation chambers for collection of rainwater for irrigation use; storage chambers and seepage pits for storing 2 inches of runoff; manufactured water quality filter devices to remove TSS and TP for those areas of the site which cannot be drained through the storage chambers / infiltration devices prior to discharge to the adjacent waterbody; as well as storm sewer conveyance systems. With the exception of the roof areas of the workforce units (F-Block and G-Block), the first one (1) inch of runoff from the contributing roof areas will be collected in the irrigation chambers. Control devices within the irrigation chambers will allow storage of the first one (1) inch of runoff while larger flows will be diverted downstream to a storage chamber / infiltration system, sized to store two (2) inches of runoff generated by the contributory watershed area (roof, paved areas and landscaped areas). The storage chambers / infiltration systems will be prefabricated concrete vaults with open bottoms, such as StormTrap system or equivalent or leaching galleys. The ¾ inch clean stone on the bottom of the chambers will act as the water quality filter as well as provide additional storage volume. It should be noted, however, that in order to be conservative, the conceptual storage calculations do not include the void volume of the stone as storage. Runoff in excess of two inches will by-pass the storage chamber / infiltration basin via a diverter structure / manhole. Larger volumes of runoff which cannot be stored in the basins or do not infiltrate through the stone layer and surrounding soils, will be directed to the downstream storm sewer conveyance system through an overflow control

pipe and will eventually discharge into the Glen Cove Creek through an outfall. Four new outfalls are proposed to replace the four existing outfalls located along the Creek today. It is important to note that storing 2 inches of runoff from the contributory watershed plus an additional one inch of runoff from the roofs of the proposed buildings for irrigation use, equates to a much larger volume of runoff being stored and treated than is required by NYDEC for water quality volume. See calculations in the Appendix.

As part of the conceptual stormwater management design, monitoring well data taken between the years 2002 and 2005 was utilized in order to conceptually locate the proposed storage chambers / infiltration systems relative to existing groundwater elevations. Refer to the *Existing Groundwater Elevations* exhibit provided as part of the DEIS. A minimum of two (2) feet between the noted groundwater elevation and the bottom of the stone layer associated with the conceptual storage chamber / infiltration system has been provided in accordance with Nassau County DPW design standards. Site specific geotechnical data will be obtained as part of the site plan phase of the project to determine actual groundwater elevations and soil permeability rates at each of the proposed storage chamber / infiltration system locations. Final design of the stormwater management systems, design details and locations of the stormwater storage systems will be specified as part of the detailed Site Plans prepared for the project.

The variations in unit mix in the two flexibility scenarios would have no effect on impacts on water resources.

Ecology

The project modifications do not change the overall areas of disturbance associated with the project or the types of proposed land uses. Therefore, the potential ecological impacts remain the same as described in the DEIS. (Changes in wetland impacts are indentified in the Water Resources section above.)

The variations in unit mix in the two flexibility scenarios would have no effect on impacts on ecology. Although buildings may utilize differing types of construction (e.g., structural steel versus stick-built), the proposed stormwater management concept and components would remain the same. While installation costs may vary depending on the type of construction, green roofs are feasible on both types of buildings.

Land Use, Zoning and Public Policy

The proposed plan modifications would not change the overall density of development, the types of land uses, or the general overall configuration of the development. As a result, there would be no changes related to land use compatibility or consistency with public policies or planning documents as a result of the plan modifications. The project would continue to result in the redevelopment of a blighted area with a mix of uses that are consistent with traditional waterfront centers and compatible with the neighborhood's mixed-use character.

The variations in unit mix in the two flexibility scenarios would have no effect on impacts on land use compatibility, zoning compliance or consistency with local planning documents.

Transportation

Traffic

As discussed herein, the only difference between the new proposed action and the proposed action established in the DEIS, hereinafter referred to as Alternative 1, is an increase in the proportion of rental units versus ownership units in the residential component of the project. Based on ITE criteria, the trip generation for apartments is slightly higher than the trip generation rate for condominiums and townhouses. Therefore, the increase in the percentage of rental units from 21% to 65% will result in an increase in the number of trips generated by the residential component of the project. A summary of the number of trips generated by the new proposed action as compared to the previous proposed action, as well as to the new alternative scenario which is described in the Alternative section of this FEIS, can be found in Appendix U, Tables U-1, U-2 and U-3. As can be seen, the number of trips associated with the new proposed action is approximately 10% higher than the DEIS proposed action in the morning peak hour, 7% in the afternoon peak hour and 5% during the Saturday peak.

In order to evaluate the effect of these volume increases in terms of traffic impacts, the following key study intersections were re-analyzed to determine if there would be any changes in intersection Level of Service:

- Glen Cove Avenue/Brewster Street at Pratt Boulevard/Charles Street
- Glen Cove Avenue at Charles Street
- Garvies Point Road at Herb Hill Road/Dickson Street
- Charles Street at Herb Hill Road
- Glen Cove Road at NYS route 107
- NYS Route 107 at Glen Head Road
- Glen Cove Road at Glen Head Road
- Glen Cove Avenue at Glen Head Road
- Northern Boulevard(NYS 25A) at Glen Cove Road
- Pratt Boulevard at Bridge Street/Continental Place

These intersections selected were those closest to the project site through which the greatest number of site generated vehicles will pass, as well as the intersections further from the site that required some form of mitigation based on the original study found in the DEIS. The results of the updated analyses for these intersections can be found in Tables U-4A (AM), U-4B (PM) and U-4C (Saturday). As can be seen, in almost all cases, there is no change in LOS and changes in delay time in the range of only one second or less when comparing the new proposed action and the previous proposed action (now Alternative 1). The only exception is at the intersection of Charles Street and Herb Hill

Road where the Saturday LOS goes from B to C due to an increase in delay time of less than 1 second which is imperceptible.

It should also be noted that the intersection of Garvies Point Road /Herb Hill Road/Dickson Street has been analyzed under future conditions as a roundabout since the City has determined that this is the preferred intersection configuration. Roundabouts are recognized traffic calming measures which have been found to improve intersection safety and performance, providing higher capacity and lower delays than all-way Stop control or traffic signals. They are recognized by the Federal Highway Administration (FHWA) and the New York State Department of Transportation (NYSDOT) as acceptable methods of intersection traffic control. Roundabouts function similar to traffic circles or rotaries, wherein entering vehicles must yield to vehicles already circulating within the roundabout. Typical benefits of a properly designed roundabout are an overall reduction in the frequency and severity of crashes, improved safety for pedestrians and bicyclists and lower operating speeds. Roundabouts also offer the opportunity to incorporate aesthetically pleasing features into the roadway design. Based on this, it was determined that a roundabout would be the preferred intersection treatment to accommodate the project traffic while achieving the City's objective of enhancing the overall walkability of the waterfront area.

The roundabout analyses were performed using SIDRA software and the results for the RXR Glen Isle Partners Build condition are contained in Tables U-5A (AM), U-5B (PM) and U-5C (Saturday). As can be seen by the results, the roundabout will operate at an excellent Level of Service A during all time periods.

The proposed mitigation measures, where applicable, were also reviewed and analyzed and the results, which can be found in Tables U-6A (AM), U-6B (PM) and U-6C (Saturday), were found to be comparable to the results reported in the DEIS. Therefore, we believe that no further mitigation is required under the new proposed action beyond the previously recommended mitigation.

In addition to the updated capacity analyses described above, the potential impact of the increased trip generation was considered in terms of the potential impact on the additional intersections which were discussed, but not fully analyzed in the DEIS. Based on the trip distribution patterns and the relatively minor increase in site generated traffic under both the new proposed action and Alternative 2, the additional traffic that will pass through these intersections is not expected to alter the findings for these locations as discussed in the DEIS.

As described above, since the project is a PUD, adjustments to buildings are likely to occur as detailed site plans are prepared in order to respond to changing market preferences and conditions. This FEIS studies several additional scenarios, including changes in bedroom mix and changes in the proportion of rental/ownership units, as a reasonable evaluation of potential impacts related to minor variations that could occur over time. Based on ITE criteria, the trip generation for apartments is slightly higher than the trip generation rate for condominiums and townhouses. The ITE criteria do not

change depending on bedroom mix. Therefore, the traffic analysis detailed above for the Proposed Action (65% rental, 35% condominium) reflects the worst-case scenario. For reference, a sensitivity chart outlining the potential change in trip generation based on varying percentages of rental apartments is presented below.

Table I-6
Total Trip Generation Comparison Based on Varying Rental/Ownership Percentages

% RENTAL	AM PEAK			PM PEAK			SATURDAY		
	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT	TOTAL
21%	266	339	605	455	409	864	461	394	855
30%	269	351	620	463	414	877	466	398	864
40%	274	361	635	472	420	892	471	403	874
50%	277	372	649	481	423	904	476	407	883
60%	281	382	663	488	429	917	481	413	894
65%	282	388	670	491	431	922	484	414	898

As can be seen from the table above, the difference in the number of trips between the two extreme rental vs. ownership scenarios ranges from a high of 65 total vehicles (16 entering and 49 exiting) during the weekday a.m. peak hour; 58 total vehicles (36 entering and 22 exiting) during the weekday evening peak hour; and, 43 total vehicles (23 entering and 20 exiting) mid-day on a Saturday. As can be seen by comparing the analysis results in Appendix T to those in Appendix U, this minimal difference in the total number of potential vehicle trips does not have any measurable impact on the most critical intersections. This is due to the fact that the site traffic is distributed in different directions and the number of vehicles added to the study intersections is relatively insignificant.

Parking

A revised parking study has been performed for the Modified Plan to determine whether the planned supply would be adequate to meet the projected demand. The study also analyzed the project's conformance with the parking requirements of the local zoning code. The full study is included in the Appendix. As documented by the study, the planned parking supply would exceed the projected peak hour demand by over 650 spaces in the aggregate. The overall parking supply was developed taking into account peak on-site user demands and distributes the proposed parking spaces accordingly. Although certain individual blocks would not meet the local code parking requirements, the overall development would be 242 spaces above the requirements of the local zoning code. Much of the difference between the shared parking model and the code requirements is the residential parking generation ratio. While the code requires two spaces per unit, the Urban Land Institute recommends 1.65 and 1.85 spaces for rental and ownership units, respectively. It is likely that the rates for residences in this transit-oriented area will be even lower, but in order to be conservative the ULI rates have been used without adjustment. (Rates as low as 1 space per unit have been observed in the New York Metropolitan area.) Given the industry research, the code requires more parking than will be needed on site. The Planning Board is authorized to determine the appropriate level of off-street parking for PUD projects in the MW-3 District and may vary the amount of required parking based on a finding that the shared parking proposed

is adequate to meet maximum demand. At the time of site plan approval, when building construction designs are completed and the unit and parking counts by block are finalized, it may be necessary and appropriate for the Planning Board to vary the minimum requirements for individual blocks in accordance with the conclusions of the phase specific parking study and the Findings Statement that will be issued by the Planning Board at the conclusion of the SEQRA process.

Air Quality

As described above, the trip generation and intersection volumes resulting from the Modified Plan differ from those evaluated in the DEIS. Traffic volumes increased or decreased at some locations and the corresponding level of service analyses at select intersections were updated in the revised Traffic Study. As a result, the Air Quality analysis prepared for the DEIS has been updated to evaluate the mobile source impacts from the FEIS Plan and is included in the Appendix. Based on the Traffic Study results, five intersections are projected to operate at a LOS D or worse on approaches for the AM, PM or Saturday MD peak traffic periods. Further screening of these intersections was conducted using the capture criteria methodology. Since one of the capture criteria was triggered, a Volume Threshold Screening Analysis was conducted to determine the need for a micro-scale air quality modeling analysis. Based on the Volume Threshold Screening, the project-related traffic volumes at the studied intersections would be below the volume threshold criteria. Therefore, a detailed CO micro-scale air quality modeling analysis was not warranted.

The proposed modifications made as part of the FEIS Plan would not result in significant changes to the construction air quality impacts or green house gas emissions as described in the DEIS.

Noise

The changes made to the program as part of the Modified Plan resulted in revisions to the traffic analyses and trip generation calculations. While the traffic analyses and trip generation calculations did not change for the Existing or No Action conditions, the traffic analyses and trip generation calculations for the Build and Build Alternative (1085 unit alternative) scenarios was updated. Specifically, traffic volumes increased or decreased at some locations and the corresponding level of service analyses at select intersections affected by volume changes were updated. At locations where vehicular volumes decreased, updated mobile source noise analyses were not prepared as the DEIS analyses represent conservative project effects. Consequently, updates to the noise study were required to address the changes at locations where volumes increased compared to the DEIS Build condition.

As shown in the DEIS, there were seven mobile source noise analysis locations (i.e., Site 1 through 7) analyzed for Year 2016 conditions. Compared to the proposed development presented in the DEIS, the new Alternatives result in fewer vehicles at Sites 5, 6 and 7, as shown in the Transportation section of the FEIS. A decrease in traffic volumes would be

expected to result in less noise. Consequently, the DEIS analysis at these locations is conservative and no new analysis is warranted. Compared to the analysis presented in the DEIS, the revised trip generation calculations results in an increase in vehicles at Sites 1, 2, 3 and 4. Consequently, the mobile source noise analysis for Sites 1, 2, 3 and 4 was updated based on the revised traffic analyses and trip generation calculations. The impact criteria, analysis methodology, Existing conditions and No Action conditions are the same as presented in the DEIS, and updated mobile source noise analysis results for Sites 1, 2, 3 and 4 for the Build and Build Alternative (1085 unit alternative) are presented below.

BUILD

Using the methodology described in the DEIS, build noise levels for the Proposed Action were calculated at four sites (1, 2, 3 and 4) for the 2016 analysis year. These Build values are shown in Table I-7. The proportional model was used to calculate noise levels at Sites 1, 2 and 3. The TNM was used to calculate noise levels at Site 4.

In 2016, the maximum increase in $L_{eq(1)}$ noise levels at Site 1 when comparing the Build noise levels to the No Action noise levels, would be 1.1 dBA. This would occur during the weekday PM peak hour. A change of this magnitude would not be perceptible and would fall well below the New York State DEC threshold of 6 dBA for a significant impact. In 2016 during other times, the maximum increase in noise levels at Site 1, when comparing the Build noise levels to the No Action noise levels, would be 0.9 dBA or less (an imperceptible change).

In 2016, the maximum increase in $L_{eq(1)}$ noise levels at Site 2 when comparing the Build noise levels to the No Action noise levels, would be 3.2 dBA. This would occur during the Saturday MD peak hour. A change of this magnitude would be perceptible but would fall below the New York State DEC threshold of 6 dBA for a significant impact. In 2016 during other times, the maximum increase in noise levels at Site 2, when comparing the Build noise levels to the No Action noise levels, would be 2.3 dBA or less (an imperceptible change).

In 2016, the maximum increase in $L_{eq(1)}$ noise levels at Site 3 when comparing the Build noise levels to the No Action noise levels, would be 3.3 dBA. This would occur during the weekday PM peak hour. A change of this magnitude would be perceptible but would fall below the New York State DEC threshold of 6 dBA for a significant impact. In 2016 during other times, the maximum increase in noise levels at Site 3, when comparing the Build noise levels to the No Action noise levels, would be 2.4 dBA or less (an imperceptible change).

In 2016, the maximum increase in $L_{eq(1)}$ noise levels at Site 4, when comparing the Build noise levels to the No Action noise levels, would be 7.2 dBA during the Saturday MD peak hour. The increase in noise levels at Site 4 would result from project-generated vehicles using Herb Hill Road to access/egress the project site. Herb Hill Road is the main point of access/egress to the project site for vehicles traveling from/to the east. A large percentage of the project-generated vehicles would pass through this intersection, and consequently, there is a large increase in traffic volume on Herb Hill Road. A change

of this magnitude would be readily perceptible and would exceed the NYS DEC threshold of 6 dBA for a significant impact (at other time periods a significant impact would not be expected to occur). However, it should be noted that while the increase exceeds the noise impact threshold, there currently exists only one residential structure at this receptor location that could be impacted. The Applicant will monitor conditions at this location at build-out and, if the actual noise levels reach the threshold as projected, potential significant adverse impacts at this residential location could be mitigated with a combination of:

- Double-glazed windows or storm windows with good sealing properties that result in a minimum of 27 dBA window/wall attenuation, and
- A means of alternative ventilation (i.e., air conditioning). Note: An alternative means of ventilation would be necessary to ensure that windows could be closed at any time of the year.

Where not already installed, providing double-glazed windows or storm windows along with air conditioning to acheive a minimum of 27 dBA window/wall attenuation would be expected to achieve 45 dBA or lower interior noise levels and mitigate significant adverse impacts at this residential building.

The feasibility and practicability of implementing various types of mitigation measures for this residence will be evaluated. At Site 4, the feasibility and practicability of both traffic and façade treatment (i.e., storm windows and air conditioners for alternative ventilation) noise mitigation options will be explored. Without the implementation of mitigation measures, the proposed project would result in a significant noise impact at Site 4 during the Saturday MD peak hour.

Table I-7
2016 Build Noise Levels

Site	Location	Time	No Build $L_{eq(1)}$	Build $L_{eq(1)}$	$L_{eq(1)}$ Change
1	Pratt Boulevard between Continental Place and Pulaski Street	Weekday AM	73.6	74.1	0.5
		Weekday PM	72.9	74.0	1.1
		Saturday MD	74.6	75.5	0.9
2	Herb Hill Road between Charles and Brewster Streets	Weekday AM	56.1	58.3	2.2
		Weekday PM	54.5	56.8	2.3
		Saturday MD	56.9	60.1	3.2
3	Pratt Park between Charles Street and Glen Cove Avenue	Weekday AM	63.5	65.3	1.8
		Weekday PM	61.8	65.1	3.3
		Saturday MD	63.6	66.0	2.4
4	Herb Hill Road between Dickson and Charles Streets	Weekday AM	67.9	69.2	1.3
		Weekday PM	62.2	67.7	5.5
		Saturday MD	64.7	71.9	**7.2**

Notes: 1) Noise levels at Sites 1, 2, and 3 were calculated using proportional modeling. Noise levels at Site 4 were calculated using the TNM.
2) Values that exceed the impact criteria are shown in **bold**.
Source: AKRF, Inc.

Based on the analysis results presented in Tables I-7, the mobile source noise analysis results at Sites 1, 2, 3 and 4 are within 0.6 dBA of the results in the DEIS. Changes to the mobile source noise analysis, as a result of the revised traffic analyses and trip generation calculations, do not effect the conclusions of the noise analysis presented in the DEIS. Consequently, no new or different impacts than were identified in the DEIS plan would be expected as a result of the FEIS Plan. Site 4 would continue to experience a change in magnitude that would be perceptible and exceed the NYS DEC threshold of 6 dBA for a significant impact. While the increase exceeds the threshold, there currently exists only one residential structure at this receptor location that could be impacted.

Community Facilities and Services

The modified FEIS Plan would not affect the impacts on provision of community services such as police, fire and emergency services, and parks and recreation, since it would include the same uses, similar building types, and a similar open space component as analyzed in the DEIS. Minor changes in categories driven by population change, such as school children and solid waste generation, are discussed below.

Schools

The modification of the rental/ownership mix would result in a minor change in anticipated overall schoolchild generation, as described below:

Table I-8
Estimated Public School Children Generation:
FEIS Proposed Action

Unit Types	No. of Units	Mult. Gr. K-2	Est. Public School Children Gr. K-2	Mult. Gr. 3-6	Est. Public School Children Gr. 3-6	Multi. Gr. 7-9	Est. Public School Children Gr. 7-9	Mult. Gr. 10-12	Est. Public School Children Gr. 10-12
271 Condo Units									
1 Bedroom (25%)	68	0.02	**2**	0.05	**4**	0	**0**	0.04	**3**
2 Bedroom (50%)	135	0	**0**	0.03	**5**	0.02	**3**	0	**0**
3 Bedroom (25%)	68	0.1	**7**	0.07	**5**	0.14	**10**	0.19	**13**
Total Condo	271		**9**		**14**		**13**		**16**
503 Rental Units									
1 Bedroom (35%	176	0.02	**4**	0.02	**4**	0.01	**2**	0.01	**2**
2 Bedroom (50%)	252	0.05	**13**	0.05	**13**	0.04	**11**	0.03	**8**
3 Bedroom (15%)	75	0.14	**11**	0.2	**15**	0.12	**9**	0.17	**13**
Total Rental	503		**28**		**32**		**22**		**23**
30 Condo Workforce Units**									
1 Bedroom (15%)	4	0.05	**1**	0.07	**1**	0.01	**1**	0.02	**1**
2 Bedroom (85%)	26	0.02	**1**	0.04	**2**	0.02	**1**	0.01	**1**
56 Rental Workforce Units									
1 Bedroom (15%)	8	0.02	**1**	0.02	**1**	0.01	**1**	0.01	**1**
2 Bedroom (85%)	48	0.05	**3**	0.05	**3**	0.04	**2**	0.03	**2**
Total Workforce	86		**6**		**7**		**5**		**5**
Sub-Total			**43**		**53**		**40**		**44**
TOTAL	***180 Public School Children***								

Source: Residential Demographic Multipliers – Estimates of the Occupants of New Housing, New York-All Public School Children: School-Age Children in Public School, Rutgers University, Center for Urban Policy Research, June 2006.
Note: **Assumes Ownership units in clusters of 5+ units, all values used since housing prices have not been established.

The Modified Plan would increase the anticipated number of public school children to be generated by the project to 180 students, compared with 151 for the DEIS Plan. Based on estimated district average costs of $14,321 for general education and $29,399 for special education pupils, and the district-wide ratio of 14.19 percent of its students requiring special education services, it is estimated that the increase in costs to the School District to educate the children generated by the Modified Plan would be approximately $2,969,799. As detailed below under *Economics*, the tax revenues from the project (approximately $6,399,533) would still be sufficient to off-set the impacts of the project's school children and would result in a significant positive net fiscal impact of approximately $3.43 million annually.

Table I-9
Summary of Estimated School-Age Children Impact

School-Age Generation	Max. Increase in Number of Public School Students	Estimated Cost/Pupil 2008-09 plus 5%*	Total Increased Cost	Estimated Tax Revenues	Estimated Tax Surplus
General Education	154	$14,321	$2,205,426	--	--
Special Education	26	$29,399	$764,373	--	--
TOTAL	180		$2,969,799	$6,399,533	$3,429,734

Source: New York State School Report Cared Fiscal Accountability Supplement, published May 2011.

Based on the conventional methodology for determining the number of on-site school age children, the proposed project is expected to yield 180 public school students. However, an alternative methodology based on the anticipated specific market segmentation of the project's residential component, finding more acceptance for similar "smart growth" projects, suggests that the student yield will be much lower.

The Zimmerman/Volk Associates (ZVA) market analysis, which subscribes to the above methodology, indicates that future demand for new housing at the site will primarily originate from two groups, including empty nesters and retirees, and childless young singles and couples. According to the ZVA analysis, the two groups combined will represent approximately 96 percent of the households purchasing or renting homes in the project. Meanwhile, traditional and non-traditional families with children are expected to represent only 4 percent of the project's total housing demand, occupying 34 of the proposed 860 residential units. Assuming that each of the 34 family households had an average of 1.5 school age children, this would result in a total yield of 51 students. This estimate is consistent with anecdotal evidence from existing nearby multifamily developments, such as Avalon at Glen Cove, where there are significantly fewer school age children than would otherwise be predicted using conventional methodologies for calculating student yields.

The following tables examine the potential for changes in school impacts resulting from possible minor variations in bedroom mix and the proportion of rental/ownership units over the course of the build out, based upon the more conservative CUPR multipliers. As discussed above, these flexibility scenarios for the Proposed Action are intended to provide a reasonable evaluation of the potential impacts related to minor variations that could occur over time as the detailed site plans are prepared and developed.

Table I-10
Estimated Public School Children Generation:
FEIS Proposed Action - Modified Bedroom Mix Scenario

Unit Types	No. of Units	Mult. Gr. K-2	Est. Public School Children Gr. K-2	Mult. Gr. 3-6	Est. Public School Children Gr. 3-6	Multi. Gr. 7-9	Est. Public School Children Gr. 7-9	Mult. Gr. 10-12	Est. Public School Children Gr. 10-12
271 Condo Units									
1 Bedroom (23%)	63	0.02	**1.26**	0.05	**3.15**	0	**0**	0.04	**2.52**
2 Bedroom (47%)	127	0	**0**	0.03	**3.81**	0.02	**2.54**	0	**0**
3 Bedroom (30%)	81	0.1	**8.1**	0.07	**5.67**	0.14	**11.34**	0.19	**15.39**
Total Condo	271		**9.36**		**12.63**		**13.88**		**17.91**
503 Rental Units									
1 Bedroom (33%)	166	0.02	**3.32**	0.02	**3.32**	0.01	**1.66**	0.01	**1.66**
2 Bedroom (47%)	236	0.05	**11.8**	0.05	**11.8**	0.04	**9.44**	0.03	**7.08**
3 Bedroom (20%)	101	0.14	**14.14**	0.2	**20.2**	0.12	**12.12**	0.17	**17.17**
Total Rental	503		**29.26**		**35.32**		**23.22**		**25.91**
31 Condo Workforce Units**									
1 Bedroom (15%)	5	0.05	**0.25**	0.07	**0.35**	0.01	**0.05**	0.02	**0.1**
2 Bedroom (70%)	21	0.02	**0.42**	0.04	**0.84**	0.02	**0.42**	0.01	**0.21**
3 Bedroom (15%)	5	0.1	**0.5**	0.07	**0.35**	0.14	**0.7**	0.19	**0.95**
55 Rental Workforce Units									
1 Bedroom (15%)	8	0.02	**0.16**	0.02	**0.16**	0.01	**0.08**	0.01	**0.08**
2 Bedroom (70%)	39	0.05	**1.95**	0.05	**1.95**	0.04	**1.56**	0.03	**1.17**
3 Bedroom (15%)	8	0.23	**1.84**	0.37	**2.96**	0.25	**2**	0.23	**1.84**
Total Workforce	86		**5.12**		**6.61**		**4.81**		**4.35**
Sub-Total			**43.74**		**54.56**		**41.91**		**48.17**
TOTAL	***188 Public School Children***								

Table I-11
Estimated Public School Children Generation:
FEIS Proposed Action - Modified Tenure Scenario

Unit Types	No. of Units	Mult. Gr. K-2	Est. Public School Children Gr. K-2	Mult. Gr. 3-6	Est. Public School Children Gr. 3-6	Multi. Gr. 7-9	Est. Public School Children Gr. 7-9	Mult. Gr. 10-12	Est. Public School Children Gr. 10-12
594 Condo Units (69%)									
1 Bedroom	148	0.02	**2.96**	0.05	**7.4**	0	**0**	0.04	**5.92**
2 Bedroom	297	0	**0**	0.03	**8.91**	0.02	**5.94**	0	**0**
3 Bedroom	149	0.1	**14.9**	0.07	**10.43**	0.14	**20.86**	0.19	**28.31**
Total Condo	594		**17.86**		**26.74**		**26.8**		**34.23**
180 Rental Units (21%)									
1 Bedroom	63	0.02	**1.26**	0.02	**1.26**	0.01	**0.63**	0.01	**0.63**
2 Bedroom	90	0.05	**4.5**	0.05	**4.5**	0.04	**3.6**	0.03	**2.7**
3 Bedroom	27	0.14	**3.78**	0.2	**5.4**	0.12	**3.24**	0.17	**4.59**
Total Rental	180		**9.54**		**11.16**		**7.47**		**7.92**
86 Condo Workforce Units (10%)									
1 Bedroom	13	0.05	**0.65**	0.07	**0.91**	0.01	**0.13**	0.02	**0.26**
2 Bedroom	73	0.02	**1.46**	0.04	**2.92**	0.02	**1.46**	0.01	**0.73**
0 Rental Workforce Units									
1 Bedroom	0	0.02	**0**	0.02	**0**	0.01	**0**	0.01	**0**
2 Bedroom	0	0.05	**0**	0.05	**0**	0.04	**0**	0.03	**0**
Total Workforce	86		**2.11**		**3.83**		**1.59**		**0.99**
Sub-Total			**29.51**		**41.73**		**35.86**		**43.14**
TOTAL	***150 Public School Children***								

The two tables above indicate that the worst-case situation is the scenario with a bedroom mix more heavily weighted towards three-bedroom units. This scenario would be estimated to generate approximately 188 public school children. It is estimated that the increased costs to the School District under this scenario would be approximately $3,099,445. The increased property tax revenue from this alternative (approximately $6,366,666) would still be substantial enough to off-set the impacts of the additional school children and provide a significant net fiscal benefit to the School District. As reported in the FEIS, the Superintendent indicated that the district has an available capacity for approximately 679 additional students and anticipated a 0% enrollment increase projection. This is supported by the district's recent enrollment history, which has been generally stable with a maximum range in enrollment variation between the 2006-2007 and 2009-2010 school years of only 125 students.[1] The available capacity

[1] NYS District Report Card, Accountability and Overview Reports, 2008-2009, 2009-2010.

would be sufficient to accommodate the worst-case scenario of 188 additional school children.

Table I-12
Summary of Estimated School District Impact
FEIS Proposed Action - Modified Bedroom Mix

School-Age Generation	Number of Public School Students	Est. Cost/Pupil 2008-09 plus 5%*	Total Cost
General Education	161	$14,321	$2,305,673
Special Education[1]	27	$29,399	$793,772
TOTAL	188		$3,099,445

* Marginal costs based on New York State School Report Cared Fiscal Accountability Supplement
[1]Based on 2008-2009 NYS School Report indicating that 14.19 percent of students need special education services

Hospital

The Modified Plan would be expected to increase the overall project population by approximately 60 residents compared to the DEIS Plan. As stated in DEIS Section III.I, the ULI planning standard of four hospital beds per 1,000 population was used in this impact analysis. The worst case population generation from the Proposed Action of 2,009 residents (see Demographics below) would require an increase of approximately 8 hospital beds to serve the additional estimated population, compared to the proposed action. As reported in the DEIS, at any given time there are approximately 1,592 unoccupied hospital beds on average in Long Island. Nassau County facilities were estimated to have an average of approximately 1,066 available beds. Estimated unused hospital bed capacity would therefore far exceed the estimated increased need resulting from this alternative.

Solid Waste

The City's Solid Waste Management Plan (SWMP) estimated that, on average, 0.88 tons of waste per capita are generated annually by residents and 0.60 tons per person are generated annually through commercial operation. The worst-case population estimate of 2,009 under a modified bedroom mix scenario would increase the residential population by an additional 165 residents. These additional residents would translate to an increase in 0.4 tons per day compared to the DEIS generation rate. The total worst-case residential population of 2,009 would therefore be expected to generate a total of 4.8 tons of solid waste per day. As reported in the DEIS, the on-site employees would be expected to generate 0.76 tons of waste per day. This would result in a total of approximately 5.6 tons per day for the Proposed Action, compared to 5.2 tons per day for the DEIS Plan.

The transfer station collects an average of 330 tons daily and has a capacity of approximately 600 tons per day. The addition of up to 5.6 tons daily would be well within the identified available capacity at the municipal transfer station. The Proposed Action would continue to involve the use a private carting service that would contract with the City of Glen Cove transfer station or another solid waste transfer station for disposal.

Utilities

The FEIS Modified Plan would have a slightly decreased demand on utilities compared to the DEIS Plan. The estimated average water flows from the DEIS Plan totaled approximately 662,000 gpd and the wastewater flows were projected at 506,670 gpd. For the FEIS Plan, the projected daily water demand has been estimated to be 647,545 gpd and the projected sanitary flow is estimated to be approximately 493,270 gpd. (See calculations in the Appendix.) This reduction in sewer flow and water demand is based upon the modifications to the bedroom mix since planning values for sewer and water demands are based upon bedroom count, not population. Specifically, the bedroom mix was modified from 223 to 256 one-bedroom units (net increase of 33 units which generates 9,075 gpd of sanitary demand), from 460 to 461 two-bedroom units (net increase of 1 unit which generates 475 gpd) and from 177 to 143 three-bedroom units (34 units which provides for a reduction of 22,950 gpd of sanitary flow), which in total equates to a reduction in sanitary flow of 13,400 gpd. This modification to bedroom mix also results in a reduction of water demand equal to 14,455 gpd.

Estimated utility loads for the modified bedroom mix and tenure flexibility scenarios have also been calculated and are included in the Appendix. These scenarios would result in comparable and relatively modest increases in utility demand (e.g., an increase in flows of approximately 2% for water and sewer.)

As described in the DEIS, the City is just meeting its well capacity requirement to meet maximum day water demand in the event that one major well goes out of service. As detailed in the utilities analysis, the existing water supply infrastructure does not currently have the ability to serve the full build-out of the project. The City has issued a new Water Availability Letter dated July 21, 2011 (see Appendix) which indicates that the City can provide 0.22 MGD of water to one or more phases of the Glen Isle project until such time as some improvements to the City's water system are complete and a new / additional source of supply is made available. Subject to continued availability at that time, the early phases of the project may be developed relying on the existing system. As an example, the following table illustrates that the current availability could support development of approximately 459 rental units (with the same bedroom mix distribution as the overall Proposed Action) prior to the completion of upgrades to the City's water infrastructure. The City is currently studying improving its water infrastructure to support all potential residential, commercial and industrial growth throughout the City, including the Glen Cove Creek waterfront, and the Konica-Minolta and PhotoCircuits sites, and other proposed developments.

The Applicant is willing to contribute to the funding or preparation of this study for the City prior to submittal of the detailed site plans for the proposed project.

Table I-13
Sample Developable Units Based on Current Water Availability

Rental Units (65%)	# of Units/Size	% of units per total	Unit Daily Demand [(1)] (gpd)	Daily Demand (gpd)	Sub Total
1 Bedroom	161.0	35%	302.5	48,703	
2 Bedroom	229.0	50%	522.5	119,653	
3 Bedroom	69.0	15%	742.5	51,233	
Pool (20'x40'x5' deep) = 30,000 gal/365 days	-		82	82	
	459	100%			219,670 gpd

NOTES:
(1) Unit daily flows taken from "Manual of On-Site Sewage Disposal" from Nassau County Department of Health, dated September 1, plus 10% for general rule of thumb for water demand (water in is generally 10% more than water out)

Economics

The proposed Glen Isle Mixed-Use Waterfront Development project is programmed to include a 250-suite luxury hotel and conference facility, 50,000 square feet of office space, 25,000 square feet of retail, and 860 residential units. The project will also offer a significant amenities program, including 20 acres of publicly-accessible open space and 85 boat slips.

Given the scale of the proposed project, the site's development is anticipated to be phased over the course of an estimated time period of up to 10 years. For this reason, the proposed project has been designed with sufficient flexibility to adapt to evolving market opportunities and constraints as the phases of development will capture multiple periods in macroeconomic and local real estate market cycles. Successful implementation of the proposed project will require the ability to adjust the market positioning of the various land use components to reflect the preferences of future tenants, residents, and visitors.

Since the submission of the DEIS Plan, multiple efforts have been undertaken to evaluate the current market potential for the different land uses comprising the proposed project. Most notably, two independent market studies were completed to update and refine the proposed residential program, including the mix of rental and for-sale units, unit sizes and floor plan mix, pace of absorption, and achievable rents and sale prices. Based on the two market studies, the projected rents and sale prices used to calculate the economic and fiscal impacts of the FEIS PLAN are significantly more conservative than those shown in the DEIS Plan. The residential market studies, prepared by Zimmerman Volk & Associates and The Weitzman Group, are included in the Appendix.

An updated Economic and Fiscal Impact Analysis has been prepared to reflect current market conditions, as well as the modifications made to the FEIS Plan and comments from the Planning Board's consultants. Findings from the updated analysis are

summarized below, with more detailed assumptions and calculations included in the Appendix. The revised fiscal impact study and this FEIS clarify the impact of possible tax abatements which may be granted over time for various components of the Project. At this time, no detailed discussions between the City and Applicant nor commitments on the City's behalf have been made to provide such assistance to any component of the Project including but not limited to the hotel. The Applicant acknowledges that, at this time, the IDA/CDA Boards would not support the use of City public funds or tax abatements in connection with the hotel.

Temporary Construction Impacts

The primary economic benefits that will accrue to local government during the development of the mixed-use project are employment, earnings, and material sales. In addition to these impacts that occur on-site, there are ripple effects of economic activity on other businesses in Nassau County and the state.

- Analysis of the construction costs of the mixed-use project is used to determine the amounts that are likely to be paid in wages and salaries to labor during construction. Direct labor costs of about $189.6 million are projected, resulting in a total of 3,484 full-time equivalent jobs (based on average construction wages). Since construction progresses in stages, the total number of employees involved in the development of the project at any one time will likely vary.

- Based on the construction costs enumerated above, total material purchases of $284.5 million are projected. In addition, it is estimated that construction employees will spend about $8.7 million in retail purchases in the county during the construction time period.

- A significant portion of tax revenues are attributable to the purchase of construction materials, which is estimated to generate a total of $24.5 million in total sales tax revenues. State income tax revenues attributable to construction employment total approximately $20.6 million. The Nassau County mortgage recording fee would generate an additional $5 million in revenues, approximately $3.6 million of which would accrue to the County and $1.4 million to the MTA.

- At full build out of the site, the project will generate $50.9 million in total tax revenues during the construction period.

Ongoing Operational Impacts

Permanent benefits are those that will be achieved once the mixed-use development has been built, the space is fully occupied, and stabilized sales and occupancy levels have been achieved. It is assumed that a short transition time will be required to achieve stabilization of individual phases of development. While the findings below represent the recurring impacts of the proposed project at full build-out, the level of on-site employment and revenues accruing to taxing entities will be driven by the phasing of project components over time and in response to market opportunities. Initial revenues from property operations at the site are expected to occur as soon as 2014.

- Total on-site employment is estimated at 585 full-time equivalent jobs, with the largest number of jobs attributable to ongoing operations at the hotel/spa. As with employment during construction, on-site operations will also generate indirect employment (e.g. those establishments providing goods and services to the on-site facilities). Total indirect and induced employment is estimated at an additional 227. Total wages for both direct and indirect and induced employment are estimated at approximately $35.5 million.

- At this time, it is assumed that all of the components of the mixed-use development will be subject to city, county, and school district property tax. The market value estimates for the proposed project components reflect current operating income parameters (rents and average sales for for-sale units) for similar or comparable properties in the region. Based on an analysis of achievable market value, annual property tax revenues are estimated at $3.6 million for the City of Glen Cove, $939,000 million for Nassau County, and nearly $6.4 million for the Glen Cove School District.

- On-site retail sales (including sales at the spa and catering/conference facility) result in an estimated $1.6 million in annual sales tax revenues. Additionally, sales and hotel occupancy taxes will be generated as a result of operations at the proposed hotel/spa. Estimated gross room revenue at the 250-suite hotel is estimated at approximately $14.5 million, generating an annual $1.7 million in sales and hotel occupancy tax revenues (Nassau County imposes an additional 3% hotel occupancy tax).

- Total annual retail spending in Nassau County attributable to the new residents is estimated at $9.9 million, generating approximately $852,000 in annual sales tax revenues. Additionally, the County and MTA will benefit from mortgage recording fees collected as a result of turnover of the condominium units. The annual mortgage recording fee is estimated at approximately $222,000 million of which just over 70% would accrue to Nassau County.

Municipal Service Costs

As described in the DEIS (Chapter III.K), the per capita average municipal service cost supported by the tax levy is approximately $976. The project, as revised in the FEIS Modified Plan, is estimated to generate a new population of approximately 1,904 persons compared to 1,844 for the DEIS Plan (see below). Applying the average per capita cost as described in the DEIS to project-generated population would result in a total municipal service cost of approximately $1,858,304. This is significantly less than the $3,591,297 in City property tax projected to be generated by the project, resulting in a net annual fiscal surplus of approximately $1.7 million for the City.

The Economic and Fiscal Impact Analysis also considered the potential revenue generation under the modified bedroom mix and modified tenure scenarios. The scenario

with a greater share of condominiums would result in higher annual property tax revenues (approximately $3.9 million for the City of Glen Cove and $6.9 million for the School District.) Property tax generation for the modified bedroom mix scenario remained comparable to the Proposed Action. The total municipal cost to serve the anticipated population of 2,009 from the modified bedroom mix scenario would be approximately $1,960,784. The modified tenure scenario would have an estimated population of 1,845 and service cost of $1,800,720. Both scenarios would continue to result in significant positive fiscal impacts, with net fiscal benefits for the City of Glen Cove ranging from approximately $1.6 million to $2.1 million annually.

Demographics

The modification of the rental/ownership mix proposed in the FEIS Plan would result in a minor change in anticipated overall population, as indicated in the table below. The FEIS Plan would increase project population by approximately 60 residents compared to the DEIS Plan. The total overall population from the FEIS Plan would represent an increase of approximately 7% of the City's reported 2010 population of 26,964.

Table I-14
Estimate of New Housing Occupants:
FEIS Proposed Action

Unit Types		Total Persons Multiplier	Est. of Total Persons
271 Condominium Units			
1 Bedroom	68	1.77	121
2 Bedroom	135	1.88	254
3 Bedroom	68	3	204
Sub total	271		**579**
503 Rental Units			
1 Bedroom	176	1.67	294
2 Bedroom	252	2.31	583
3 Bedroom	75	3.81	286
Sub total	503		**1163**
86 Workforce Units			
Owner/workforce			
1 Bedroom	4	1.86	8
2 Bedroom	26	1.88	49
Rental/Workforce			
1 Bedroom	8	1.86	15
2 Bedroom	48	1.88	90
Sub total	86		**162**
TOTAL EST.	**860**		**1904 persons**

Source: Residential Demographic Multipliers – Estimates of the Occupants of New Housing, New York-All Persons in Unit: Total Persons and Persons by Age, Rutgers University, Center for Urban Policy Research, June 2006.

Note: The following assumptions have been made: one-bedroom condominium units will have a value of more than $269,500; two-bedroom condominium unit will have a value greater than $329,500; three-bedroom condominium units were based on "all values; one-bedroom rental units will have a rent value of more than $1,000; two-bedroom rental units will have a rent value of more than $1,100; three-bedroom rental units will have a rent value of more than $1,250. Workforce units were assumed to be townhome units clustered in groups of five or more and "all values" multipliers were applied as the potential values had not been calculated.

The following tables examine the potential for changes in demographic impact resulting from possible minor variations in bedroom mix and the proportion of rental/ownership units for the FEIS Proposed Action that could occur over time as the detailed site plans are prepared and developed.

Table I-15
Estimate of New Housing Occupants:
FEIS Proposed Action - Modified Bedroom Mix Scenario

Unit Types		Total Persons Multiplier	Est. of Total Persons
271 Condominium Units			
1 Bedroom	63	1.77	112
2 Bedroom	127	1.88	239
3 Bedroom	81	3	243
Sub total			593
503 Rental Units			
1 Bedroom	166	1.67	277
2 Bedroom	236	2.31	545
3 Bedroom	101	3.81	385
Sub total			1207
31 Condo Workforce Units			
1 Bedroom	5	1.86	9
2 Bedroom	21	1.88	39
3 Bedroom	5	3	15
Sub total			64
55 Rental Workforce Units			
1 Bedroom	8	1.66	13
2 Bedroom	39	2.51	98
3 Bedroom	8	4.2	34
Sub total			145
TOTAL EST.			2009

Table I-16
Estimate of New Housing Occupants:
FEIS Proposed Action - Modified Tenure Scenario

Unit Types		Total Persons Multiplier	Est. of Total Persons
594 Condominium Units			
1 Bedroom	148	1.77	262
2 Bedroom	297	1.88	558
3 Bedroom	149	3	447
Sub total			1267
180 Rental Units			
1 Bedroom	63	1.67	105
2 Bedroom	90	2.31	208
3 Bedroom	27	3.81	103
Sub total			416
86 Condo Workforce Units			
1 Bedroom	13	1.86	24
2 Bedroom	73	1.88	137
Sub total			161
TOTAL EST.			1845

As seen in the above tables, the increased three-bedroom scenario would increase the expected population generation by approximately 105 residents, to a total population of 2,009. This would represent an increase in the City's population of approximately 7.5%. The modified tenure scenario would reduce the population compared to the FEIS Proposed Action, resulting in a total population of approximately 1,845.

Aesthetics

The FEIS Plan would result in decreased building heights in the core of the western portion of the site as compared to the DEIS plan. This would allow for expanded view corridors to, and additional visibility of, Garvies Point Preserve to the north of the project site from vantage points on the south side of the Glen Cove Creek. As with the DEIS Plan, all buildings would still be below the treetop elevation of the ridge at Garvies Point Preserve.

The DEIS provided extensive visualizations, including cross sections and photo simulations, as tools for understanding the comprehensive nature of the proposed

development, its visual character, and relationship to its surroundings, including Garvies Point Preserve. A comparable set of figures have been prepared for this FEIS to illustrate potential visual impact with the proposed plan modifications (see Exhibits I-10 through I-16 for diagrams of building height, views toward the Garvies Point Preserve, before and after visual simulations from various viewpoints and shadow studies).

Analysis of Potential Variation in Height and Massing

The project evaluated in the DEIS (the "DEIS Plan") included the same 860-unit residential density as the FEIS Plan, but a generally higher building profile, with building heights that ranged up to 10 and 12 stories on the west and up to 6 and 8 stories on the east. The supporting visual analysis included view study diagrams, a series of view simulations, and shadow studies. As described above, based on comments received from the public, issues raised by the Planning Board during the DEIS review process, and the Applicant's evaluation of evolving market conditions, several modifications have been made to the Proposed Action presented in this FEIS. One of the changes was a change in construction type for certain buildings, which resulted in a corresponding reduction in building heights in those blocks.

As described above, during the process of refining the FEIS Plan, the IDA/CDA recognized the necessity of permitting a degree of flexibility for a Master Plan PUD that will likely be developed in several phases over a multi-year development period. In addition to flexibility in the residential mix, the IDA/CDA also considered the value of allowing for flexibility in the height and number of stories of individual buildings, provided that the aggregate residential gross square footage remains the same and that no individual building would exceed the heights set forth in the DEIS Plan or the FEIS Plan.

In order to assess the potential visual impacts from possible variations in building height that may occur over the build-out period, an additional series of view diagrams, view simulations, and shadow studies has been prepared for an "intermediate" scenario with an average height that is lower than the DEIS Plan, but higher than the FEIS Plan. This scenario depicts a configuration with building elements of varying heights ranging from 4 to 8 stories on the east parcel and from 4 to 12 stories on the west parcel. See Exhibits I-21 and I-22 for a comparison of the three height scenarios on the east and west parcels.

Under all three massing scenarios (the DEIS Plan, the FEIS Plan, and the intermediate scenario), while new components would be introduced to a largely vacant project site and change the visual character of the waterfront, the proposed project would maintain view corridors in between and above the proposed buildings and along the creek, allowing views to remain unobstructed towards and from the creek, as well as towards and from Garvies Point Preserve. In addition, the building heights under all scenarios would remain below the height of the Garvies Point Preserve treeline. As illustrated through the comparative view simulations, while there are variations in building heights between the three scenarios, the overall visual impact and visual character of the project remains generally comparable among all scenarios. Similarly, the comparative shadow studies indicate that there is no appreciable difference in the effect on nearby residential neighborhoods, Garvies Point Preserve, or the waterfront. The view corridor diagrams

also illustrate that suitable visual corridors between Garvies Point Preserve and the waterfront would be provided under each scenario.

Cultural Resources

The FEIS plan modifications do not change the overall areas of disturbance associated with the project. Therefore, the Modified Plan would not cause any different potential impacts to historic or archaeological resources than the DEIS Plan.

Construction Impacts

The overall quantity and mix of uses remains the same as the DEIS Plan. As a result, the construction activities, potential sequencing, and potential impacts would be essentially the same as described in the DEIS.

Adjacent Incompatible Uses

The Glen Isle project represents the latest and most significant phase of the redevelopment of the Glen Cove Creek waterfront that was initiated by the City many years ago as part of its efforts to revitalize the waterfront and improve environmental and economic conditions along the waterfront. Several studies, including the 2009 Master Plan for the City of Glen Cove and the Garvies Point Urban Renewal Plan, encourage the elimination of non-maritime and industrial uses that generate pollution or create additional brownfields, or are incompatible with the mix of recreational, residential and commercial uses that are proposed along the north and south sides of the creek.

Among those incompatible uses is the Rason Asphalt plant located on the south side of Glen Cove Creek, adjacent to Maccarone Memorial Stadium. Although currently not part of the subject redevelopment or the project site, the asphalt plant is an industrial use that conflicts with the City's vision for the waterfront, which may lead the City to condemn or otherwise acquire the asphalt plant property and convert it to a public recreational use that is more compatible with its plans for the waterfront. For instance, as described in the 2009 Master Plan for the City of Glen Cove, the City's vision is to enlarge and improve the City-owned recreation facilities at Maccarone Memorial Stadium. This may include acquisition of the asphalt plant for park expansion. The Master Plan also calls for landscaping and enhancement of the water's edge with an esplanade connecting the Stadium and Pratt Park.

The asphalt plant is also inconsistent with the Garvies Point Urban Renewal Plan, which identifies the site for public park, recreation and community facilities. The Garvies Point Urban Renewal Area Study indicates that the plant contributes a blighting influence that limits the potential to develop a mix of appropriate land uses within the Urban Renewal Area. "The asphalt plant, with its history of noxious emissions such as visible smoke and odors, is inconsistent and incompatible with the objectives of the Plan. In addition, the asphalt plant has been a non-conforming use for approximately 25 years…" (page 3). A continued, significant industrial presence at the asphalt plant site would also be

inconsistent and incompatible with the proposed mixed-use redevelopment on the north side of the Glen Cove Creek conceived as part of the PUD that is the subject of this FEIS.

According to the Garvies Point Urban Renewal Plan, "acquisitions may be found appropriate to achieve the elimination of blighting influences or uses that are inconsistent or incompatible with those provided for in this Plan…" The City's IDA and CDA could determine to exercise their power of eminent domain to acquire such privately owned property (subject to the requisite legal findings, determinations and requirements of the Eminent Domain Procedure Law.) The Eminent Domain Procedure Law provides for a uniform condemnation process throughout New York State. The provisions of the law are detailed in the DEIS, Section II.D.

The potential impacts of the removal of the asphalt plant and its redevelopment with a City park use as described in the City's Master Plan are considered below.

Impact Analyses

Soils and Topography

The asphalt plant site is currently developed and has been extensively disturbed and altered over the years. Therefore, redevelopment of the site for public park purposes would not be anticipated to result in significant adverse impacts to soils or topography. Typical erosion and sediment control measures would be expected to be implemented during construction to prevent off-site transport of sediment.

Subsurface Environmental Conditions

As a long term industrial use, the asphalt plant site might be subject to some degree of subsurface environmental contamination. If the property were to be redeveloped as parkland, any necessary remediation of the property would be undertaken and appropriate institutional and engineering controls would be employed to prepare the property for its intended use and to ensure that no health risks to the public would occur.

Water Resources

The asphalt plant is an intense industrial use whose manufacturing and transporting activities are assumed to contribute some level of petroleum products, chemicals, particulate matter, sediment and other pollutants into the surrounding ecology, including Glen Cove Creek. Redevelopment with park facilities would remove these conditions from the waterfront. Redevelopment would also be likely to reduce the amount of impervious surfaces on site and would be subject to contemporary stormwater management standards, which would improve the quantity/quality of runoff from the site and into Glen Cove Creek. This would be expected to result in a positive impact on water resources.

Ecology

The asphalt plant is an intense industrial use whose manufacturing and transporting activities are assumed to contribute some level of petroleum products, chemicals, particulate matter, sediment and other pollutants into the surrounding ecology, including

Glen Cove Creek. Redevelopment with park facilities would remove these conditions from the waterfront. This would be expected to result in a positive impact on the local ecology.

Land Use, Zoning and Public Policy

As described above, the asphalt plant is a non-conforming use in its zoning district. It is also inconsistent with the City's land use policies as expressed in its Master Plan and the Garvies Point Urban Renewal Plan. Redevelopment of the site for a public park purpose would advance the objectives of the Master Plan and bring the property into conformance with its zoning. It would also be more compatible with the existing recreational use at the adjacent Maccarone Memorial Stadium. This would be expected to result in a positive impact in terms of land use, zoning and public policy.

Transportation

The asphalt plant is an industrial use that involves trucking and barge activity for the delivery of product. As a commercial facility, most site-generated traffic would occur during weekdays. A potential public park facility would likely not involve significant truck activity. It would, however, be anticipated to draw additional vehicular traffic. Vehicular activity for park facilities would be expected to be most active during weekends. Therefore, redevelopment would have the potential to shift the type and timing of site-generated traffic activity. However, the new park facilities would be adjacent to existing facilities and would likely draw a large proportion of visitors from people who already make trips to the area. In addition, redevelopment would enhance the potential for creating a linked public park network, which would allow for additional pedestrian and bicycle access. As a result, redevelopment would not be expected to result in a significant adverse impact on traffic conditions.

Air Quality

As noted on page 146 of the Master Plan, "the Rason Asphalt plan is, in particular, a major source of air pollution." Redevelopment with a public park use would eliminate a significant air pollution source, one that is currently adjacent to a public recreational facility. A new park facility would not be anticipated to include a significant stationary air pollution source. Therefore, a positive impact on air quality would be expected.

Noise

The asphalt plant's industrial processes generate noise. As noted in the DEIS, the noise monitoring analysis indicated that the asphalt plant is a dominant noise source component of the local noise environment. A park facility would not be expected to be a significant noise generator, with noise generating activities limited to intermittent activities or special events. Therefore, the redevelopment of the site would be expected to reduce noise levels.

Community Facilities and Services

The asphalt plant currently generates limited demand for community facilities or services. However, it inhibits public access to the waterfront and limits the ability to provide a network of linked public parkland along the waterfront as envisioned by the Master Plan.

Redevelopment of the site with a City park facility would allow for a substantial increase in the quantity and quality of recreational opportunities that could be provided to the residents of Glen Cove. This would result in an improvement to the City's community facilities and services.

Utilities

The asphalt plant site is served by existing utilities. It is expected that a park facility would generate a lower demand for utility service than an industrial use. Therefore, no significant adverse impacts from redevelopment would be expected.

Economics

The Glen Cove Assessment Department reports that the asphalt plant generated total annual property tax revenue of $83,600 in 2009 (approximately $76,400 in City, School and Library taxes and $7,200 in County taxes.) The acquisition of the site for City park facilities would result in the loss of this revenue. Removal of the plant would also result in the loss of existing employment at the site. However, redevelopment of the site for a park use would eliminate a blighting influence from the waterfront, which could help facilitate redevelopment of nearby properties with a mix of higher value uses that would generate additional sustainable economic activity, employment and property tax generation.

Demographics

The asphalt plant is an industrial use and does not include or generate a residential population. Park facilities similarly would not generate a residential population. Therefore, no direct changes related to demographics would be expected.

Aesthetics

The asphalt plant property consists of a variety of large pieces of equipment that are visually prominent on the waterfront. The heavy industrial nature of the property and related materials storage also contribute to a negative visual quality that, as documented in the Urban Renewal Area Study, exerts a blighting influence on the neighborhood. Also, it is noted in the residential market study provided by The Weitzman Group that the facility is a significant impediment to the marketing of the Glen Cove Creek Redevelopment. Its replacement with a City park facility would be expected to result in a significant improvement in visual quality.

Cultural Resources

The asphalt plant is an existing facility in a fully developed urban area. Its reuse is not anticipated to result in any adverse impacts on historic or archaeological resources.

Construction Impacts

Redevelopment of the asphalt plant site would necessitate demolition and construction activities. This would generate typical construction impacts such as fugitive dust, temporary construction noise and construction traffic. Typical construction management practices would be employed to minimize these effects.

In the event that the City opts to proceed with the acquisition of the asphalt plant property, and depending on the nature of its proposed use and the scope of development (both of which are unknown at this time), further environmental review may be necessary.

E. ALTERNATIVES

The DEIS studied a series of five alternatives to the DEIS Plan. Based on comments from the Planning Board and the refinement of the conceptual plan in coordination with the City's IDA/CDA, additional alternatives to the Proposed Action have been developed and are studied below. These include:

1. DEIS Proposed Action (860 units)
2. 1,085 Residential Dwelling Units/125 Room Hotel
3. No Hotel / 1,110 Units

FEIS Alternative 1: DEIS Plan

With the advancement of the modified plan presented in this FEIS ("Modified Plan or FEIS Plan") as the Proposed Action, the 860 unit plan previously studied in the DEIS is now being considered as an alternative. The analysis included in the DEIS is hereby incorporated into this FEIS.

FEIS Alternative 2: 1,085 Residential Dwelling Units/125 Room Hotel

Description

Among the alternatives studied in the DEIS was a Maximum Build-Out Alternative (DEIS Alternative E) that contemplated a scenario that applied the maximum residential density permissible in the MW-3 District (20 units per acre). The Maximum Build-Out Alternative would result in a project containing 1,120 residential dwelling units, as well as the 250-unit hotel and the retail, marine, and office use components of the Proposed Action. During the process of refining the Proposed Action with the IDA/CDA, an additional alternative was considered that includes a lower residential density than the Maximum Build-Out. This new alternative contemplates a project with 1,085 residential dwelling units and a reduction in the number of hotel units to 125 suites. Besides an according reduction in the size of the hotel building, there would be no change in the overall aggregate gross square footage or footprint in comparison with the FEIS Proposed Action (i.e., building mass would remain generally the same.) Individual unit sizes would be adjusted to ensure that the aggregate gross square footage would remain the same, despite having more residential units. See Table I-18 for a Development Program Summary of this Alternative.

As with the Proposed Action, this alternative would be a Master Plan PUD project where flexibility would be warranted in order to accommodate adjustments to certain parcels that are

likely to occur as the detailed site plans are prepared over the course of the build-out. To assess the potential for impacts related to various degrees of variation, flexibility scenarios similar to those presented above for the Proposed Action illustrating potential modifications in bedroom mix and tenure have also been prepared for this alternative. Potential impacts of this 1,085 Residential Dwelling Unit Alternative are described below on pages I-58 through I-71.

Table I-17
FEIS Alternative 2 Flexibility Scenarios

Modified Bedroom Mix Scenario
(35% Owner/65% rental)
Total Units 1,085

Condominium	**342**	**35%**
1br	80	23%
2br	159	47%
3br	103	30%
Rental	**635**	**65%**
1br	209	33%
2br	299	47%
3br	127	20%
Workforce	**109**	
Condominium	**35%**	
1br	5	15%
2br	27	70%
3 br	6	15%
Rental	**65%**	
1br	11	15%
2br	49	70%
3br	11	15%
Hotel	125	

Modified Tenure Scenario (DEIS Plan)
(79% owner/21% rental)
Total Units 1,085

Condominium	**771**	**69%**
1br	193	25%
2br	385	50%
3br	193	25%
Rental	**205**	**21%**
1br	72	35%
2br	102	50%
3br	31	15%
Workforce	**109**	**10%**
Condominium	**79%**	
1br	13	15%
2br	73	85%
Rental	**21%**	
1br	3	15%
2br	20	85%
Hotel	125	

GLEN COVE WATERFRONT REDEVELOPMENT

Table I-18 *Development Program for Alternative 2 -- PROPOSED*

	Height (Floors)	Residential Units	Hotel Units	Total GSF	Average GSF	Average NSF	Marina Boat Slips	Parking Spaces	Parking/Support GSF	TOTAL GSF	*Notes*
WEST PARCEL											
Restaurant at Point	2			5,000				87		5,000	*Parking provided in Block A.*
Block A: Condominium Units											
Condo Units	up to 12	74		209,620	2,840	2,272		186			
Townhouse / Duplex Units	4	25		75,620	3,000	2,700		57			
Subtotal Block A	*12*	*99*		***285,240***				***330***	*135,000*	420,240	*12-story building with 5 levels of parking (4 above grade with duplex liner units, one below grade), concrete construction.*
Block B1: Condominium Units											
Condo Units	4	80		223,000	2,800	2,240		170			
Liner Units	1	3		10,080	3,000	2,700		7			
Subtotal Block B1	*4+1 below*	*83*		***233,080***				***177***	*67,000*	300,080	*4-story building over 1 level of parking (below grade), liner units facing water, wood construction.*
Block B2: Condominium Units											
Condo Units	4	84		236,380	2,800	2,240		160			
Liner Units	1	5		15,120	3,000	2,700		9			
Subtotal Block B2	*4+1 below*	*89*		***251,500***				***169***	*63,000*	314,500	*4-story building over 1 level of parking (below grade), liner units facing water, wood construction.*
Block C: Hotel / Residential											
Hotel Units	up to 12		125	249,460		0	15	813			*of House.*
Condo Units		71		198,800	2,800	2,240					
Subtotal Block C	*up to 12*	*71*	*125*	*448,260*			*15*	***813***	*260,470*	708,730	
SUBTOTAL WEST PARCEL		***342***	***125***	***1,223,080***			***15***	***1,489***	***525,470***	***1,748,550***	***WEST TOTAL GSF***
										1,223,080	***WEST TOTAL GSF WITHOUT PARKING***
EAST PARCEL											
Block D: Office											
Office	6			50,000				250			
Subtotal Block D	*6*			*50,000*				*250*	*102,960*	152,960	
Block E: Rental Units			191								
Rental Units	4+1.5 below	201		251,300	1,250	1,063		370			
Liner Units	2	12		17,360	1,500	1,275		16			
Subtotal Rental Units	*5*	*213*		***268,660***				*386*	*142,000*	410,660	*4-story building over 1 level of parking (below grade), wood construction.*
Block F: Workforce Units											
Workforce Condo Units	up to 4	14		17,038	1,250	1,063					
Workforce rental Units	up to 4	25		31,642	1,250	1,063		80	10,600	59,280	
Block G: Workforce Units											
Workforce Condo Units	up to 4	16		20,006	1,250	1,063					
Workforce Rental Units	up to 4	31		37,154	1,250	1,063		71	14,730	71,890	
Subtotal Workforce Housing	*up to 4*	*86*		***105,840***				*151*	*25,330*	131,170	*Structured parking SF shown as individual unit garages, surface parking SF not shown.*
Block H: Rental Units											
Rental Units	4+1.5 below	195		243,700	1,250	1,063		358			
Liner Units	1	8		11,400	1,500	1,275		12			
Subtotal Block H	*5*	*203*		***255,100***				*370*	*135,000*	390,100	*4-story building over 1 level of parking (below grade), wood construction.*
Block I: Rental Units											
Rental Units	4+1.5 below	210		262,850	1,250	1,063		241			
Liner Units	1	8		11,400	1,500	1,275		12			
Subtotal Block I	*5*	*218*		***274,250***				*253*	*71,000*	345,250	*4-story building over 1 level of parking (below grade), wood construction.*
Block J: Commercial/Cultural											
Workforce Condo Units	2	8		10,000	1,250						
Workforce Rental Units	2	15		18,750	1,250	1,063		38			
Retail	1			20,000			70	61			*Surface parking provided, SF not shown.*
Subtotal Block J	*2*	*23*		***48,750***			*70*	*99*		136,730	
SUBTOTAL EAST PARCEL		***743***		***1,002,600***			***70***	***1,509***	***476,290***	***1,478,890***	***EAST TOTAL GSF***
										1,002,600	***EAST TOTAL GSF WITHOUT PARKING***
Accessible Open Space											*Accessible Open Space provided accounts for approximately 35% of project area.*
PROJECT-WIDE TOTALS		***1,085***	***125***	***2,225,680***			***85***	***2,998***	***1,001,760***	***3,227,440***	***PROJECT TOTAL GSF***
										2,225,680	***PROJECT TOTAL GSF WITHOUT PARKING***

Notes

1. Areas rounded to nearest 5 SF (GSF, not NSF)

2. Gross to Net SF calculated by applying efficiency factors:

Condo	*80%*
Rental and Workforce	*85%*
Luxury Suite Hotel	*55%*

	Market Rate	Workforce	Total Count	
Rental	634	71	705	*65%*
Condo	342	38	380	*35%*
Total	976	109	**1,085**	100%
	90%	*10%*	100%	

GLEN COVE WATERFRONT REDEVELOPMENT

Table I-18A Development Program for Alternative 2 -- COMPARISON TO DEIS (See Note 3 below)

	Height (Floors)	Residential Units	Hotel Units	Total GSF	Average GSF	Average NSF	Marina Boat Slips	Parking Spaces	Parking/Support GSF	TOTAL GSF	*Notes*
WEST PARCEL											
Restaurant at Point	2 (2)			5000 (5,000)				87 (79)		5000 (5,000)	*Parking provided in Block A.*
Block A: Condominium Units											
Condo Units	up to 12 (up to 12)	73 (218)		209620 (474,980)	2840 (2,180)	2272 (1,800)		186 (454)			
Townhouse / Duplex Units	4 (4)	25 (NA)		75620 (77,140)	3000 (2,410)	2700 (2,000)		57 (64)			
Subtotal Block A	*12*	*99. (250)*		***285240 (552,120)***				***330 (597)***	*135000 (206,770)*	420240 (758,890)	*12-story building with 5 levels of parking (4 above grade with duplex liner units, one below grade), concrete construction.*
Block B1: Condominium Units											
Condo Units	4 (up to 12)	79 (212)		223000 (473,780)	2800 (2,230)	2240 (1,850)		170 (425)			
Liner Units	1 (4)	3 (38)		10080 (95,590)	3000 (2,520)	2700 (2,090)		7 (76)			
Subtotal Block B1	*4+1 below*	*83 (250)*		***233080 (569,370)***				***177 (501)***	*67000 (176,530)*	300080 (745,900)	*4-story building over 1 level of parking (below grade), liner units facing water, wood construction.*
Block B2: Condominium Units											
Condo Units	4 (NA)	84 (NA)		236380 (NA)	2800 (NA)	2240 (NA)		160 (NA)			
Liner Units	1 (NA)	5 (NA)		15120 (NA)	3000 (NA)	2700 (NA)		9 (NA)			
Subtotal Block B2	*4+1 below*	*89 (NA)*		***251500 (NA)***				***169 (NA)***	*63000 (NA)*	314500 (NA)	*4-story building over 1 level of parking (below grade), liner units facing water, wood construction.*
Block C: Hotel / Residential											
Hotel Units	up to 12 (up to 12)		125 (250)	249460 (448,260)		0	15	813 (813)			*of House.*
Condo Units		71 (NA)		198800 (448,260)	2800 (NA)	2240 (NA)					
Subtotal Block C	*up to 12*	*71 (NA)*	*125 (250)*	*448260 (448,260)*			*15*	***813 (813)***	*260470 (260,470)*	708730 (708,730)	
SUBTOTAL WEST PARCEL		***342 (500)***	***125 (250)***	***1223080 (1,574,750)***			***15***	***1489 (1,911)***	***525470 (643,770)***	***1748550 (2,218,520)***	***WEST TOTAL GSF***
										1223080 (1,574,750)	***WEST TOTAL GSF WITHOUT PARKING***
EAST PARCEL											
Block D: Office											
Office	6 (6)			50000 (50,000)				250 (274)			
Subtotal Block D	*6*			*50000 (50,000)*				*250 (274)*	*102960 (102,960)*	152960 (152,960)	
Block E: Rental Units											
Rental Units	4+1.5 below (6)	201 (91)		251300 (134,080)	1250 (1,470)	1063 (1,220)		370 (214)			
Liner Units	2	12 (NA)		17360 (NA)	1500 (NA)	1275 (NA)		16 (NA)			
Subtotal Rental Units	*5*	*213 (91)*		***268660 (134,080)***				*386 (214)*	*142000 (99,780)*	410660 (233,860)	*4-story building over 1 level of parking (below grade), wood construction.*
Block F: Workforce Units											
Workforce Condo Units	up to 4 (up to 4)	14 (39)		17038 (48,680)	1250 (1,250)	1063 (1,040)					
Workforce rental Units	up to 4 (NA)	25 (NA)		31642 (NA)	1250 (NA)	1063 (NA)		80 (101)	10600 (10,600)	59280 (59,280)	
Block G: Workforce Units											
Workforce Condo Units	up to 4 (up to 4)	16 (47)		20006 (57,160)	1250 (1,220)	1063 (1,010)					
Workforce Rental Units	up to 4 (NA)	31 (NA)		37154 (NA)	1250 (NA)	1063 (NA)		71 (71)	14730 (14,730)	71890 (71,890)	
Subtotal Workforce Housing	*up to 4*	*86 (86)*		***105840 (105,840)***				*151 (172)*	*25330 (25,330)*	131170 (131,170)	*Structured parking SF shown as individual unit garages, surface parking SF not shown.*
Block H: Rental Units											
Rental Units	4+1.5 below (6)	195 (89)		243700 (132,360)	1250 (1,490)	1063 (1,240)		358 (200)			
Liner Units	1	8 (NA)		11400 (NA)	1500 (NA)	1275 (NA)		12 (NA)			
Subtotal Block I	*5*	*203 (89)*		***255100 (132,360)***				*370*	*135000 (73,880)*	390100 (206,240)	*4-story building over 1 level of parking (below grade), wood construction.*
Block I: Rental Units (Condominium)											
Rental Units	4+1.5 below (7)	210 (82)		262850 (179,710)	1250 (2,190)	1063 (1,820)		241 (165)			
Liner Units	1	8 (12)		11400 (29,040)	1500 (2,420)	1275 (2,010)		12 (24)			
Subtotal Block I	*5*	*218 (94)*		***274250 (208,650)***				*253 (189)*	*71000 (66,660)*	345250 (275,310)	*4-story building over 1 level of parking (below grade), wood construction.*
Block J: Commercial/Cultural											
Workforce Condo Units	2	8 (NA)		10,000	1250 (NA)						
Workforce Rental Units	2	15 (NA)		18,750	1250 (NA)	1063 (NA)		38			
Retail	1 (up to 2)			20000 (20000)			70 (70)	61 (58)			*Surface parking provided, SF not shown.*
Subtotal Block J	*2*	*23 (NA)*		***48750 (20,000)***			*70 (70)*	*99 (58)*		136730 (20,000)	
SUBTOTAL EAST PARCEL		***743 (360)***		***1002600 (650,930)***			***70 (70)***	***1509 (1,107)***	***476290 (368,610)***	***1478890 (1,019,540)***	***EAST TOTAL GSF***
										1002600 (650,930)	***EAST TOTAL GSF WITHOUT PARKING***
Accessible Open Space											*Accessible Open Space provided accounts for approximately 35% of project area.*
PROJECT-WIDE TOTALS		***1085 (860)***	***125 (250)***	***2225680 (2,225,680)***			***85 (85)***	***2998 (3,018)***	***1001760 (1,012,380)***	***3227440 (3,238,060)***	***PROJECT TOTAL GSF***
										2225680 (2,225,680)	***PROJECT TOTAL GSF WITHOUT PARKING***

Notes

1. Areas rounded to nearest 5 SF (GSF, not NSF)

2. Gross to Net SF calculated by applying efficiency factors:

Condo	*80%*
Rental and Workforce	*85%*
Luxury Suite Hotel	*55%*

	Market Rate	Workforce	Total Count	
Rental	634 (180)	71(0)	705 (180)	*65% (21%)*
Condo	342 (594)	38 (86)	380 (680)	*35% (79%)*
Total	976 (774)	109 (86)	**1085 (860)**	100% (100%)
	90% (90%)	*10.% (10%)*	100% (100%)	

3. For comparison purposes, the corresponding figures from the DEIS Development Program, where applicable, are provided in parentheses.

Potential Impacts Discussion

Soils and Topography

Since this alternative would have the same footprint and the overall limit of disturbance would not change, the potential impacts to soils and topography would be the same as disclosed for the FEIS Proposed Action.

Subsurface Environmental Conditions

Since this alternative would have the same area of disturbance and would not introduce a new type of proposed use, potential impacts related to subsurface environmental conditions would be the same as for the FEIS Proposed Action.

Water Resources

Since the overall limit of disturbance would not change, the potential impacts to wetlands would be the same as for the proposed project. Similarly, this alternative would require installation of a comparable stormwater management system to handle the same quantity of impervious surfaces as the FEIS Proposed Action.

Ecology

The overall limit of disturbance, building mass, and proposed restoration and mitigation measures would not change. Therefore, the impacts on ecological resources would be similar to those identified for the FEIS Proposed Action.

Land Use

As with the Proposed Action, this alternative would eliminate blighting conditions on the project site and provide opportunities for the public to reconnect to the waterfront. It would continue to result in redevelopment of the site as a mixed-use, transit-oriented neighborhood that would advance the various planning goals identified in related public policy documents.

Since there would be no change in the building footprints or massing, there would be no change in the relationship of the project to the MW-3 District's dimensional criteria. The proposed residential density, while greater than the proposed action, would remain below the MW-3 Districts maximum permissible density for this site (1,120 units).

Transportation

Traffic

In addition to the new proposed action, Alternative 2, consisting of 1085 residential units with 65% rental/35% ownership ratio and a reduction in the number of hotel suites from 250 to 125 has also been evaluated. As with the new proposed action, the number of trips generated by this alternative was calculated and the results included in Table U-3. The

difference between Alternative 2 and the new proposed action is an increase of approximately 3% in the morning peak, an increase of 3.5% in the afternoon peak and a decrease of approximately 1% during the Saturday peak. The same key intersections were also reanalyzed with the Alternative 2 trip volumes and the results of the analyses are shown in Tables U-4A, U-4B, and U-4C. As with the proposed new action, the only change in LOS occurs at the intersection of Charles Street and Herb Hill Road where the Saturday LOS goes from B to C due to an increase in delay time of less than 1 second which as noted above is imperceptible.

As was done in the DEIS, the new proposed action and the new Alternative 2 were analyzed to determine the cumulative impact of development of the subject site and the full Build-out of the MW-3 zone. The analysis results for the MW-3 full Build-out scenario are depicted in Tables U-7A (AM), U-7B (PM) and U-7C (Saturday). These results reveal that there are no significant changes in LOS or delay when comparing the full Build-out of the previous proposed action to the new proposed action and Alternative 2. In fact the only difference occurs at the intersection of Glen Cove Avenue and Charles Street where the morning and Saturday LOS goes from B to C due to a corresponding increase of just over 2 seconds in the morning and less than 1 second on Saturday, both of which are insignificant. The results of the roundabout analyses for the MW-3 full Build-out scenario are contained in Tables U-8A (AM), U-8B (PM) and U-8C (Saturday).

Analyses of the recommended mitigation measures for the full Build-out scenario, as applicable, were also performed and the results can be found in Tables U-9A (AM), U-9B (PM) and U-9C (Saturday). The findings are consistent with those presented in the DEIS. Therefore, no additional mitigation is warranted or recommended.

Parking

The shared parking study included in the Appendix was also updated to evaluate this 1,085unit/125 room hotel alternative. As with the Proposed Action, certain blocks would not meet the code parking requirements. However, as discussed above, the Applicant maintains that the available research and industry standards suggest that the code parking ratios are overly high. Using the industry standards Urban Land Institute recommendations, the Applicant maintains that the planned parking supply would be adequate on all blocks individually except for Block I. Because Block I is at the water's edge, building up higher or down lower to provide the additional parking is not viable. However, given that this is a shared use district, it is reasonable to provide parking on adjacent sites that have short walking distances. Blocks E and H are planned with surpluses to accommodate residents of Block I who have second cars. Additionally, there may be opportunities to increase the parking supply on Block I through the use of tandem stalls. As discussed above, the Planning Board is authorized to vary the code requirements when determining the appropriate level of off-street parking for PUD projects in the MW-3 District. It is suggested that the Planning Board make a finding regarding its required parking supply based on current industry research, which supports lower ratios for mixed-use residential than the 2.0 per unit required by the code. At the time of site plan approval, when building construction designs are completed and the unit and parking counts by block are finalized, it may be necessary and appropriate for the

Planning Board to vary the minimum requirements for individual blocks in accordance with the conclusions of the parking study and the Findings Statement that will be issued by the Planning Board at the conclusion of the SEQRA process.

Air Quality

A screening analysis for this 1,085 unit alternative was prepared and included in the updated Air Quality analysis included in this FEIS Appendix. Based on the Volume Threshold Screening, the project-related traffic volumes at the studied intersections would be below the volume threshold criteria. Therefore, a detailed CO micro-scale air quality modeling analysis was not warranted.

Noise

Using the methodology described in the DEIS, Build Alternative (1085 unit alternative) noise levels were calculated at four sites (1, 2, 3 and 4) for the 2016 analysis year. These Build Alternative (1085 unit alternative) values are shown in the table below. The proportional model was used to calculate noise levels at Sites 1, 2 and 3. The TNM was used to calculate noise levels at Site 4.

In 2016, the maximum increase in $L_{eq(1)}$ noise levels at Site 1 when comparing the Build Alternative (1085 unit alternative) noise levels to the No Action noise levels, would be 1.2 dBA. This would occur during the weekday PM peak hour. A change of this magnitude would not be perceptible and would fall well below the New York State DEC threshold of 6 dBA for a significant impact. In 2016 during other times, the maximum increase in noise levels at Site 1, when comparing the Build Alternative (1085 unit alternative) noise levels to the No Action noise levels, would be 0.9 dBA or less (an imperceptible change).

In 2016, the maximum increase in $L_{eq(1)}$ noise levels at Site 2 when comparing the Build Alternative (1085 unit alternative) noise levels to the No Action noise levels, would be 3.2 dBA. This would occur during the Saturday MD peak hour. A change of this magnitude would be perceptible but would fall below the New York State DEC threshold of 6 dBA for a significant impact. In 2016 during other times, the maximum increase in noise levels at Site 2, when comparing the Build Alternative (1085 unit alternative) noise levels to the No Action noise levels, would be 2.4 dBA or less (an imperceptible change).

In 2016, the maximum increase in $L_{eq(1)}$ noise levels at Site 3 when comparing the Build Alternative (1085 unit alternative) noise levels to the No Action noise levels, would be 3.4 dBA. This would occur during the weekday PM peak hour. A change of this magnitude would be perceptible but would fall below the New York State DEC threshold of 6 dBA for a significant impact. In 2016 during other times, the maximum increase in noise levels at Site 3, when comparing the Build Alternative (1085 unit alternative) noise levels to the No Action noise levels, would be 2.4 dBA or less (an imperceptible change).

In 2016, the maximum increase in $L_{eq(1)}$ noise levels at Site 4, when comparing the Build Alternative (1085 unit alternative) noise levels to the No Action noise levels, would be 7.1 dBA during the Saturday MD peak hour. The increase in noise levels at Site 4 would result from project-generated vehicles using Herb Hill Road to access/egress the project site. Herb Hill Road is the main point of access/egress to the project site for vehicles traveling from/to the east. A large percentage of the project-generated vehicles would pass through this intersection, and consequently, there is a large increase in traffic volume on Herb Hill Road. A change of this magnitude would be readily perceptible and would exceed the NYS DEC threshold of 6 dBA for a significant impact (at other time periods a significant impact would not be expected to occur). However, it should be noted that while the increase exceeds the noise impact threshold, there currently exists only one residential structure at this receptor location that could be impacted. The feasibility and practicability of implementing various types of mitigation measures for this residence will be evaluated. At Site 4, the feasibility and practicability of both traffic and façade treatment (i.e., storm windows and air conditioners for alternative ventilation) noise mitigation options will be explored. Without the implementation of mitigation measures, the proposed project would result in a significant noise impact at Site 4 during the Saturday MD peak hour.

Table I-19
2016 Build Alternative (1085 unit alternative) Noise Levels

Site	Location	Time	No Build $L_{eq(1)}$	Build Alternative (1085 unit alternative) $L_{eq(1)}$	$L_{eq(1)}$ Change
1	Pratt Boulevard between Continental Place and Pulaski Street	Weekday AM	73.6	74.1	0.5
		Weekday PM	72.9	74.1	1.2
		Saturday MD	74.6	75.5	0.9
2	Herb Hill Road between Charles and Brewster Streets	Weekday AM	56.1	58.3	2.2
		Weekday PM	54.5	56.9	2.4
		Saturday MD	56.9	60.1	3.2
3	Pratt Park between Charles Street and Glen Cove Avenue	Weekday AM	63.5	65.3	1.8
		Weekday PM	61.8	65.2	3.4
		Saturday MD	63.6	66.0	2.4
4	Herb Hill Road between Dickson and Charles Streets	Weekday AM	67.9	69.1	1.2
		Weekday PM	62.2	67.8	5.6
		Saturday MD	64.7	71.8	**7.1**

Notes: 1) Noise levels at Sites 1, 2, and 3 were calculated using proportional modeling. Noise levels at Site 4 were calculated using the TNM.
2) Values that exceed the impact criteria are shown in **bold**.

Source: AKRF, Inc.

Based on the analysis results, the mobile source noise analysis results at Sites 1, 2, 3 and 4 are within 0.6 dBA of the results in the DEIS. Changes to the mobile source noise analysis, as a result of the revised traffic analyses and trip generation calculations, do not effect the conclusions of the noise analysis presented in the DEIS. Consequently, no new or different impacts than were identified in the DEIS plan would be expected as a result of the Build Alternative (1085 unit alternative).

Community Facilities

Emergency Services

As calculated below under Demographics, this alternative would be expected to generate an increase in resident population of approximately 533 people compared to the Proposed Action (an approximately 28% increase from the DEIS). This would be expected to generate a minor and proportionate increase in emergency service calls. The modified bedroom mix scenario for this plan would increase the anticipated population by an additional 102 residents. Under the modified bedroom mix scenario, the new project population would represent a 9.4% increase in the City's total population in comparison to approximately 7% for the FEIS Proposed Action. This minor increase would not be expected to result in a significant change in the number of calls for service. In addition, the general overall project configuration and related accessibility for emergency service providers remains the same.

Schools

The 1,085 unit alternative would be estimated to generate approximately 203 public school children. This represents an increase of 23 students over the FEIS Proposed Action. Based on the estimated costs per pupil presented in the DEIS, it is estimated that the increased costs to the School District to educate the school children generated by this alternative would be approximately $3,344,414. The increased property tax revenue from this alternative could be used to off-set the impacts of the additional school children.

Table I-20
Estimated Public School Children Generation – 1,085 Alternative

Unit Types	No. of Units	Mult. Gr. K-2	Est. Public School Children Gr. K-2	Mult. Gr. 3-6	Est. Public School Children Gr. 3-6	Multi. Gr. 7-9	Est. Public School Children Gr. 7-9	Mult. Gr. 10-12	Est. Public School Children Gr. 10-12
342 Condo Units									
1 Bedroom	85	0.02	**1.7**	0.05	**4.25**	0	**0**	0.04	**3.4**
2 Bedroom	171	0	**0**	0.03	**5.13**	0.02	**3.42**	0	**0**
3 Bedroom	86	0.1	**8.6**	0.07	**6.02**	0.14	**12.04**	0.19	**16.34**
Total Condo	342		**10.3**		**15.4**		**15.46**		**19.74**
635 Rental Units									
1 Bedroom	222	0.02	**4.44**	0.02	**4.44**	0.01	**2.22**	0.01	**2.22**
2 Bedroom	318	0.05	**15.9**	0.05	**15.9**	0.04	**12.72**	0.03	**9.54**
3 Bedroom	95	0.14	**13.3**	0.2	**19**	0.12	**11.4**	0.17	**16.15**
Total Rental	635		**33.64**		**39.34**		**26.34**		**27.91**
38 Condo Workforce Units**									
1 Bedroom	6	0.05	**0.3**	0.07	**0.42**	0.01	**0.06**	0.02	**0.12**
2 Bedroom	32	0.02	**0.64**	0.04	**1.28**	0.02	**0.64**	0.01	**0.32**
71 Rental Workforce Units									
1 Bedroom	11	0.02	**0.22**	0.02	**0.22**	0.01	**0.11**	0.01	**0.11**
2 Bedroom	60	0.05	**3**	0.05	**3**	0.04	**2.4**	0.03	**1.8**
Total Workforce	109		**4.16**		**4.92**		**3.21**		**2.35**
Sub-Total			**48.1**		**59.66**		**45.01**		**50**
TOTAL	***203 Public School Children***								

Table I-21
Summary of Estimated School District Impact – 1,085 Unit Alternative

School-Age Generation	Number of Public School Students	Est. Cost/Pupil 2008-09 plus 5%*	Total Cost
General Education	174	$14,321	$2,491,845
Special Education[1]	27	$29,399	$852,569
TOTAL	203		$3,344,414

* Marginal costs based on New York State School Report Cared Fiscal Accountability Supplement
[1]Based on 2008-2009 NYS School Report indicating that 14.19 percent of students need special education services

As with the FEIS Proposed Action, two additional flexibility scenarios have been evaluated to ensure that a worst-case condition has been analyzed. The first scenario evaluates a program with the same total of 1,085 units, but with a heavier proportion of three bedroom units (Modified Bedroom Mix). The second scenario evaluates a residential mix with a heavier proportion of condominiums (Modified Tenure).

Table I-22
Estimated Public School Children Generation
1,085 Alternative - Modified Bedroom Mix

Unit Types	No. of Units	Mult. Gr. K-2	Est. Public School Children Gr. K-2	Mult. Gr. 3-6	Est. Public School Children Gr. 3-6	Multi. Gr. 7-9	Est. Public School Children Gr. 7-9	Mult. Gr. 10-12	Est. Public School Children Gr. 10-12
342 Condo Units									
1 Bedroom	80	0.02	**1.6**	0.05	**4**	0	**0**	0.04	**3.2**
2 Bedroom	159	0	**0**	0.03	**4.77**	0.02	**3.18**	0	**0**
3 Bedroom	103	0.1	**10.3**	0.07	**7.21**	0.14	**14.42**	0.19	**19.57**
Total Condo	342		**11.9**		**15.98**		**17.6**		**22.77**
635 Rental Units									
1 Bedroom	209	0.02	**4.18**	0.02	**4.18**	0.01	**2.09**	0.01	**2.09**
2 Bedroom	299	0.05	**14.95**	0.05	**14.95**	0.04	**11.96**	0.03	**8.97**
3 Bedroom	127	0.14	**17.78**	0.2	**25.4**	0.12	**15.24**	0.17	**21.59**
Total Rental	635		**36.91**		**44.53**		**29.29**		**32.65**
38 Condo Workforce Units**									
1 Bedroom	5	0.05	**0.25**	0.07	**0.35**	0.01	**0.05**	0.02	**0.1**
2 Bedroom	27	0.02	**0.54**	0.04	**1.08**	0.02	**0.54**	0.01	**0.27**
3 Bedroom	6	0.1	**0.6**	0.07	**0.42**	0.14	**0.84**	0.19	**1.14**
71 Rental Workforce Units									
1 Bedroom	11	0.02	**0.22**	0.02	**0.22**	0.01	**0.11**	0.01	**0.11**
2 Bedroom	49	0.05	**2.45**	0.05	**2.45**	0.04	**1.96**	0.03	**1.47**
3 Bedroom	11	0.23	**2.53**	0.37	**4.07**	0.25	**2.75**	0.23	**2.53**
Total Workforce	92		**6.59**		**8.59**		**6.25**		**5.62**
Sub-Total			**55.4**		**69.1**		**53.14**		**61.04**
TOTAL	***239 Public School Children***								

Table I-23
Estimated Public School Children Generation
1,085 Alternative - Modified Tenure

Unit Types	No. of Units	Mult. Gr. K-2	Est. Public School Children Gr. K-2	Mult. Gr. 3-6	Est. Public School Children Gr. 3-6	Multi. Gr. 7-9	Est. Public School Children Gr. 7-9	Mult. Gr. 10-12	Est. Public School Children Gr. 10-12
771 Condo Units									
1 Bedroom	193	0.02	**3.86**	0.05	**9.65**	0	**0**	0.04	**7.72**
2 Bedroom	385	0	**0**	0.03	**11.55**	0.02	**7.7**	0	**0**
3 Bedroom	193	0.1	**19.3**	0.07	**13.51**	0.14	**27.02**	0.19	**36.67**
Total Condo	771		**23.16**		**34.71**		**34.72**		**44.39**
205 Rental Units									
1 Bedroom	72	0.02	**1.44**	0.02	**1.44**	0.01	**0.72**	0.01	**0.72**
2 Bedroom	102	0.05	**5.1**	0.05	**5.1**	0.04	**4.08**	0.03	**3.06**
3 Bedroom	31	0.14	**4.34**	0.2	**6.2**	0.12	**3.72**	0.17	**5.27**
Total Rental	205		**10.88**		**12.74**		**8.52**		**9.05**
86 Condo Workforce Units**									
1 Bedroom	13	0.05	**0.65**	0.07	**0.91**	0.01	**0.13**	0.02	**0.26**
2 Bedroom	73	0.02	**1.46**	0.04	**2.92**	0.02	**1.46**	0.01	**0.73**
23 Rental Workforce Units									
1 Bedroom	3	0.02	**0.06**	0.02	**0.06**	0.01	**0.03**	0.01	**0.03**
2 Bedroom	20	0.05	**1**	0.05	**1**	0.04	**0.8**	0.03	**0.6**
Total Workforce	109		**3.17**		**4.89**		**2.42**		**1.62**
Sub-Total			**37.21**		**52.34**		**45.66**		**55.06**
TOTAL	***190 Public School Children***								

The tables above indicate that the worst-case situation is the scenario with a bedroom mix more heavily weighted towards three-bedroom units. This modified bedroom scenario would be estimated to generate approximately 239 public school children. It is estimated that the increased costs to the School District under this scenario would be approximately $3,935,359. The property tax revenue from this alternative (approximately $6,124,119) would still be substantial enough to offset this cost and provide a significant net fiscal benefit to the School District. However, as noted above, based on the updated market information, actual schoolchildren generation is expected to be much lower. The available school district capacity as reported in the DEIS and FEIS would still be more than sufficient to accommodate the worst-case scenario of 239 additional school children.

Table I-24
Summary of Estimated School District Impact
1,085 Unit Alternative - Modified Bedroom Mix

School-Age Generation	Number of Public School Students	Est. Cost/Pupil 2008-09 plus 5%*	Total Cost
General Education	205	$14,321	$2,935,795
Special Education[1]	34	$29,399	$999,564
TOTAL	239		$3,935,359

* Marginal costs based on New York State School Report Cared Fiscal Accountability Supplement
[1]Based on 2008-2009 NYS School Report indicating that 14.19 percent of students need special education services

Open Space and Recreation

Since this alternative would have essentially the same footprint and overall limit of disturbance, the on-site open space and recreation would be generally the same as for the FEIS Proposed Action Plan.

Hospital

As stated in DEIS Section III.I, the ULI planning standard of four hospital beds per 1,000 population was used in this impact analysis. The generation of an additional 533 residents would require an increase of approximately 2 hospital beds to serve the additional estimated population, compared to the proposed action. As reported in the DEIS, at any given time there are approximately 1,592 unoccupied hospital beds on average in Long Island. Nassau County facilities were estimated to have an average of approximately 1,066 available beds. Estimated unused hospital bed capacity would therefore far exceed the estimated increased need resulting from this alternative.

Solid Waste

The City's Solid Waste Management Plan (SWMP) estimated that, on average, 0.88 tons of waste per capita are generated annually by residents and 0.60 tons per person are generated annually through commercial operation. Using these multipliers, the additional estimated 533 residents in this 1,085 unit alternative would generate 469 tons of waste per year or 1.3 tons per day. The removal of 125 of the hotel rooms would, however, result in fewer on-site employees and hotel guests, which would reduce the overall net increase in solid waste generation. The overall minor increase would still be well within the existing available capacity of the waste transfer station. The worst-case population estimate of 2,539 under a modified bedroom mix scenario would increase the residential population by an additional 102 residents. This would translate to an additional 0.25 tons per day, which would remain well within the existing capacity of the waste transfer station to accommodate. The total worst-case residential population of 2,539 would be expected to generate a total of 6.1 tons of solid waste per day. As reported in the DEIS, the on-site employees would be expected to generate 0.76 tons of waste per day. This would result in a total of approximately 6.9 tons per day with this alternative plan.

The transfer station collects an average of 330 tons daily and has a capacity of approximately 600 tons per day. The addition of up to 6.9 tons daily would be within the identified available capacity at the municipal transfer station. Similarly to the proposed

action, this alternative would involve the use a private carting service that would contract with the City of Glen Cove transfer station or another solid waste transfer station for disposal.

Utilities

The utility calculations in the Appendix also project anticipated demands from this 1,085 unit alternative. The projected daily water demand for the base alternative has been estimated to be 731,530 gpd and the projected sanitary flow is estimated to be approximately 569,620 gpd.

Estimated utility loads for the modified bedroom mix and tenure flexibility scenarios with this alternative have also been calculated and are included in the Appendix. These scenarios would result in comparable and relatively modest increases in utility demand (e.g., an increase in flows of approximately 2% for water and sewer.)

Economics

The Economic and Fiscal Impact Analysis included in the Appendix also evaluated potential economic and fiscal impacts related to this 1,085 unit alternative.

Construction activity for this alternative would be expected to support a total of 3,652 full-time equivalent jobs. Once the project has been built and occupied, total on-site permanent employment would be estimated at approximately 469 full-time equivalent jobs. The reduction in on-site employment under this alternative is due principally to the reduction in the size of the hotel. Annual property tax revenues would be estimated at $3.5 million for the City of Glen Cove, $955,955 for Nassau County, and $6.1 million for the Glen Cove School District. On-site retail sales and hotel operation, as well as additional retail spending by new residents, would generate approximately $3.5 million in additional sales and hotel occupancy tax revenues.

Applying the average per capita cost as described in the DEIS to project-generated population from this alternative would result in a total municipal service cost of approximately $2,378,512, which is significantly less than the $3,487,849 in City property tax projected to be generated by the project.

The Economic and Fiscal Impact Analysis also considered the potential revenue generation under the modified bedroom mix and modified tenure scenarios for this scenario. The scenario with a greater share of condominiums would result in higher annual property tax revenues (approximately $3.9 million for the City of Glen Cove and $6.9 million for the School District.) Property tax generation for the modified bedroom mix scenario remained comparable to the base alternative. The total municipal cost to serve the anticipated population of 2,539 from the modified bedroom mix scenario would be approximately $2,478,064. The modified tenure scenario would have an estimated population of 2,335 and service cost of $2,278,960. Both scenarios would continue to result in significant positive fiscal impacts, with net fiscal benefits for the City of Glen Cove ranging from approximately $1.0 million to $1.6 million annually.

Demographics

It is estimated that this alternative would generate a population of approximately 2,437 persons, an increase of 533 compared to the Proposed Action's anticipated population of 1,904. The total population from this alternative would represent an increase of approximately 9.0% over the City's reported 2010 population of 26,964.

Table I-25
Estimated New Housing Occupants
1,085 Alternative

Unit Types		Total Persons Multiplier	Est. of Total Persons
342 Condominium Units			
1 Bedroom	85	1.77	150
2 Bedroom	171	1.88	321
3 Bedroom	86	3	258
Sub total			730
635 Rental Units			
1 Bedroom	222	1.67	371
2 Bedroom	318	2.31	735
3 Bedroom	95	3.81	362
Sub total			1467
38 Condo Workforce Units			
1 Bedroom	6	1.86	11
2 Bedroom	32	1.88	60
Sub total			71
71 Rental Workforce Units			
1 Bedroom	11	1.66	18
2 Bedroom	60	2.51	151
Sub total			169
TOTAL EST.			2437

To assess the potential for impacts related to a degree of minor variation, flexibility scenarios similar to those presented above for the Proposed Action illustrating potential modifications in bedroom mix and tenure have also been prepared for this alternative.

Table I-26
Estimated New Housing Occupants
1,085 Alternative - Modified Bedroom Mix Scenario

Unit Types		Total Persons Multiplier	Est. of Total Persons
342 Condominium Units			
1 Bedroom	80	1.77	142
2 Bedroom	159	1.88	299
3 Bedroom	103	3	309
Sub total			750
635 Rental Units			
1 Bedroom	209	1.67	349
2 Bedroom	299	2.31	691
3 Bedroom	127	3.81	484
Sub total			1524
38 Condo Workforce Units			
1 Bedroom	5	1.86	9
2 Bedroom	27	1.88	51
3 Bedroom	6	3	18
Sub total			78
71 Rental Workforce Units			
1 Bedroom	11	1.66	18
2 Bedroom	49	2.51	123
3 Bedroom	11	4.2	46
Sub total			187
TOTAL EST.			2539

Table I-27
Estimated New Housing Occupants
1,085 Alternative - Modified Tenure Scenario

Unit Types		Total Persons Multiplier	Est. of Total Persons
771 Condominium Units			
1 Bedroom	193	1.77	342
2 Bedroom	385	1.88	724
3 Bedroom	193	3	579
Sub total			1644
205 Rental Units			
1 Bedroom	72	1.67	120
2 Bedroom	102	2.31	236
3 Bedroom	31	3.81	118
Sub total			474
86 Condo Workforce Units			
1 Bedroom	13	1.86	24
2 Bedroom	73	1.88	137
Sub total			161
23 Rental Workforce Units			
1 Bedroom	3	1.66	5
2 Bedroom	20	2.51	50
Sub total			55
TOTAL EST.			2335

As seen in the above tables, the increased three-bedroom scenario would increase the expected population generation by approximately 102 residents, to a total population of 2,539. This would represent an increase in the City's population of approximately 9.4%. The modified tenure scenario would result in a smaller population of approximately 2,335, an increase of approximately 8.7%.

Aesthetics and View Corridors

This alternative would not materially affect building heights or massing. Therefore, overall aesthetics, view corridors, and shadowing would be similar to the Proposed Action.

Cultural Resources

Since the overall limit of disturbance would not change, the potential impacts to historical or archaeological resources would be essentially the same as for the proposed project.

Construction Impacts

Since this alternative would have the same development footprint and overall quantity of building mass, potential construction impacts would be generally the same as for the proposed project.

Alternative 3: No Hotel/1,110 Units

Description

Based upon concerns expressed by the Planning Board regarding the viability of a hotel, it was suggested that the Applicant evaluate an alternative that considered residential use for Block C, in the event that a hotel is not able to be realized. The Applicant believes that site's waterfront views, open spaces and access to the Ferry and marina are all highly compatible with the residential market's needs for nearby hotel rooms for guests, as a destination amenity for spa visitors (both hotel guests and area residents) and to serve both business and leisure markets. The Applicant also believes that the hotel is an important and viable component of the mixed-use project and intends to continue pursuing this element for development when market conditions for hotel products have stabilized. However, in the event that a hotel proves infeasible, an Alternative 3, as requested by the Planning Board, is studied below.

This alternative contemplates a scenario that would substitute 250 residential units for the 250 hotel suites in Block C. The result would be a project containing 1,110 dwelling units (860+250), in addition to the other retail/restaurant, marine, and office use components that are provided in the Proposed Action. The extent of the residential component is similar to Alternative E evaluated in the DEIS. The removal of the hotel, however, reduces overall density in comparison to DEIS Alternative E. This alternative would not result in any material change to the footprint, bulk or height of the buildings as depicted in the Proposed Action.

Potential Impacts Discussion

Soils and Topography

Since this alternative would have essentially the same footprint and the overall limit of disturbance would not change, the potential impacts to soils and topography would be generally the same as for the proposed project.

Subsurface Environmental Conditions

Since this alternative would have essentially the same area of disturbance and would not introduce a new type of proposed use, potential impacts related to subsurface environmental conditions would be the same as for the proposed project.

Water Resources

Since the overall limit of disturbance would not change, the potential impacts to wetlands would be generally the same as for the proposed project. Similarly, this alternative would require installation of a comparable stormwater management system to handle the same quantity of impervious surfaces.

Ecology

The overall limit of disturbance, building heights, and proposed restoration and mitigation measures would not change. Therefore, the impacts on ecological resources would be similar to those identified for the proposed action.

Land Use

As with the Proposed Action, this alternative would eliminate blighting conditions on the project site and provide opportunities for the public to reconnect to the waterfront. It would continue to result in redevelopment of the site as a mixed-use, transit-oriented neighborhood that would advance the various planning goals identified in related public policy documents. The removal of the hotel use would reduce the diversity of uses on the site to some extent and eliminate one of the destination points/elements to draw visitors to the waterfront.

Since there would be no change in the building footprints or massing, there would be no change in the relationship of the project to the MW-3 District's dimensional criteria. The removal of the hotel would reduce the number of uses on site, but the project would still comply with the MW-3 PUD requirement to provide at least four permitted uses in the development (i.e., project includes marina slips, professional offices, retail uses, marine dependent uses such as piers, boat docks, multiple residences and townhouses, and potential entertainment/cultural uses.)

Transportation

The switch from hotel to residences would result in a decrease in the generation of peak hour traffic compared to the proposed project. The decrease in project-generated trips resulting from the replacement of 250 hotel suites with 250 condominiums is summarized in the table below. The difference in vehicle trips is minimal compared to the overall proposal.

Table I-28
Alternative 3 Trip Generation Increase*

Component	Units	AM Peak Trips	PM Peak Trips	SAT Peak Trips
Hotel	250	140	148	180
Residential/Condominiums	250	109	129	116
Net Total		(31)	(19)	(64)

Source: Trip Generation, 7th edition, Institute of Transportation Engineers.
*Values do not reflect any adjustment for internal trips or transit.

If a hotel was not constructed and a residential building was instead developed, the supporting parking would be reviewed and approved during detailed Site Plan review of that building. This alternative does not contemplate the conversion of an existing hotel building to residential use. However, even in this case, the change of use would be subject to review and the adequacy of the parking supply for the proposed number of units would have to be demonstrated to the Planning Board.

Air Quality

Anticipated traffic generation would be lower with this alternative than with the proposed project, reducing the potential for increased generation of air pollutants from mobile source emissions. The difference in vehicle trips is minimal, and thus the difference in pollutants from mobile source emissions would likewise be minimal.

Noise

Anticipated traffic generation would be lower with this alternative than with the proposed project, reducing the potential for increased vehicular noise. The difference in vehicle trips is minimal, and thus the difference in vehicle noise would likewise be minimal.

Community Facilities

Emergency Services

The switch from hotel to residential use would increase the number of potential residents by approximately 533, raising the total permanent population on-site to approximately 2,437. The increased population would be expected to generate a minor increase in emergency service calls. It is noted that hotel guests would also potentially generate a demand for emergency services. The extent of the change in anticipated service demand for this alternative would be expected, therefore, to be fairly minimal.

Table I-29
Estimate of New Housing Occupants – Additional 250 Units

Unit Types		Total Persons Multiplier	Est. of Total Persons
250 Condominium Units			
1 Bedroom	63	1.77	111.5
2 Bedroom	125	1.88	235
3 Bedroom	62	3	186
Sub total			532.5

Source: Residential Demographic Multipliers – Estimates of the Occupants of New Housing, New York-All Persons in Unit: Total Persons and Persons by Age, Rutgers University, Center for Urban Policy Research, June 2006.
Note: The following assumptions have been made: one-bedroom condominium units will have a value greater than $269,500; two-bedroom condominium unit will have a value greater than $329,500; three-bedroom condominium units were based on "all values."

Schools

This alternative is estimated to yield a 44 pupil increase in the number of potential school children compared to the Proposed Action. Based on the school average that14.19 percent of students require special education services, it is estimated that the increase in costs to the School District to educate the additional children from the 250 units would be approximately $720,590. This would raise the total increased cost to the District to $3,690,389. As detailed below under *Economics*, the tax revenues from the project would still be sufficient to off-set the impacts of the additional school children and would result in a significant positive net fiscal impact of approximately $3,173,267 million annually.

Table I-30
Estimated Public School Children Impact – Additional 250 Units

Unit Types	**No. of Units**	**Mult. Gr. K-2**	**Est. Public School Children Gr. K-2**	**Mult. Gr. 3-6**	**Est. Public School Children Gr. 3-6**	**Multi. Gr. 7-9**	**Est. Public School Children Gr. 7-9**	**Mult. Gr. 10-12**	**Est. Public School Children Gr. 10-12**	***Mult. Gr. 9 only***	***Est. Public School Children Gr. 9 only****
250 Condo Units											
1 Bedroom	63	0.02	**1.26**	0.05	**3.15**	0	**0**	0.04	**2.52**	0	**0**
2 Bedroom	125	0	**0**	0.03	**3.75**	0.02	**2.5**	0	**0**	0	**0**
3 Bedroom	62	0.10	**6.2**	0.07	**4.34**	0.14	**8.68**	0.19	**11.78**	0.06	**3.72**
Total Condo	250		**7.46**		**11.24**		**11.18**		**14.3**		**3.72**
Total			**44 School Children**								

Source: Residential Demographic Multipliers – Estimates of the Occupants of New Housing, New York-All Public School Children: School-Age Children in Public School, Rutgers University, Center for Urban Policy Research, June 2006.
*Note: Grade 9 only generation is included in Gr. 7 – 9 data.

Table I-31
Summary of Estimated School District Impact – Additional 250 Units

School-Age Generation	Number of Public School Students	Est. Cost/Pupil 2008-09 plus 5%*	Total Cost
General Education	38	$14,321	$544,196
Special Education[1]	6	$29,399	$176,394
TOTAL	44		$720,590

* Marginal costs based on New York State School Report Cared Fiscal Accountability Supplement
[1]Based on 2008-2009 NYS School Report indicating that 14.19 percent of students need special education services

The available school district capacity of 679 students as reported in the FEIS would still be more than sufficient to accommodate the worst-case scenario of 232 additional school children under this alternative (188 students from FEIS Plan Modified BR Mix + 44 students from additional 250 units = 232 students).

Open Space and Recreation
Since this alternative would have essentially the same footprint and overall limit of disturbance, the on-site open space and recreation would be generally the same as for the proposed project.

Hospital
As stated in DEIS Section III.I, the ULI planning standard of four hospital beds per 1,000 population was used in this impact analysis. The generation of an additional 533 residents would require an increase of approximately two hospital beds to serve the additional estimated population, compared to the Proposed Action. Estimated unused hospital bed capacity would exceed the estimated increased need.

Solid Waste
The City's Solid Waste Management Plan (SWMP) estimated that, on average, 0.88 tons of waste per capita are generated annually by residents and 0.60 tons per person are generated annually through commercial operation. Using these multipliers, the additional estimated 533 residents would generate 469 tons of waste per year or 1.3 tons per day. The removal of the hotel would, however, result in fewer on-site employees, who also produce solid waste (357 employees X 0.6 tons = 214), resulting in an overall net increase of approximately 255 tons annually, or 0.7 tons of waste per day. The removal of hotel guests and associated hotel food service would further reduce the overall net increase in solid waste generation. This relatively minor increase would still be well within the existing available capacity of the waste transfer station.

Similarly to the proposed action, this alternative would involve the use a private carting service which could contract with the City and use its waste transfer station, or contract to use a waste transfer station outside the City.

Utilities

The switch from hotel to residential units would result in a minor net increase in water flows of approximately 41,443 gpd. Sewer flows are assumed to be approximately 10% less than water demand, resulting in a minor net increase in sewage flows of approximately 38,000 gpd.

Table I-32
Net Increase in Water Demand

Component	Units/Size	Unit Daily Demand (gpd)	Daily Demand (gpd)
Condominium			
1 Bedroom	63	302.5	19,058
2 Bedroom	125	522.5	65,313
3 Bedroom	62	742.5	46,035
Subtotal			130,406 gpd
Hotel			
Hotel Units	250	220	55,000
Restaurant Seats	160	82.5	13,200
Conference Room (sf)	7,200	0.165	1,188
Catering seats	300	44	13,200
Spa (18,000 sf)(patrons)	200	27.5	5,500
Retail GSF (sf)	5,300	0.165	875
Subtotal			88,963 gpd
Net Increase			**41,443 gpd**

As indicated in DEIS Section III.J, there is sufficient capacity at the wastewater treatment facility to accommodate this increase. As described earlier, there is no excess well capacity for future growth, or to meet the demand if the recently closed large industrial uses were reactivated with similar operations. The Director of Public Works has indicated that, with the increased water demand resulting from the proposed project and various other proposed developments in the City, there will not be sufficient well capacity to meet future maximum demand in the event that one major well is out of service. The City has begun to study improving its water infrastructure to accommodate the increased water demand resulting from future growth in the City.

Economics

The table below provides an estimate of the anticipated property tax revenue from this alternative, assuming a proportionate change in tax generation for the condominium and workforce components. Overall, this alternative would decrease anticipated property tax generation for the City and the School District by approximately 6% compared to the proposed action. The removal of the hotel would reduce the number of available employment opportunities on-site by approximately 249 positions. Applying the average per capita cost as described in the DEIS to the project-generated population from this alternative would result in a total municipal service cost of approximately $2,378,512, which is significantly less than the $3,952,924 in City property tax projected to be generated by the alternative, resulting in a net fiscal impact of approximately $1,574,412.

Table I-33
Alternative 3 Property Tax Generation

Component	City	County	School District
Office	$292,643	$64,328	$535,529
Retail	$96,377	$21,185	$176,367
Restaurant	$28,533	$6,272	$52,214
Marina	$333,865	$73,390	$610,965
Rental	$767,573	$245,924	$1,315,907
Condo	$2,279,973	$730,483	$3,908,728
Workforce Condo	$116,150	$37,213	$199,126
Workforce Rental	$37,810	$12,114	$64,820
Total	$3,952,924	$1,190,909	$6,863,656

Demographics

As calculated above, it is estimated that this alternative would generate a population of approximately 2,437 persons, an increase of 533 compared to the proposed action. This would increase the pool of residents in close proximity to the downtown to support downtown businesses. However, this alternative would also reduce the number of potential hotel guests, who could provide similar patronage and support for downtown businesses.

Aesthetics and View Corridors

This alternative would not affect building heights or massing. Therefore, overall aesthetics, view corridors, and shadowing would be similar to the proposed action.

Cultural Resources

Since the overall limit of disturbance would not change, the potential impacts to historical or archaeological resources would be essentially the same as for the proposed project.

Construction Impacts

Since this alternative would have the same development footprint and overall quantity of building mass, potential construction impacts would be generally the same as for the proposed project.

F. Summary of Permits and Approvals Required

Implementation of the Project would require approvals and permits from a variety of local, county, state and federal agencies. These are summarized in the table below. Agencies that have approval-granting authority are classified as Involved Agencies under the State Environmental Quality Review Act.

Table I-34
Summary of Required Approvals and Involved Agencies

Agency	Approval(s) Needed	Descriptions
Glen Cove Planning Board	Special Use Permit for PUD Master Development Plan PUD Site Plan/PUD Subdivision	Approval of Mixed-Use PUD to include residential, hotel, retail, cultural, office, recreational and entertainment components subject to provisions of MW-3 and GPURP
Glen Cove Department of Public Works	Water Connection permit Intersection modifications	Permits for site specific design components Approval of traffic mitigation measures
Glen Cove Tree Commission	Tree Removal permit	Permits for site specific design components
Nassau County Planning Commission	Section 239 NYS General Municipal Law Subdivision (possible)	Review and comment on RXR Glen Isle application Possible subdivision depending on application of Section 1610(2) of the Nassau County Charter
Nassau County Health Department	Site Management Plan and Environmental Easement Subdivision Restaurant, hotel and swimming pool permits Backflow preventers UIC testing and approvals	Framework for handling environmental remediation Approval of water supply, sewage disposal provisions Plan review and operational permits for restaurants, hotel, swimming pool Approval of backflow preventers installation Testing and remediation of any "injection point" where chemicals could enter the groundwater system.
Nassau County Department of Public Works	Road Opening permits Sewer Connection permits 239m Drainage permit Intersection and signal timing modifications	Permits for site specific design components Approval of traffic mitigation measures
Nassau County Fire Commission	Fire Marshall approval	Site layout/circulation and water main distribution system design approval
New York State Health Department	Certification(s) of compliance with public health and safety Site Management Plan and Environmental Easement	Certification(s) of compliance with public health and safety Framework for handling environmental remediation
Glen Cove IDA and Glen Cove CDA	Material modifications to approved Conceptual Site Plan	Review and approval of any material modifications to development plan
NYS Dept. of Environmental Conservation	Article 25 – Tidal Wetlands Article 24 – Freshwater Wetlands	Freshwater and tidal wetlands permits; pollution discharge permits; stormwater

Agency	Approval(s) Needed	Descriptions
	Article 15 –Protection of Waters 401 Water Quality Certification Permits; Long Island Well (dewatering) SPDES General Permit for Stormwater Discharges Article 19 – Air Pollution Control Site Management Plan, Environmental Easement, and Explanation of Significant Differences for CC and LI Tungsten. Subsequently (w/o ESD) for Gladsky, Angler's Club, Pumping Station, Doxey and potentially Gateway properties. Gladsky cleanup Doxey regulatory program and cleanup completion Gateway Properties: If needed determine which regulatory program will cover cleanup; approve RI/FS/RA	management; Framework for handling environmental remediation Framework for dealing with environmental concerns, reclassification of CC and Li Tungsten to Class 4 site, and approval for restricted residential use. Implement and complete Gladsky RAP. Determine if Doxey will be accepted into BCP. Implement steps for RI/FS/RA approval and implement RA. Finish investigation of potential environmental issues and remediate as needed.
NYS Department of State	Coastal Consistency Certification	Consistency with the Federal Coastal Zone Management Program in New York State
NYS Department of Transportation	Signal timing modifications and turn restriction	Approval of traffic mitigation measures
USACOE	Section 10 of the Rivers & Harbors Act of 1899; Compliance with National Environmental Policy Act	Permits for the dredging and widening of the turning basin of Glen Cove Creek.
USEPA	Site Management Plan, Environmental Easement, and Explanation of Significant Differences	Framework for handling environmental remediation; removal from NPL; approval of restricted residential use on Parcel A.
City of Glen Cove, Glen Cove IDA or Glen Cove CDA	Determination and findings pursuant to Eminent Domain Procedure Law	Approval of acquisition(s)for Gateway properties by condemnation**
Glen Cove Building Department	Building permits	Permits to authorize construction activity

Source: RXR Glen Isle Partners LLC

** Only in the event condemnation is undertaken

Exhibit I-1

FEIS PLAN

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

Exhibit I-2

WEST PARCEL PLAN

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

Exhibit I-3

WEST PARCEL PLAN OVERLAY

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

DEIS Plan Footprint

SOURCE: Lessard Design, Inc.

VHB Saccardi & Schiff

Exhibit I-4

EAST PARCEL PLAN

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

Exhibit I-5

EAST PARCEL PLAN OVERLAY

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

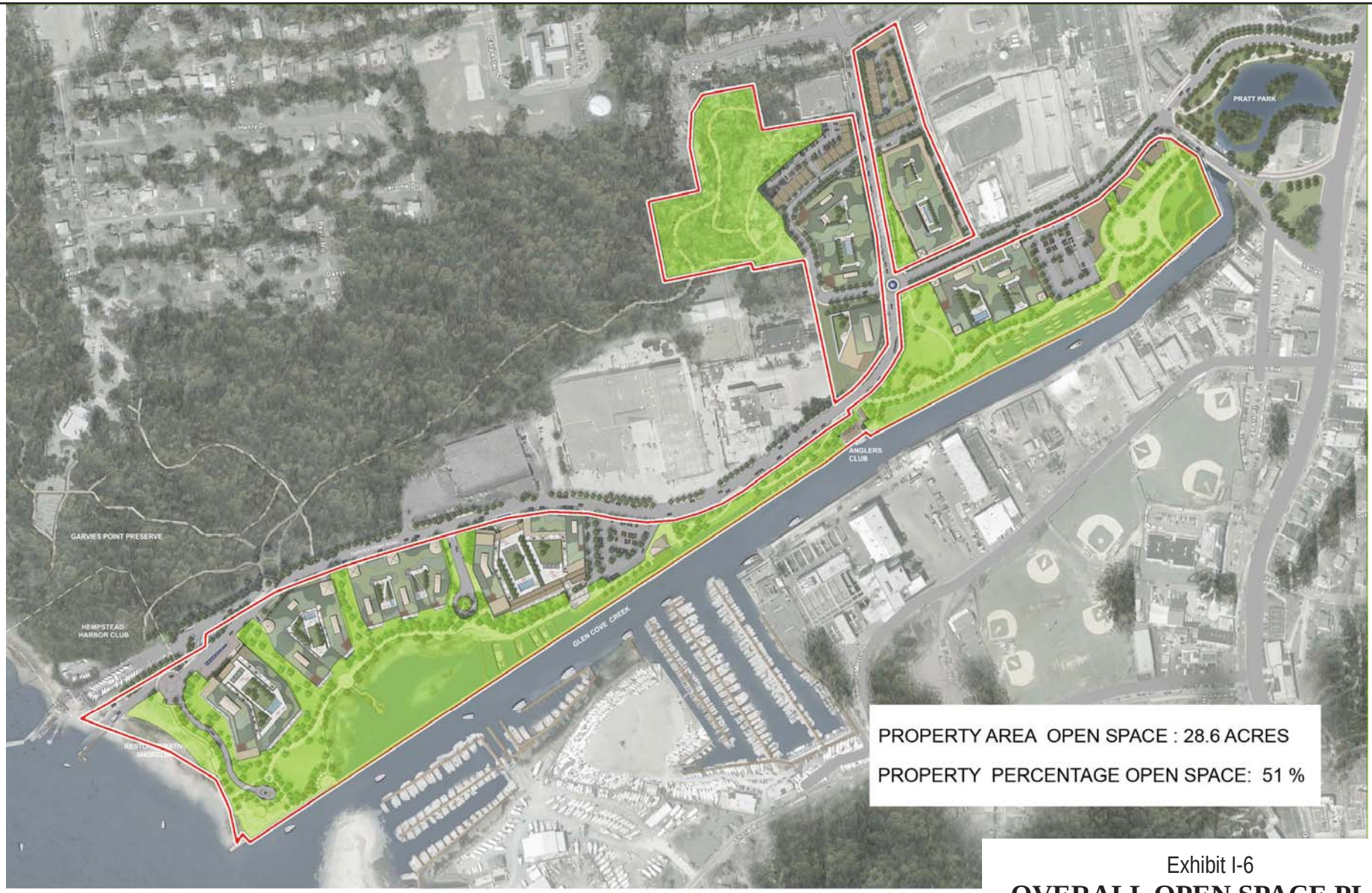


Exhibit I-6

OVERALL OPEN SPACE PLAN

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

Exhibit I-6A

ACCESSIBLE OPEN SPACE PLAN

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

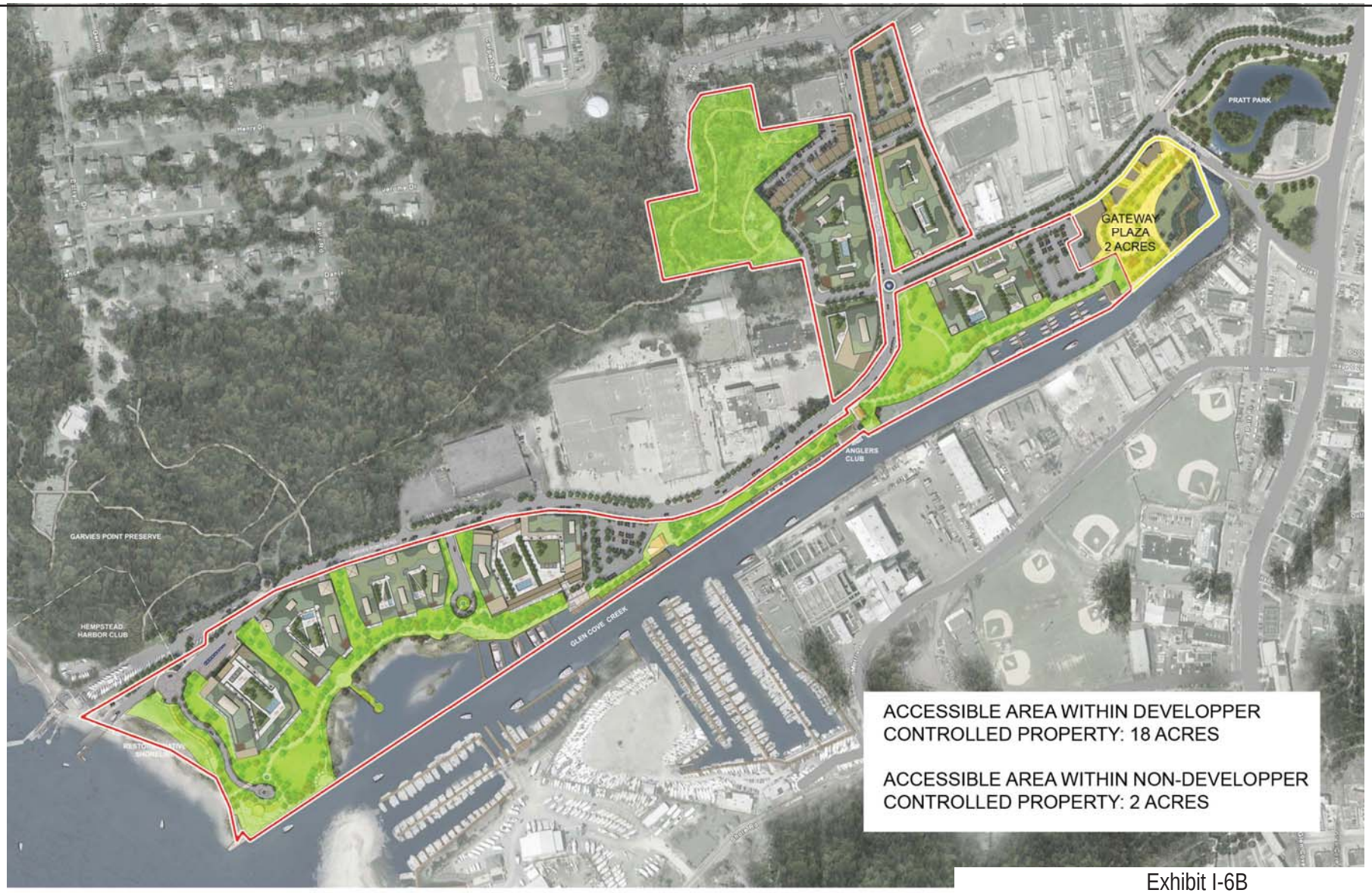


Exhibit I-6B

GATEWAY PLAZA OPEN SPACE

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

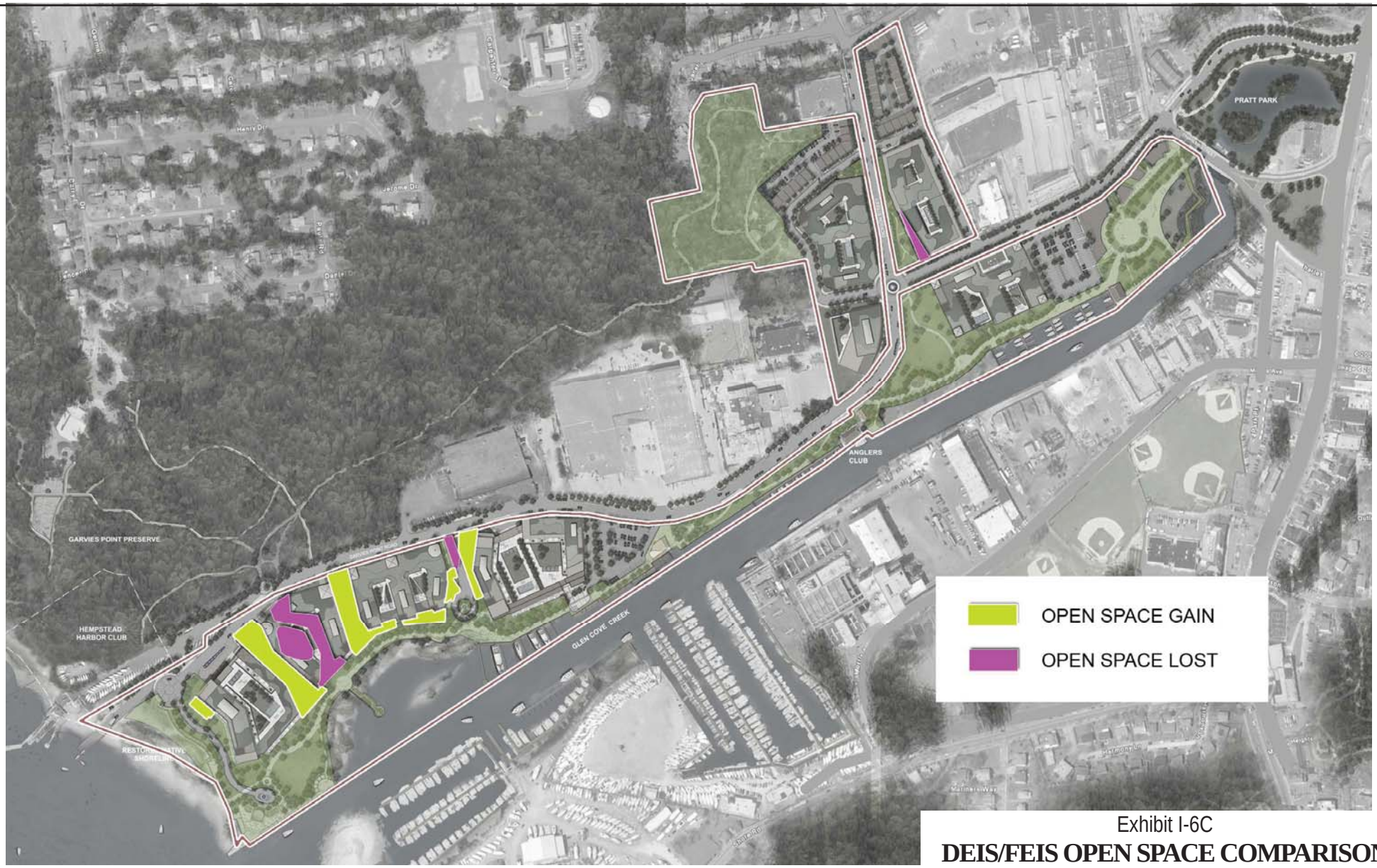


Exhibit I-6C

DEIS/FEIS OPEN SPACE COMPARISON

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

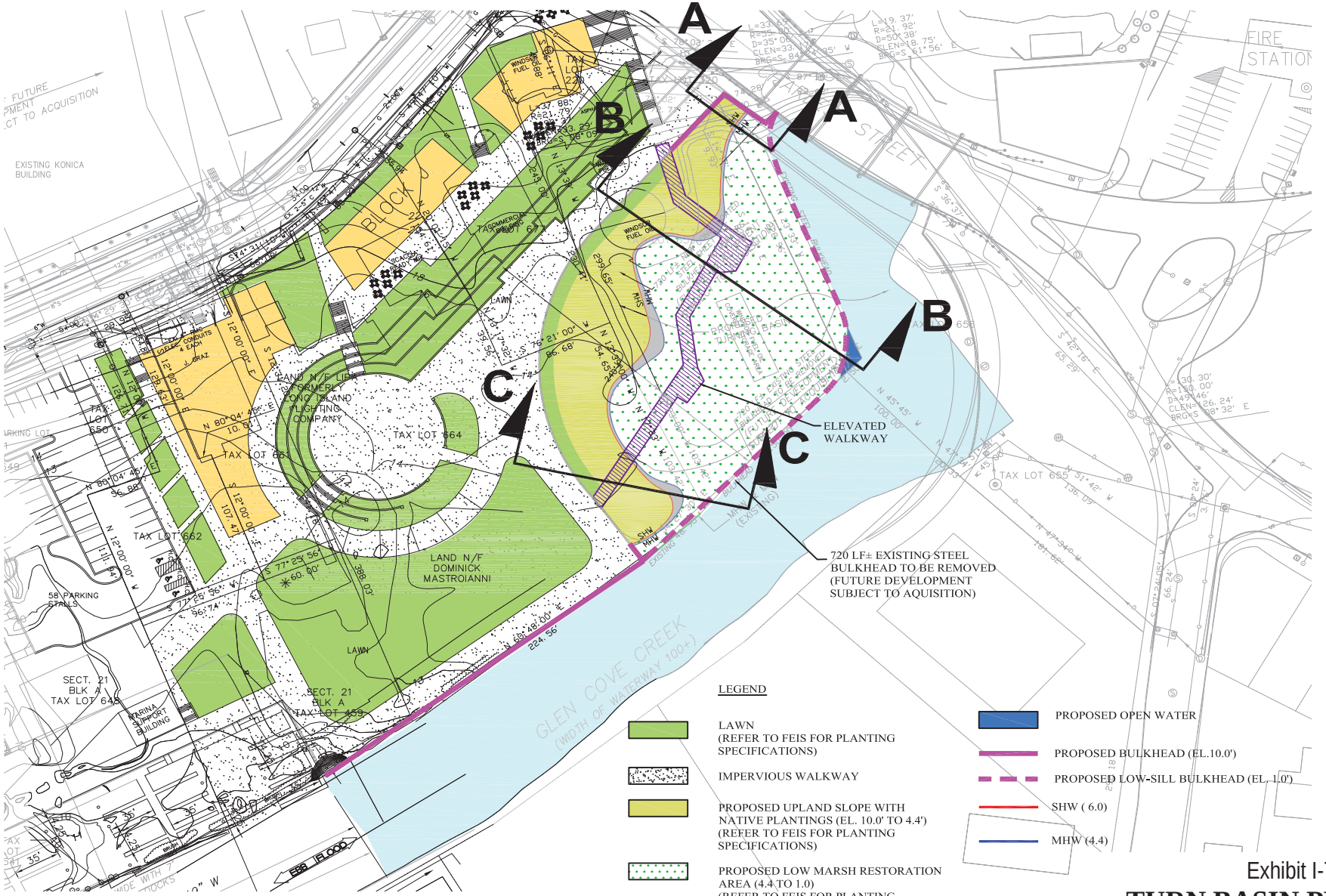


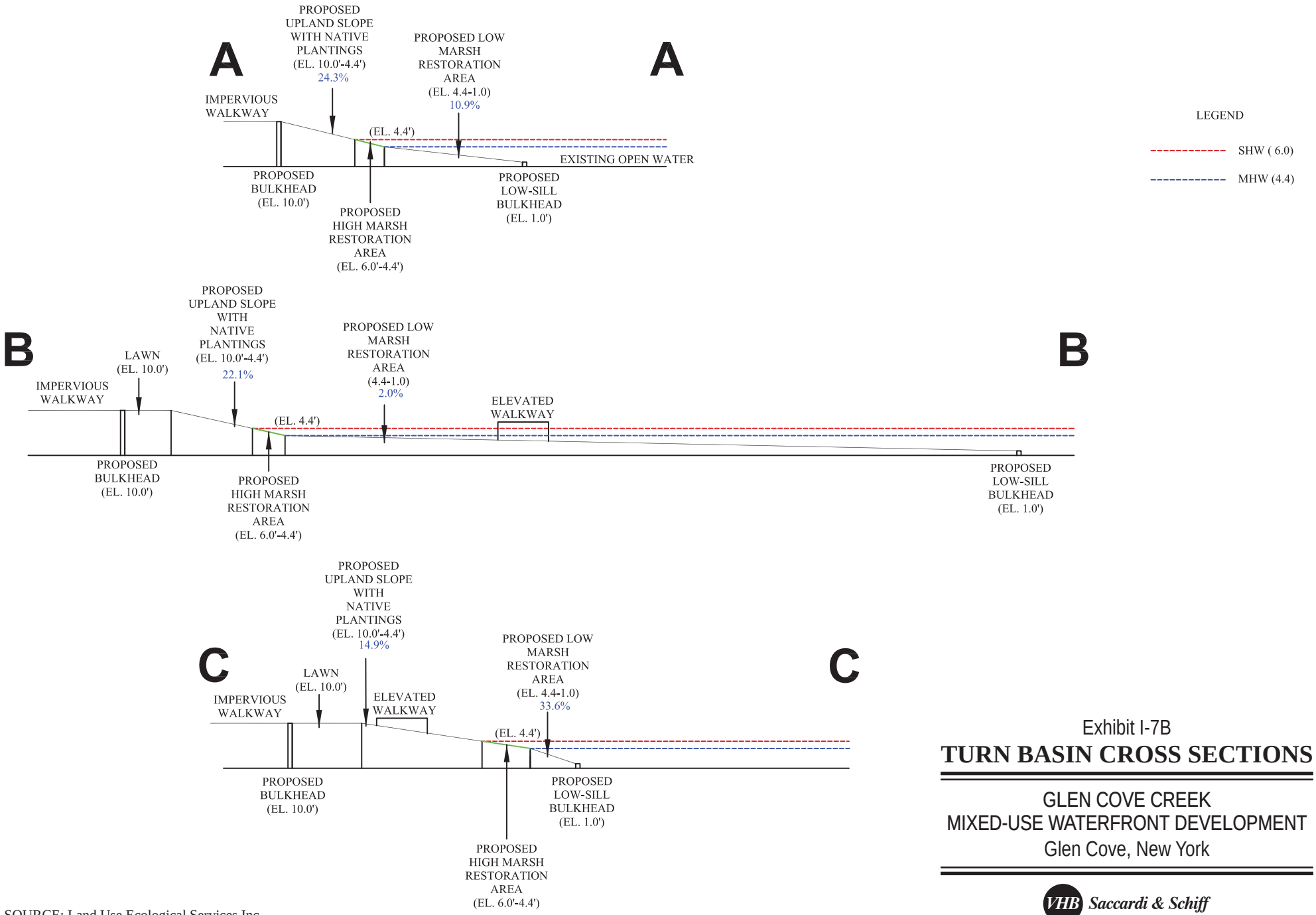
Exhibit I-7A

TURN BASIN PLAN VIEW

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Land Use Ecological Services Inc.



SOURCE: Land Use Ecological Services Inc.

Exhibit I-7B

TURN BASIN CROSS SECTIONS

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

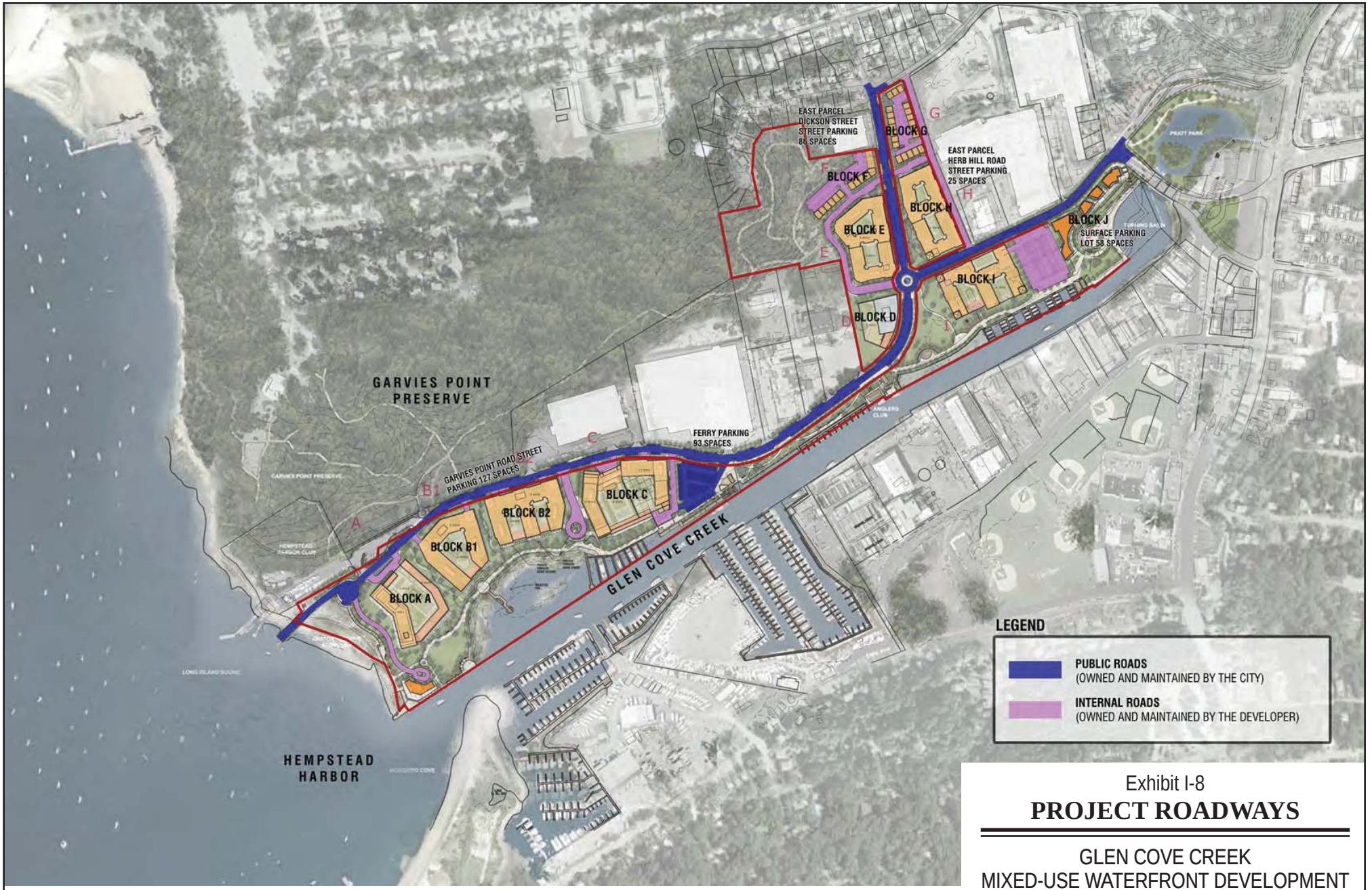


Exhibit I-8

PROJECT ROADWAYS

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

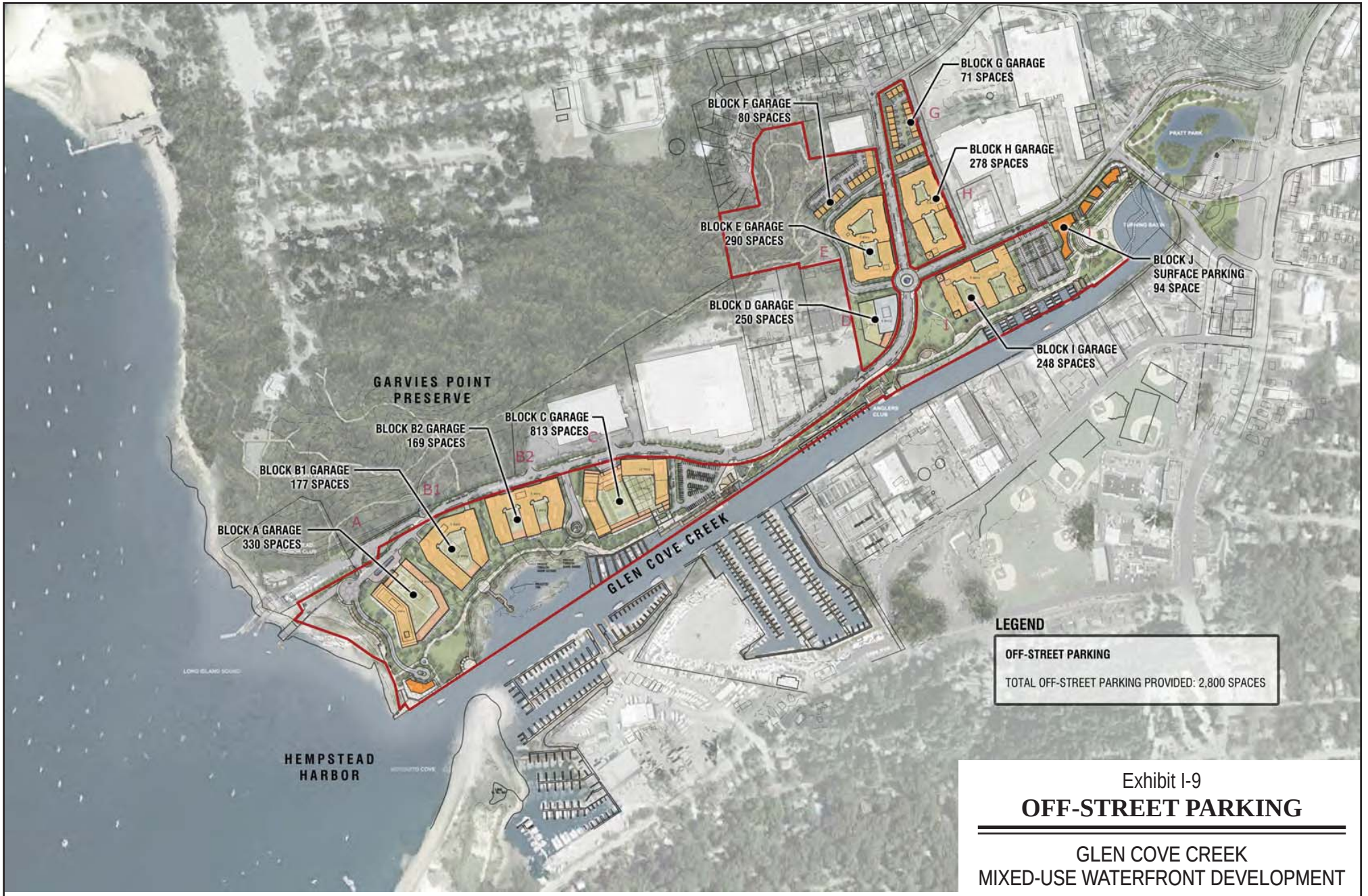


Exhibit I-9

OFF-STREET PARKING

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

Exhibit I-10A

VIEW OF GARVIES POINT ROAD LOOKING WEST (BLOCKS C AND B ON LEFT)

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB *Saccardi & Schiff*

SOURCE: Lessard Design, Inc.

Exhibit I-10B

VIEW OF GARVIES POINT ROAD LOOKING WEST (BLOCKS C AND B2 ON LEFT)

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

Exhibit I-10C

VIEW OF SUNSET PARK AND PROMENADE LOOKING EAST

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB *Saccardi & Schiff*

SOURCE: Lessard Design, Inc.

Exhibit I-10D

VIEW LOOKING TOWARD AMPHITHEATER

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

Exhibit I-10E

VIEW AT TURNING BASIN LOOKING WEST

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB *Saccardi & Schiff*

SOURCE: Lessard Design, Inc.

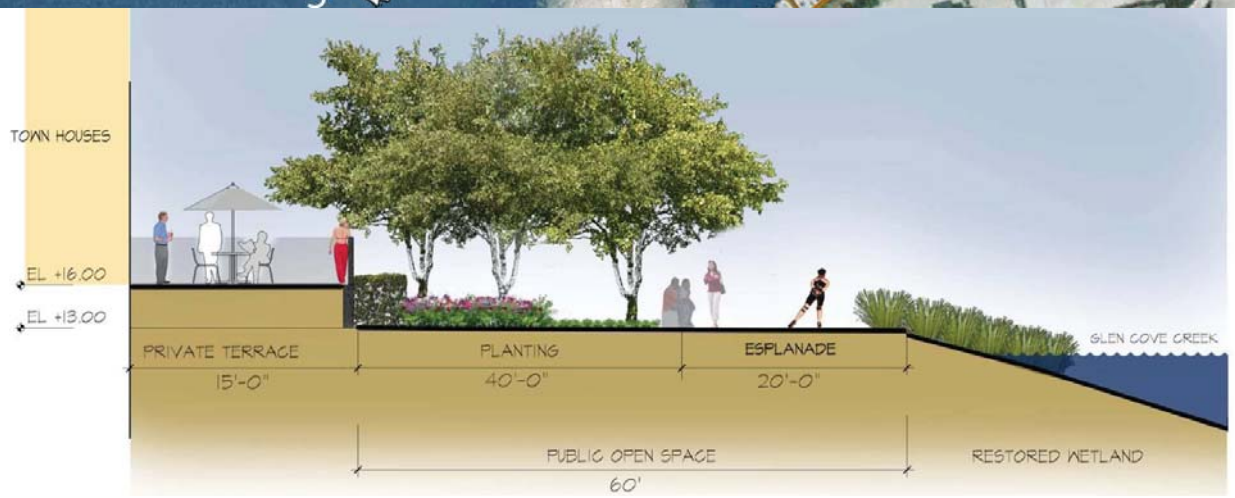


Exhibit I-11A

WEST PARCEL SECTION 1

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

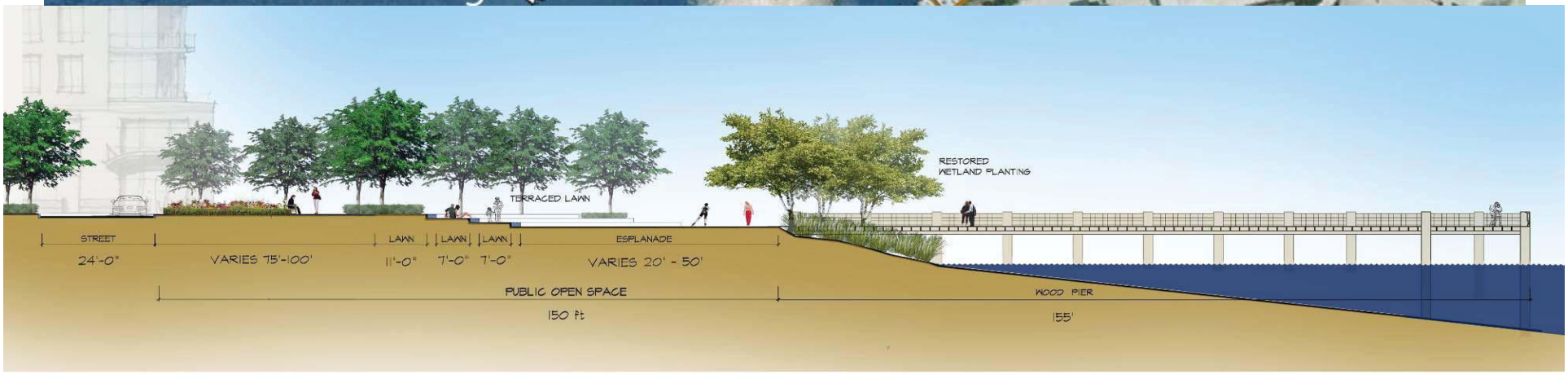


Exhibit I-11B

WEST PARCEL SECTION 2

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

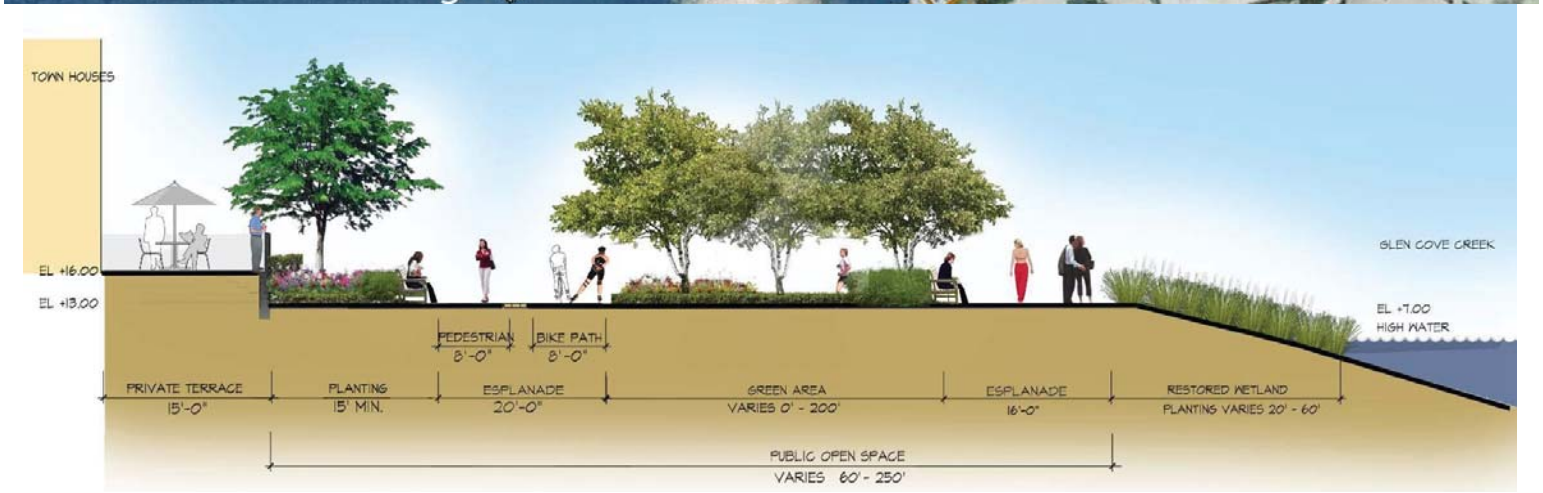


Exhibit I-11C

WEST PARCEL SECTION 3

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

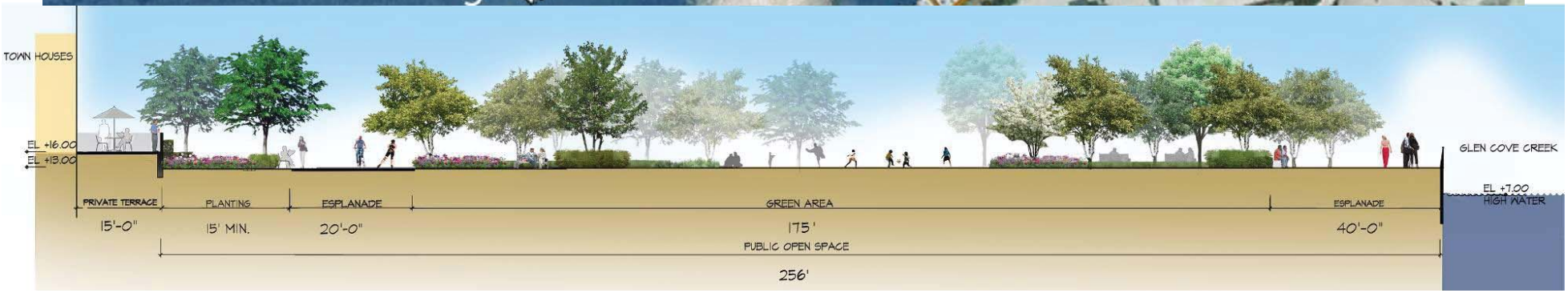


Exhibit I-11D

WEST PARCEL SECTION 4

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

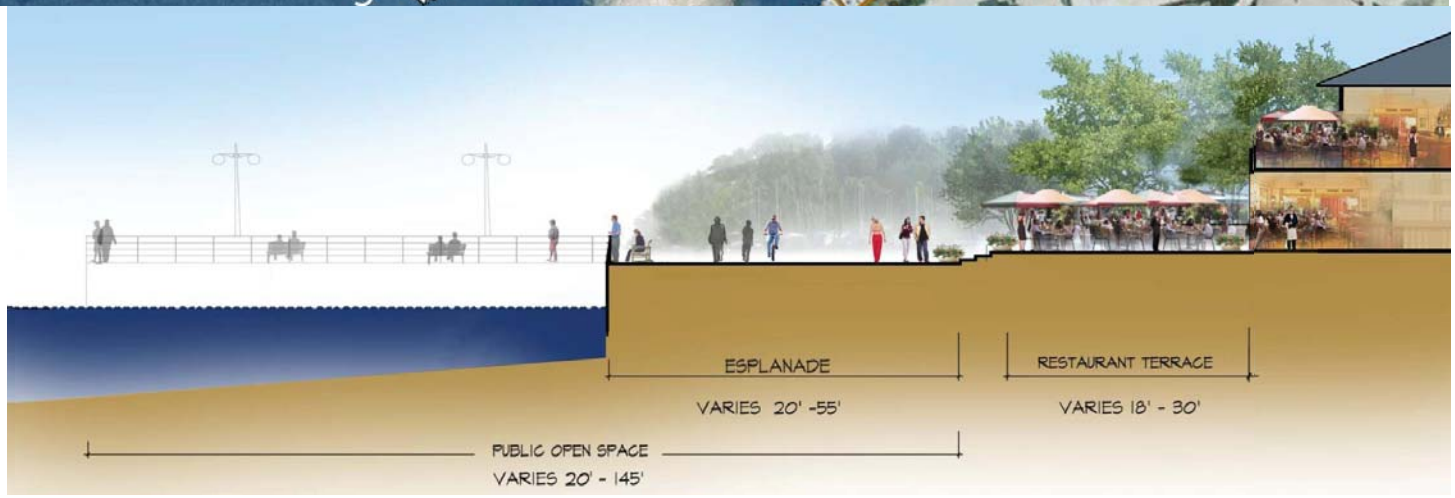


Exhibit I-11E

WEST PARCEL SECTION 5

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

Exhibit I-11F

WEST PARCEL SECTION 6

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

Exhibit I-11G

WEST PARCEL SECTION 7

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

Exhibit I-11H

EAST PARCEL SECTION 1

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

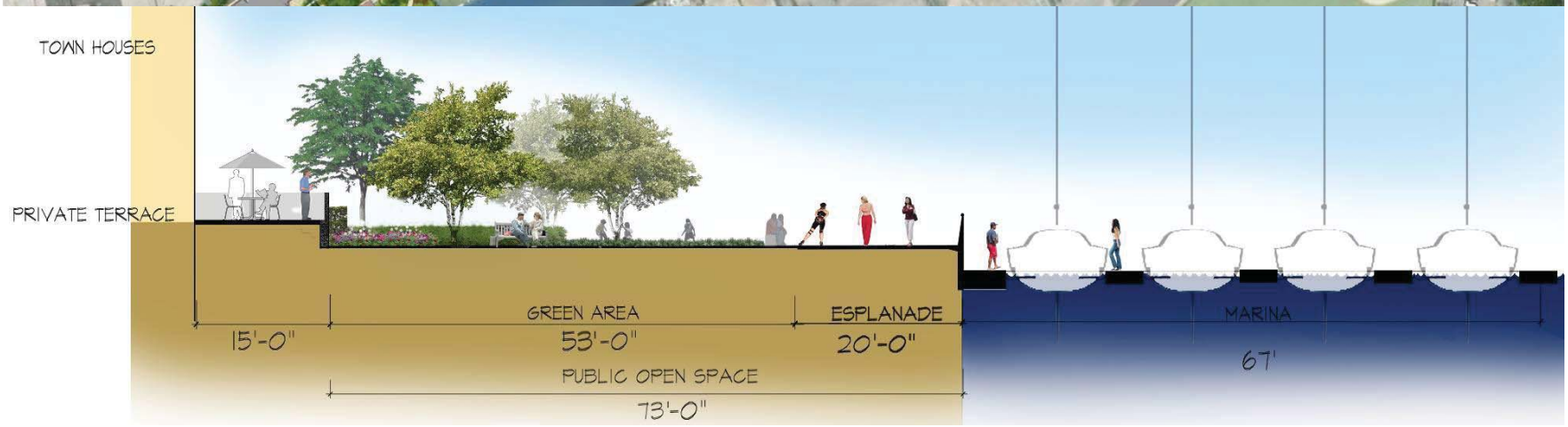


Exhibit I-11I

EAST PARCEL SECTION 2

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

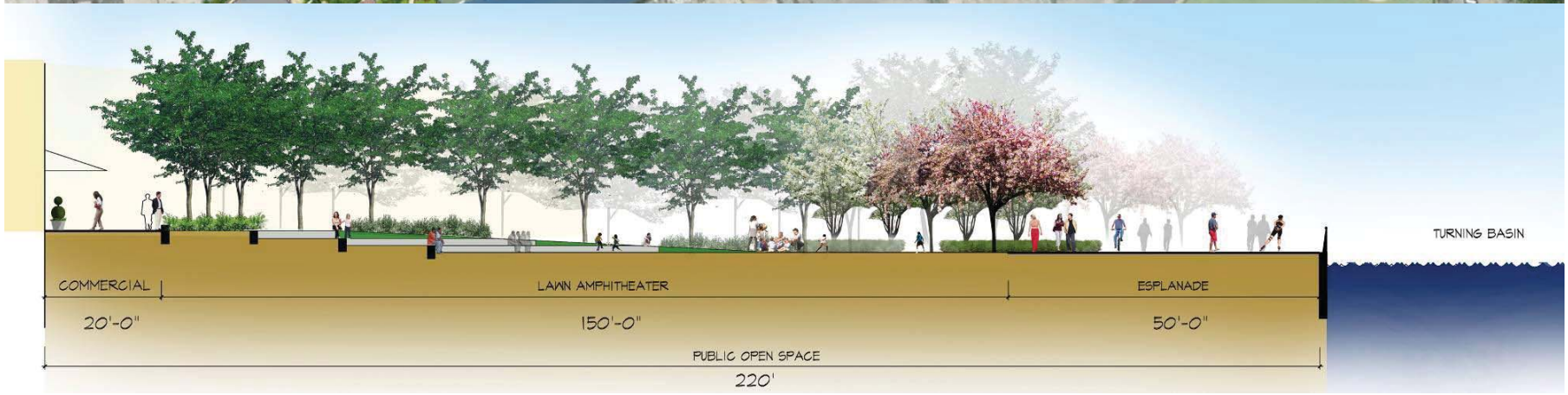


Exhibit I-11J

EAST PARCEL SECTION 3

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

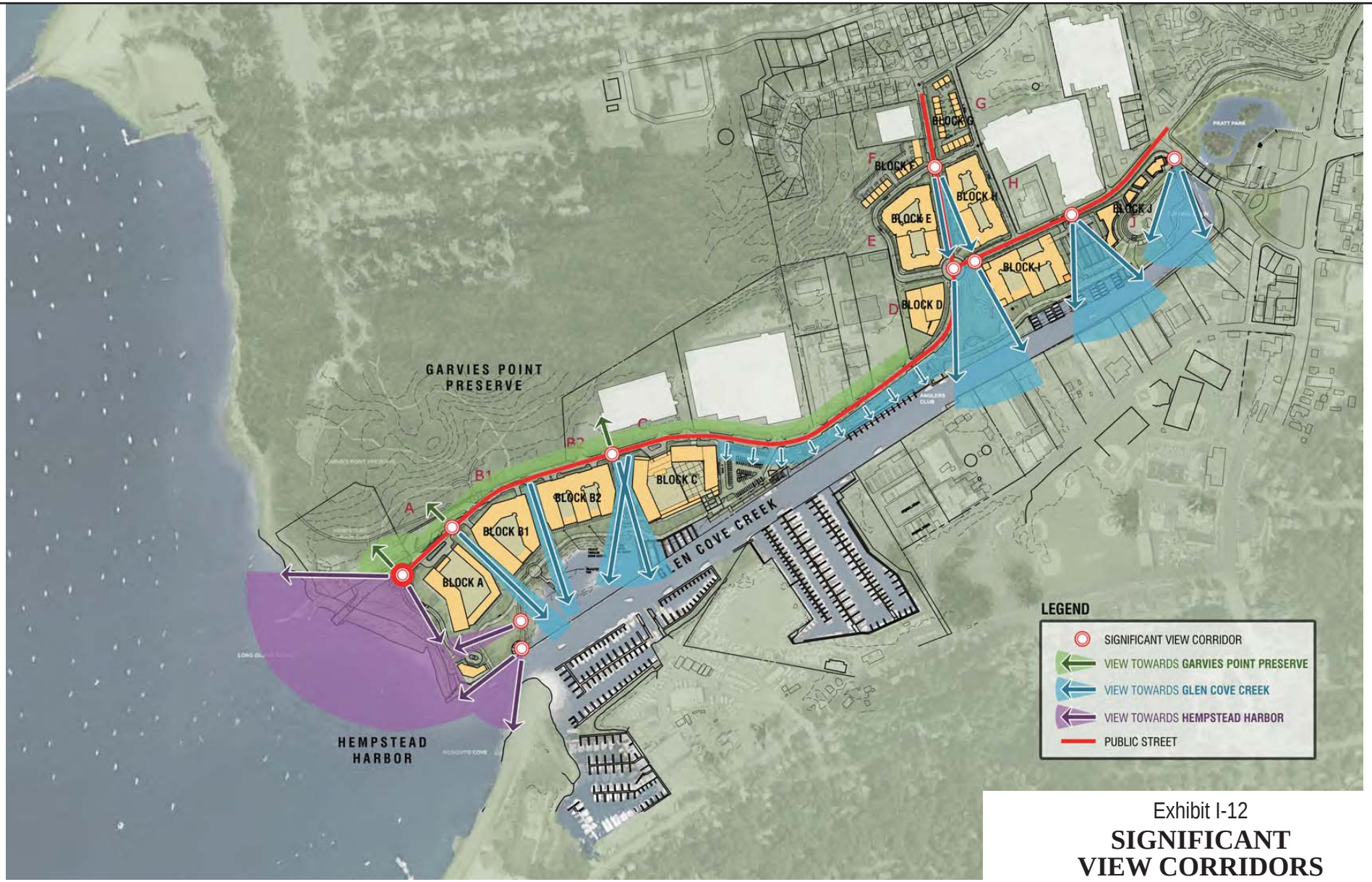


Exhibit I-12

SIGNIFICANT VIEW CORRIDORS

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

(The baseline 0' elevation represents approximately 18" above the highest point along Garvies Point Road)

Exhibit I-13

BUILDING HEIGHT

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB *Saccardi & Schiff*

SOURCE: Lessard Design, Inc.

Exhibit I-14

KEY MAP: VIEWS TOWARD PRESERVE

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

Exhibit I-15A

BUILDING FOOTPRINTS 3/F AND BELOW

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

Exhibit I-15B

BUILDING FOOTPRINTS 4/F AND BELOW

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

Exhibit I-15C

BUILDING FOOTPRINTS 5/F AND 6/F

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

Exhibit I-15D

BUILDING FOOTPRINTS 7/F AND 8/F

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

Exhibit I-15E

BUILDING FOOTPRINTS 9/F AND 10/F

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

Exhibit I-15F

BUILDING FOOTPRINTS 11/F AND 12/F

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

Exhibit I-16

KEY MAP: VIEWS TOWARD SITE

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

BEFORE

AFTER

Exhibit I-17A

VIEW 1 BEFORE AND AFTER DEVELOPMENT

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

BEFORE

AFTER

Exhibit I-17B

VIEW 2 BEFORE AND AFTER DEVELOPMENT

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

BEFORE

AFTER

Exhibit I-17C

VIEW 3 BEFORE AND AFTER DEVELOPMENT

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

BEFORE

AFTER

Exhibit I-17D

VIEW 4 BEFORE AND AFTER DEVELOPMENT

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

BEFORE

AFTER

Exhibit I-17E

VIEW 5 BEFORE AND AFTER DEVELOPMENT

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

BEFORE

AFTER

Exhibit I-17F

VIEW 6 BEFORE AND AFTER DEVELOPMENT

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

BEFORE

AFTER

Exhibit I-17G

VIEW 7 BEFORE AND AFTER DEVELOPMENT

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

BEFORE

AFTER

Exhibit I-17H

VIEW 8 BEFORE AND AFTER DEVELOPMENT (WINTER)

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

BEFORE

AFTER

Exhibit I-17I

VIEW 8 BEFORE AND AFTER DEVELOPMENT (SUMMER)

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

BEFORE

AFTER

Exhibit I-17J

VIEW 9 BEFORE AND AFTER DEVELOPMENT

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

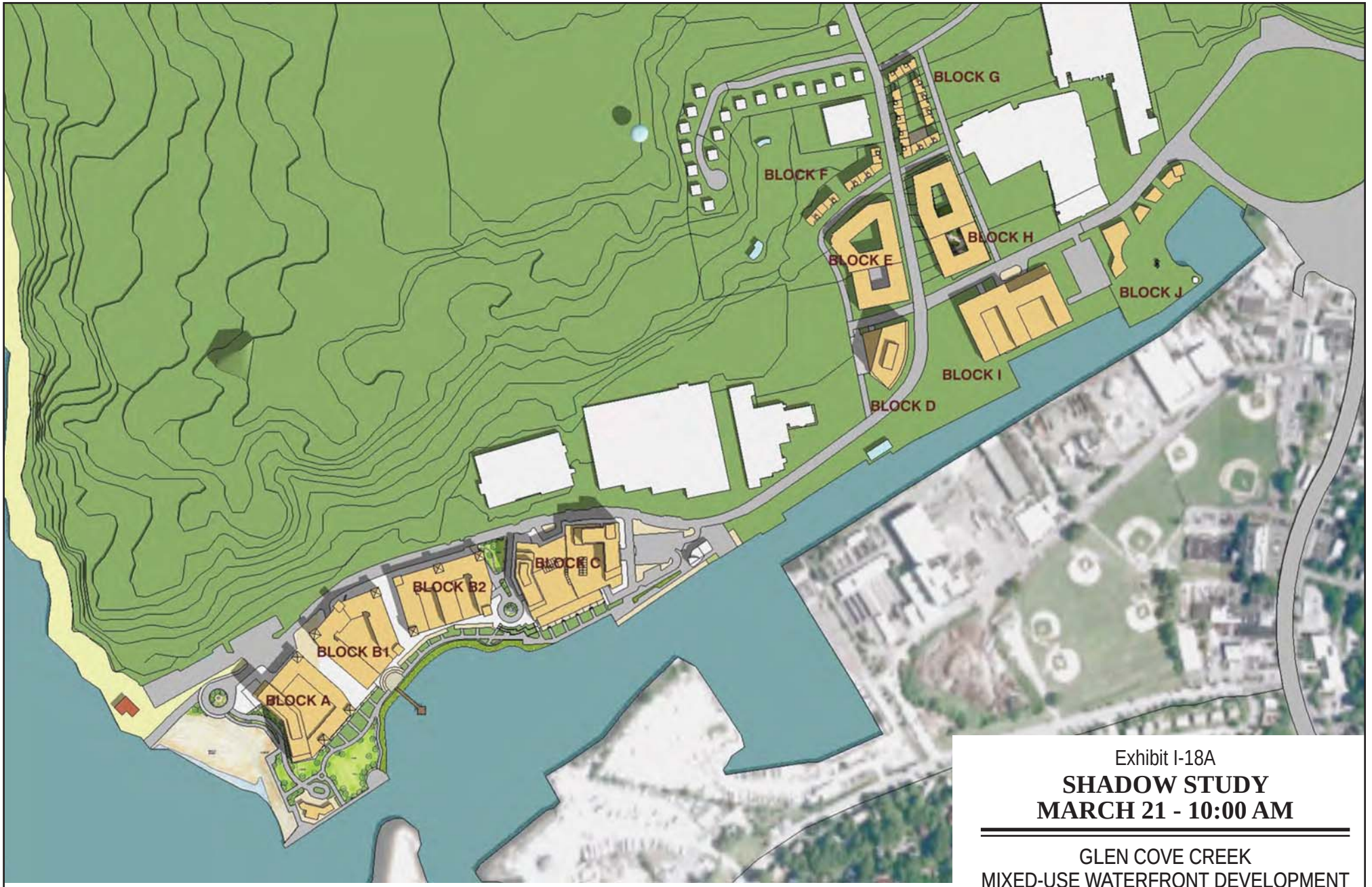


Exhibit I-18A

SHADOW STUDY
MARCH 21 - 10:00 AM

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB *Saccardi & Schiff*

SOURCE: Lessard Design, Inc.

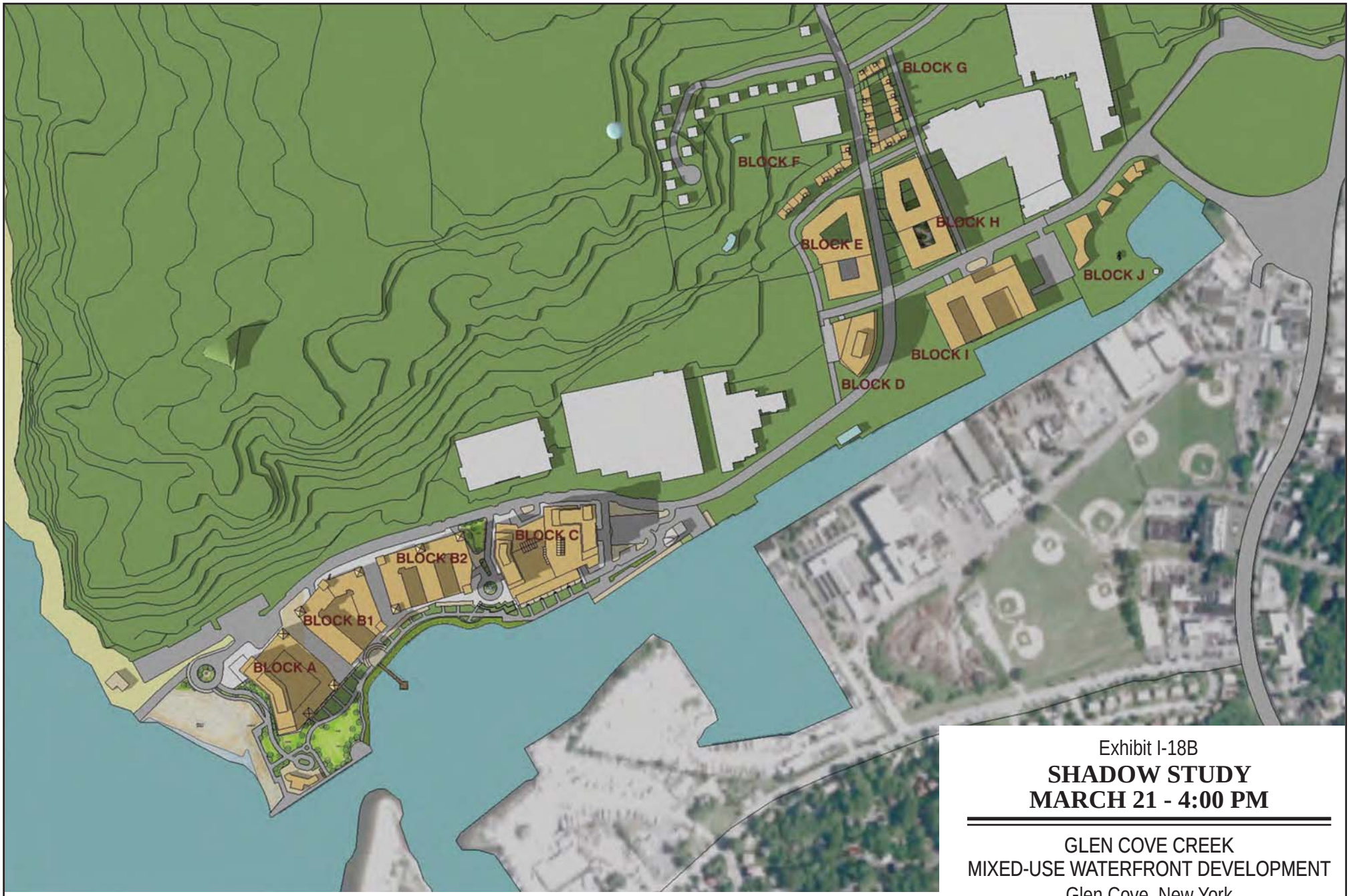


Exhibit I-18B

SHADOW STUDY
MARCH 21 - 4:00 PM

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB *Saccardi & Schiff*

SOURCE: Lessard Design, Inc.

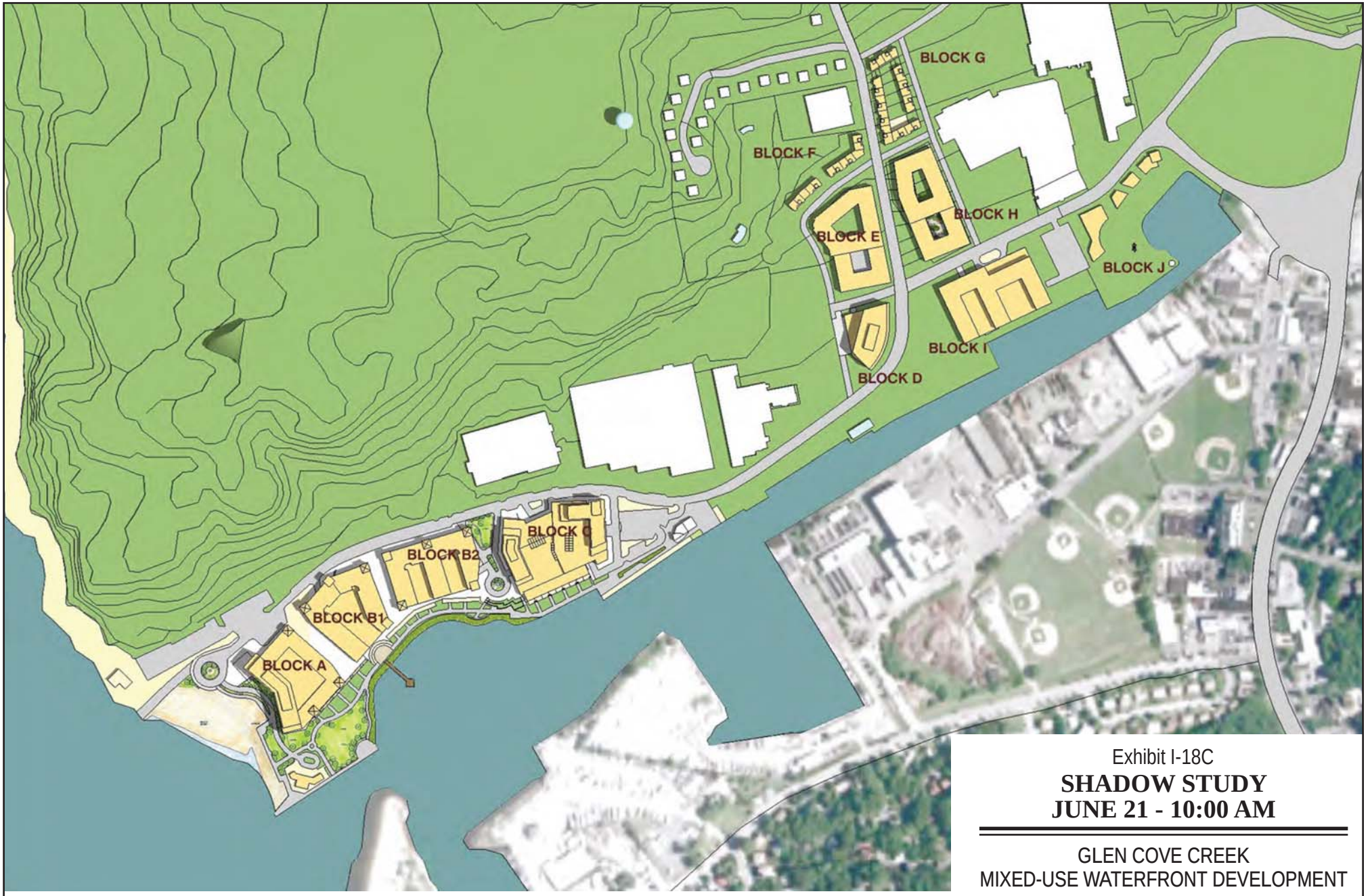


Exhibit I-18C

SHADOW STUDY
JUNE 21 - 10:00 AM

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

Exhibit I-18D

SHADOW STUDY
JUNE 21 - 4:00 PM

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

Exhibit I-18E

SHADOW STUDY
DECEMBER 21 - 10:00 AM

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB *Saccardi & Schiff*

SOURCE: Lessard Design, Inc.

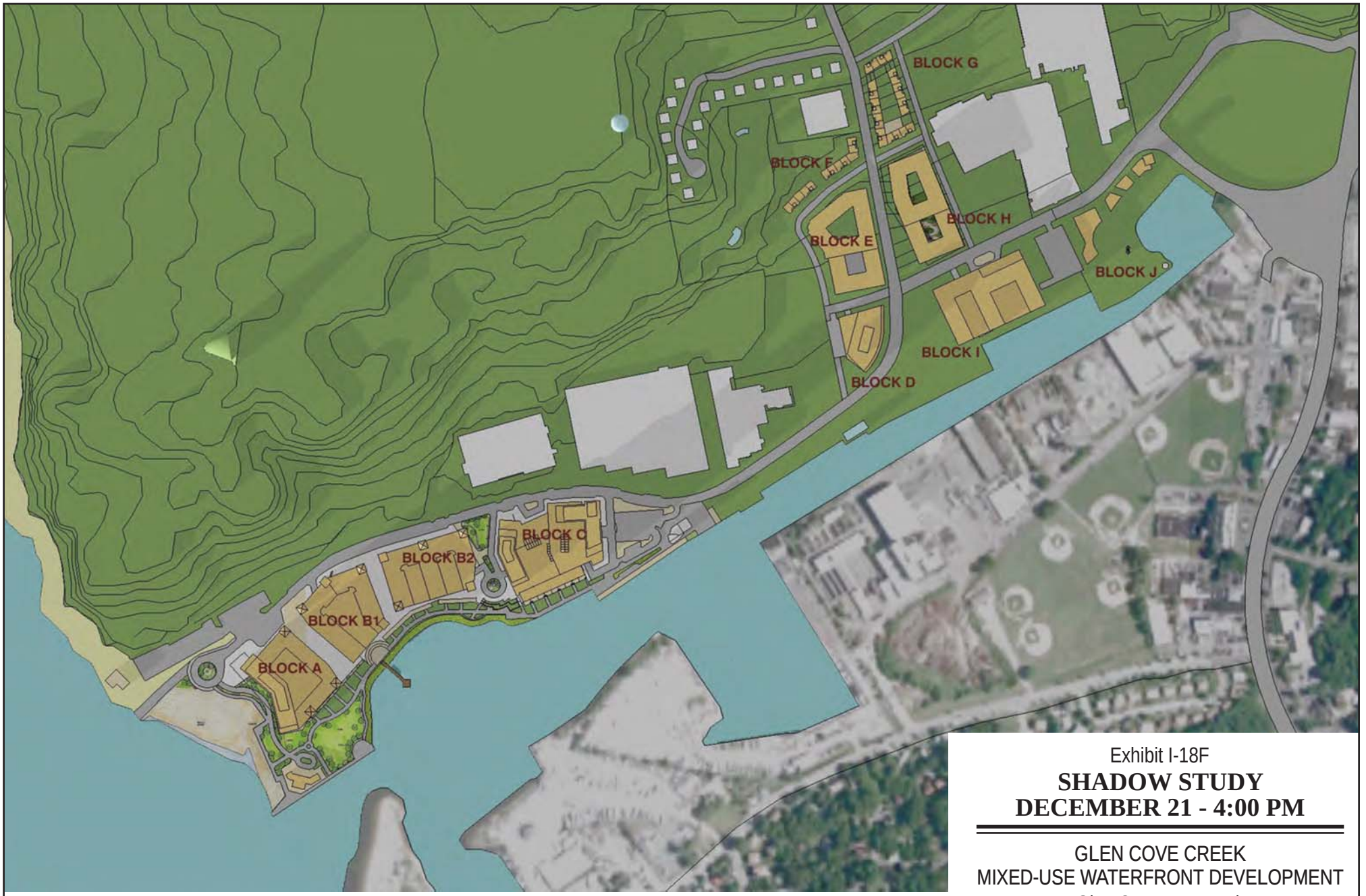


Exhibit I-18F

SHADOW STUDY
DECEMBER 21 - 4:00 PM

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB *Saccardi & Schiff*

SOURCE: Lessard Design, Inc.

SLOPE ANALYSIS DATA

COLOR	RANGE	EXISTING TRACT AREA 2,352,380 S.F. (54.0 AC)		MAXIMUM ALLOWABLE AREA TO BE DEVELOPED *		DISTURBED CRITICAL SLOPES DUE TO DEVELOPMENT	
	%	S.F.	% OF TRACT AREA	%	S.F.	S.F.	% OF CRITICAL SLOPE CATEGORY
	15 – 25	146,071	6.2	20	29,214	61,937	42.4
	25 – 35	46,266	2.0	0	0	22,007	47.6
	> 35	50,386	2.1	0	0	27,742	55.1

* PER 280–53B| OF CITY OF GLEN COVE CODE.

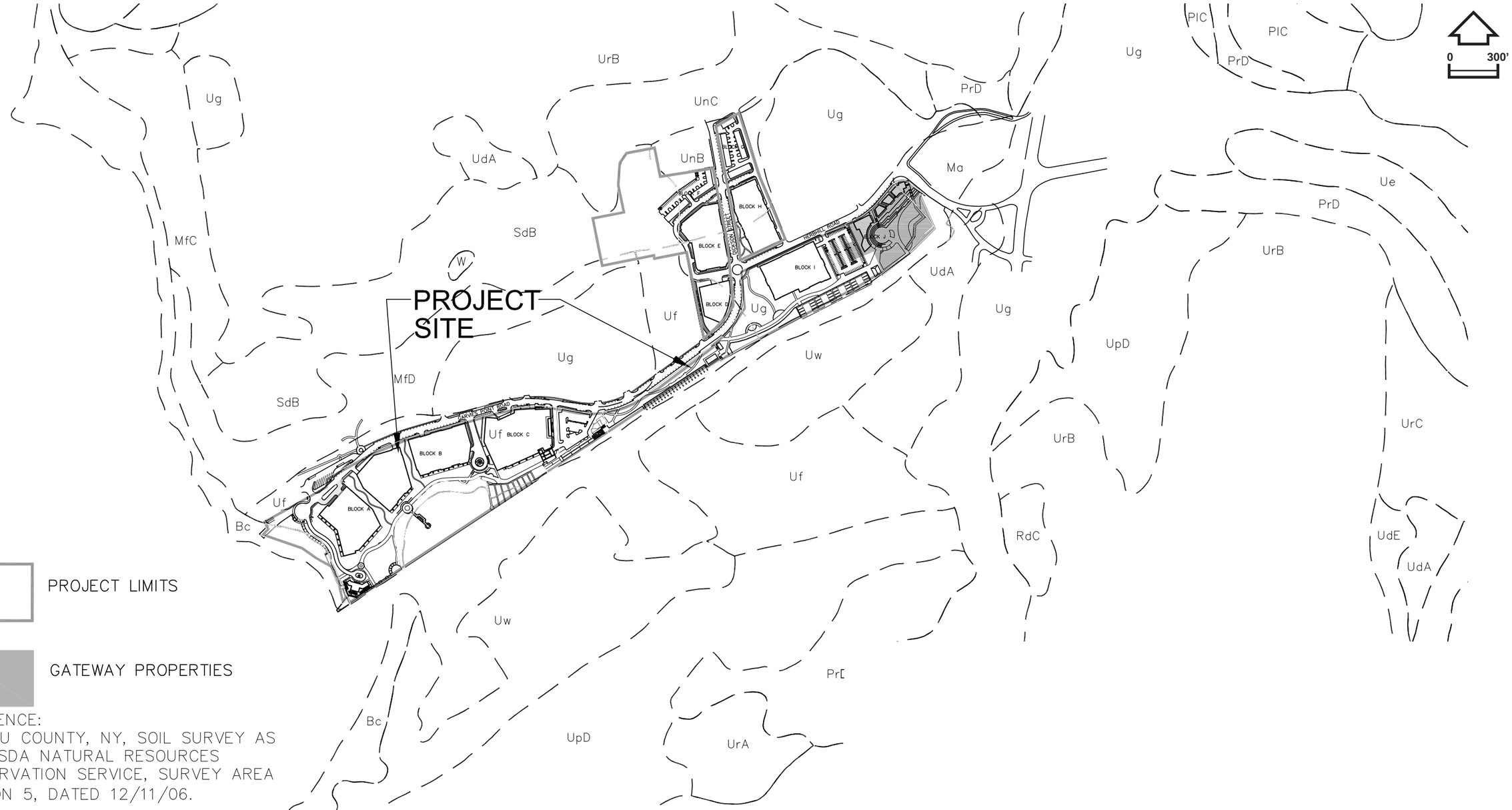
Exhibit I-19

CRITICAL SLOPE ANALYSIS

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Paulus, Sokolowski & Sartor Engineering, P.C.



SOIL TYPES:	PROJECT AREA (ACRES)	AREA OF DISTURBANCE (ACRES)
Bc: Beaches	1.2	0.3
Ma: Manahawkin muck	1.0	1.0
MfD: Montauk fine sandy loam, 15 to 25 percent slopes	0.3	0
SdB: Scio silt loam, till substratum, 3 to 8 percent slopes	5.4	1.0
Uf: Udorthents, refuse substratum	23.4	22.1
Ug: Urban land	13.9	13.9
UnB: Urban land–Montauk complex, 3 to 8 percent slopes	5.8	5.5

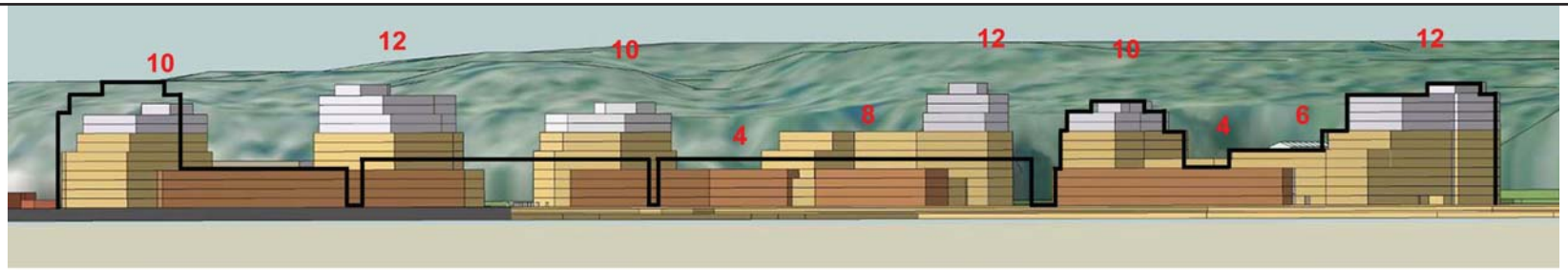
SOURCE: Paulus, Sokolowski & Sartor Engineering, P.C.

Exhibit I-20

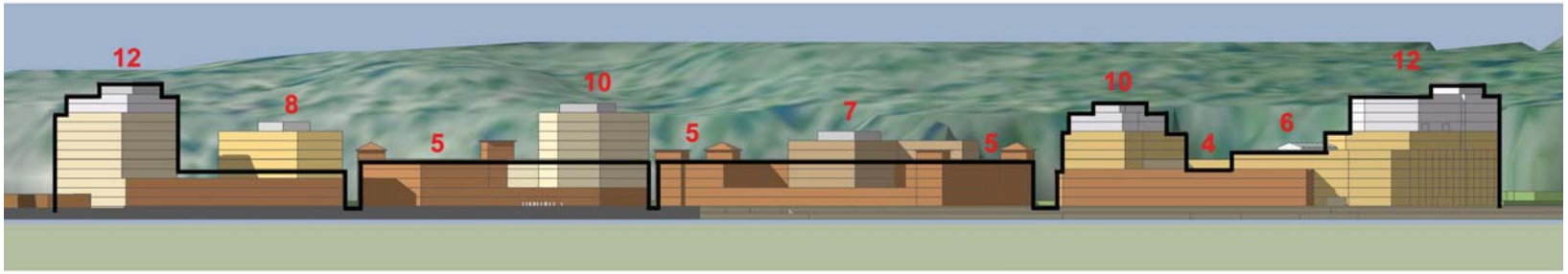
SOIL MAP WITH PROPOSED IMPROVEMENTS

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

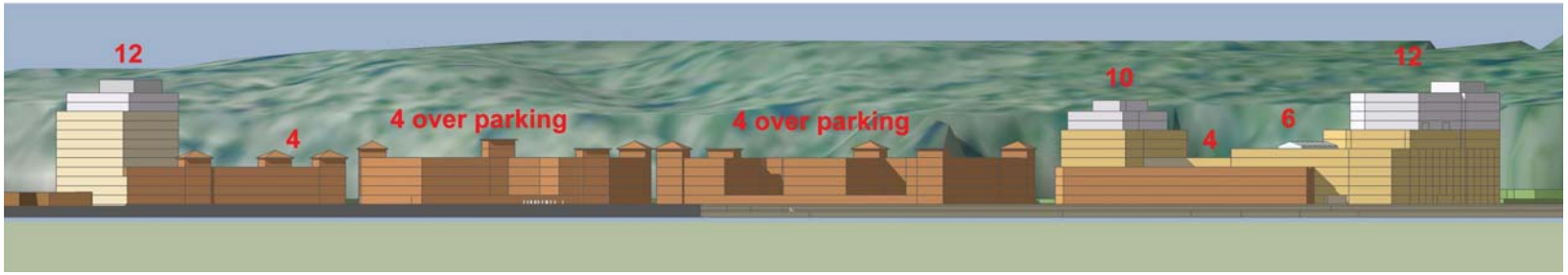
VHB Saccardi & Schiff



DEIS PLAN



INTERMEDIATE SCENARIO



FEIS PLAN

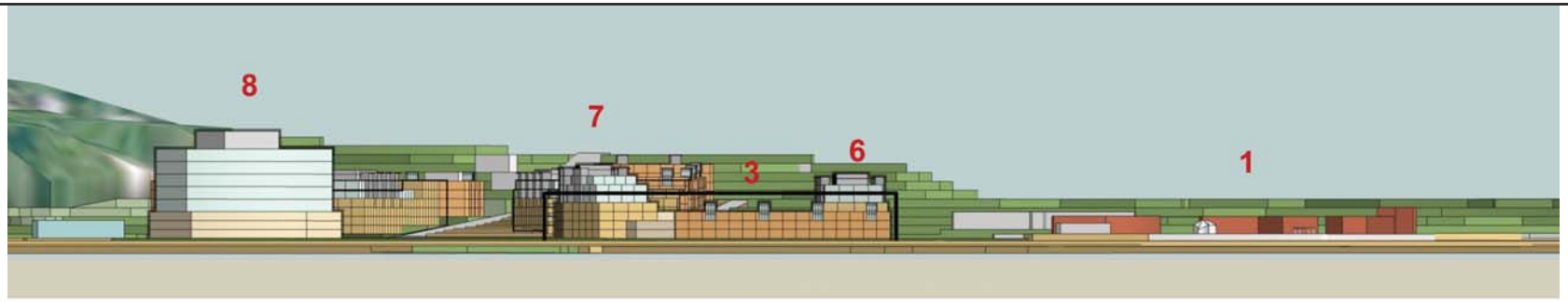
Exhibit I-21

INTERMEDIATE SCENARIO: WEST PARCEL HEIGHT AND BULK COMPARISON

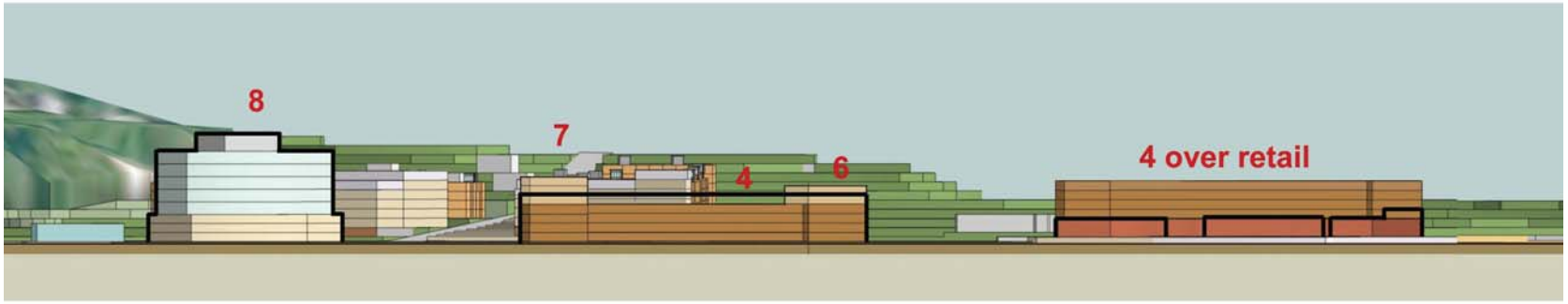
GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.



DEIS PLAN



INTERMEDIATE SCENARIO

FEIS PLAN

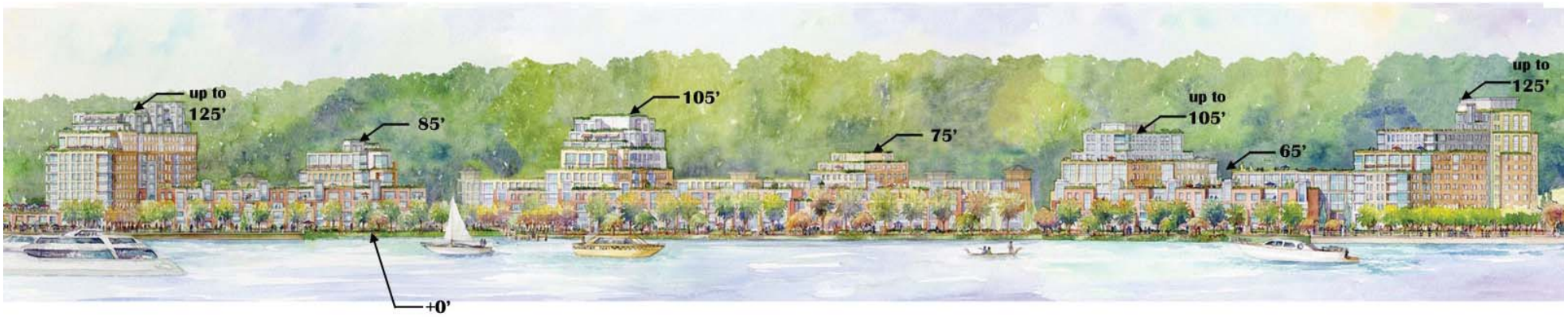
Exhibit I-22

INTERMEDIATE SCENARIO: EAST PARCEL HEIGHT AND BULK COMPARISON

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.



(The baseline 0' elevation represents approximately 18" above the highest point along Garvies Point Road)

Exhibit I-22A

INTERMEDIATE SCENARIO BUILDING HEIGHT

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

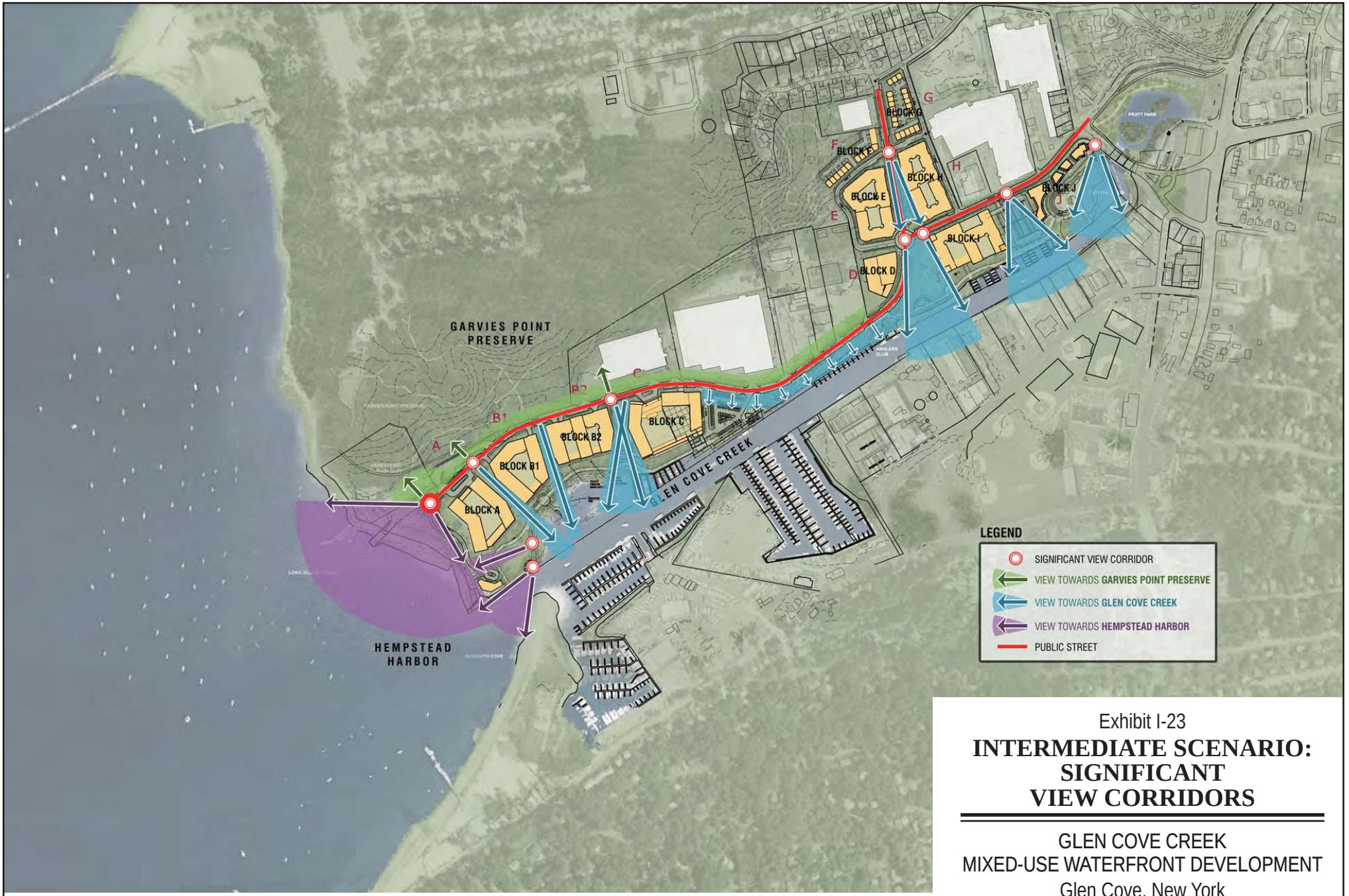


Exhibit I-23

INTERMEDIATE SCENARIO: SIGNIFICANT VIEW CORRIDORS

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

Exhibit I-24

INTERMEDIATE SCENARIO: VIEWS TOWARD GARVIES POINT PRESERVE

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

BEFORE

AFTER

Exhibit I-25A

INTERMEDIATE SCENARIO: VIEW 1 BEFORE AND AFTER DEVELOPMENT

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

BEFORE

AFTER

Exhibit I-25B

INTERMEDIATE SCENARIO: VIEW 2 BEFORE AND AFTER DEVELOPMENT

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

SOURCE: Lessard Design, Inc.

VHB Saccardi & Schiff

BEFORE

AFTER

Exhibit I-25C

INTERMEDIATE SCENARIO: VIEW 3 BEFORE AND AFTER DEVELOPMENT

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

BEFORE

AFTER

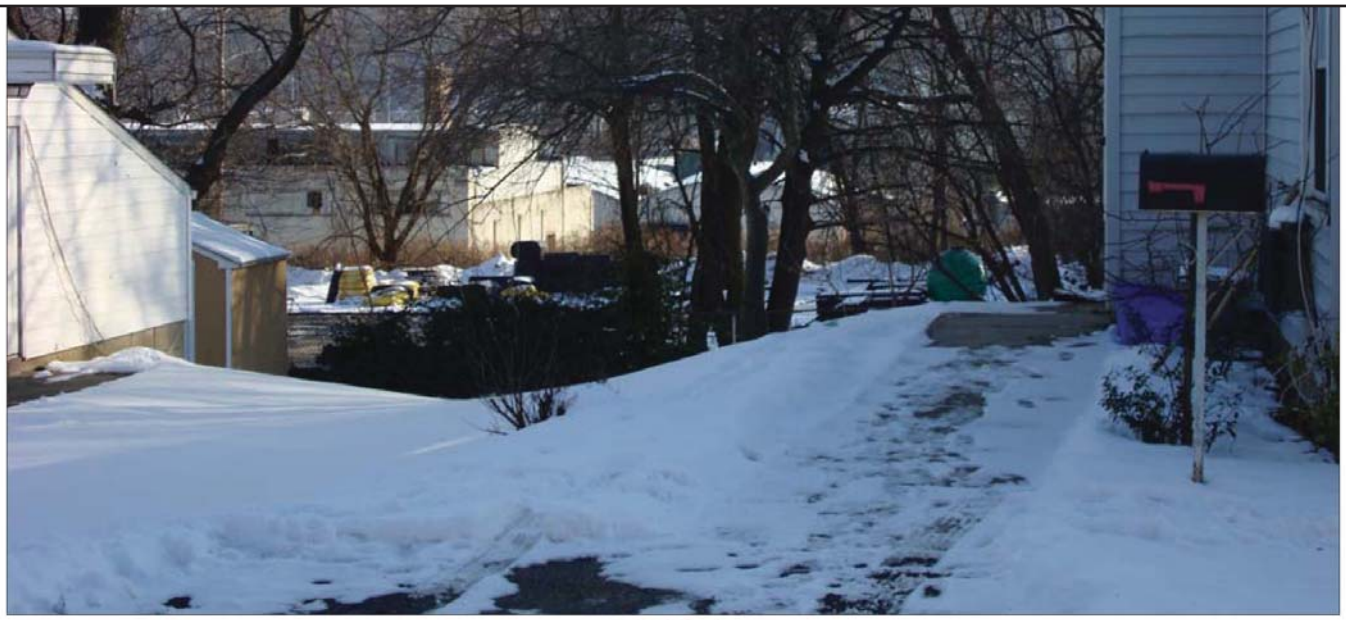
Exhibit I-25D

INTERMEDIATE SCENARIO: VIEW 4 BEFORE AND AFTER DEVELOPMENT

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.



BEFORE

AFTER

Exhibit I-25E

INTERMEDIATE SCENARIO: VIEW 5 BEFORE AND AFTER DEVELOPMENT

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

BEFORE

AFTER

Exhibit I-25F

INTERMEDIATE SCENARIO: VIEW 6 BEFORE AND AFTER DEVELOPMENT

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

BEFORE

AFTER

Exhibit I-25G

INTERMEDIATE SCENARIO: VIEW 7 BEFORE AND AFTER DEVELOPMENT

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

BEFORE

AFTER

Exhibit I-25H

INTERMEDIATE SCENARIO: VIEW 8 BEFORE AND AFTER DEVELOPMENT PERGOLA AT CLIFF WAY (WINTER VIEW)

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

BEFORE

AFTER

Exhibit I-25I

INTERMEDIATE SCENARIO: VIEW 8 BEFORE AND AFTER DEVELOPMENT PERGOLA AT CLIFF WAY (SUMMER VIEW)

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

BEFORE

AFTER

Exhibit I-25J

INTERMEDIATE SCENARIO: VIEW 9 BEFORE AND AFTER DEVELOPMENT

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

Exhibit I-26A

INTERMEDIATE SCENARIO: SHADOW STUDY MARCH 21 - 10:00 AM

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

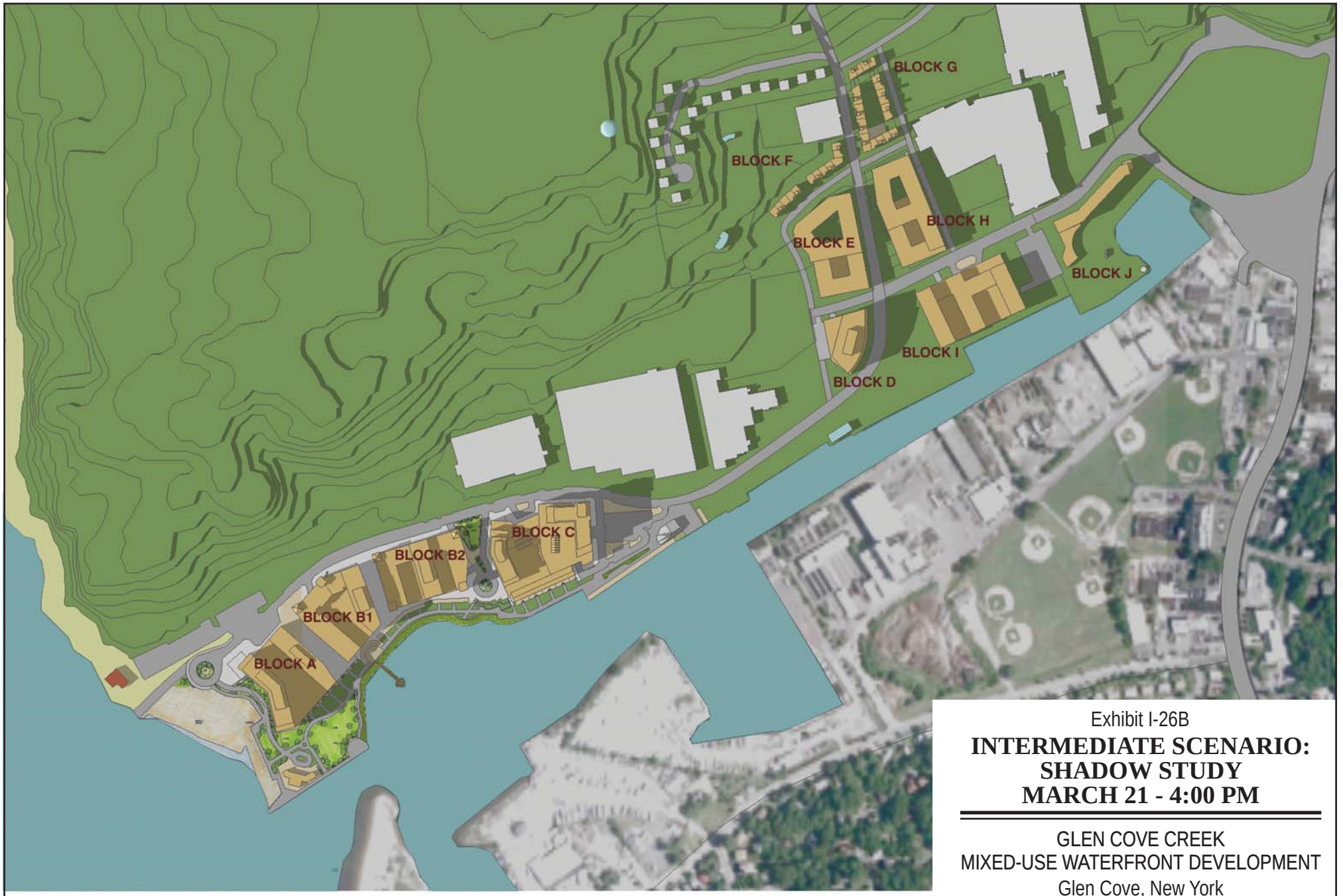


Exhibit I-26B

INTERMEDIATE SCENARIO: SHADOW STUDY MARCH 21 - 4:00 PM

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

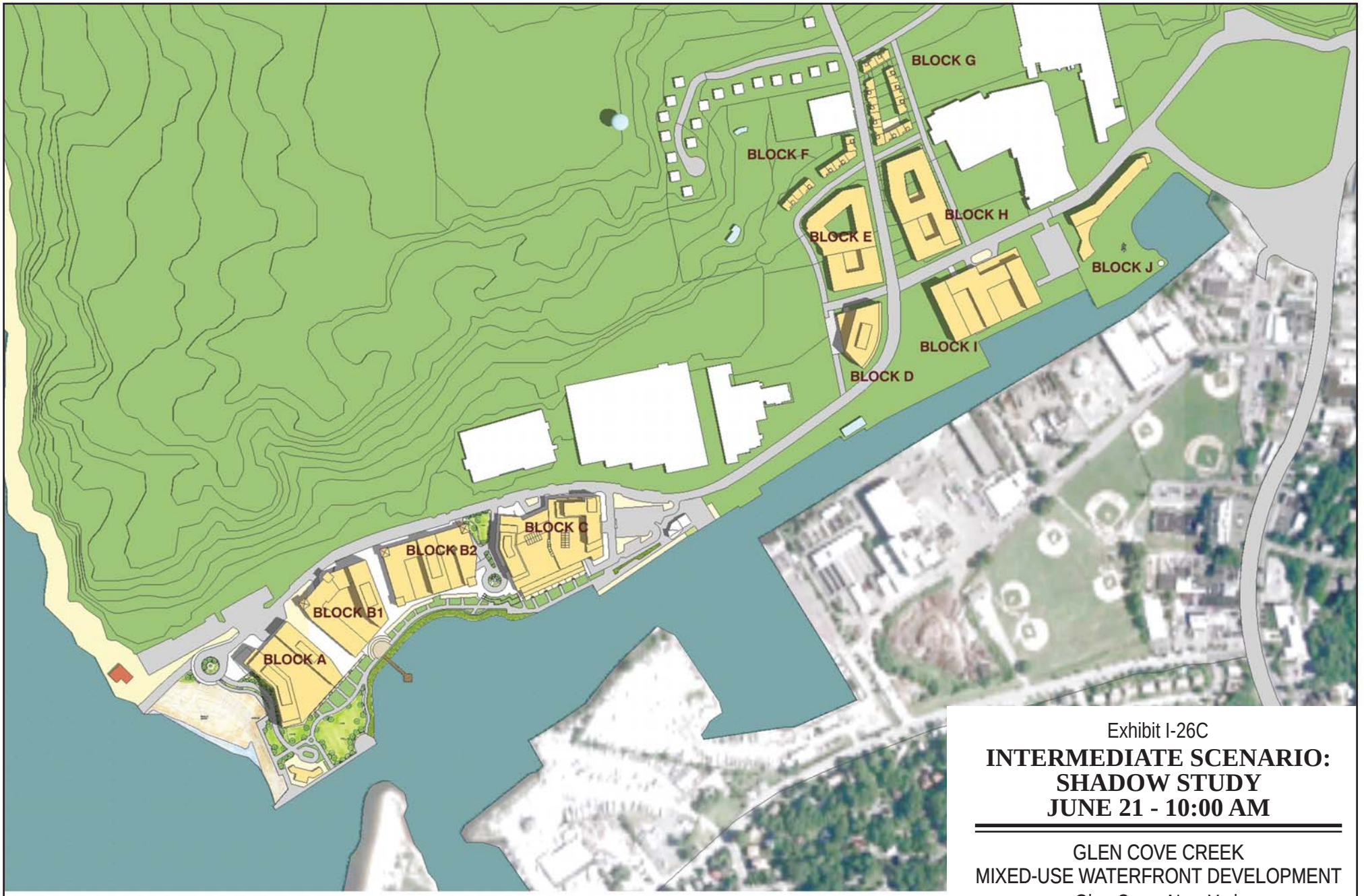


Exhibit I-26C

INTERMEDIATE SCENARIO: SHADOW STUDY JUNE 21 - 10:00 AM

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

Exhibit I-26D

INTERMEDIATE SCENARIO: SHADOW STUDY JUNE 21 - 4:00 PM

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

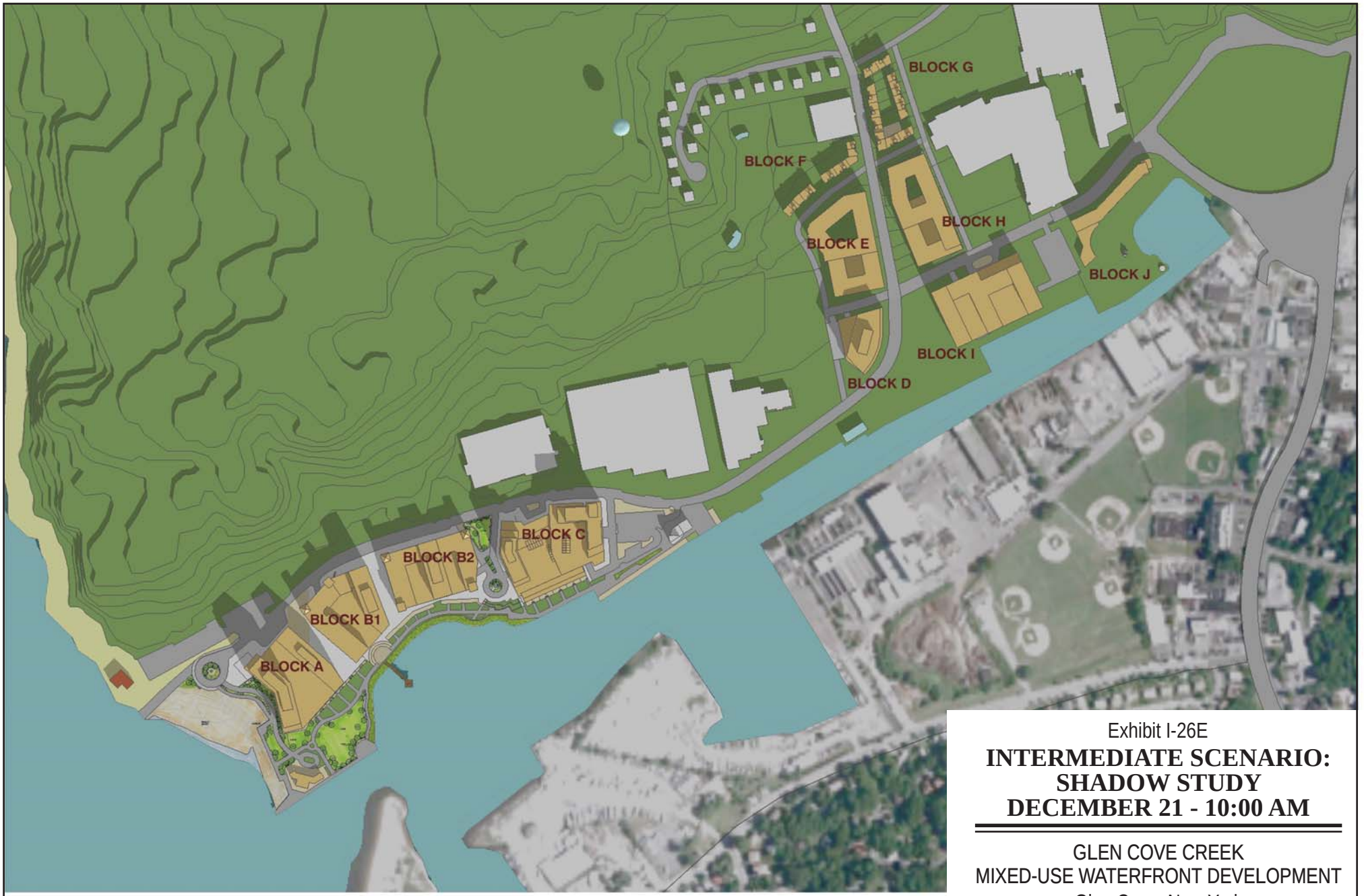


Exhibit I-26E

INTERMEDIATE SCENARIO: SHADOW STUDY DECEMBER 21 - 10:00 AM

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

Exhibit I-26F

INTERMEDIATE SCENARIO: SHADOW STUDY DECEMBER 21 - 4:00 PM

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

Exhibit I-27A

INTERMEDIATE SCENARIO: BUILDING FOOTPRINTS 3/F AND BELOW

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

Exhibit I-27B

INTERMEDIATE SCENARIO: BUILDING FOOTPRINTS 4/F AND BELOW

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

Exhibit I-27C

INTERMEDIATE SCENARIO: BUILDING FOOTPRINTS 5/F AND 6/F

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

Exhibit I-27D

INTERMEDIATE SCENARIO: BUILDING FOOTPRINTS 7/F AND 8/F

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

Exhibit I-27E

INTERMEDIATE SCENARIO: BUILDING FOOTPRINTS 9/F AND 10/F

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

Exhibit I-27F

INTERMEDIATE SCENARIO: BUILDING FOOTPRINTS 11/F AND 12/F

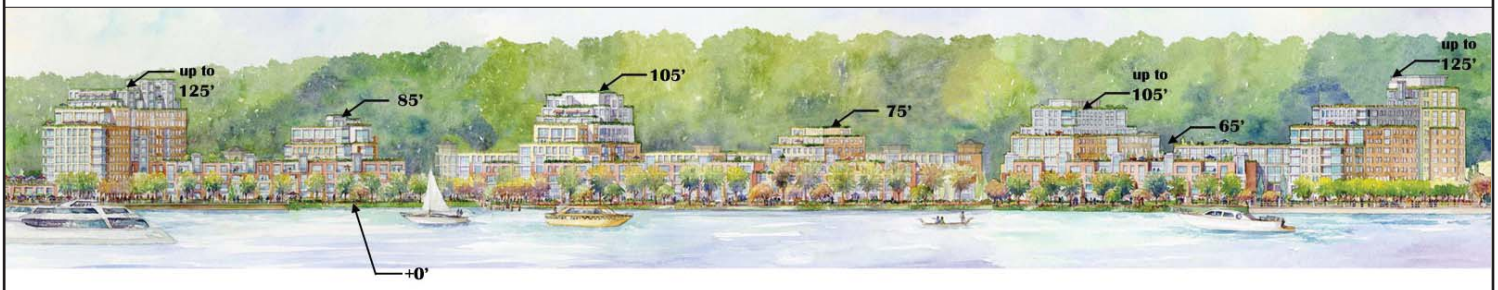
GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

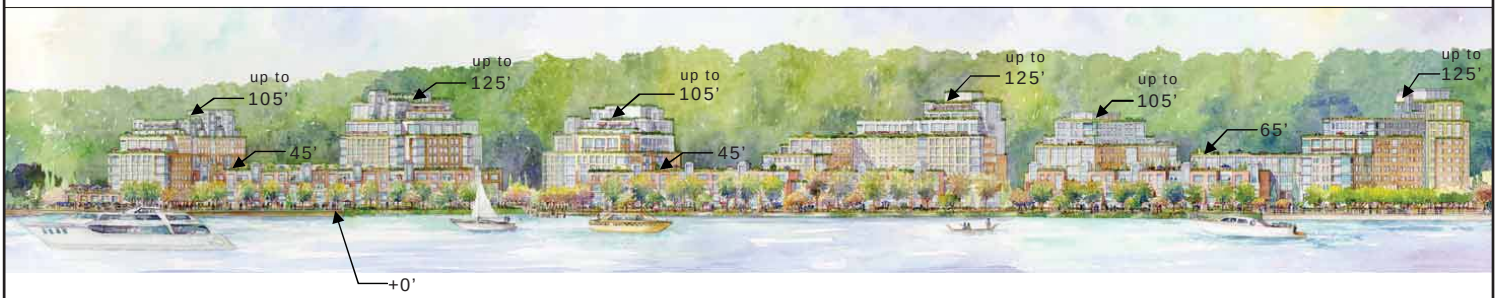
(The baseline 0' elevation represents approximately 18" above the highest point along Garvies Point Road)

FEIS PLAN



(The baseline 0' elevation represents approximately 18" above the highest point along Garvies Point Road)

INTERMEDIATE SCENARIO



(The baseline 0' elevation represents approximately 18" above the highest point along Garvies Point Road)

DEIS PLAN

Exhibit I-28

BUILDING HEIGHTS COMPARISON

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

BEFORE

FEIS PLAN

INTERMEDIATE SCENARIO

DEIS PLAN

Exhibit I-29A

VIEW 1 BEFORE AND AFTER DEVELOPMENT

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

BEFORE

FEIS PLAN

INTERMEDIATE SCENARIO

DEIS PLAN

Exhibit I-29B

VIEW 2 BEFORE AND AFTER DEVELOPMENT

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

SOURCE: Lessard Design, Inc.

VHB Saccardi & Schiff

BEFORE

FEIS PLAN

INTERMEDIATE SCENARIO

DEIS PLAN

Exhibit I- 29C

VIEW 3 BEFORE AND AFTER DEVELOPMENT

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

BEFORE

FEIS PLAN

INTERMEDIATE SCENARIO

DEIS PLAN

Exhibit I-29D

VIEW 4 BEFORE AND AFTER DEVELOPMENT

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

BEFORE

INTERMEDIATE SCENARIO

FEIS PLAN

DEIS PLAN

Exhibit I-29E

VIEW 5 BEFORE AND AFTER DEVELOPMENT

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

BEFORE

FEIS PLAN

INTERMEDIATE SCENARIO

DEIS PLAN

Exhibit I-29F

VIEW 6 BEFORE AND AFTER DEVELOPMENT

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

BEFORE

FEIS PLAN

INTERMEDIATE SCENARIO

DEIS PLAN

Exhibit I-29G

VIEW 7 BEFORE AND AFTER DEVELOPMENT

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

BEFORE

FEIS PLAN

INTERMEDIATE SCENARIO

DEIS PLAN

Exhibit I-29H

VIEW 8 BEFORE AND AFTER DEVELOPMENT (WINTER)

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

BEFORE

FEIS PLAN

INTERMEDIATE SCENARIO

DEIS PLAN

Exhibit I-29I

VIEW 8 BEFORE AND AFTER DEVELOPMENT (SUMMER)

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

BEFORE

FEIS PLAN

INTERMEDIATE SCENARIO

DEIS PLAN

Exhibit I-29J

VIEW 9 BEFORE AND AFTER DEVELOPMENT

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

FEIS PLAN

INTERMEDIATE SCENARIO

DEIS PLAN

SOURCE: Lessard Design, Inc.

Exhibit I-30A

SHADOW STUDY COMPARISON MARCH 21 - 10:00 AM

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

FEIS PLAN

INTERMEDIATE SCENARIO

DEIS PLAN

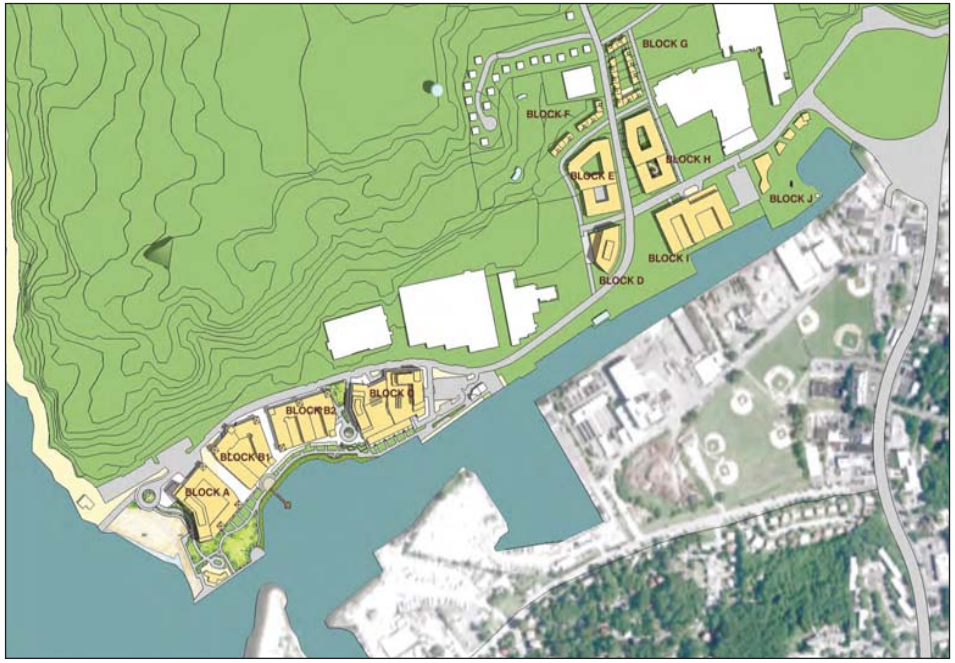
SOURCE: Lessard Design, Inc.

Exhibit I-30B

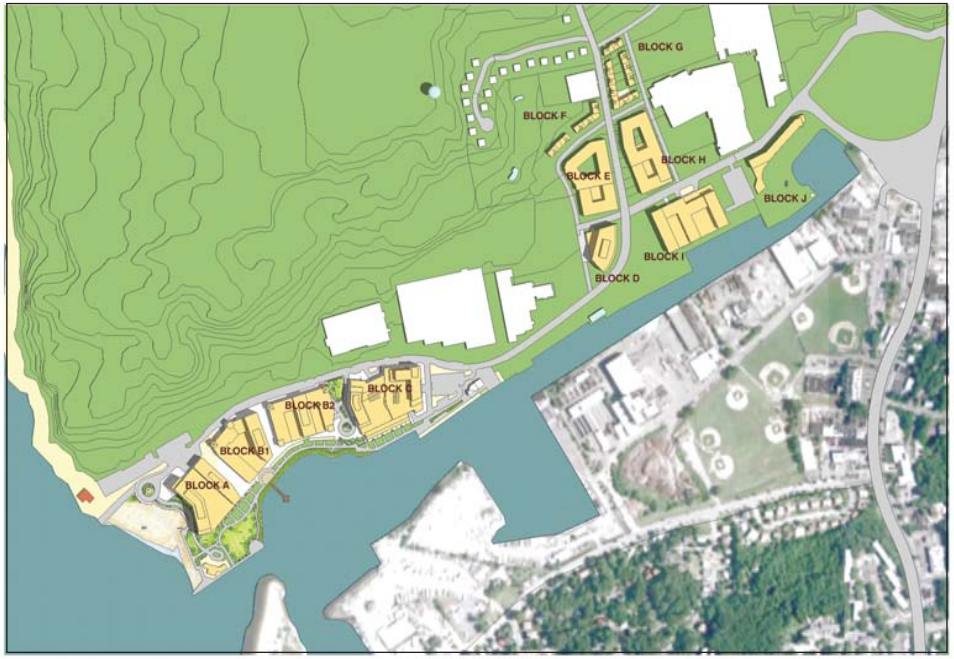
SHADOW STUDY COMPARISON MARCH 21 - 4:00 PM

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff



FEIS PLAN



INTERMEDIATE SCENARIO

DEIS PLAN

SOURCE: Lessard Design, Inc.

Exhibit I-30C

SHADOW STUDY COMPARISON
JUNE 21 - 10:00 AM

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

FEIS PLAN

INTERMEDIATE SCENARIO

DEIS PLAN

SOURCE: Lessard Design, Inc.

Exhibit I-30D

SHADOW STUDY COMPARISON
JUNE 21 - 4:00 PM

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

FEIS PLAN

INTERMEDIATE SCENARIO

DEIS PLAN

SOURCE: Lessard Design, Inc.

Exhibit I-30E

SHADOW STUDY COMPARISON DECEMBER 21 - 10:00 AM

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

FEIS PLAN

INTERMEDIATE SCENARIO

DEIS PLAN

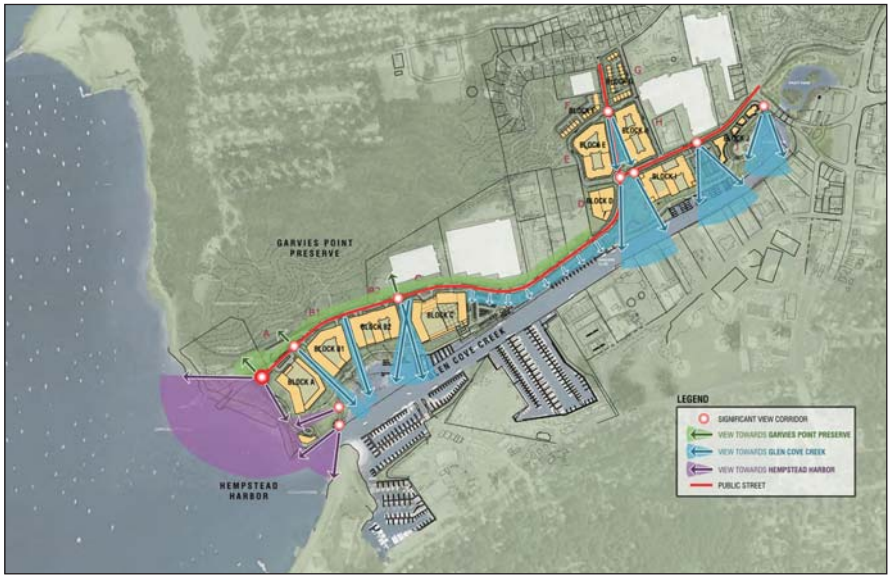
SOURCE: Lessard Design, Inc.

Exhibit I-30F

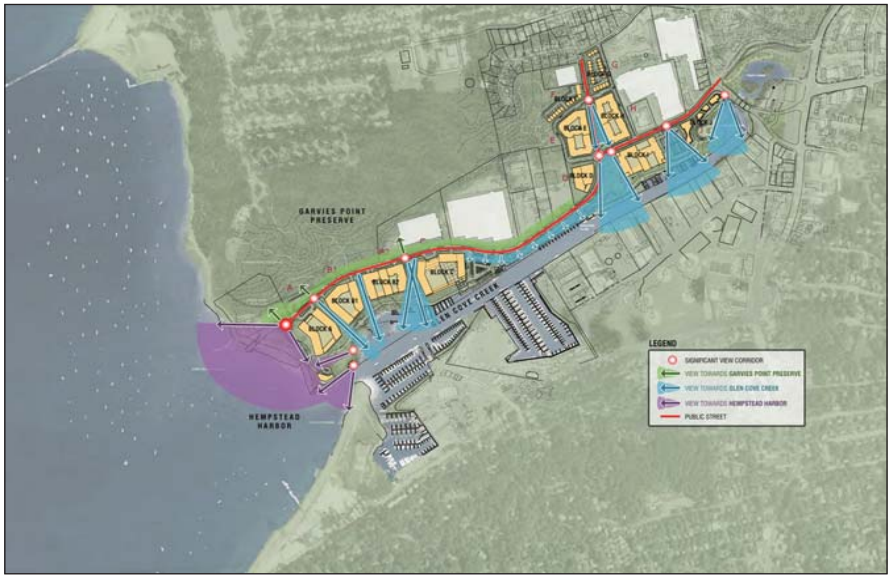
SHADOW STUDY COMPARISON DECEMBER 21 - 4:00 PM

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

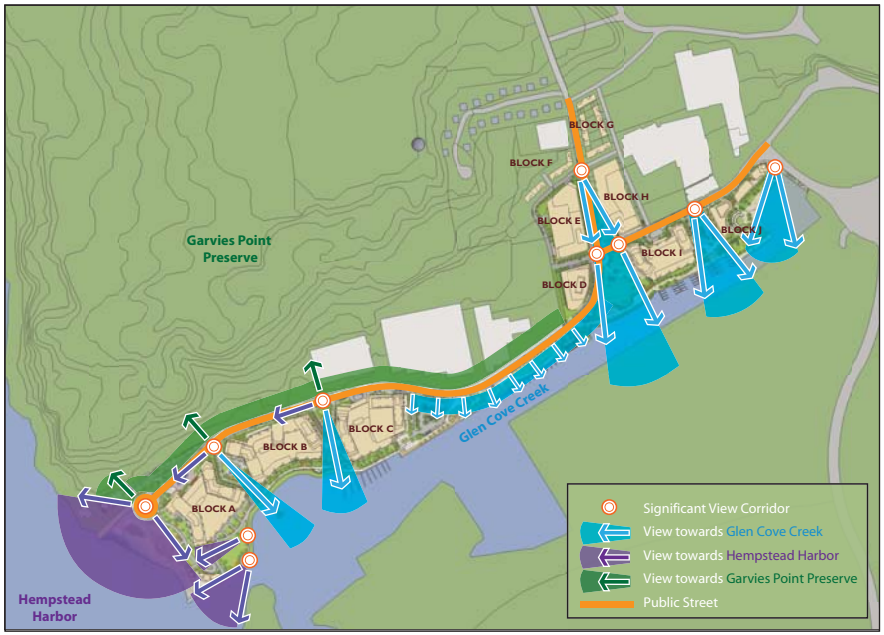
VHB Saccardi & Schiff



FEIS PLAN



INTERMEDIATE SCENARIO



DEIS PLAN

Exhibit I-31

SIGNIFICANT VIEW CORRIDORS COMPARISON

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.

Exhibit I-32

INTERIM AMENITIES PLAN

GLEN COVE CREEK
MIXED-USE WATERFRONT DEVELOPMENT
Glen Cove, New York

VHB Saccardi & Schiff

SOURCE: Lessard Design, Inc.