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March 19, 2021

Ref: 20484.00

John DiMascio, Chairman, and Members of the Planning Board
City of Glen Cove
9-13 Glen Street
Glen Cove, NY 11542

Re: RXR Glen Isle Partners LLC
Application for PUD Site Plan Approval
Garvies Point Blocks D, E and F

Dear Chairman DiMascio and Members of the Planning Board:

RXR Glen Isle Holdings, LLC (the "Applicant") is proposing the construction of 172 market-rate residential rental units, a 5,000-square-foot restaurant, a 2,000-square-foot wellness center/spa, passive recreational facilities including trails, a gazebo, and other amenities, and associated parking on Blocks D, E, and F (the "Project") of the Garvies Point Mixed-Use Waterfront Development ("Garvies Point" or the "Site"), located in the City of Glen Cove, Nassau County, New York.

The proposed Project would redevelop a section of the overall approved Planned Unit Development Master Plan (the "PUD Master Plan") for Garvies Point, and is therefore subject to the requirements set forth by the *New York State Environmental Quality Review Act [SEQRA] Findings of the Planning Board of the City of Glen Cove Respecting the RXR Glen Isle Mixed-Use Waterfront Development Project, City of Glen Cove, New York*, (the "Findings Statement") as adopted by the City of Glen Cove Planning Board (the "Planning Board") on December 19, 2011, and Marine Waterfront-3 (MW-3) zoning district regulations at §280-73.2(c)(11) of the City code regarding PUD Site Plan Approval.

The Applicant has retained VHB Engineering, Surveying, Landscape Architecture and Geology P.C. (VHB) to analyze the consistency of the proposed Project with the above referenced requirements.

OVERVIEW

As detailed in the Findings Statement, the City recognized the need to provide certain flexibility in the development of the Site in order to respond to changing market conditions over time. Accordingly, the Findings Statement and MW-3 regulations set forth a process for the Planning Board to modify the overall PUD Master Plan, as well as site-specific building configurations, without triggering the need for supplemental environmental review under SEQRA. In various instances since 2011, the Planning Board has utilized this flexibility to amend the PUD Master Plan (amended in October 2015) and approve site-specific modifications during individual PUD Site Plan reviews (including Blocks B, H, I, and the Brewery site).

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Currently, the Applicant has proposed a further amendment of the PUD Master Plan to modify (among other things) Blocks D, E and F as described in Table 1, below; and the Applicant has also submitted an application for PUD Site Plan approval for Blocks D, E and F in accordance with that PUD Master Plan amendment. Specifically, on Blocks D, E, and F, the amended PUD Master Plan would provide for the relocation of the 56 workforce condominium units originally contemplated for Block F to one of two potential off-site locations immediately adjacent to the existing 56±-acre PUD area (i.e., 1 Garvies Point Road or the Konica Minolta property), and a 79-unit increase in the total residential yield on the Site beyond the threshold of 1,110 units established by the Findings Statement to accommodate the proposed 172-unit market rate building proposed for Blocks E and F.

Table 1 – Proposed modifications to Blocks D, E and F

	EXISTING PUD MASTER PLAN	**PROPOSED AMENDED PUD MASTER PLAN**
BLOCK D	50,000 square-foot, six story office building	Surface Parking
BLOCKS E & F	Five-story building containing 101 residential apartment units and Four-story building containing 56 workforce condominium units	Four-story building above a two-level garage spanning Blocks E and F, containing 172 market-rate residential rental units, a 5,000-square-foot restaurant and a 2,000-square-foot wellness center/spa which would operate as a concierge service and would be open to the public (the "proposed building").[1] West of the proposed building on Blocks E and F – Passive recreational facilities, including trails, a gazebo, and other amenities

In response to the City's request, VHB, on behalf of the Applicant, has submitted a separate Technical Memorandum which evaluates the potential for environmental impacts associated with the proposed amended PUD Master Plan. As such, the remainder of the analysis provided below evaluates the consistency of the proposed PUD Site Plan for Blocks D, E, and F (the "Proposed Site Plan") with the Findings Statement, MW-3 regulations, and the proposed amended PUD Master Plan as submitted to the City for review and consideration on March 9, 2021. A supplement to the March 9, 2021 memo will address the potential build-out of the properties considered for the relocation of the workforce housing.

[1] Because of the grade change across the site, with elevations increasing in a south-to-north direction, the total number of stories in the proposed building would vary. The proposed building would be six stories in height at its southern end, with four floors of residential apartments over a lobby level, atop a parking garage and restaurant. At its northern end, the proposed building would have four residential stories above-grade, with the underlying lobby level containing sub-grade parking. The lobby level also would include residential units over the garage in the southern portion of the building.

SUMMARY OF CONCLUSIONS

The following analysis demonstrates the Proposed Site Plan's overall consistency and compliance with technical items, including general PUD requirements, as well as environmental issues required by the Findings Statement to be analyzed in greater detail and resolved during PUD Site Plan review. It is concluded that implementation of the Proposed Site Plan would not result in any significant impacts and, therefore, no further review under SEQRA is required.

General PUD Site Plan Requirements

50% Rental Cap

The existing PUD Master Plan calls for 101-market rate units on Block E, and 56 workforce condominium units on Block F. However, the proposed PUD Site Plan for Blocks D, E and F would result in 172 market-rate rental units spanning Blocks E and F, with surface parking replacing the office use originally contemplated for Block D. As a result of this proposed modification, the total number of residential units on the overall PUD Site would increase by 79 units (i.e., from 1,110 to 1,189 units). Pursuant to the Findings Statement, no more than 50 percent of total residential units in the PUD Master Plan may be rental units. Therefore, the proposed amendment to the PUD Master Plan would result in a revised rental cap of 595 units (50 percent of the 1,189 total units proposed), representing an increase of 40 rental units from the existing rental cap of 555 (50 percent of the existing approved 1,110 units).

As discussed in detail in a separate Technical Memorandum prepared by VHB, dated March 9, 2020, the proposed amended PUD Master Plan includes a total of 620 rental units on the Site. This would exceed the revised 595-unit rental cap associated with the proposed 1,189 total residential units by 25 units. Therefore, as part of the pending application for amendment of the PUD Master Plan, the Applicant has requested the Planning Board's approval to exceed the 50 percent rental cap.

The Findings Statement is clear that the 50 percent rental cap is subject to the Applicant's ability in the future to seek discretionary approval from the Planning Board to exceed the cap based on current market conditions, provided that the Applicant has proceeded with implementation of earlier phases of development in good faith and in compliance with other conditions set forth by the Findings Statement. The Applicant may seek approval from the Planning Board to exceed the 50 percent rental cap; however, in no instance may the number of rental units exceed 65 percent of the total residential unit count.

If approved as currently proposed, 620 rental units would comprise approximately 52.1 percent of the total 1,189-unit residential yield under the proposed amended PUD Master Plan, which is only slightly greater than the 50 percent cap and is well below the 65 percent threshold established by the Findings Statement. Moreover, the Applicant submits that it has proceeded with implementation of earlier phases of development in good faith and in compliance with other conditions set forth by the Findings Statement; and the proposal to exceed the 50 percent cap by 2.1 percent is in response to current market conditions, which show a strong demand for market-rate rental units. Therefore, conditional to the

granting of a waiver to exceed the 50 percent rental cap, while remaining well below the 65 percent threshold established by the Findings Statement, the Proposed Site Plan for Blocks D, E and F (when considered in the broader context of the proposed amended PUD Master Plan) would be consistent with the Findings Statement in regard to the rental cap.

Visual Simulations

The Findings Statement requires each PUD Site Plan to demonstrate compliance with Chapter 266 of the Code of the City of Glen Cove (Visual Simulation Submission). The Applicant has submitted a PUD Site Plan Application, which includes renderings and elevations of the proposed building (Drawings No. A501-A505; and L500-L515), along with a full package of civil engineering and architectural site plan drawings, depicting the development of Blocks D, E and F under the Proposed Site Plan. Additional, enhanced renderings have also been prepared which provide more detailed images of the proposed building, showing the main entrance on the east side and the south end where the restaurant would be located – see Attachment A. These documents show that the Proposed Site Plan is consistent with the conclusions and requirements of the Findings Statement with respect to aesthetic resources and related parameters, as discussed more fully in Subsection "m" under *Environmental PUD Site Plan Requirements – Aesthetics*, below.

Site Plan Requirements

The following requirements are relevant to the Proposed Site Plan and have been or are being addressed through the current PUD Site Plan application process for Blocks D, E and F:

- The site plan drawings include a Landscape Plan, which provides a palette of approved plantings, detailed irrigation, planting details, and maintenance obligations, among other information as specified in the Findings Statement
- The site plan drawings include a Grading Plan (Drawing No. C-06) prepared by the Project civil engineer, PS&S, which shows that the open space area to the west of the proposed building on Blocks E and F would be graded without the use of retaining walls to transition to existing elevations in the adjacent area. Short landscape retaining walls, less than five feet in height, are anticipated at certain locations along the proposed building's eastern frontage. A short retaining wall is also expected within the grade transition between the proposed Block D parking lot and Garvies Point Road. Finished slopes will not exceed 33 percent gradient. Existing steep slopes outside of the Proposed Site Plan's limit of disturbance, as depicted in PS&S's Existing Conditions Plan (Drawing No. C-03), would remain undisturbed
- The Site Plan prepared by PS&S provides a final design of sidewalks, reflecting the fact that the previously proposed office building has been eliminated from Block D
- A fire path along the north side of the proposed building, as depicted in the PS&S's Site Plan, has been designed in accordance with applicable codes, and shall be submitted to the Nassau County Fire Marshal for review and approval

- Finished floor elevations for the proposed building are provided in the Grading Plan prepared by PS&S (Drawing No. C-06)
- The Site Plan drawings provide clear legends, symbols, note callouts, and identification of proposed improvements
- The Site Plan drawings prepared by the Project architect, Beatty Harvey Coco, show detailed layout of the refuse and recycling storage areas within the proposed building (i.e., where refuse and recyclables will be collected on each residential floor, connected by gravity chutes to a garage-level room serving as a central solid waste collection location, and a dedicated area in the restaurant for solid waste collection) prior to pick-up by private carters
- The Site Plan drawings include all appropriate labels and legends
- The proposed building will include carbon monoxide alarms in accordance with Section 14A of Article VII of the Nassau County Public Health Ordinance at the time of Building Permit issuance
- Plans for the proposed swimming pool will be submitted to the Nassau County Department of Health for review and approval, and for an operating permit in accordance with the New York State Sanitary Code at the time of Building Permit issuance
- The Applicant has met with the Nassau County Fire Marshal to identify hydrant locations, as applicable, and discuss other items pertinent to the Proposed Site Plan that are within the purview of the Fire Marshal

Environmental PUD Site Plan Requirements

The Findings Statement requires that the following environmental topics be discussed and resolved during each PUD Site Plan review. Pertinent conclusions regarding consistency relevant to the Proposed Site Plan are summarized below.

a. <u>Soils and Topography</u>

As part of the site plan package for the development of Parcels D, E, and F, the Applicant is submitting a Soil Erosion and Sediment Control Plan (Drawings No. C-08, C-14 and C-15) for the Proposed Site Plan prepared by PS&S that includes site-specific control measures to be implemented throughout construction and remain in effect until disturbed areas are permanently stabilized. In addition, the Proposed Site Plan for Blocks D, E, and F would preserve the existing grading at the northwest corner of Block F where public outdoor amenities including trails are proposed.

A geotechnical report has been prepared and is included in the site plan package. The geotechnical report indicates that the site is blanketed from 2 to 18 feet by generally loose soil fill and peat, underlain by alternating layers of soft to moderately stiff clay and moderately dense to dense silty sand. The report states that the proposed development will need to be supported on deep piles installed through the fill and into the lower stiff clay. See Attachment B.

Upon implementation of the Soil Erosion and Sediment Control Plan and development in accordance with the recommendations of the geotechnical report, the Proposed Site Plan will be consistent with the requirements of the Findings Statement with respect to soils and topography.

b. <u>Subsurface Environmental Conditions</u>

Following the completion of soil remediation on the overall Master Development site in 2016-2017, an Interim Site Management Plan (SMP) was prepared and approved. The Interim SMP requires the following:

- An engineered composite cap will be installed throughout Parcels D, E and F (as well as most of the rest of the Subject Property), consisting of either two feet of clean fill, concrete, or asphalt
- Soil vapor mitigation systems will be installed within occupied structures, including the proposed building on Blocks E and F
- Construction will adhere to soil/materials management procedures outlined in the Interim SMP
- A project-specific Excavation Work Plan (EWP) will be prepared for submission to and approval by the New York State Department of Environmental Conservation (NYSDEC), New York State Department of Health (NYSDOH), and U.S. Environmental Protection Agency (USEPA) prior to site redevelopment.

The EWP will include an up-to-date summary of existing environmental conditions on Parcels D, E and F, with all recent testing results, in addition to the Excavation Work Plan itself.

NYSDEC reserves the right to be present during construction. Upon the completion of construction, documentation will be submitted to the Planning Board to demonstrate that any necessary cleanup has achieved the required standards; and suitable controls will be established, as determined by NYSDEC and the USEPA, for construction and post-construction periods of development under the Proposed Site Plan. It is anticipated that these engineering controls will consist of a composite cover system, soil vapor mitigation system, French drain system, and groundwater monitoring well network.

As indicated previously, the Proposed Site Plan is generally consistent with the development that was contemplated for Blocks D, E and F in the Findings Statement. More specifically, multi-family residential use would still occur on Blocks E and F; while Block D had been approved for office use in the PUD Master Plan and now is proposed for parking. Therefore, the Interim SMP will not require modification and will be governed by the aforementioned project-specific EWP, which will ensure that the requirements of the SMP are properly implemented on a site-specific basis. In other words, the individual changes proposed at Blocks D, E, and F would not require a change in the SMP, since they would not change the existing conditions present. It is noteworthy that the Proposed Site Plan would result in a change to a less sensitive land use, e.g., surface parking in lieu of an occupiable commercial office use. A Change of Use form will be submitted to the agencies.

c. <u>Water Resources</u>

The Proposed Site Plan is consistent with the development that was contemplated for Blocks D, E, and F in the Findings Statement and will not require modification of the measures that were specified for the protection of water resources, as discussed below.

Parcels D, E, and F are included in the Stormwater Pollution Prevention Plan (SWPPP) titled "Garvies Point Waterfront Redevelopment – Phase 1," last revised February 2017. As noted previously, the site plan drawings prepared by PS&S include a site-specific Soil Erosion and Sediment Control Plan (Drawings No.

C-08, C-14 and C-15), which provides various measures to protect Glen Cove Creek throughout construction.

In accordance with the requirements specified in the Findings Statement, stormwater runoff will be collected into catch basins that will be constructed for the Proposed Site Plan, and this runoff will be conveyed through "Jellyfish" water quality treatment devices before discharge into Glen Cove Creek via an outfall through the bulkhead. The "Jellyfish" devices and outfall that will serve the development under the Proposed Site Plan are already in-place. Updated stormwater calculations and the corresponding water quality drainage area map, by memorandum from PS&S revised and dated February 24, 2021, have been prepared as part of the current site plan application, which demonstrates that implementation of the Proposed Site Plan will not impact the adequacy of the stormwater management system – see Attachment C.

The proposed building rooftop and amenity courtyards will have a green roof ratio of 0.35, as depicted in the plans prepared by Beatty Harvey Coco, consistent with the green infrastructure and stormwater methodology for the overall Master Development. The Proposed Site Plan includes a Landscape Plan (Sheets No. L-00 through L-605) and a Grading Plan (Sheet No. C-06), which address relevant information pertaining to the protection of water resources as required by the Findings Statement.

Note that Block G discharges to the City drainage system per the approved stormwater design of the overall Phase 1 and Phase 2 Garvies Point Redevelopment.

d. <u>Ecology</u>

The Findings Statement indicates the Planning Board's determination that the overall Master Development poses no significant adverse ecological impacts. Ecological topics considered in the SEQRA process include the loss of existing habitat, collision-related mortality of birds due to impacts with the Project's buildings, potential effects on woodlands including shading from the proposed buildings, increased noise, and increased invasive plants.

Development under the Proposed Site Plan consists of a four-story building (over a two-level garage), which is consistent with the building height contemplated in the Findings Statement for Blocks D, E, and F, and is significantly lower than the 11-story maximum approved for the Project. Furthermore, the proposed building does not contain exterior glass walls; but, rather, has with masonry façades with extensive articulations, including balconies, as depicted in the elevations and renderings including in the site plan drawing package (Drawings No. A501 through A505; and L500 through L515) submitted to the City, along with the more detailed renderings provided herewith as Attachment A. These features are known to discourage collision-related bird mortality.

Blocks D, E, and F have been previously cleared and do not contain woodlands, except at the northwest fringe of the development area (area to be preserved); and, thus, development under the Proposed Site Plan would not result in the loss of existing, significant habitat. The Findings Statement concluded that the proposed development would not result in significant shadow impacts to the Garvies Point Preserve, located to the north of the Subject Property, based on building heights ranging up to eight stories on the east parcel. At a height of four stories above grade at its northern end, and given the location of the

proposed building on the eastern portion of Blocks E and F, fronting on Dickson Street and directly south of an existing industrial building, potential ecological impacts due to shading are not anticipated.

Based on the foregoing, the Proposed Site Plan is consistent with the conclusion of no significant ecological impacts in the Findings Statement.

e. Land Use, Zoning and Public Policy

As discussed above, the MW-3 District was amended during the approval of the PUD Master Development Plan in 2011. The Findings Statement requires each PUD Site Plan Application to document compliance with the MW-3 District regulations and PUD Master Plan Requirements. If such compliance is demonstrated to the satisfaction of the Planning Board, then the subject PUD Site Plan shall be presumed to be in compliance with the City of Glen Cove Master Plan, Glen Cove Creek Revitalization Plan, and Third Amended Urban Renewal Plan for Garvies Point Urban Renewal Area.

The Proposed Site Plan retains the previously approved multi-family residential use contemplated for Blocks E and F, and would reduce the magnitude of the overall development by replacing the 50,000-square foot office building with surface parking on Block D. The Zoning Schedule on the Cover Sheet of the submitted site plan package (Drawing No. C-01) demonstrates compliance with dimensional requirements of the MW-3 District for Blocks E and F. The proposed Block D surface parking lot would provide 165 spaces, in a layout that is directed primarily at maximizing parking capacity, but still includes a robust and diverse landscaping plan (see Drawings No. L-101, L-101A and L-301 in the submitted site plan package).

As discussed previously, under the proposed amended PUD Master Plan, the workforce housing component that had been approved for Block F would be retained in the PUD Master Plan, to be constructed under an upcoming phase of Project development on an adjacent parcel that would be incorporated into the boundaries of the PUD.

Based on the foregoing, it is concluded that the Proposed Site Plan would be consistent with the Findings Statement with respect to land use, zoning and public policy.

f. Transportation

The Findings Statement includes a summary of the detailed analysis of potential traffic impacts resulting from the overall PUD Master Plan, as discussed in the Draft and Final Environmental Impact Statements (DEIS and FEIS) on which the Findings Statement was based.

As indicated previously, the PUD Master Plan included 50,000 square feet of office space on Block D, 103 apartment units on Block E, and 56 condominium units on Block F. If approved, the Proposed PUD Master Plan would eliminate the office use, replacing the proposed building with parking on Block D to support the Ferry Terminal and other nearby uses. Simultaneously, the number of rental apartments would be increased from 103 units to 172 units spanning Blocks E and F with the 56 workforce condominium units relocated to a parcel adjacent to the current 56±-acre PUD area (this would remain a part of the overall PUD Master Plan development).

On top of these changes, Building E would also include a 5,000-sf restaurant, located near the roundabout, as well as a 2,000-sf wellness center. This wellness center would operate as a concierge service, rather than a more typical spa or gym, allowing customers to make appointments in order to utilize the facility.

It is important to note that, while the Proposed Site Plan for Blocks D, E, and F is subject to an individual site plan application, it is also part of the proposed amended PUD Master Plan. As detailed above, previous efforts have already been undertaken which demonstrate that the proposed Amended PUD Master Plan, including the current proposed Site Plan for Blocks D, E and F, would remain consistent with the thresholds set forth in the Findings Statement as it relates to the maximum number of trips which could be generated by the overall PUD. Those efforts are detailed in the VHB Technical Memorandum dated March 9, 2021. In summary, the results are as follows:

<u>PUD Master Plan Thresholds</u>

- AM Peak Hour: 691 total trips (259 entering, 432 exiting)
- PM Peak Hour: 954 total trips (520 entering, 434 exiting)
- Saturday Peak Hour: 892 total trips (479 entering, 413 exiting)

<u>Proposed Amended PUD Master Plan</u>

- AM Peak Hour: 505 total trips (121 entering, 384 exiting)
- PM Peak Hour: 785 total trips (494 entering, 291 exiting)
- Saturday Peak Hour: 829 total trips (445 entering, 384 exiting)

The analysis for the proposed amended PUD Master Plan indicates that the proposed modification of the development plan as described above (cumulatively with all PUD Master Plan amendments to date) would result in 186 fewer trips during the weekday a.m. peak hour, 169 fewer trips during the weekday p.m. peak hour, and 63 fewer trips during the Saturday peak hour, as compared to the scenario evaluated during the preparation of the EIS and on which the Findings Statement was based. As the thresholds that were established pertain to the overall project, rather than a single block, and the modifications detailed in this document specific to Blocks D, E, and F are incorporated into that proposed amended PUD Master Plan, it can be determined that these changes result in a cumulative trip generation below the maximum levels established by the prior approval. Accordingly, the modifications associated with this action would remain consistent with the Findings Statement with respect to traffic.

The above analysis addresses the Blocks D, E, and F site plan application. A cumulative analysis of transportation for the proposed amended PUD Master Plan, which includes this site plan, is submitted under separate cover.

To demonstrate consistency with the Findings Statement regarding parking, a site-specific parking analysis has been performed by Walker Consultants (the "Walker Parking Memo" – see Attachment D), which forecasts the parking demand that would be created by the proposed uses on Blocks D, E, and F, and the availability of parking to serve this demand. The Walker Parking Memo indicates that the Proposed Site Plan would provide a total 473 on-site parking spaces, including 308 spaces on Blocks E

and F, and 165 spaces on Block D. However, during the weekday peak period, assuming that the parking lot on Block D is fully occupied in connection with the ferry terminal operation and the restaurant experiences the full parking demand during this period, the parking provided on Blocks E and F would be 93 spaces less than the recommended number of spaces per the ratios in the Findings Statement.

The Walker Parking Memo identifies a range of options to provide flexible solutions to ensure optimal parking efficiency for the uses on Blocks E and F and avoid potential parking-related impacts. This includes shared use of the parking lot on Block D when not occupied by ferry patrons; the use of surplus on-street shared parking; as well as the use of valet parking or stacking to maximize capacity in both the Parcel D lot and the residential Block E and F building. These solutions would be implemented, as needed, based on actual, observed parking demands upon completion and opening of the proposed building.

Based on the foregoing, it is concluded that the Proposed Site Plan is consistent with the Findings Statement with respect to traffic and parking, with the implementation of a parking management plan to properly address parking demands during weekday peak periods, and that no further analysis is warranted.

g. <u>Air Quality (Including Construction-Related Air Quality)</u>

Air quality was not found to be a significant environmental issue in the evaluation of the PUD Master Plan or the Findings Statement. Implementation of the Proposed Site Plan will incorporate the construction-related air quality mitigation measures listed in the Findings Statement, as well as project-specific measures, including air monitoring of suspended particulates, watering of all trucks and exposed excavation areas, dust control measures, proper maintenance of construction vehicles, conformance to the Site Management Plan and Soil Management Plan, etc. The proposed building on Blocks E and F will employ systems and equipment and will be constructed in a manner that ensures compliance with the applicable requirements of the Findings Statement for minimizing air emissions during operation.

The proposed use of Blocks E and F is consistent with the residential use of this area contemplated in the Findings Statement, and does not involve activities that are associated with the potential for significant air quality impacts during operation. The proposed use of Block D to serve as a parking area to support other nearby uses on the Subject Property, instead of the office building that was contemplated in the PUD Master Plan, also does not pose the potential for significant air quality impacts during operation. Since the Proposed Site Plan would not significantly impact vehicular trip generation during operation, compared to the development scenario on which the Findings Statement was based, as discussed above in the "Transportation" section of this Technical Memorandum, associated mobile air emissions would similarly not be significantly affected.

Based on the foregoing, the Proposed Site Plan is consistent with the conclusion of no significant air quality impacts in the Findings Statement, with the implementation of the specified mitigation measures.

h. <u>Noise (Including Construction-Related Noise)</u>

The environmental analysis did not find that there would be a significant adverse noise impact. However, the Findings Statement provided recommendations to further reduce potential noise associated with future projects. Development under the Proposed Site Plan would comply with the applicable

requirements of the Findings Statement, including construction-related noise abatement measures, architectural noise attenuation features, and compliance with relevant provisions of the City's noise ordinance (Chapter 196 of the City Code) and EPA's noise emission standards. Specifically, the proposed building HVAC system is expected to consist of one 7500 CFM unit and one 10000 CFM unit; these would be located on the proposed building's rooftop where it would be buffered from surrounding uses, consistent with the recommendations set forth in the Findings Statement. With regard to construction equipment and construction equipment noise, a Noise Management Plan was prepared for the Proposed Site Plan by Hunter Roberts Construction Group (Attachment E). The Noise Mitigation Plan outlines the noise and vibration control measures that will be implemented during the construction of the proposed building on Blocks E and F, as well as community complaint and notification procedures.

On this basis, it is concluded that the Proposed Site Plan is consistent with the conclusion of no significant noise impacts in the Findings Statement, with the implementation of the specified mitigation measures.

i. <u>Community Facilities and Services</u>

The Proposed Site Plan will be consistent with the Findings Statement with respect to community facilities and services, including the requirement for the installation of sprinklers (i.e., the proposed building would be fully sprinklered, with a standpipe and dry system in the garage) and automated external defibrillators. Additionally, the Applicant met with the Nassau County Fire Marshal (NCFM) on January 19, 2021, at which time the NCFM confirmed there were no concerns with the emergency fire truck access road plan included as part of the Site Plan submission materials. The Applicant will consult with the Fire Department to obtain input regarding any potential limitations pertaining to the Proposed Site Plan prior to implementation of the Proposed Site Plan.

As noted above, the Proposed Site Plan includes the provision of passive recreational facilities for use by residents of the proposed building, as well as other residents of and visitors to the Subject Property. The public amenities would include the Blocks E and F natural area to the west of the proposed building, to be improved with a gazebo, a rain garden, and hiking trails that connect to the Garvies Point Preserve. This entire on-grade area west of the building is intended for public use. These areas would be accessible via a pedestrian path installed on the north side of the proposed building as well as an extended pathway from the Block D parking area. Coordination with Nassau County is ongoing. Based on initial feedback, the County is supportive of the proposed pedestrian link to the Garvies Point Preserve. The amenities provided within the Blocks E and F building courtyards are intended for private use only by residents of the building. A plaza with seating would also be provided at the southeast corner of the proposed building, adjacent to the proposed restaurant.

In regard to solid waste management, as depicted in the floor plans prepared by Beatty Harvey Coco, the proposed building will have a trash collection room for disposable wastes and recyclables at the garage level, with trash rooms on each residential floor. The restaurant will have a dedicated trash room adjacent to its loading dock. Carts will be taken to the street for removal by private waste haulers.

The proposed building will benefit from the greater Garvies Point development security measures that are provided by the Master Association, including roving patrols. The building itself will also have standard security features like key-card access and closed-circuit cameras.

Based on the foregoing, the Proposed Site Plan is consistent with the conclusion of no significant impacts in the Findings Statement with regard to community facilities and services.

j. <u>Utilities</u>

In accordance with the Findings Statement, a letter of water availability was previously obtained for Phase I of the overall Master Development. A letter dated August 13, 2020 from PS&S requesting confirmation of water availability for the proposed development of Blocks D, E, and F was submitted to the City Department of Public Works, and a response is awaited; the Applicant has been following up regularly with the City to address this issue. Upon receipt, the water availability confirmation will be submitted to the Planning Board. PS&S has prepared an updated water demand calculation, which shows that the cumulative "running tally" of water demand for the ongoing development, including all existing and pending PUD Master Plan components (including the additional market-rate units and the inclusion of either the 1 Garvies Point Road or Konica Minolta property into the PUD boundary), remains well below the cap specified in the Findings Statement – see Attachment C.

The required infrastructure improvements for sewage conveyance (i.e., force main and pump station) have been completed and are operational. A letter dated August 13, 2020 from PS&S requesting confirmation of sanitary sewer availability for the proposed development of Blocks D, E and F was submitted to the Nassau County Department of Public Works (NCDPW). The response, dated August 20, 2020, indicates that "…the Nassau County sanitary sewer collection system has sufficient capacity for the anticipated sanitary discharge of 54,275 GPD and the Glen Cove Sewage Treatment Plant also has sufficient capacity to provide treatment for the same anticipated flows." PS&S has prepared an updated sewage flow calculation, which shows that the cumulative "running tally" of sewage flow for the ongoing development, including all existing and pending PUD Master Plan components (including the additional market-rate units and the inclusion of either the 1 Garvies Point Road or Konica Minolta property into the PUD boundary), remains well below the cap specified in the Findings Statement – see Attachment C.

A cumulative analysis of utilities for the proposed amended PUD Master Plan, which includes this site plan, is also submitted under separate cover.

Underground utility services for Blocks D, E, and F were previously constructed within Garvies Point Road and Dickson Street as part of the City roadway project and Phase I improvements. Pending coordination with National Grid and PSEG Long Island, no additional utility connections are anticipated beyond those that currently exist. A letter dated February 12, 2021 from Lizardos Engineering Associates requesting confirmation that requirements for natural gas service to the proposed building was submitted to National Grid. The Applicant is awaiting a response. In addition, a letter dated February 22, 2021 from Lizardos Engineering Associates requesting confirmation of electric service availability was submitted to PSEG Long Island. PSEG Long Island indicates via a response letter dated March 3, 2021 that there are no issues with the proposed electrical load.

Based on the foregoing, the Proposed Site Plan is consistent with the conclusion of no significant impacts to utilities in the Findings Statement.

k. Economics

The Findings Statement does not identify significant issues specifically relevant to the development of Blocks D, E and F with respect to economics. However, it is noted that implementation of the Proposed Site Plan would continue the overall repurposing of the Subject Property and the associated revitalization of the Glen Cove Creek waterfront. Furthermore, the Proposed Site Plan, in accordance with the proposed amended PUD Master Plan, reflects the Applicant's response to current trends in the residential real estate market, to address the strong demand for market-rate rental units that is evidenced by the high absorption rate of new units of this type in the Glen Cove Creek area. Conversely, there has been a well-documented decline in demand for office space on Long Island, accelerated by conditions brought on during the COVID-19 pandemic. This is evidenced by declining absorption rates and overall increased availability in the office market across Long Island. The CBRE Long Island Office Q4 2020 MarketView report notes that "Long Island posted negative 325,000 sq. ft. of net absorption in Q4 2020, the third consecutive quarter of negative absorption, raising Long Island's availability rate to 12.4%. Space additions in Q4 of 895,000 sq. ft. greatly outpaced the quarter's limited leasing activity."[2] Being responsive to these market trends would help the project maintain its momentum and promote its continuing success, while also advancing the economic and fiscal benefits being realized by the City. The Proposed Site Plan would remove the office component on Block D, to be replaced with additional parking on-site, to respond to these market trends. Overall, the proposed Site Plan for Blocks D, E and F is driven by a response to market opportunities in a manner consistent with the Findings Statement.

l. Demographics

No PUD Site Plan requirements are included in the Findings Statement regarding demographics. Although the Proposed Site Plan would not provide the workforce housing component that had been identified for construction on Block F in the current PUD Master Plan, these 56 condominium units would still be retained in the proposed amended PUD Master Plan, and would be constructed during an upcoming phase of the proposed amended PUD Master Plan development, if approved, on either the 1 Garvies Point Road or Konica Minolta property adjacent to the current 56±-acre PUD area.

m. Aesthetics

As noted above, the site plan drawings submitted to the City include elevations and renderings of the development that would occur on Blocks D, E, and F under the Proposed Site Plan, prepared by Beatty Harvey Coco (Drawings No. A501-A505; and L500-L515). More detailed graphic renderings have also been prepared (see Attachment A), which show the main entrance on the east side and the south end of the proposed building where the restaurant would be located.

The proposed building is red brick and has a historic industrial character. This pays homage to the industrial history and architectural character of buildings that once lined Glen Cove Creek, such as the former red brick Glen Cove Starch Works that was located on the south side of the creek. Red brick,

[2] https://www.cbre.us/research-and-reports/Long-Island-Office-MarketView-Q4-2020

repetitive windows, flat roof, continuous cornice, and a celebrated entry are key architectural references to the former architectural character of the buildings.

The proposed building acts as a visual terminus to Garvies Point Road and lines Dickson Street to create a walkable street/community; the building activates the important intersection and roundabout at Herb Hill Road and Dickson Street with a restaurant and outdoor dining area. A driveway is extended opposite Herb Hill Road between Block D and Blocks E-F to provide access to potential future development to the west. Importantly, the proposed building is pulled back along the northern edge to accommodate a pedestrian path giving access for the community to Garvies Point Preserve from Dickson Street.

It is noted that the overall bulk of buildings to be constructed on Blocks D, E, and F under the Proposed Site Plan would be less than under the current PUD Master Plan, as the previously approved six-story, 50,000-square foot office building has been deleted from the plan, and the single proposed building with 172 apartment units would be of a height and overall bulk similar to the approved 103-unit apartment building and 56-unit pair of condominium buildings.

The site plan package submitted to the City includes exterior lighting design information (e.g., Drawings No. L-300, L-301 and L-302), which shows how the proposed lighting would be integrated into the development of Blocks D, E, and F in a manner similar to previously approved site plans on the Subject Property.

The proposed building has also been designed to mirror the building on Block H across Dickson Street. Similar setbacks and landscaping have been provided on each side of the road to promote open views along the street and a green buffer between the road/sidewalks and buildings. Given the position and shape of the buildings, this space has been designed to feel vibrant, open, and aesthetically pleasing for pedestrians.

Finally, as mentioned above, the previously approved office building on Block D is proposed to be replaced with a surface parking lot intended to serve the nearby ferry terminal and provide overflow parking for all users of Garvies Point. The proposed parking lot would preserve sight lines at the roundabout and along adjacent roadways and would provide open views toward the waterfront from Blocks E and F. The parking lot would be screened along the outer edge of the parking lot adjacent to the roadway with the installation of varied plantings including trees and hedges. Trees and hedges would also be installed along the western boundary of the parking lot to provide screening from adjacent uses, and on all interior islands within the parking lot to enhance aesthetics of the parking lot. The proposed hedges will be evergreen species and will provide all-season screening. Additionally, lighting would be installed along the publicly-accessible pathways.

Based on the foregoing, it is concluded that the Proposed Site Plan would be consistent with the Findings Statement with respect to aesthetics.

n. <u>Cultural Resources</u>

The Applicant received a "No Effect" letter from the State Historic Preservation Office, which was previously submitted to the Planning Board; and, as such, no further review of cultural resources is required.

o. Construction Impacts

Conceptual phasing scenarios were analyzed by the Planning Board and were found to be acceptable, subject to the conditions included in the Findings Statement. The Findings Statement sets forth various construction mitigation measures that must be followed to minimize potential impacts due to diesel emissions and activities that generate fugitive dust, noise, erosion and sediment transport, and to ensure vehicular and pedestrian access to the waterfront.

The Proposed Site Plan is consistent with the phasing plans studied in the DEIS and FEIS and would comply with the recommendations of the geotechnical report which has been prepared, including details on the proposed foundation piles. The geotechnical report is included in Attachment B. In order to minimize potential vibration-induced impacts during construction, preconstruction inspections of adjacent buildings and properties will be conducted prior to commencing the pile-driving program. The Applicant will document existing conditions as a baseline, to be used in assessing any damages resulting from the pile-driving. Additionally, the Applicant will utilize a qualified geotechnical firm to install vibration and crack monitors to observe any impacts caused by pile-driving activities, and to ensure that any existing conditions do not worsen.

A site-specific Soil Erosion and Sediment Control Plan (Drawings No. C-08, C-14 and C-15) prepared by PS&S is included with the Site Plan Application for Blocks D, E, and F. During construction, ambient air monitoring will be undertaken and provisions included in the 2016 Site Management Plan will be implemented to mitigate potential airborne dust generation. Additionally, construction activities for the Proposed Site Plan will adhere to the restrictions specified in the City's noise ordinance regarding days and times.

Maintaining access to the waterfront will not be an issue during construction of the Proposed Site Plan, as Blocks D, E and F are separated from the waterfront by Garvies Point Road.

Construction of the proposed building will be carried out in accordance with a Construction Management Plan (CMP) which has been prepared for Blocks D, E, and F. The CMP outlines the site logistics and phasing of the Proposed Site Plan, and is included as Attachment F. Since construction of the building and other improvements comprising the Proposed Site Plan will be governed by the specified requirements for impact mitigation, and given that the current development proposal is substantially similar to the approved plan in terms of the extent of site disturbance, there will be consistency with the Findings Statement with respect to potential construction impacts and the mitigation of same.

p. Use and Conservation of Energy

According to Beatty Harvey Coco, LEED Certification for Blocks E and F is being managed by Horizon Engineering Associates (HEA). This Project is targeting LEED Certification and has been registered with the U.S. Green Building Council (USGBC) under the LEED v4.0 Building Design and Construction, New Construction. Two preliminary meetings with the architect and one comprehensive meeting with the design team were conducted to discuss the feasibility of this project including determination of the appropriate pathway to register under and the identification of initial credits to target to achieve LEED certification. Overall progress is tracked in a LEED Scorecard that is updated in an ongoing basis.

Through the Project, HEA will facilitate meetings with the owner and core design teams to determine which green and efficient design features can be incorporated into the building design and what maximum level of LEED certification can be obtained. HEA will work closely with the design and construction team providing assistance to research and implement LEED prerequisites and credits.

HEA will review submittals for every prerequisite and credit for compliance and provide documentation to USGBC for initial review, and will provide corrections or additions as a supplementary submittal to the application. USGBC will then conduct a final review of the application and will notify the project contact of LEED certification. Upon notification of LEED certification, an award letter, certificate, and metal plaque will be presented.

Proposed energy conservation measures include, but are not necessarily limited to:

- Natural gas heating
- Energy recovery ventilators (ERV) in the HVAC systems
- Domestic water heating with a minimum thermal efficiency of 90 percent
- Energy Star-compliant appliances, including refrigerators and dishwashers
- Energy-efficient lighting fixtures, which meet Energy Star standards as applicable
- Outdoor lighting that meets, but does not exceed, lighting needs and is "Dark Skies"-compliant
- Use of photo and/or motion sensors to control lighting, where practicable
- Use of energy-efficient building components, such as glazing, insulation, and roofing materials
- Orienting the proposed building to maximize natural lighting and passive solar energy
- Minimizing the quantity of cement and iron/steel needed for construction
- Utilizing locally produced or extracted materials during construction, to the extent practicable
- Utilizing recycled construction materials and/or materials with recycled content, to the extent practicable
- Utilizing recovered wood or wood that is certified in accordance with the
- Sustainable Forestry Initiative or the Forestry Stewardship Council's Principles and Criteria, to the extent practicable.

With the inclusion of the measures outlined above, and the intended LEED certification for the proposed building, the Proposed Site Plan would be consistent with the Findings Statement with respect to energy conservation.

OVERALL CONCLUSION

Upon review of the Findings Statement, the current PUD Master Plan, the MW-3 Zoning regulations, and the application documentation, it is the opinion of VHB that the Proposed Site Plan is consistent and compliant with the parameters and thresholds set forth for environmental impacts in the Findings

Statement and the development program approved by the Planning Board in the current PUD Master Plan, as well as the proposed amended PUD Master Plan.

Please do not hesitate to contact the Applicant or the undersigned if you have any questions.

Sincerely,

VHB Engineering, Surveying, Landscape Architecture and Geology, P.C.

David M. Wortman

Senior Environmental Manager
dwortman@vhb.com

Attachment A

Renderings of Proposed Building
on Blocks E and F

(Main Entrance and South Side)


The Anchorage


Restaurant

Attachment B

Geotechnical Report prepared by
Soil Mechanics Drilling Corp,
dated September 2, 2020

SUBSOIL
INVESTIGATIONS

SOIL MECHANICS DRILLING CORP.
3770 MERRICK ROAD • SEAFORD, L. I., NEW YORK 11783
(516) 221-2333 • FAX (516) 221-0254

September 2, 2020

RXR Development Services
45 Herb Hill Road
Glen Cove, NY 11542
Att: Michael Leone

Re: Building "E/F"
Garvies Point
Glen Cove, NY
Our Job #20-250

Gentlemen:

Forwarded herewith are the results of the test borings drilled to date at the above referenced site.

The purpose of the subsurface investigation was to determine the nature and extent of the underlying soil deposits and determine the structural engineering characteristics of the soil at the site. Seventeen (17) test borings were drilled using truck mounted drilling equipment. The borings were advanced using hollow stem auger casing. Sample recovery was obtained using a 2" diameter, 2'0" long split spoon sampler was advanced into the subsurface by the use of an automatic 140 lb. hammer with a 30" drop. From the drops of the hammer, blow counts required to advance the split spoon sampler over each 6" intervals were recorded and is shown on the boring logs. Continuous split spoon samples were taken for the top 6 to 12 feet then every 5 feet thereafter to the final depths of the borings. A written description of the recovered soil samples per our geologist's visual identification of same is also presented on the logs.

The CME automatic hammer operates with an efficiency of approximately 90%. The original conventional use of rope, cathead and drop weight, on the other hand, operates with an efficiency of approximately 60%. As a consequence, the standard penetration test results obtained using the CME auto-hammer are on the order of two-thirds the value that would have been obtained had the original rope and cathead method been used. This is significant if you are using design charts for soil strength parameters based on historical data associated with the rope and cathead method. If so, you should adjust our data accordingly.

SOIL MECHANICS DRILLING CORP.
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Our investigation revealed that the areas drilled are blanketed by from 2 to 18 feet of generally loose soil fill and peat, underlain by alternating layers of soft to moderately stiff clay and moderately dense to dense silty sand.

Borings B-1, 2, 3, 8, 12, 13, 15 and 16 had deeper layers of clay throughout. Some were underlain by a loose to moderately stiff silty sand (borings B-2, 3, 7 and 15) below the soft clay extending to the deepest depths drilled.

Please note that the top of boring elevations varied by approximately 22 feet which must be taken into account in determining top of proposed pile elevations and pile length. At buildings "H/I" we needed to have timber piles installed to 50-55 feet at an extra cost for the length, if they are available.

Natural ground water was encountered within the boreholes at depths ranging from 4'9" to 39'0" at the time the work was done and is under tidal influence. Note, water levels recorded either perched or ground water are deemed unreliable due to the soil conditions encountered.

Note at boring B-15 where no observable water elevation was found and at boring B-1 which had soft clay and silty clayey sand extending to the deepest depth drilled. You may decide to drill additional borings in the area of boring B-1.

It is recommended that any substantial structure planned for this site be supported on deep piles installed through the fill and into the lower stiff clay. We strongly recommend a test pile program to ascertain the pile length and capacity. You may wish to install some additional deeper test piles for a better understanding for pile type and length.

Frost protection in this area is 3 feet. All foundations, pile caps and grade beams must have a minimum of 3 foot of cover.

The soils generated by this investigation best fit that of seismic Site Class "D" in accordance with Table 1513.5.5 of the New York State Building Code.

Soil samples recovered during drilling operations will be stored in our lab for a period of 30 days after which they will be destroyed. During this period, we will deliver these samples to any prescribed location upon request.

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If after you examine the enclosed you have any further questions, please feel free to call and discuss them with us.

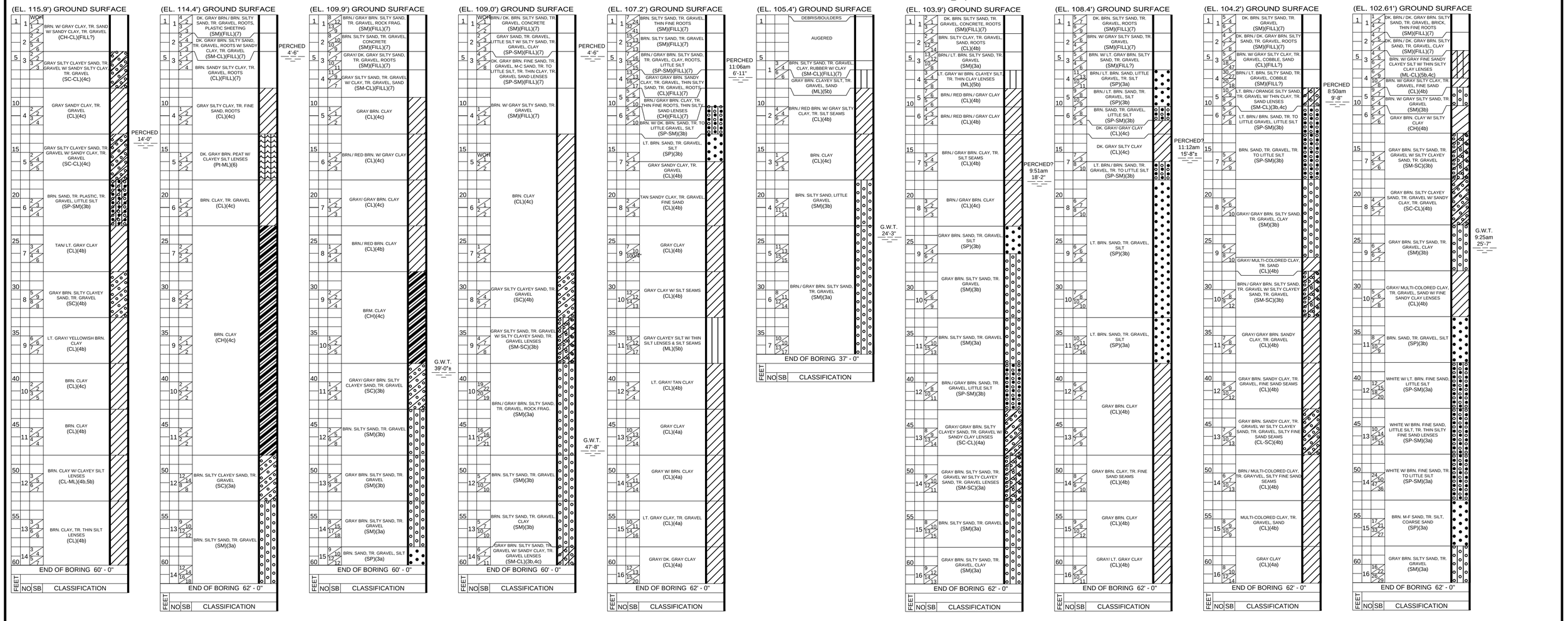
Billing is enclosed.

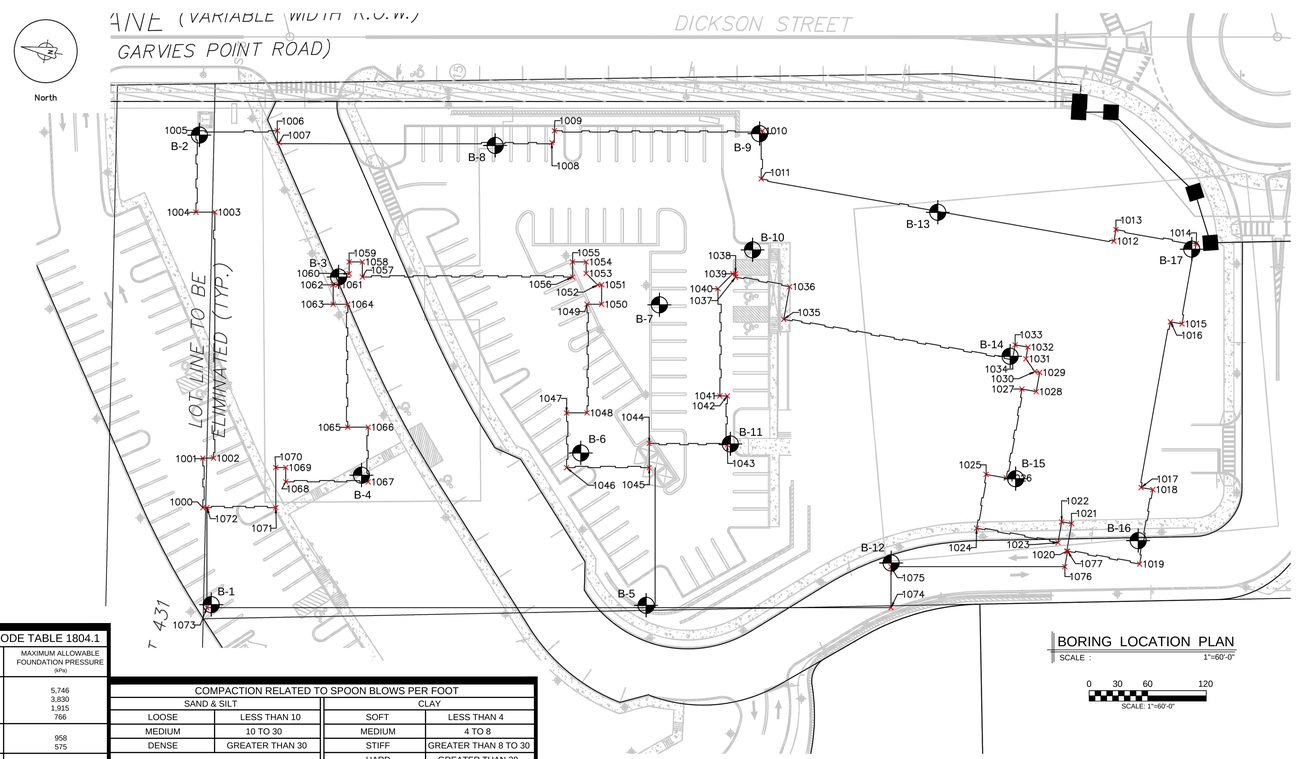
Very truly yours,

SOIL MECHANICS DRILLING CORP.

Carl Vernick, P.E.
President

CV:mlf
Enclosures





BORING LOCATION PLAN
SCALE : 1"=60'-0"
0 30 60 120
SCALE: 1"=60'-0"

UNIFIED SOIL CLASSIFICATION

SOIL GROUPS	TYPICAL NAMES AND SOIL SYMBOLS
GW	WELL GRADED GRAVELS, GRAVEL SAND MIXTURES, LITTLE OR NO FINES
GP	POORLY GRADED GRAVELS OR GRAVEL SAND MIXTURES. LITTLE OR NO FINES
GM	SILTY GRAVELS, GRAVEL - SAND - SILT MIXTURE
GC	CLAYEY GRAVELS, GRAVEL - SAND - CLAY MIXTURE
SW	WELL GRADED SANDS, GRAVELLY SANDS, LITTLE OR NO FINES
SP	POORLY GRADED SANDS OR GRAVELLY SANDS, LITTLE OR NO FINES
SM	SILTY SANDS, SAND - SILT MIXTURES
SC	CLAYEY SANDS, SAND - CLAY MIXTURES
ML	INORGANIC SILTS, VERY FINE SANDS, CLAYEY SILTS, SLIGHT PLASTICITY
CL	INORGANIC CLAYS OF LOW TO MEDIUM PLASTICITY, GRAVELLY CLAYS SANDY CLAYS, SILTY CLAYS
OL	ORGANIC SILTS AND ORGANIC SILTY CLAYS OF LOW PLASTICITY
MH	INORGANIC SILTS, MICACEOUS OR DIATOMACEOUS FINE SANDY OR SILTY SOILS, ELASTIC SILTS
CH	INORGANIC CLAYS OF HIGH PLASTICITY, FAT CLAYS
OH	ORGANIC CLAYS OF MEDIUM TO HIGH PLASTICITY, ORGANIC SILTS
Pt	PEAT AND OTHER HIGHLY ORGANIC SOILS

ALLOWABLE SOIL BEARING PRESSURES, N.Y.C. BLDG. CODE TABLE 1804.1

CLASS OF MATERIALS (Notes 1 & 3) ★	MAXIMUM ALLOWABLE FOUNDATION PRESSURE (TSF)	MAXIMUM ALLOWABLE FOUNDATION PRESSURE (kPa)
1. BEDROCK (NOTES 2 & 7) ★		
1a HARD SOUND ROCK - GNEISS, DIABASE, SCHIST	60	5,746
1b MEDIUM HARD ROCK - MARBLE, SERPENTINE	40	3,830
1c INTERMEDIATE ROCK - SHALE, SANDSTONE	20	1,915
1d SOFT ROCK - WEATHERED ROCK	8	766
2. SANDY GRAVEL & GRAVEL (GW, GP) (NOTES 3, 4, 8, & 9) ★		
2a DENSE	10	958
2b MEDIUM	6	575
3. GRANULAR SOILS (GC, GM, SW, SP, SM, & SC)(NOTES 4, 5, 8, & 9)★		
3a DENSE	6	575
3b MEDIUM	3	287
4. CLAYS (SC, CL, & CH)(NOTES 4, 6, 8, & 9) ★		
4a HARD	5	479
4b STIFF	3	287
4c MEDIUM	2	192
5. SILTS & SILTY SOILS (ML & MH)(NOTES 4, 8, & 9) ★		
5a DENSE	3	287
5b MEDIUM	1.5	144
6. ORGANIC SILTS, ORGANIC CLAYS, PEATS, SOFT CLAYS, LOOSE GRANULAR SOILS, & VARVED SILTS	SEE 1804.2.1 ★	SEE 1804.2.1 ★
7. CONTROLLED & UNCONTROLLED FILLS	SEE 1804.2.2 OR 1804.2.3 ★	SEE 1804.2.2 OR 1804.2.3 ★

★ REFER TO SECTION 1804.2 OR NOTES FOLLOWING TABLE 1804.1 IN THE N.Y.C. BUILDING CODE FOR ADDITIONAL INFORMATION.

COMPACTION RELATED TO SPOON BLOWS PER FOOT

SAND & SILT		CLAY	
LOOSE	LESS THAN 10	SOFT	LESS THAN 4
MEDIUM	10 TO 30	MEDIUM	4 TO 8
DENSE	GREATER THAN 30	STIFF	GREATER THAN 8 TO 30
		HARD	GREATER THAN 30

" N " STANDARD PENETRATION TEST - ASTM D 1586 (2" SPOON, 140lb HAMMER, 30" FALL)

N=17 BLOWS PER FOOT — SPOON BLOW COUNT IS GENERALLY SHOWN IN 6" INCREMENTS FOR 2' DRIVE TO OBTAIN BLOWS PER FOOT (N) USE THE 2ND & 3RD 6" INCREMENT

	ROTARY CASING	EXTRA HEAVY CASING	SAMPLE SPOON
SIZES, INCHES	2.5		2.0
HAMMER WEIGHT, POUNDS	—		140
HAMMER FALL, INCHES	—		30

CB - CASING BLOWSPER 1 FOOT DRIVE
SB - SPOON BLOWS PER 6 INCH DRIVE
P - PUSHED BY WEIGHT OF HAMMER
WOR - WEIGHT OF ROD
UD - UNDISTURBED SOIL SAMPLE
NO - SAMPLE NUMBER
FEET - DEPTH FROM GND. SUR. NOTED AT EACH 5'
WOH - WEIGHT OF HAMMER (INCLUDES ROD)

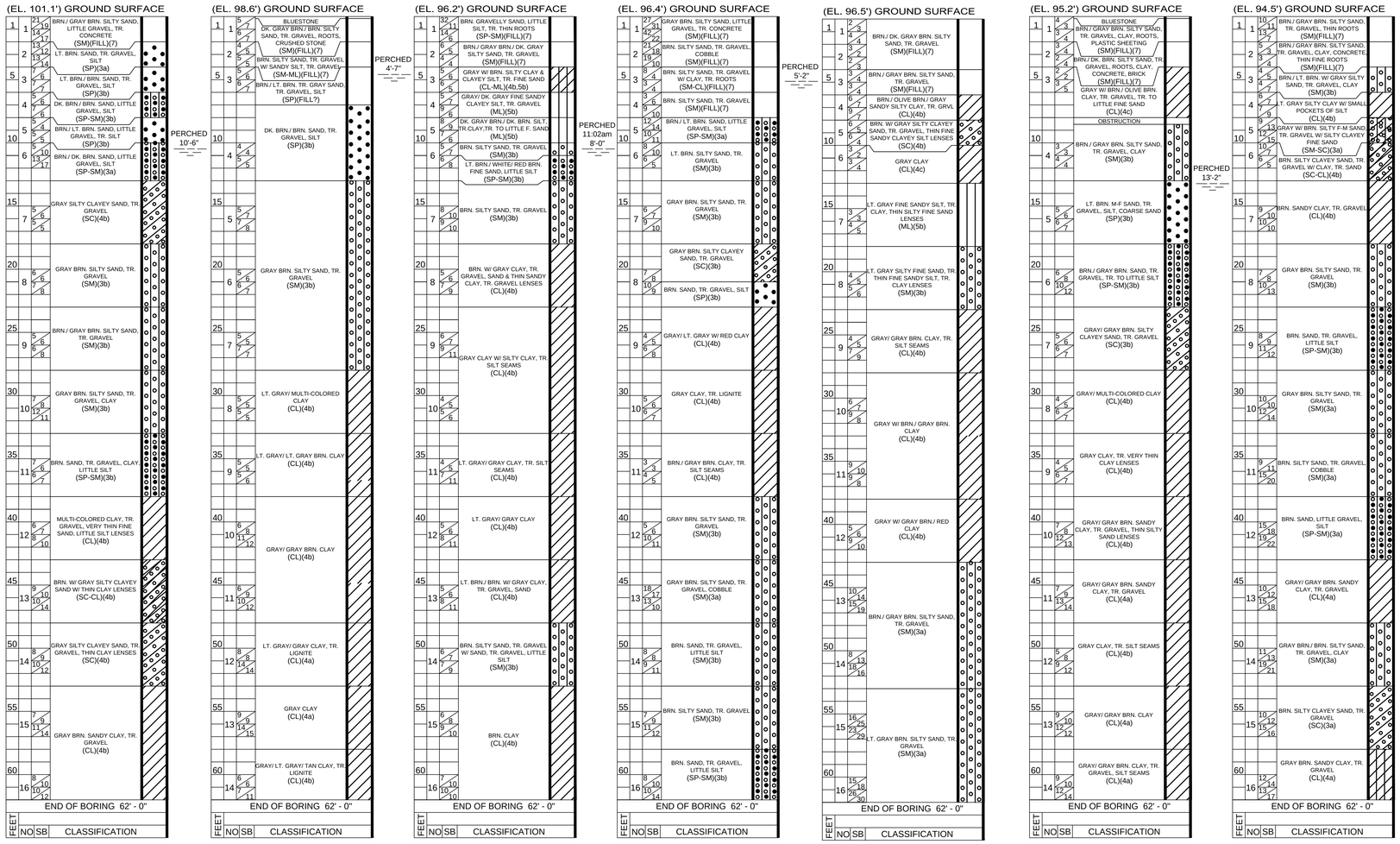
NOTES:

1. - SOIL DESCRIPTIONS ARE BY VISUAL EXAMINATION OF SOIL SAMPLES RECOVERED DURING DRILLING OPERATIONS.
2. - SOIL DESCRIPTIONS ARE IN ACCORDANCE WITH THE UNIFIED SOIL CLASSIFICATION SYSTEM.
3. - WATER LEVELS RECORDED EITHER PERCHED OR GROUND WATER ARE DEEMED UNRELIABLE DUE TO SOIL CONDITIONS ENCOUNTERED.
4. - SOIL STRATIFICATIONS ARE ACCURATE TO WITHIN TWO FEET VERTICALLY.
5. - ELEVATIONS WERE REFERENCED TO B.M. - FIRE HYDRANT FLANGE NEAR B-17. ASSUMED ELEVATION AT 100.0'
6. - SOIL SAMPLES WERE OBTAINED USING A CENTRAL MINE EQUIPMENT (CME) AUTOMATIC TRIP HAMMER.

SOIL MECHANICS DRILLING CORP.
subsoil investigations
3770 MERRICK ROAD * SEAFORD, NEW YORK 11783 * 516 - 221-2333

GARVIES POINT - BUILDING "E/F"
- SUBSURFACE INVESTIGATION -
GLEN COVE, NEW YORK

VERTICAL BORING SCALE: 1/4"=1'-0"	DRAWING DATE: SEPTEMBER 1, 2020 REVISED: SEPTEMBER 18, 2020		DRAWING NUMBER
DATES OF BORING: AUGUST 21-31, 2020	DWN. BY: J.M.R.	CKD. BY: C.V.	20L250-17
			SHEET 1 OF 2



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SOIL MECHANICS DRILLING CORP.
subsoil investigations
3770 MERRICK ROAD * SEAFORD, NEW YORK 11783 * 516 - 221-2333

GARVIES POINT - BUILDING "E/F"

- SUBSURFACE INVESTIGATION -

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DATES OF BORING: AUGUST 21-31, 2020	DWN. BY: J.M.R.	CKD. BY: C.V.	20L250-17
			SHEET 2 OF 2

Attachment C

Drainage, Water Use and
Sewage Flow Calculations,
Prepared by PS&S, dated
February 24, 2021

December 4, 2020
Rev. February 24, 2021
03610-009

Chairman DiMascio and Members of the Planning Board
City of Glen Cove
9 Glen Street
Glen Cove, New York 11542

Re: Garvies Point – Amended PUD
Utility Demand Analysis - Revised

Dear Chairman DiMascio and Members of the Planning Board:

RXR Glen Isle Partners (RXRGIP) (Applicant) previously prepared and submitted an application for the proposed Amended PUD Master Development Plan for the Garvies Point project. The amended design plans and tabulation sheets reflected the current programming for the overall PUD, including the reconfiguration of Block A, Blocks D, E and F, and Block J.

The prior Utility Demand Analysis memorandum demonstrated that the total project utility demands would be consistent with the "SEQRA Findings Statement for the 2011 Master Plan" (the Findings) and "Garvies Point PUD Master Plan." This included an assessment that existing infrastructure at Garvies Point would have adequate capacity to accommodate the development program being proposed. The study of utility demands also accounted for future workforce housing (64 total units).

The City requested that these studies be further expanded in scope as part of the Planning Board's review of the 2020 Amended PUD application. The comprehensive utility demand analysis herein encompasses the three main phases of the Garvies Point Redevelopment, and conservatively includes both potential offsite lots, 1 Garvies Point Road and Konica Parcels A, B and C, under consideration for future mixed-use development. As shown on the Master Plan - Existing, prepared by BHC Architects, 1 Garvies Point Road includes three proposed mixed-use buildings totaling 83 one-BR units, 22 two-BR units and 7,700 sf of retail. Per the Illustrative Landscape Plan – Konica Minolta Site, prepared by Torti Gallas and Partners, the Konica Minolta parcels include 141 one-BR units, 145 two-BR units, 50 three-BR units, 19,982 sf of retail and 15,000 sf of office space.

Water:

The SEQRA Findings for the overall Garvies Point project (i.e. PUD Master Plan) included various scenarios with water demand ranging between 647,545 GPD and 662,063 GPD. The estimated average daily demand for water per the Phase I, Phase II and Phase III improvements is 361,296 GPD. The projected water demand for the full buildout, including both future offsite parcels, is approximately 480,061 GPD. This average projected flow is considerably less than the demand originally anticipated per the Garvies Point PUD Master Plan.

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Sewer:

The Findings included various scenarios with sewer demand for the overall Garvies Point Waterfront Redevelopment project of 493,270 GPD. The Findings included requirements for the Applicant to prepare a study of the existing pump station and force main which was subsequently prepared and included threshold limits under which the existing pump station and force main had the capacity to serve the proposed development. Since that time, a new pump station and force main was designed, approved, and constructed. This new pump station was put into service in 2019 and was designed to handle the proposed sanitary flows from the (overall) development.

The total projected peak sewer flow associated with the current design for the overall Garvies Point Redevelopment is approximately 1.117 MGD (average daily demand = 328,451 GPD). The full buildout as proposed under this Amended PUD application, and including both potential future offsite developments, is approximately 1.484 MGD (average daily demand = 436,419 GPD). This is well below the average daily demand originally anticipated per the Garvies Point SEQRA Findings (493,270 GPD) and well below the sewage demand utilized for design of the pump station (1.85 MGD peak / 544,118 GPD average daily).

Water Resources:

The stormwater management strategy for the proposed Project is consistent with the original PUD Master Plan, 2011 SEQRA Findings and Stormwater Pollution Prevention Plan (SWPPP) reports (titled "Garvies Point Waterfront Redevelopment – Phase 1," last revised February 2017 and "Garvies Point Waterfront Redevelopment – Phase IIA," last revised September 2017). Most of the overall drainage infrastructure for the Project has been constructed as part of Phase I improvements, Phase IIA improvements and the Garvies Point Roadway Project. The as-built drainage system includes bulkhead outfalls, water quality devices and underground detention/irrigation systems. The proposed Block J (Phase III) improvements will connect to the existing outfall constructed under Phase I and will include additional water quality treatment devices. Revised drainage calculations for the distinct sub-watersheds across Phase I, Phase II and Phase III demonstrate compliance with the storm sewer conveyance and water quality requirements (see enclosed Water Quality Drainage Area Map and Drainage Calculations).

The parcels currently under consideration for future mixed-use development were not included in the original stormwater design for the overall project. However, a similar methodology will be implemented to comply with the applicable drainage and water quality requirements. Site-specific utility information for the two offsite parcels is summarized below.

Future Offsite Developments:

Summary

The original utility demand calculations for the 2020 Amended PUD included estimated flows for an additional 64 offsite workforce housing units. The proposed 64 workforce housing units equated to a daily utility demand of 19,690 GPD and 17,900 GPD for water and sewer respectively. The utility demand analysis has been updated to reflect the full developments as conceptualized for a future phase.

The proposed design for the 1 Garvies Point Road parcel and the Konica Minolta site total 441 residential units, 28,000 sf of retail and 15,000 sf of office space. The future development at 1 Garvies Point Road would correspond to 21,802 GPD for water and 19,820 GPD for sewer demand. The utility demands for the A, B and C parcels of the Konica Minolta site are 96,963 GPD for water and 88,148 GPD for sewer. The overall utility demand analysis demonstrates that there should be adequate water and sewer availability to accommodate the proposed future phases based on the current planning numbers for the Garvies Point Redevelopment as included in the SEQRA approval for the overall development. The original assessment of the overall Project water and sanitary availability included conservative flow values (126,088 GPD for water and 114,625 GPD for sewer) for each of these two potential future phases (future MW-3). It thus appears that these future developments can connect to the recently-constructed water and sewer mains within Garvies Point Road and Herb Hill Road.

With regards to drainage, it is unclear whether existing public infrastructure located in the adjacent pubic rights-of-way includes accommodations for the 1 Garvies Point Road and Konica Minolta sites. The parcels under consideration for future development were not incorporated into the original stormwater management design for the overall Garvies Point Project. It is therefore conservatively assumed that direct runoff associated with these lots will be managed as their own systems with limited reliance on the City's storm sewers. However, it is expected that the proposed improvements would reduce the total site impervious coverage.

<u>1 Garvies Point Road</u>

The 6-acre mixed-use site will be located on the north side of Garvies Point Road. The stormwater strategy for the future development would follow the same methodology implemented for the Garvies Point Redevelopment project. Specifically, the proposed system would achieve the 2" water quality requirement by utilizing subsurface detention/irrigation chambers and a Jellyfish® water quality treatment device. Stormwater runoff would be detained on site to limit overflow during peak rainfall events. It is anticipated that the overflow sewer would then connect to an existing storm sewer system and outfall within Crescent Park.

The Project Team has reviewed available information for the existing 1 Garvies Point Road project site as part of an initial feasibility study. This included drainage considerations for the proposed concept plan and stormwater strategy. The Team is confident that the proposed design can accommodate the necessary stormwater infrastructure to comply with water quality requirements, and by applying a similar approach as those utilized elsewhere at Garvies Point (i.e. subsurface irrigation/detention chambers, water quality treatment devices). The full stormwater system design will be prepared at the time of the detailed site plan application. The stormwater management strategy will follow all code requirements and demonstrate no adverse drainage effects to the 1 Garvies Point Road site or adjacent parcels.

<u>Konica Minolta</u>

The 17.6-acre site includes mixed-use development on parcels A, B and C on the north side of Herb Hill Road and east of Dickson Street. Parcel A will utilize onsite detention/irrigation and Jellyfish® water quality treatment devices to achieve the 2" water quality volume. The proposed stormwater system would likely necessitate a new sewer connection across Herb Hill Road and an additional outfall to Glen Cove Creek. This assumes that onsite infiltration would not be permitted due to

environmental restraints. Any permit requirements for the future outfall as well as related drainage calculations would be included as part of the preliminary site design.

Drainage improvements for Parcels B and C would be designed as standalone systems and analyzed independently. Barring the presence of known environmental contaminants, these parcels would utilize onsite infiltration through a series of drywells. The respective collection systems and storage volumes would be designed in compliance with Nassau County standards.

The Project Team has reviewed available information for the existing Konica Minolta project site (Parcels A, B and C) as part of an initial feasibility study. This included grading and drainage considerations for the proposed concept plan. Based on certain site assumptions, the Team is confident that the proposed design can accommodate the necessary stormwater infrastructure to comply with water quality requirements. This would likely be achieved by incorporating many of the same strategies utilized elsewhere at Garvies Point (i.e. subsurface irrigation/detention chambers, water quality treatment devices) and introducing a new outfall to Glen Cove Creek. The full stormwater system design will be prepared at the time of the detailed site plan application. The stormwater management strategy will follow all code requirements and demonstrate no adverse drainage effects to the Konica Minolta site or adjacent parcels.

We trust that this information addresses the Project's compliance with the Utilities and Water Resources components of the original PUD Master Plan.

Should you have any questions, please feel free to contact us.

Sincerely yours,

PAULUS, SOKOLOWSKI AND SARTOR ENGINEERING, PC

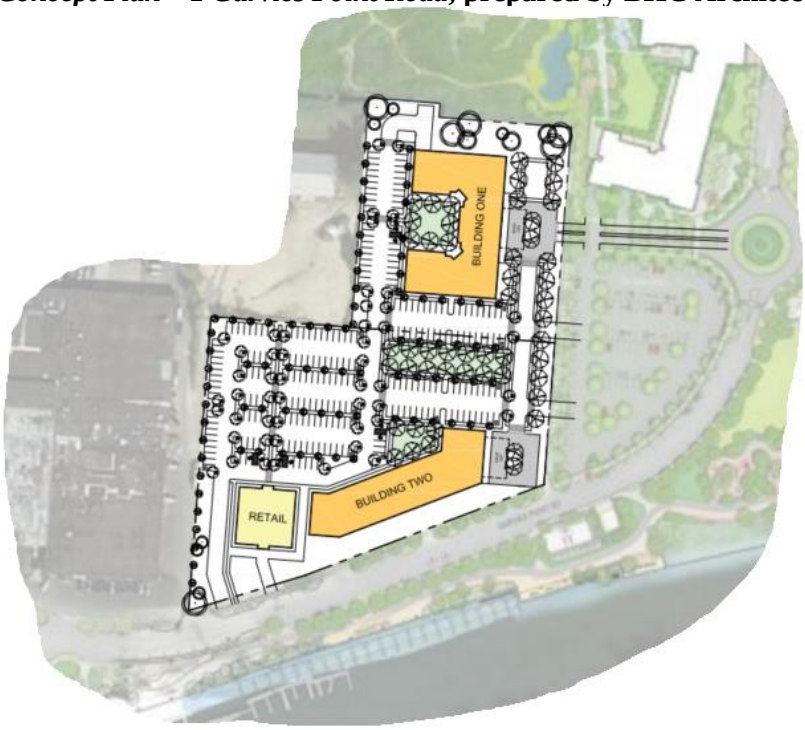
Patricia A. Ruskan

Patricia A. Ruskan, P.E.
Vice President

PAR/bsl
Encl.

Appendix – Key Maps of Potential Future Offsite Developments

***Concept Plan – 1 Garvies Point Road*, prepared by BHC Architects**



***Program – Konica Minolta Site*, prepared by Torti Gallas and Partners**

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PROPOSED DOMESTIC WATER DEMAND (PHASE I, II & III)

DATE:	1/18/2016
REVISED:	10/4/2016, 3/11/2020, 8/12/2020, 10/19/2020, 12/3/2020, 2/24/2021
PROJECT NO.:	03610-009
PROJECT NAME:	**Garvies Point Waterfront Development - Phase 1, 2 & 3**
PROJECT TOWN:	City of Glen Cove, Nassau County, NY
PREPARED BY:	JMM/BSL

WEST PARCEL - GARVIES POINT ROAD - PHASE 2

	# of Units/Size	Unit Daily Demand[1] (gpd)	Average Daily Demand/Block (gpd)
RESTAURANT AT POINT			
Restaurant Seats	350	38.5	13,475
			13,475 gpd
PARK/BEACH			
Public Restroom (visitors)	100 (estimated)	5.5[4]	550
			550 gpd
BLOCK A1: Condominium Units			
1 Bedroom	25	165	4,125
2 Bedroom	87	330	28,710
3 Bedroom	24	440	10,560
	136		43,395 gpd
BLOCK A2: Condominium Units			
1 Bedroom	14	165	2,310
2 Bedroom	48	330	15,840
3 Bedroom	13	440	5,720
	75		23,870 gpd
BLOCK A3: Condominium Units			
1 Bedroom	25	165	4,125
2 Bedroom	87	330	28,710
3 Bedroom	23	440	10,120
	135		42,955 gpd
BLOCK B: Condominium Units			
1 Bedroom	36	165	5,940
2 Bedroom	102	330	33,660
3 Bedroom	29	440	12,760
Marina Support Building at Ferry Terminal (sf)	804	0.11[2]	88
	167		52,448 gpd

Average Daily Demand:	**WEST PARCEL SUB-TOTAL =**	**176,693 gpd (average)**
	Residential	162,668 gpd (average)
	Commercial	14,025 gpd (average)
Peak Daily Demand (Peak Factor = 3.4)[3]:	**WEST PARCEL SUB-TOTAL =**	**600,758 gpd (peak)**
	Residential	553,073 gpd (peak)
	Commercial	47,685 gpd (peak)

EAST PARCEL - PHASE 2 & FUTURE PHASE			
	# of Units/Size	Unit Daily Demand[1] (gpd)	Average Daily Demand/Block (gpd)
BLOCK E-F: Rental Units			
1 Bedroom	41	165	6,765
2 Bedroom	111	330	36,630
3 Bedroom	20	440	8,800
	172		52,195 gpd
BLOCK E RESTAURANT			
Restaurant Seats	195	38.5	7,508
	195		7,508 gpd
BLOCK G: Workforce Units			
1 Bedroom	14	165	2,310
2 Bedroom	31	330	10,230
3 Bedroom	10	440	4,400
	55		16,940 gpd
MW-3: Konica Parcel A-B-C (future)			
1 Bedroom	141	165	23,265
2 Bedroom	145	330	47,850
3 Bedroom	50	440	22,000
Retail (sf)	19,982	0.11[5]	2,198
Office (sf)	15,000	0.11[6]	1,650
			96,963 gpd
MW-3: 1 Garvies Pt Rd (future)			
1 Bedroom	83	165	13,695
2 Bedroom	22	330	7,260
Retail (sf)	7,700	0.11[5]	847
			21,802 gpd
Average Daily Demand:	**EAST PARCEL PH 2 SUB-TOTAL =**		**195,408 gpd (average)**
		Residential	183,205 gpd (average)
		Commercial	12,203 gpd (average)
Peak Daily Demand (Peak Factor = 3.4)[3]:	**EAST PARCEL PH 2 SUB-TOTAL =**		**664,386 gpd (peak)**
		Residential	622,897 gpd (peak)
		Commercial	41,489 gpd (peak)
	PHASE 2 - PROJECT AVERAGE DEMAND TOTAL =		**372,101 gpd**
	PHASE 2 - PROJECT PEAK DEMAND TOTAL =		**1,265,143 gpd**

NOTES:
(1) Unit Daily Flows taken from "Design Standards for Wastewater Treatment Works" from NYSDEC, dated 1988, plus 10% for general rule of thumb for water demand (water-in is generally 10% more than water-out).
(2) Use shopping center criteria = 0.1 gpd/sf of space plus 10%.
(3) Peak factor taken from "Recommended Standards for Wastewater Facilities", (10 States Standards), 2004 Edition, Figure 1.
(4) Use parks criteria (per picnicker, restroom only) = 5 gpd/picnicker plus 10%.

EAST PARCEL - PHASE 1 & PHASE 3			
	# of Units/Size	Unit Daily Demand[1] (gpd)	Average Daily Demand/Block (gpd)
BLOCK H: Rental Units			
1 Bedroom	94	165	15,510
2 Bedroom	83	330	27,390
Retail (sf)	2,985	0.11[5]	328
			43,228 gpd
BLOCK I: Condominium Units			
1 Bedroom	114	165	18,810
2 Bedroom	94	330	31,020
	208		49,830 gpd
ANGLER'S CLUB			
square feet	2,170	0.11[6]	239
	2,170		238.7 gpd
BREWERY & MARINA SUPPORT			
Restaurant Seats	363	38.5	13,976
	363		13,976 gpd
BLOCK J: Commercial/Cultural			
Retail (sf)	6,250	0.11[6]	688
	6,250		688 gpd

Average Daily Flow:	**EAST PARCEL PH 1 SUB-TOTAL =**	**107,960 gpd (average)**
	Residential	92,730 gpd (average)
	Commercial	15,230 gpd (average)
Peak Daily Flow (Peak Factor = 3.4)[3]:	**EAST PARCEL PH 1 SUB-TOTAL =**	**367,064 gpd (peak)**
	Residential	315,282 gpd (peak)
	Commercial	51,782 gpd (peak)
	PHASE 1 - PROJECT AVERAGE DEMAND TOTAL =	**107,960 gpd**
	PHASE 1 - PROJECT PEAK DEMANDTOTAL =	**367,064 gpd**

NOTES:
(5) Use shopping center criteria = 0.1 gpd/sf of space plus 10%.
(6) Use office space criteria = 0.1 gpd/sf of space plus 10%.

EAST PARCEL - SUBTOTAL		
Average Daily Flow:	EAST PARCEL PH 2 SUB-TOTAL =	195,408 gpd (average)
	EAST PARCEL PH 1 SUB-TOTAL =	107,960 gpd (average)
	EAST PARCEL OVERALL SUB-TOTAL =	**303,368 gpd (average)**
Peak Daily Flow (Peak Factor = 3.4)[3]:	EAST PARCEL PH 2 SUB-TOTAL =	664,386 gpd (average)
	EAST PARCEL PH 1 SUB-TOTAL =	367,064 gpd (average)
	EAST PARCEL OVERALL SUB-TOTAL =	**1,031,450 gpd (average)**

OVERALL PROJECT (PHASE 1, PHASE 2, PHASE 3 & FUTURE PHASE)			
Projected Average Demand	**Phase 2**	**Phase 1**	**Total**
Residential	345,873	92,730	438,603
Commercial	26,228	15,230	41,458
Total	372,101	107,960	**480,061**
Projected Peak Demand	**Phase 2**	**Phase 1**	**Total**
Residential	1,175,970	315,282	1,491,252
Commercial	89,174	51,782	140,956
Total	1,265,143	367,064	**1,632,207**

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PROPOSED SANITARY SEWER SYSTEM PROJECTED FLOWS (PHASE I, II & III)

DATE:	1/18/2016
REVISED:	10/4/2016, 10/30/2017, 1/6/2020, 8/12/2020, 10/19/2020, 12/3/2020, 2/24/2021
PROJECT NO.:	03610-009
PROJECT NAME:	**Garvies Point Waterfront Development - Phase 1, 2 & 3**
PROJECT TOWN:	City of Glen Cove, Nassau County, NY
PREPARED BY:	JMM/BSL/GY

WEST PARCEL - GARVIES POINT ROAD - PHASE 2

	# of Units/Size	Unit Daily Flow[1] (gpd)	Average Daily Flow/Block (gpd)	Peak
BLOCK A RESTAURANT				
Restaurant Seats	350	35	12,250	
			12,250 gpd	41,650
PARK/BEACH				
Public Restroom (visitors)	100 (estimated)	5[4]	500	
			500 gpd	1,700
BLOCK A1: Condominium Units				
1 Bedroom	25	150	3,750	
2 Bedroom	87	300	26,100	
3 Bedroom	24	400	9,600	
	136		39,450 gpd	134,130
BLOCK A2: Condominium Units				
1 Bedroom	14	150	2,100	
2 Bedroom	48	300	14,400	
3 Bedroom	13	400	5,200	
	75		21,700 gpd	73,780
BLOCK A3: Condominium Units				
1 Bedroom	25	150	3,750	
2 Bedroom	87	300	26,100	
3 Bedroom	23	400	9,200	
	135		39,050 gpd	132,770
BLOCK B: Condominium Units				
1 Bedroom	36	150	5,400	
2 Bedroom	102	300	30,600	
3 Bedroom	29	400	11,600	
Marina Support Building at Ferry Terminal (sf)	804	0.1[2]	80	
	167		47,680 gpd	162,113

Average Daily Flow:	**WEST PARCEL SUB-TOTAL =**	**160,630 gpd (average)**
	Residential	147,880 gpd (average)
	Commercial	12,750 gpd (average)
Peak Daily Flow (Peak Factor = 3.4)[3]:	**WEST PARCEL SUB-TOTAL =**	**546,143 gpd (peak)**
	Residential	502,793 gpd (peak)
	Commercial	43,350 gpd (peak)

EAST PARCEL - PHASE 2 & FUTURE PHASE				
	# of Units/Size	Unit Daily Flow[1] (gpd)	Average Daily Flow/Block (gpd)	
BLOCK E-F: Rental Units				
1 Bedroom	41	150	6,150	
2 Bedroom	111	300	33,300	
3 Bedroom	20	400	8,000	
	172		47,450 gpd	161,330
BLOCK E RESTAURANT				
Restaurant Seats	195	35	6,825	
	195		6,825 gpd	23,205
BLOCK G: Workforce Units				
1 Bedroom	14	150	2,100	
2 Bedroom	31	300	9,300	
3 Bedroom	10	400	4,000	
	55		15,400 gpd	52,360
MW-3: Konica Parcel A-B-C (future)				
1 Bedroom	141	150	21,150	
2 Bedroom	145	300	43,500	
3 Bedroom	50	400	20,000	
Retail (sf)	19,982	0.1[5]	1,998	
Office (sf)	15,000	0.1[6]	1,500	
			88,148 gpd	299,704
MW-3: 1 Garvies Pt Rd (future)				
1 Bedroom	83	150	12,450	
2 Bedroom	22	300	6,600	
Retail (sf)	7,700	0.1[5]	770	
			19,820 gpd	67,388
Average Daily Flow:	**EAST PARCEL PH 2 SUB-TOTAL =**		**177,643 gpd (average)**	
		Residential	166,550 gpd (average)	
		Commercial	11,093 gpd (average)	
Peak Daily Flow (Peak Factor = 3.4)[3]:	**EAST PARCEL PH 2 SUB-TOTAL =**		**603,987 gpd (peak)**	
		Residential	566,270 gpd (peak)	
		Commercial	37,717 gpd (peak)	
	PHASE 2 - PROJECT AVERAGE FLOW TOTAL =		**338,274 gpd**	
	PHASE 2 - PROJECT PEAK FLOW TOTAL =		**1,150,130 gpd**	

NOTES:
(1) Unit Daily Flows taken from "Design Standards for Wastewater Treatment Works" from NYSDEC, dated 1988.
(2) Use shopping center criteria = 0.1 gpd/sf of space.
(3) Peak factor taken from "Recommended Standards for Wastewater Facilities", (10 States Standards), 2004 Edition, Figure 1.
(4) Use parks criteria (per picnicker, restroom only) = 5 gpd/picnicker.

EAST PARCEL - PHASE 1 & PHASE 3				
	# of Units/Size	Unit Daily Flow[1] (gpd)	Average Daily Flow/Block (gpd)	
BLOCK H: Rental Units				
1 Bedroom	94	150	14,100	
2 Bedroom	83	300	24,900	
Retail (sf)	2,985	0.1[5]	299	
			39,299 gpd	133,615
BLOCK I: Condominium Units				
1 Bedroom	114	150	17,100	
2 Bedroom	94	300	28,200	
	208		45,300 gpd	154,020
ANGLER'S CLUB				
square feet	2,170	0.1[6]	217	
	2,170		217 gpd	738
BREWERY & MARINA SUPPORT				
Restaurant Seats	363	35	12,705	
	363		12,705 gpd	43,197
BLOCK J: Commercial/Cultural				
Retail (sf)	6,250	0.1[6]	625	
	6,250		625 gpd	2,125

Average Daily Flow:	**EAST PARCEL PH 1 SUB-TOTAL =**	**98,146 gpd (average)**
	Residential	84,300 gpd (average)
	Commercial	13,846 gpd (average)
Peak Daily Flow (Peak Factor = 3.4)[3]:	**EAST PARCEL PH 1 SUB-TOTAL =**	**333,695 gpd (peak)**
	Residential	286,620 gpd (peak)
	Commercial	47,075 gpd (peak)
	PHASE 1 - PROJECT AVERAGE FLOW TOTAL =	**98,146 gpd**
	PHASE 1 - PROJECT PEAK FLOW TOTAL =	**333,695 gpd**

NOTES:
(5) Use shopping center criteria = 0.1 gpd/sf of space plus 10%.
(6) Use office space criteria = 0.1 gpd/sf of space plus 10%.

EAST PARCEL - SUBTOTAL		
Average Daily Flow:	EAST PARCEL PH 2 SUB-TOTAL =	177,643 gpd (average)
	EAST PARCEL PH 1 SUB-TOTAL =	98,146 gpd (average)
	EAST PARCEL OVERALL SUB-TOTAL =	**275,789 gpd (average)**
Peak Daily Flow (Peak Factor = 3.4)[3]:	EAST PARCEL PH 2 SUB-TOTAL =	603,987 gpd (average)
	EAST PARCEL PH 1 SUB-TOTAL =	333,695 gpd (average)
	EAST PARCEL OVERALL SUB-TOTAL =	**937,682 gpd (average)**

OVERALL PROJECT (PHASE 1, PHASE 2, PHASE 3 & FUTURE)			
Projected Average Flow	**Phase 2**	**Phase 1**	**Total**
Residential	314,430	84,300	398,730
Commercial	23,843	13,846	37,689
Total	338,274	98,146	**436,419**
Projected Peak Flow	**Phase 2**	**Phase 1**	**Total**
Residential	1,069,063	286,620	1,355,683
Commercial	81,067	47,075	128,142
Total	1,150,130	333,695	**1,483,825**

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Drainage Storage Required/Provided per Nassau County

Date: 2/17/2021
Last Rev.:
PROJECT NO.: 03610-0002
PROJECT NAME: **Garvies Point**
Garvies Point Waterfront Redevelopment - PHASE I-II-III
PROJECT TOWN: City of Glen Cove, NY
PREPARED BY: BSL

	P-DA-1a	P-DA-1b	P-DA-1c (Rooftop A)	P-DA-1d	P-DA-1 (1a, 1b, 1c & 1d)	P-DA-2a	P-DA-2b	P-DA-2c (Rooftop B)	P-DA-2 (2a, 2b & 2c)	P-DA-3a	P-DA-3b	Total P-DA-3 (3a & 3b)
Pervious Area (sq. ft.)	106,010	90,171		9,148	205,329	38,770	33,980		72,750	3,485	25,270	28,755
Green Roof (sq. ft.)			63,392		63,392			37,030	37,030			
Impervious Area (incl imper. roof)	26,503	38,645	117,729	5,663	188,539	77,540	21,780	60,550	159,870	25,700	39,630	65,330
Total Area (sq. ft.)	132,513	128,816	181,121	14,810	457,260	116,310	55,760	97,580	269,650	29,185	64,900	94,085
Total Area (ac.)	3.04	2.96	4.16	0.34	10.50	2.67	1.28	2.24	6.19	0.67	1.49	2.16
Weighted Coefficient (C)	0.43	0.50	0.79	0.55	0.60	0.73	0.55	0.78	0.71	0.87	0.70	0.75
2" Storage of Rainfall (ft.)	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167
Storage Required *(V = A x C x 2")*					45,401				32,036			11,782
Total Water Quality *(WQv)* Required	9,497	10,627	23,923	1,354	45,401	14,216	5,148	12,673	32,036	4,243	7,538	11,782
Irrigation Required (cf):			15,093					8,132				
Irrigation Provided (cf):			15,100		15,100			12,235	12,235			
WQ Treated with Rain Garden (cf):	1,090	2,390			3,480							
Volume To be Treated by Jellyfish(cf)	8,407	8,237	23,923	1,354		14,216	5,148	12,673				11,782
Qa = WQv/A (inches)	0.76	0.77	1.59	1.10		1.47	1.11	1.56				1.50
CN=1000/[10+5P+10Qa-10(Qa2 + 1.25 Qa P)½]	84	84	96	90		95	90	96				95
Ia/P	0.186	0.184	0.040	0.111		0.055	0.109	0.044				0.050
q_u	660	660	660	660		660	660	660				660
Converted to Q_{wq} *(cfs)*	**2.39**	**2.34**	**6.80**	**0.38**		**4.04**	**1.46**	**3.60**				**3.35**
Q_{wq} Provided *(cfs)*	**2.94**	**4.90**	**5.88**	**1.96**		**4.90**	**1.96**	**4.90**				**3.12**
Volume provided with Jellyfish (cf.)	10,349	17,248	20,698	6,899	55,194	17,248	6,899	17,248	41,395			10,982
Total Water Quality (WQv) Provided					73,774				53,630			10,982
Water Quality Units ID (Jellyfish Filter)	WQ113	WQ142	WQ 165	WQ115		WQ221	WQ236	WQ256				WQ518
Jellyfish Unit and Model Number	JF 8'x8'	JF 8'x11'	JF 8'x12'	JF 8'x6'		JF 8'x11'	JF 8'x6'	JF 8'x11'				JF 8'x12'
Bypass Flow												
Routed flow *(Q = C x A x 4.8 in/hr)*	6.28	7.03	15.82	0.90		9.40	3.40	8.38				7.79
Bypass flow *(cfs)*	3.89	4.69	9.94	0.51		5.36	1.94	3.48				4.44
Bypass Capacity *(cfs)*	8.00	8.00	8.00	4.00		8.00	5.00	8.00				8.00
Total Capacity *(cfs)*	10.94	12.9	13.88	5.96		12.90	6.96	12.9				11.12

Equivalent Rainfall

Total Water Quality *(WQv)* Required (2")	9,497	10,627	23,923	1,354	45,401	14,216	5,148	12,673	32,036	4,243	7,538	11,782
Total Water Quality (WQv) Provided					73,774				53,630			10,982
Equivalent Rainfall (inches)					3.25				3.35			1.86
Water Quality *(WQv)* Required (1.5")	7,123	7,970	17,942	1,015	34,051	10,662	3,861	9,505	24,027	3,183	5,654	8,836
WQ Provided by Rain Garden & Jellyfish					58,674				41,395			10,982
Equivalent Rainfall (inches)					2.58				2.58			1.86
Outfall ID					**OF 146**				**OF 238**			**OF 519**

References / Notes:

1. Impervious Coefficient (C_R) = 0.95, Pervious Coefficient (CP) = 0.30, Pervious Roof Coefficient (CP) = 0.50
2. Surface area is including 1' thick walls
3. Nassau County Department of Public Works Drainage Requirements
   Storage Volume = Area x Coefficent x Runoff Storage
4. Water and wetland areas are not included in drainage area calculations since they cannot be captured
5. Required irrigation volume based on 1" rainfall for building area (Full impervious area, no green roof reduction)
6. Water quality volume (c.f.) and equavalent rainfall (inches) provided per watershed and outfall.
7. Jellyfish water quality flow provided based on as-built calculations by manufacturer

	P-DA-4a	P-DA-4b (Rooftop E)	P-DA-4c (Rooftop D)	Total P-DA-4 (4a, 4b & 3c)	P-DA-5a	P-DA-5b	P-DA-5c (Rooftop H)	Total P-DA-5 (5a, 5b & 5c)	P-DA-6	P-DA-4, 5 &6	P-DA-7a (Rooftop I & MSB 1)	P-DA-7b	P-DA-7c	Total P-DA-7 (7a, 7b & 7c)	Total Project Site (Ph I & Ph II)	P-DA-8a	P-DA-8b	Total P-DA-8 (8a & 8b)	Total Project Site (Ph I, Ph II & Ph III)
Pervious Area (sq. ft.)	200,812			200,812	0	15,230		15,230	71,500	287,542		14,680		14,680	614,111	42,400	53,580	95,980	710,091
Green Roof (sq. ft.)		19,454	17,723	37,177			30,060	30,060		67,237	30,930			30,930	204,836				204,836
Impervious Area (incl imper. roof)	43,996	36,130	32,913	113,039	0	3,500	41,820	45,320	34,350	192,709	68,500	68,900	4,970	142,370	646,669	47,200	10,900	58,100	704,769
Total Area (sq. ft.)	244,807	55,584	50,636	351,027	0	18,730	71,880	90,610	105,850	547,487	99,430	83,580	4,970	187,980	1,907,490	89,600	64,480	154,080	2,061,570
Total Area (ac.)	5.62	1.28	1.16	8.06	0.00	0.43	1.65	2.08	2.43	12.57	2.28	1.92	0.11	4.32	43.79	2.06	1.48	3.54	47.33
Weighted Coefficient (C)	0.42	0.79	0.79	0.53	0.00	0.42	0.76	0.69	0.51	0.55	0.81	0.84	0.95	0.83	0.47	0.64	0.41	0.55	0.48
2" Storage of Rainfall (ft.)	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167	0.167
Storage Required *(V = A x C x 2")*				31,036				10,442	9,014	50,492				25,853	150,165			13,998	164,163
Total Water Quality *(WQv)* Required	17,007	7,342	6,688	31,036	0	1,316	9,127	10,442	9,014	50,492	13,423	11,643	787	25,853	119,379	9,593	4,405	13,998	133,377
Irrigation Required (cf):		4,632	4,220				5,990				8,286								
Irrigation Provided (cf):			3,463				12,582			16,045	8,505			8,505	34,608				51,885
WQ Treated with Rain Garden (cf):						1,090			1,600	2,690					2,180				6,170
Volume To be Treated by Jellyfish(cf)										34,447	13,423	11,643	787			9,593	4,405	13,998	
Qa = WQv/A (inches)										0.76	1.62	1.67	1.90			1.28	0.82	1.09	
CN=1000/[10+5P+10Qa-10(Qa2 + 1.25 Qa P)½]										84	96	97	99			93	85	90	
Ia/P										0.187	0.037	0.031	0.009			0.080	0.170	0.112	
q_u										640	660	660	660			660	660	660	
Converted to *Q_{wq} (cfs)*										**9.49**	**3.81**	**3.31**	**0.22**			**2.73**	**1.25**	**3.98**	
Q_{wq}* Provided *(cfs)										**16.20**	**3.12**	**4.22**	**0.45**			**3.12**	**1.96**		
Volume provided with Jellyfish (cf.)										58,806	10,982	14,854	1,584	27,421	141,596	10,982	6,899	17,882	159,478
Total Water Quality (WQv) Provided										77,541				35,926	151,315			17,882	169,196
Water Quality Units ID (Jellyfish Filter)		Treated	Treated				Treated			WQ390	WQ 445	WQ459	WQ482			WQ410	WQ425		
Jellyfish Unit and Model Number										22'x20'	JF 8'x12'	JF 8'x12'	4'Ø			JF 8'x12'	JF 8'x6'		
Bypass Flow																			
Routed flow *(Q = C x A x 4.8 in/hr)*										33.38	8.87	7.70	0.52			6.34	2.91	9.25	
Bypass flow *(cfs)*										23.89	5.75	4.39	0.30			3.62	1.66	5.28	
Bypass Capacity *(cfs)*										166.00	8.00	8.00	2.50			8.00	8.00	8.00	
Total Capacity *(cfs)*										180.42	11.12	12.22	2.95			11.12	9.96	8	

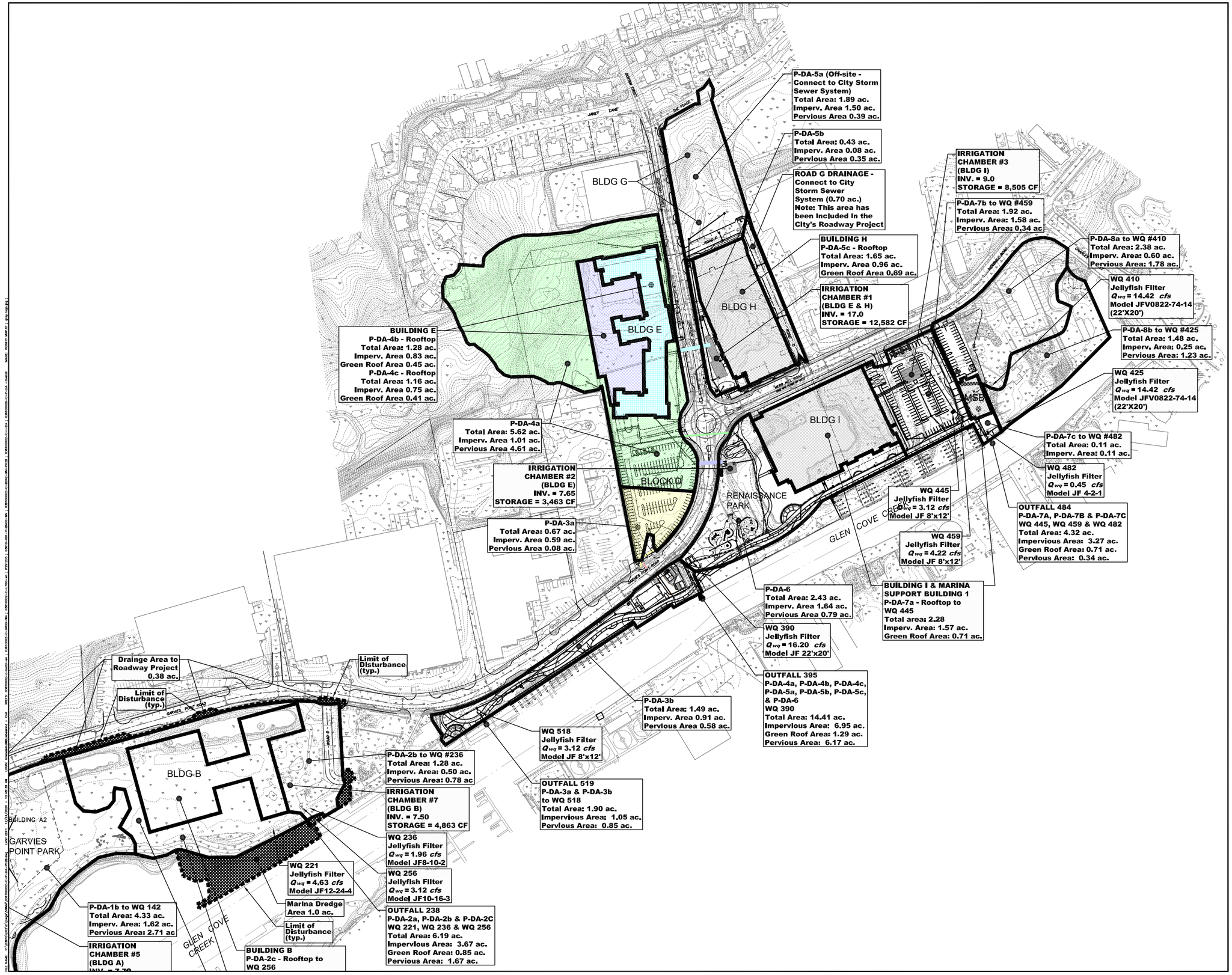
Equivalent Rainfall

Total Water Quality *(WQv)* Required (2")	17,007	7,342	6,688	31,036	0	1,316	9,127	10,442	9,014	50,492	13,423	11,643	787	25,853	119,379	9,593	4,405	13,998	133,377
Total Water Quality (WQv) Provided										77,541				35,926	151,315			17,882	169,196
Equivalent Rainfall (inches)										3.07				2.78	2.54			2.55	2.54
Water Quality *(WQv)* Required (1.5")	12,755	5,506	5,016	23,277	0	987	6,845	7,832	6,760	37,869	10,068	8,732	590	19,390	89,534	7,195	3,304	10,499	100,033
WQ Provided by Rain Garden & Jellyfish										61,496				27,421	120,170			17,882	138,051
Equivalent Rainfall (inches)										2.44				2.12	1.60			2.55	1.68
Outfall ID										**OF 395**				**OF 484**				**OF 484**	

Includes Rooftop E & H

References / Notes:

1. Impervious Coefficient (C_R) = 0.95, Per
2. Surface area is including 1' thick walls
3. Nassau County Department of Public W
   Storage Volume = Area x Coefficent
4. Water and wetland areas are not includ
5. Required irrigation volume based on 1"
6. Water quality volume (c.f.) and equavale
7. Jellyfish water quality flow provided base



REV. / ISSUE	DATE	DESCRIPTION

CONSULTANT

CONSULTANT

MPFP

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ORIENTATION / KEY PLAN

NORTH

GRAPHIC SCALE

100 0 50 100 200

(IN FEET)
1 inch = 100 ft.

PAULUS, SOKOLOWSKI AND SARTOR ENGINEERING, P.C.
3 MOUNTAINVIEW ROAD
WARREN, NEW JERSEY 07059
PHONE: (732) 560-9700

JOSEPH J. FLEMING, P.E.
PROFESSIONAL ENGINEER
N.Y. LICENSE NO. 66591

SIGNATURE 12/24/20 DATE

CLIENT

RXR GLEN ISLE PARTNERS LLC

PROJECT

GARVIES POINT WATERFRONT REDEVELOPMENT PHASE II B BLOCKS D-E-F

CITY OF GLEN COVE, NASSAU COUNTY, NEW YORK

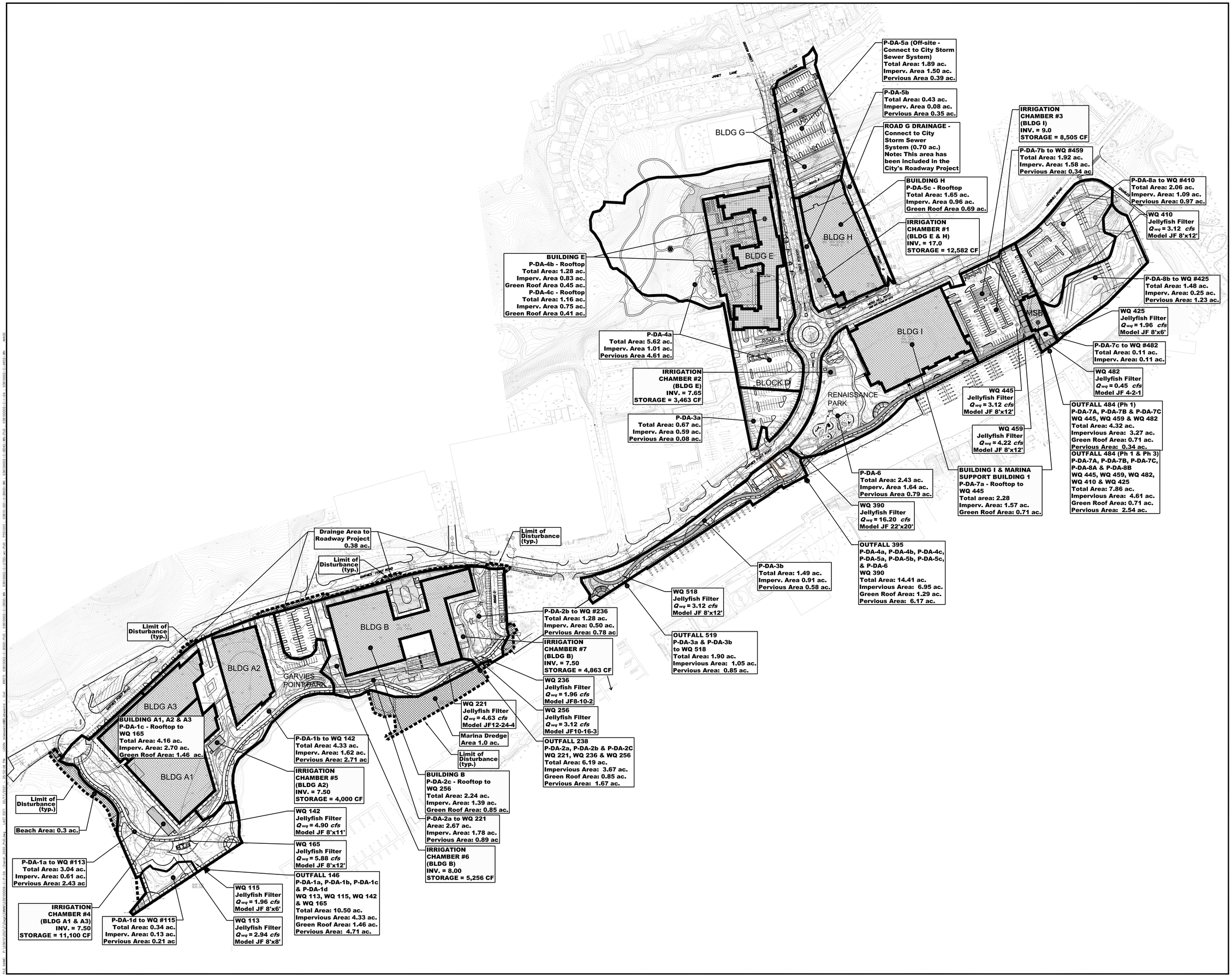
SHEET TITLE

PROPOSED DRAINAGE AREA MAP

JOB NO.:	03610-0002
DATE:	12/28/2020
DRAWN:	BSL
CHECK:	PAR
SCALE:	1"=100'

BINDING ORDER:
SHEET OF
SHEET NO.

P-DA-2B



REV. / ISSUE	DATE	DESCRIPTION

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ORIENTATION / KEY PLAN

NORTH

GRAPHIC SCALE

120 0 60 120 240

(IN FEET)
1 inch = 120 ft.

PSSS
PAULUS, SOKOLOWSKI AND SARTOR ENGINEERING, P.C.
67B MOUNTAIN BLVD EXT.
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JOSEPH J. FLEMING, P.E.
PROFESSIONAL ENGINEER
N.Y. LIC. NO. 66591

SIGNATURE DATE

CLIENT

RXR GLEN ISLE PARTNERS LLC

PROJECT

GARVIES POINT WATERFRONT REDEVELOPMENT

CITY OF GLEN COVE, NASSAU COUNTY, NEW YORK

SHEET TITLE

WATER QUALITY DRAINAGE AREA MAP

JOB NO.: 03610-0009
DATE: 02/17/2021
DRAWN: BSL
CHECK: PAR
SCALE: 1"=120'

BINDING ORDER:
SHEET OF
SHEET NO.

WQDA

Attachment D

Parking Analysis Memorandum,
Prepared Walker Consultants,
dated February 16, 2021

February 16, 2020

This analysis looks at the impact on parking of the proposed buildout of blocks E, F and D. The following are key findings from our preliminary analysis.

BACKGROUND

The Garvies PUD was approved with the following development on Parcels D, E and F:

- 50,000 sf office building on Parcel D,
- 101 market-rate rentals units on Parcel E, and
- 56 workforce condos on Block F.

The new proposal for the three parcels is:

- 172 market-rate rental units on blocks E and F,
- A 5,500 sf restaurant and a 2,000 sf spa on blocks E and F (there will be another 14,900 sf of amenity space in the buildings, but this will be for residents only – library, gym, etc.-- and will not generate external parking demand).
- 308 parking spaces below the buildings.
- 165 parking spaces on Parcel D, with a goal of providing ferry parking during weekdays and commercial parking during weeknights and weekends.

ANALYSIS

SUMMARY PER FINDINGS

The Findings recommended the following ratios for the land uses:

- 1.65 spaces per residential rental unit.
- 19 spaces per 1,000 square feet of restaurant.
- 6 spaces per 1,000 square feet of spa.

Applying these ratios to the square footages above, we calculate the following recommended parking supply:

Table 1: Parking Calculations Per Findings

Land Use	Quantity	Parking Ratio	Parking Req.
Residential Rental	172 units	1.65 /unit	284
Restaurant	5,500 sf	19 /1,000 sf	105
Spa	2,000 sf	6 /1,000 sf	12
Total			**401**

The total parking proposed is 473, of which 308 spaces are available during the day on weekdays.

On weekends, the 473-space supply is adequate to accommodate all 401 cars.

Calculated according to the ratios in The Findings, on weekdays there would be a deficit of 93 spaces until the ferry lot on Parcel D empties out in the evening and those 165 spaces start becoming available. However, this assumes the restaurant generates the same demand on a weekday as it does on a weekend. Industry research supports an alternative demand calculation for weekdays. The following sections outline our analysis of weekday parking and proposed solutions.

WEEKDAY DEMAND

The parking ratios outlined in The Findings are based on peak-hour parking needs in the Urban Land Institute's *Shared Parking*[1] which is the leading reference on shared parking patterns in mixed-use developments. *Shared Parking* provides a model for projecting parking needs using the largest available collection of data on parking patterns from research done around the U.S. for a variety of land uses. The research includes:

- Parking generation ratios that express the peak demand generated by a land use on weekdays and weekends. The ratios are expressed as the number of cars generated per unit of land use (square footage, residential unit, hotel key, etc.).
- Hourly parking patterns at these uses, to show the variation in demand over the course of a day on a weekdays and weekends.

The data is used to create a model in mixed-use settings; by calculating the individual needs of each component land use over the course of a weekday and weekend, the model can find the overall combined peak. That peak is usually lower than if each land use were calculated separately, since in most cases the land uses will not all need their peak supply simultaneously.[2]

The Findings are based on the peak hour on the peak day of the week for each land use. However, they allow for a shared parking solution at the discretion of the Planning Board:

[1] Smith, Mary. Shared Parking (3rd Edition). Washington, DC, Urban Land Institute, 2020.
[2] Additionally, in mixed-use settings there are typically "captive markets" that reduce parking demand. A captive market is the walk-in traffic generated by people who are already parked in an area for the day or evening (residents, hotel guests, office employees, etc.) who create demand for commercial uses like restaurants without creating additional parking demand. The Shared Parking methodology enables adjustments to be made for these synergies that reduce driving trips and parking demand. We do not include these adjustments in our analysis.

> Specifically, with respect to shared parking, the Zoning Ordinance provides, in relevant part, "[w]here two or more uses are on the same lot, or part of a planned development, the total amount of parking spaces to be provided shall be the sum of the requirements, if any, for each individual use on the lot." Zoning Ordinance § 280-73.2I(3) ("Shared parking"). The Ordinance further provides that the "Planning Board may vary this requirement if the Board finds that the sharing of parking during the probable time of maximum use of such establishments is such as to permit a variation." Zoning Ordinance § 280-73.2I(3) (emphasis added). In sum, the Planning Board is permitted to vary the amount of required parking based upon a finding that the shared parking proposed is adequate to meet maximum demand. (p.67)

As noted above, the parking ratios in The Findings were based on the Shared Parking model's peak parking rate for each individual land use so that the development is planned to meet the worst-case scenario. However, the demand for restaurants is lower on weekdays than weekends, so the 93-space deficit calculated per The Findings is likely an overstatement. In comparison to the ratio recommended for weekend evenings (19 spaces per 1,000 sf[3]), ULI recommends a peak weekday demand ratio of 15.5 spaces per 1,000 sf on weekdays. In addition to the lower peak ratio, ULI research on utilization patterns over the course of a day suggests that restaurants do not hit their peak demand until 7 pm, by which point the ferries will be bringing commuters back.

Table 2: Hourly Restaurant Utilization Pattern - Weekday

		6 am	7 am	8 am	9 am	10 am	11 am	12 pm	1 pm	2 pm	3 pm	4 pm	5 pm	6 pm	7 pm	8 pm	9 pm	10 pm	11 pm	12 am
Fine/Casual Dining	Visitors	0%	0%	0%	0%	15%	40%	75%	75%	65%	40%	50%	75%	95%	100%	100%	100%	95%	75%	25%
	Employees	0%	20%	50%	75%	90%	90%	90%	90%	90%	75%	75%	100%	100%	100%	100%	100%	100%	85%	35%
Spa*	Visitors	0%	0%	90%	90%	100%	100%	30%	90%	100%	100%	90%	80%	67%	30%	15%	0%	0%	0%	0%
	Employees	0%	20%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	67%	30%	15%	0%	0%	0%	0%

*Spa utilization is based on medical office building research, as we understand this venue to be a Northwell "concierge" service rather than traditional spa.

Using the shared parking model to project weekday demand for the commercial components of Parcels E/F, we find that the combined peak demand is projected to be 90 spaces compared to the 117-space parking need calculated per The Findings (see Table 1).

[3] The Findings were based on the Second Edition of Shared Parking, published in 2005. The Urban Land Institute released a new model in 2020, and the research supporting that model suggests a lower parking rate on weekend evenings than the previous model; ULI now recommends 17.75 spaces per 1,000 sf rather than the 19 per 1,000 sf in the 2005 model and in The Findings.

Table 3: Weekday Peak Demand Per ULI Shared Parking Calculations

	10 am	11 am	12 pm	1 pm	2 pm	3 pm	4 pm	5 pm	6 pm	7 pm	8 pm
Spa	12	12	6	11	12	12	11	10	8	4	2
Restaurant	23	41	66	66	59	39	46	68	82	86	86
Total Demand	**35**	**53**	**73**	**77**	**71**	**51**	**57**	**78**	**90**	**89**	**88**
Available Supply*	24	24	24	24	24	24	24	24	24	107	189
Surplus/Deficit	**(11)**	**(29)**	**(49)**	**(53)**	**(47)**	**(27)**	**(33)**	**(54)**	**(66)**	**18**	**101**

*Supply calculation:
473 spaces total for Parcels E/F and D, with 284 reserved for residents/guests = 189 available nights, weekends.
189 spaces less 165 ferry spaces during weekdays = 24 spaces available during the day on weekdays.

As Table 3 shows, we project that the deficit during the day on weekdays will be approximately 53 spaces if the ferry parking fills. The deficit may increase to 66 spaces around 6 pm if evening diners start filling the restaurant before the ferries start coming in.

ON-STREET SHARED PARKING

The PUD application demonstrates that on-street parking is providing more spaces than are needed to meet the requirements of The Findings:

Table 4: Excess On-Street Capacity

Block	Planned Uses	Zoning Requirements/ Consistency with Findings	Parking Required	Planned Inventory		
				Public/ On-St	Total	Surplus/ Deficit
Transient Marina & Anglers Marina	*84 slips*	*0.63 per slip*	*53*			
Accessible Park	*11 acres*	*2.62 per acre*	*29*			
Subtotal - Public			**82**	**112**	**112**	**30**

Excess on-street parking can reduce the deficit. During weekdays, demand for the marinas and the parks will likely be lower than shown in the table above, in particular by the time the deficit grows to 66 spaces in the early evening. Incorporating shared use of excess on-street parking into the projections in Table 3, we would project a deficit of 23 spaces at lunch hour and 36 spaces at early dinner hour.

MANAGING THE DEFICIT

The weekday shortage can be managed through valet parking for the restaurant. The three major options are described below.

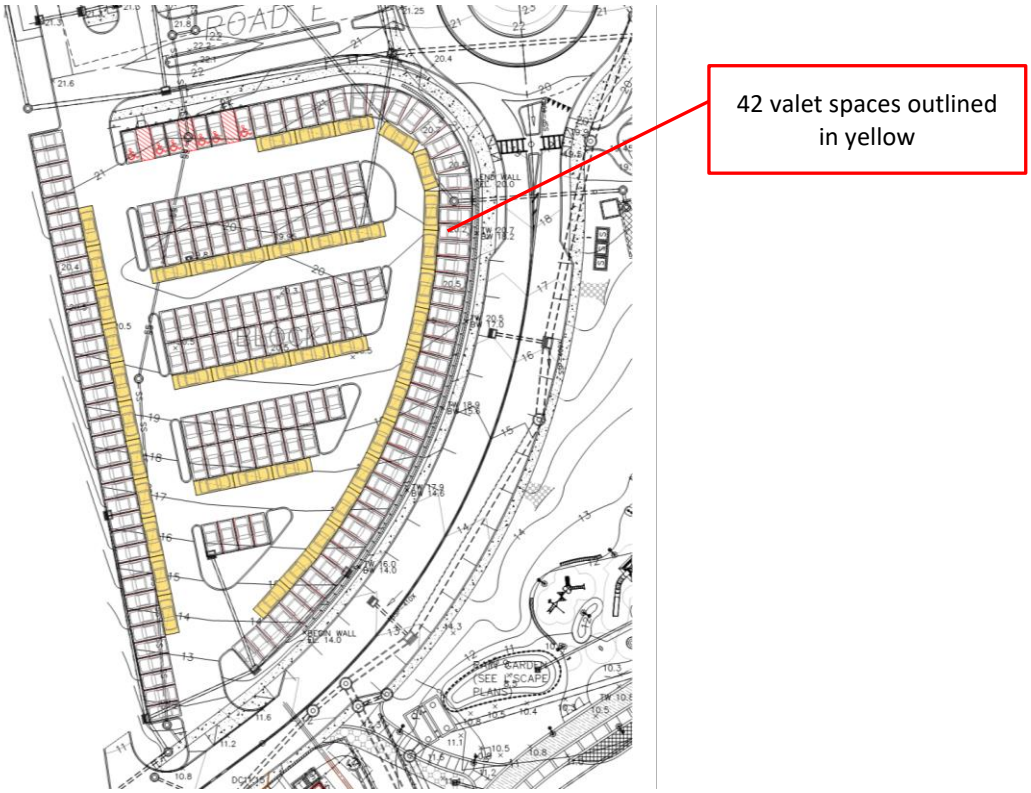
PARCEL D LOT

The Parcel D lot is a good option for valet parking. The lot is convenient to the Parcel E/F restaurant and minimizes excess circulation. Because the ferry cars stay parked all day, there will be minimal turnover between striped stalls and the aisle cars blocking them, which makes for an easy valet operation.

Walker prepared the following layout to show the possibility of using the aisles to valet-park cars after the

striped stalls have been filled by ferry parkers in the morning. It will be possible to park roughly 42 cars in the aisles. As discussed in the "On-Street Shared Parking" section above, this may be sufficient to accommodate all of the overflow cars. However, if on-street parking is not available, there may be between 12 and 24 cars that cannot be accommodated in the Parcel D lot. We recommend maximizing the aisle parking valet on Parcel D and then using a secondary option to accommodate the remaining cars as needed.

Figure 1: Valet Layout for Parcel D



VALET PARKING IN BUILDINGS E/F, H, AND I

The remaining 12 to 24 cars can be valet parked in Buildings E/F or H.

There is a natural shared use between the restaurant and residential needs: some percentage of the residents use their cars for work on the weekdays, leaving spaces open in the residential garages. While we believe this is an effective use of space and allows for a compact valet footprint, we understand that currently (in Building H, which is already open) residential parking spaces are individually reserved for specific tenants who may not allow use for other purposes. Building E/F will likely run on the same model. Without access to resident stalls, the valet can still be run using aisle parking, similar to the option proposed for the Parcel D lot.

Walker tested the aisle valet capacity in the E/F, H and I[4] garages and found that even using a very conservative valet scenario (i.e., one where use of the aisles is not maximized), valets could park over 100 cars in these three garages as shown in the table below.

[4] Not needed for the Parcel E/F, but may be useful in the future for Parcel J.

Table 5: Valet Inventory, Residential Buildings

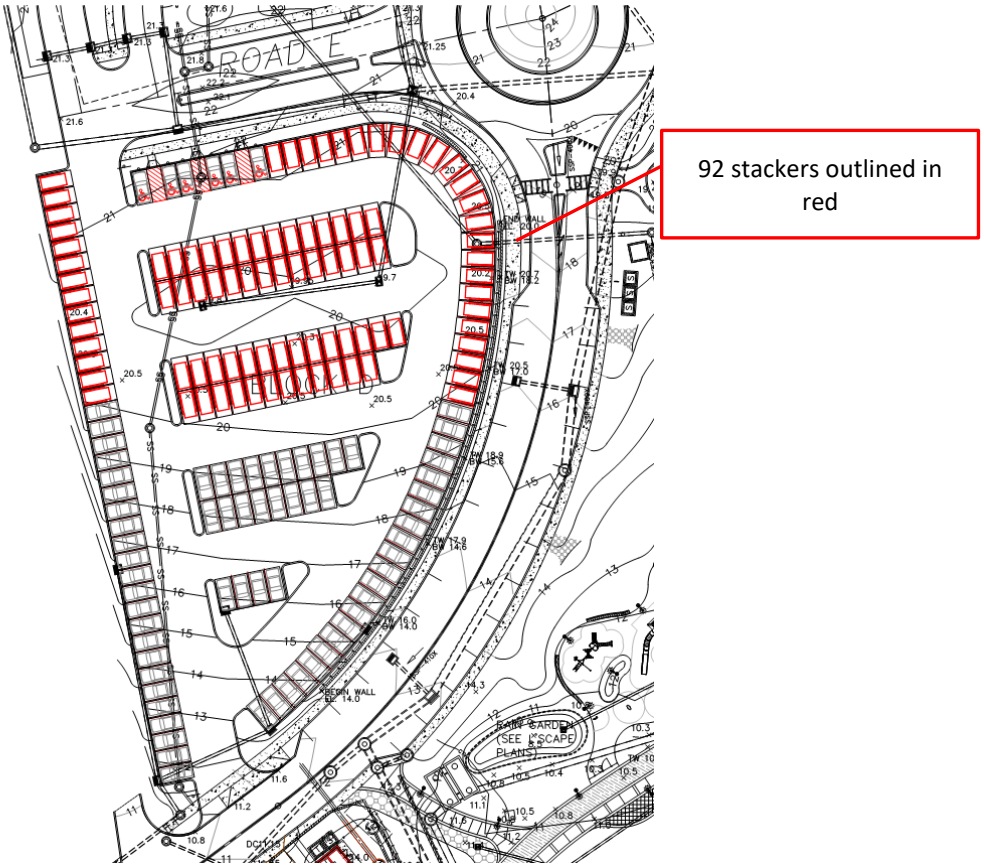
	Building E/F	Building H	Building I
L1 Level	24	14	
Grade Level	20	24	27
Total per building	44	38	27
Total all			109

In this scenario, valet attendants would have access cards for the gated residential garages and could move cars from the valet drop-off to available spaces. The use of multiple locations would not cause inconvenience to the customers.

STACKER PARKING

The Parcel D Lot also lends itself to stacker use. A two-level stacker creates extra parking spaces on a small footprint and operates similarly to a regular valet operation, except that cars arriving early are stored on top of another car in the same striped stall rather than behind a car parked in the aisle. The diagram below shows an option to add up to 92 stackers.

Figure 2: Potential Stacker Configuration



As with the regular valet option discussed previously, stackers would work well on this lot insofar as the turnover during the day will be low. Ferry parkers arriving in the morning would have their cars put in storage

on the top of a stacker. Valets would ask them for their anticipated return time so that the valets can ready the cars for retrieval in order of ferry arrival times. Restaurant parkers coming in for lunch would have their cars parked below the stored ferry cars for quick retrieval. Late in the afternoon before the evening dinner hour, valet attendants would start taking cars off the top stackers to ready them for pickup.

SUMMARY - APPROACH TO VALET

It is not yet known whether the ferry will need the full 165 spaces during weekdays, and to what extent ferry demand will overlap with the increasing restaurant demand in the evenings. On-street parking is planned with a surplus compared to marina/park needs, and will have a great surplus as dinner hour approaches and park- and marina-goers start leaving. Given the unknowns, the combination of valet on Parcel D with overflow into the residential buildings as needed is preferred for its flexibility. The public may prefer regular valet to stackers as well, especially since it will allow Parcel D to operate as a self-park later in the evening and on weekends. The Applicant may opt for stackers if the valet operation is busy for many hours of the day in multiple garages.

CONCLUSION

The development is able to meet the peak weekend demand calculated per the ratios in The Findings. These ratios represent the individual peak for each land use. In this scenario, the lot on Parcel D provides parking for the Parcel E/F restaurant and will have a 72-space surplus that can serve overflow from Parcel J as needed.

Because the developer is allocating the Parcel D lot to The City on weekdays for ferry parking, the Lot may not be available to accommodate restaurant demand during the weekday lunch and early dinner hours; this will depend on the success of the ferry program. Based on a shared parking analysis specific to weekday demand patterns for the commercial uses on Parcel E/F, and assuming the ferry lot is fully unavailable during the day, we project that the development may need between 54 and 66 spaces on weekdays. The 30-space on-street surplus could accommodate much of this projected overflow.

The shortage can be solved using valet parking in Parcel D and, if needed, the surrounding residential garages. Our layout shows the potential to park 42 cars in the Parcel D lot aisles, and we have studied the residential garages and found that it would be feasible to create enough spaces in the garage aisles to accommodate easily the 12 to 24 cars that we project the Parcel D valet would not accommodate. The garages have additional capacity to accommodate Parcel J cars as well. A third-party valet company can coordinate lot and garage access and create a flexible solution.

Attachment E

Noise Mitigation Plan prepared by
Hunter Roberts Construction Group
dated February 22, 2021

NOISE MANAGEMENT PLAN

Hunter Roberts Construction Group

Garvies Point Building D, E & F

Glen Cove, NY

Issue	Description	Approved By	Signed	Date
2/22/21	Bldg E/F NMP			

Table of Contents

1 Description of Works

Building D, E & F ("the Project") consists of the construction of one building. The Building measures 354,928 square feet. The Project shall be constructed for RXR Development ("RXR"). The Project is located in the Garvies Point Development across Dickson Street from the Harbor Landing (Building H) complex in Glen Cove, NY.

The following is a list of major scope items:

Building D, E & F Building

- Timber Piles
- Superstructure Concrete
- Timber Framing
- Brick and Stone Veneer
- Flat Roofing
- Interior Fit-out
- Rooftop HVAC Equipment

Work shall commence on or about Summer of 2021 and continue into Summer of 2024 and shall be performed during normal working hours unless otherwise indicated.

Work shall be carried out in accordance with City of Glen Cove DOB and NYS standards § 28-100 Guide to Citywide Construction Noise Mitigation

2 Contractor Details

Information regarding the contractor and relevant contacts.

Table 1.

Name	Position	Contact Number/s	Email
Darran Mullahy	Project Executive	212-321-6892	dmullahy@hrcg.com
Drew McKay	SPM	347-899-7509	dmckay@hrcg.com
Chris Corwin	PM	646-740-3281	ccorwin@hrcg.com
Michael Connolly	Executive Project Superintendent	631-774-7889	mconnolly@hrcg.com

3 Equipment

Include detail of:

- Pile Drivers, Excavators, Magni Boom Lifts, Jackhammers, Dump Trucks, Concrete Saws, Compressors, Pumps, Backup Alarms, Concrete Trucks & Delivery Trucks
- Contractors will make every effort to utilize the quietest reasonably available equipment for construction work.
- Equipment will be utilized in accordance with City of Glen Cove DOB and NYS standards § 28-102 and hours of operation shall be in accordance with § 28-103 unless otherwise notified.

4 Noise and Vibration Monitoring

Developer shall retain the services from a qualified inspection agency to monitor any cracks, vibration, and noise during construction activities.

- The inspection agency will determine position, locations, and timeframe of monitoring activities.

- Vibration monitoring will be performed as needed during vibration producing construction activities or other activities likely to cause ground vibrations and potential damage to other structures. Inspection agency shall utilize MultiSeis Plus Vibration Monitors (or equivalent) to monitor particle velocity in three directions, vertical, longitudinal and transverse. Daily reports shall be provided including histograms for all events, and the peak vector sum measured at the instrument station for the duration of the testing. The final daily results are compared to the recommendations as set forth by the United States Bureau of Mines (R18507) and the Office of Surface Mining Reclamation and Enforcement

Depending upon the type of work, certain projects will require regular noise monitoring with specified machinery by a competent person e.g. noise meter and acoustic consultant.

5 Noise and Vibration Control Measures

Pile Drivers. This provides noise mitigation strategies that responsible parties shall utilize to reduce the noise emissions from pile driving and related equipment. Pile drivers for sheet piles and/or column piles are a common necessity on a construction project. Piles can be used to stabilize trench walls during excavation, create coffer dams to hold back water, or to provide an anchored platform upon which structures can be built. There are two basic types of pile drivers – impact hammers and vibratory drivers. Noise emission levels from pile drivers can vary widely based on the type of driver, the type of pile (steel, concrete, wood), and the underlying ground conditions.

A. GENERAL RULES OF OPERATION

i. The hours of operation shall be in accordance with 15 RCNY § 28-103 unless otherwise notified.

B. SOURCE CONTROLS: QUIETER MODELS & MUFFLERS

i. When possible, the quietest pile driving method shall be selected that allows the work to be performed based on structural, geotechnical, and pile friction requirements and ground conditions. The following list or their equivalent are acceptable pile-driving methods to the Department: a hydraulic pile pushing system, a vibratory pile driver; a hydraulic impact pile driver; a drop hammer, a diesel impact pile driver.

ii. Hydraulic pushing method pile drivers, including the Ken-Jet Still Worker, the Giken Silent Piler, or the SERF Pilemaster, or equivalent, shall be utilized rather than louder impact or vibratory pile drivers when ground conditions permit such use. Further, such quieter pile drivers shall be utilized whenever a responsible party is working within 100 feet of a receptor.

iii. In accordance with the noise mitigation criteria outlined in 15 RCNY § 28-101(b), an impact pile driver shall be equipped with a well maintained exhaust muffler in order to mitigate the amount of noise escaping out with the diesel exhaust.

iv. The responsible party shall select the type of pile being driven based on structural and/or geotechnical performance requirements. In order of loudness, wooden piles shall be preferred first, followed by concrete piles, and then steel piles.

v. The responsible party shall pre-auger or pre-trench the pile holes to soften the underlying ground, reduce ground resistance, and thus reduce pile driving noise based upon geotechnical conditions at the location. Auger drill rigs may be mounted to the same crane as the pile driver or alternatively, an excavator with a long bucket arm may pre-trench as deep as 25 feet below grade.

vi. A properly secured impact cushion shall be installed on top of piles that are being driven by an impact hammer. Commercially available pile

cushions or those fabricated on the job site, out of scrap wood, leather or rubber, may be utilized.

vii. Quieter alternative methods to pile driving, including the use of drilled caissons filled with concrete, or slurry walls dug out initially with a milling machine, shall be used whenever possible, depending on structural and geotechnical performance requirements.

viii. Noise bellows systems such as the IHC Hydrohammer, or an equivalent bellows device, may be used to provide further noise attenuation. Bellows enclosures accompany the pile down to the ground and collapse accordion style as the pile reaches the ground.

ix. When the responsible party uses a vibratory pile driver or a hydraulic impact pile driver as set forth in clause (ii) of this subparagraph and/or noise bellows as set forth in clause (viii) of this subparagraph, between the hours of 7:00 a.m. to 6:00 p.m. on weekdays or unless otherwise notified, the responsible party need not utilize additional pathway controls listed in subparagraph C of this paragraph, unless the responsible party is performing work within 35 feet of an indoor receptor and with the exception of any required perimeter barriers as specified in 15 RCNY § 28-101(g).

Jackhammers/Pavement Breakers. This shall provide noise mitigation strategies that the responsible party shall utilize to reduce the noise emissions from jackhammers and pavement breakers. These devices are defined as manually-operated, powered (pneumatic or other) devices, consisting of chisel-hammers or bits used to cut or break through pavement, concrete, or street surfaces. Jackhammers can be very loud as the steel chisel or bit hits the target object.

A. GENERAL RULES OF OPERATION

i. The hours of operation shall be in accordance with the rules as set forth in 15 RCNY § 28-103 unless otherwise notified.

B. SOURCE CONTROLS: QUIETER MODELS & MUFFLERS

i. Quieter makes and models of jackhammers such as the Copco model TEX P90S or equivalent model with an elongated effective muffler casing or bellows measuring a total of greater than 15 inches in length, shall be used whenever practicable.

ii. The quietest jackhammer suitable to perform the given work shall be selected for use. The quieter jackhammers, including the jackhammer specified in clause (i) of this subparagraph or the Chicago Pneumatic CP1240, with a model F-814004 muffler, or equivalent, shall be used when suitable and whenever a responsible party is working in close proximity to receptors, whenever a responsible party is using multiple jackhammers, and whenever jackhammer operations are occurring during after hours as set forth in § 24-223 of the Administrative Code.

iii. In all cases, jackhammers shall be equipped with an effective muffler, provided either from the manufacturer or from an aftermarket vendor, which effectively reduces noise from the exhaust air by about 4 dBA or more. In accordance with 15 RCNY § 28-101(b), an effective muffler shall be properly fitted to the jackhammer to insure against air or noise leakage.

iv. If appropriate to the size of the job, smaller jackhammers shall be used, as they tend to be quieter.

v. When the responsible party uses a device described in clause (i) of this subparagraph between the hours of 7:00 a.m. to 6:00 p.m. on weekdays, the responsible party need not utilize additional pathway controls listed in subparagraph C of this paragraph, unless the responsible party is performing work within 35 feet of an indoor receptor and with the exception of any required perimeter barriers as specified in 15 RCNY § 28-101(g).

C. NOISE PATHWAY CONTROLS: NOISE BARRIERS & ENCLOSURES. The responsible party shall utilize one of the following pathway controls for jackhammers or pavement breaker operations within a property line or for long-term work when outside of the property line as specified in 15 RCNY § 28-101(l). However, if the Department receives noise complaints concerning the site, the responsible party shall utilize additional pathway controls listed in this subparagraph as required by Department of Buildings. The pathway controls are set forth as follows: jersey barriers, tents, or other portable noise barriers.

i. The responsible party shall construct a portable noise barrier that shall be free from gaps and holes and constructed of a sufficiently massive material to achieve a Sound Transmission Class rating of STC 30 or greater and that shall be positioned as close as possible to the jack hammer. The noise barrier shall be long and tall enough to completely block the line of sight between the jackhammer and any indoor receptor within 200 feet and that is a maximum of 20 feet above grade level, when work occurs. The barrier shall be placed as close to the actual jackhammering work as feasible. Greater noise attenuation occurs when barriers are placed as close as possible to the noise source. A balanced canted panel, not susceptible to high winds shall be placed, when feasible, on top of the barrier in order to provide better shielding for multi-story receptors. However, said barrier's height shall not exceed 15 feet including the balanced canted portion.

ii. Jersey barriers. A portable (i.e. unanchored) noise barrier can be made, for example, of concrete jersey bases with 3/4-inch plywood panels attached to fence posts extending upwards to an overall height of 15 feet. This shall be the maximum height for a free-standing barrier in order to avoid it tipping over from wind load. Multiple jersey bases and plywood panels can be positioned adjacent to one another to form a barrier of any desired length. The gaps between adjacent panels should be filled-in with noise curtain material, additional plywood, or similar material.

All jersey barriers shall comply with the requirements in clause (i) of this subparagraph, including a Sound Transmission Class rating of STC 30 or greater.

iii. Portable noise enclosures.

(a) Portable noise enclosures (so-called "noise tents") made of steel frames wrapped with noise curtain material, such as SoundSeal model BBC-13-2, or equivalently rated material, may be built to surround the jackhammer (on the top and 3 sides) and the operator. A properly constructed enclosure, using curtain material with a Sound Transmission Class rating of STC 30 or greater, generally provides a 5 dBA insertion loss. Such barrier shall meet OSHA standards for worker exposure to particulate matter.

(b) The responsible party shall utilize multiple tents for multiple jackhammers. For example, when two jackhammers are being utilized and they cannot fit under the same noise tent, the responsible party shall provide an additional noise tent.

(c) The noise tent shall be moved as the jackhammer work progresses in order to maintain the tent's ability to block the line of sight between the jackhammer and the receptors.

(d) In accordance with § 24-223 of the Administrative Code, when emergency jackhammering occurs after normal working hours within 500 feet of any residential receptor, the responsible party shall use noise tents with double thick noise curtain material or a noise tent augmented with a portable noise barrier to form a double layer of mitigation. See 15 RCNY § 28-108. Quieter jackhammers and compressor vehicles shall also be utilized during after hours work whenever feasible.

(e) Where there are receptors surrounding the jackhammer work site on all sides, two tents shall be used on either side of the jackhammer to form a complete enclosure as close to the jackhammer as practicable.

Dump Trucks. This paragraph shall provide noise mitigation strategies that the responsible party shall utilize to reduce the noise emissions from dump trucks. Dump trucks are commonly used on construction sites to deliver construction materials, remove and excavate debris, or transfer materials around the job site. However, they can produce loud noises when their tailgates are slammed when dumping a load, when their engines are revved with inadequate exhaust mufflers, when the first shovel-full is dropped into the bed, or due to use of their backup alarms.

A. GENERAL RULES OF OPERATION

i. The hours of operation shall be in accordance with the rules as set forth in 15 RCNY § 28-103 unless otherwise notified.

B. SOURCE CONTROLS

i. The smallest sized and quietest dump truck that is adequate for a particular job shall be selected.

ii. A bed liner made of thick rubber, spray-on liner, plywood, sand or gravel shall be installed to mitigate the noise of the first load being dropped into the dump truck.

iii. Though not required for use in the United States (U.S.), most U.S. dump truck manufacturers produce quieter models for use in Europe. European Environmental Label (i.e. Blue Angel) low noise emission construction equipment, which is required for import and use in European Union (EU) nations in accordance with Quality Assurance Publication RAL UZ 53 and the Treaty on European Union 992-02-07 Journal C224, shall be used whenever feasible if it meets the U.S. Environmental Protection Agency's emission requirements and/or regulations. These models are generally 10 dBA quieter than similar equipment used in the U.S.

iv. The positioning of the dump truck shall be carefully selected in order to minimize operation near receptors. Responsible parties shall attempt to reduce the necessity of backing-up by selecting a straight drive-through truck route. If a backup alarm is used, a quieter warning device shall be installed in accordance with 15 RCNY § 28-101(f).

v. The truck shall be equipped with an effective muffler in accordance with 15 RCNY § 28-101(b), which shall be well-maintained to ensure maximum noise reduction.

vi. Slamming a tail gate shall be avoided to the extent possible to prevent unreasonable noise. Alternately, a pad made of heavy rubber, leather or wood, when practicable, shall be used under the tail gate to prevent metal contact.

vii. The engine housing doors shall be kept closed while the engine is in operation.

viii. When the responsible party uses quieter dump truck models as set forth in clause (iii) of this subparagraph, between the hours of 7:00 a.m. to 6:00 p.m. on weekdays or unless otherwise notified, the responsible party need not utilize additional pathway controls listed in subparagraph C of this paragraph, unless the responsible party is performing work within 35 feet of an indoor receptor and with the exception of any required perimeter barriers as specified in 15 RCNY § 28-101(g).

Cranes. This shall provide noise mitigation strategies that the responsible party shall utilize in order to reduce the noise emissions from cranes. Cranes are an essential piece of equipment on most large construction sites to load and unload delivery trucks, lift building materials to required heights, lift excavated materials out of tunnels and for other sub-surface excavations, and move other equipment and personnel around the job site. Cranes come in many varieties and sizes, including tracked or wheeled mobile cranes, fixed or floating derricks, and tower cranes.

A. GENERAL RULES OF OPERATION

i. The hours of operation shall be in accordance with the rules set forth in 15 RCNY § 28-103 unless otherwise notified.

B. SOURCE CONTROLS: QUIETER MODELS

i. There are various makes and models that are inherently quieter than others. Smaller, quieter cranes, including rubber-tired mobile cranes, shall be used whenever possible based on load lifting requirements.

ii. New modern hydraulic cranes shall be used whenever possible to avoid the squeal produced by cable drum brakes on mechanical cranes.

iii. Though not required for use in the United States, most U.S. crane manufacturers produce quieter models for use in Europe. European Environmental Label (i.e. Blue Angel) low noise emission construction equipment, which is required for import and use in European Union (EU) nations in accordance with Quality Assurance Publication RAL UZ 53 and the Treaty on European Union 992-02-07 Journal C224, shall be used whenever feasible and if it meets the U.S. Environmental Protection Agency's emission requirements and/or regulations. These cranes are about 10 dBA quieter than similar models sold in the U.S.

iv. The positioning of the crane shall be carefully selected to minimize the need to relocate it around the job site. Whenever possible, tower cranes shall be used, as they essentially produce no noise at ground level.

v. The crane shall be equipped with an effective muffler in accordance with 15 RCNY § 28-101(b), which shall be well maintained to ensure maximum noise reduction.

vi. When the responsible party uses new modern hydraulic cranes as set forth in clause (ii) of this subparagraph and/or additional source controls set forth in clause (iii) of this subparagraph, between the hours of 7:00 a.m. to 6:00 p.m. on weekdays, the responsible party need not utilize additional pathway controls listed in subparagraph C of this paragraph, unless the responsible party is performing work within 35 feet of an indoor receptor and with the exception of any required perimeter barriers as specified in 15 RCNY § 28-101(g).

C. NOISE PATHWAY CONTROLS: NOISE BARRIERS & CURTAINS The responsible party shall utilize one of the following pathway controls. However, if the Department receives noise complaints concerning the site, the responsible party shall utilize additional pathway controls listed in this subparagraph as required by Department of Buildings.

i. The responsible party shall construct a portable noise barrier that shall be free from gaps and holes constructed of a sufficiently massive material to achieve a Sound Transmission Class rating of STC 30 or greater, and shall be positioned as close as possible to the crane. A portable (i.e. unanchored) noise barrier can be

made, for example, of concrete jersey bases with 3/4-inch plywood panels attached to fence posts extending upwards to an overall height of 15 feet. This shall be the maximum height for a free-standing barrier in order to avoid it tipping over from wind load. Multiple jersey bases and plywood panels shall be positioned adjacent to one another to form a barrier of any desired length. The gaps between adjacent panels shall be filled-in with noise curtain material, additional plywood, or similar material. A properly balanced canted panel, not susceptible to windy conditions, may be placed on top of the barrier in order to provide better shielding for multi-story receptors. However, said barrier's height shall not exceed 15 feet including the balanced canted portion.

ii. The noise barrier shall be long and tall enough to completely block the line of sight between the crane and any indoor receptor within 200 feet and that is a maximum of 20 feet above grade level, when work occurs. The barrier shall be placed as close to the actual crane work as feasible. Greater noise attenuation occurs when barriers are placed as close as possible to the noise source.

iii. Portable noise shields made of steel frames wrapped with noise curtain material, such as SoundSeal model BBC-13-2, or equivalently rated material, shall be used to form a noise barrier in the direction of sensitive receptors and completely block the line of sight between the receptors and crane. Noise curtains are typically made out of a 1/4-inch thick heavy vinyl material, often with a noise absorptive quilt attached to one side. These noise curtains generally weigh 1.5 lbs/sq. ft., have an STC rating of about 32, and come in 4-foot wide sheets complete with grommets and Velcro edges to aid in hanging the curtains and sealing the sheets side-by-side.

iv. Alternative barriers may be utilized in accordance with site-specific conditions. For example, shipping container (Conex) boxes or truck trailers may be positioned along the edge of the work site to form a semi-permanent noise barrier. Sufficient space at the site is necessary as these containers are generally 8 feet wide by 8 feet tall and can be double-stacked to form a noise barrier 16 feet in height. The gaps between and/or under container boxes shall be filled-in with heavy vinyl noise curtains or similar material.

6 Complaint Response

6.1 Procedure and recording of complaints

Any complaint shall be directed to the Construction Manager, Hunter Roberts Construction Group to the attention of the Senior Project Manager (SPM) as listed in Section 2 of this Plan.

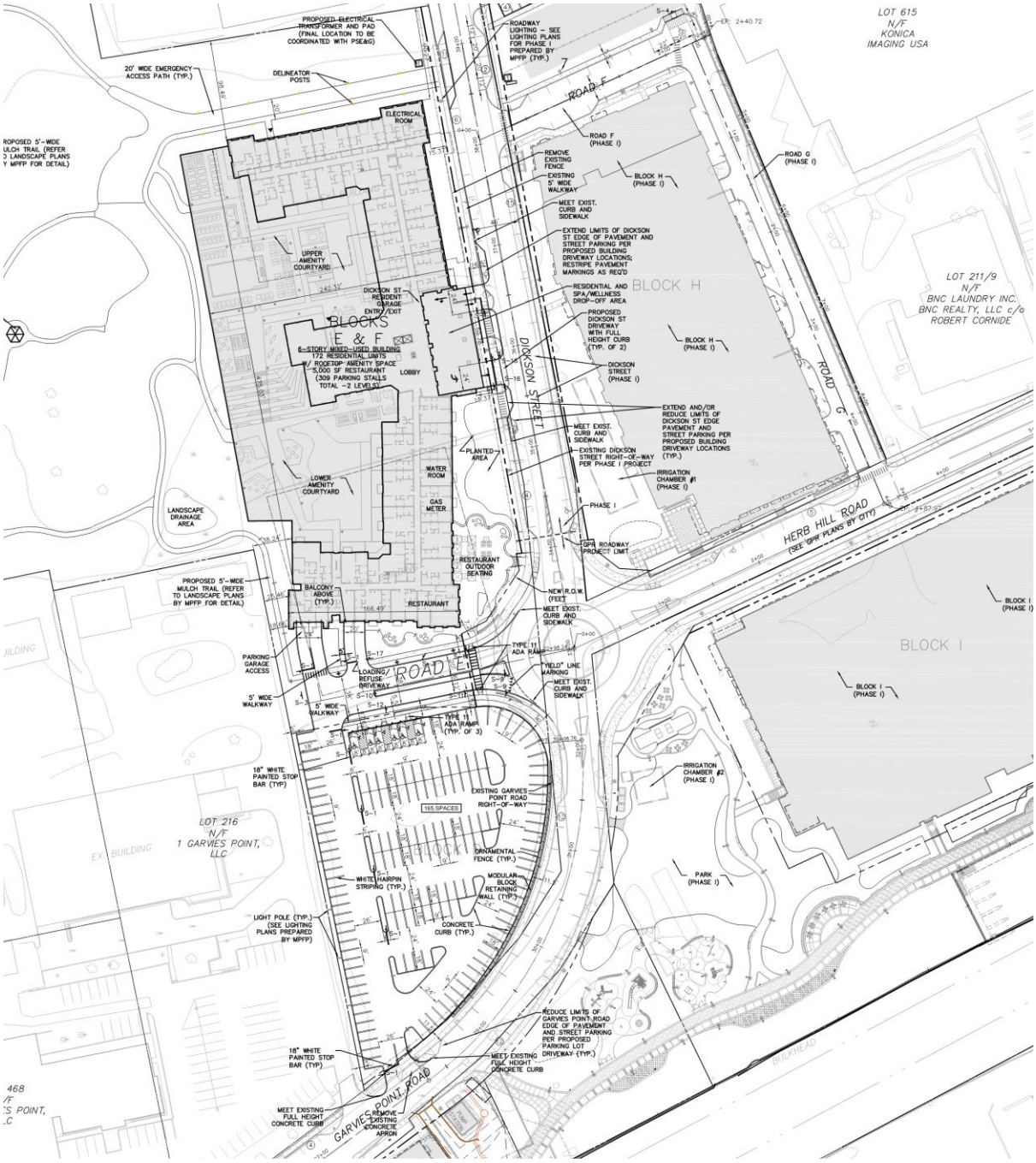
The SPM will manage all incoming complaints and will keep records and begin the investigation/resolution process.

6.2 Community notification

The SPM of the Construction Manager shall provide updated information on investigation/resolution process to the Developer RXR. It will be the Developers responsibility to communicate that information to the Public accordingly.

7 Appendices

7.1 Site Layout Plan



Attachment F

Construction Management Plan prepared by
Hunter Roberts Construction Group
dated February 22, 2021

GARVIES POINT - BUILDING EF
EXECUTIVE SCHEDULE
PREPARED FEBRUARY 22, 2021

HUNTER ROBERTS CONSTRUCTION GROUP

Trades/Activity	MONTH:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40
	Phase	July-21	August-21	September-21	October-21	November-21	December-21	January-22	February-22	March-22	April-22	May-22	June-22	July-22	August-22	September-22	October-22	November-22	December-22	January-23	February-23	March-23	April-23	May-23	June-23	July-23	August-23	September-23	October-23	November-23	December-23	January-24	February-24	March-24	April-24	May-24	June-24	July-24	August-24	September-24	October-24
Excavation/Site Prep	Phase 1 - Center																																								
Excavation/Site Prep	Phase 2 - North																																								
Excavation/Site Prep	Phase 3 - South																																								
Piles	Phase 1 - Center																																								
Piles	Phase 2 - North																																								
Piles	Phase 3 - South																																								
Pile Caps/Foundation Walls*	Phase 1 - Center																																								
Pile Caps/Foundation Walls	Phase 2 - North																																								
Pile Caps/Foundation Walls	Phase 3 - South																																								
Backfill/Underground MEPS	Phase 1 - Center																																								
Backfill/Underground MEPS	Phase 2 - North																																								
Backfill/Underground MEPS	Phase 3 - South																																								
Slab on Grade	Phase 1 - Center																																								
Slab on Grade	Phase 2 - North																																								
Slab on Grade	Phase 3 - South																																								
Superstructure Concrete	Phase 1 - Center										L1 FL		1ST FL		2ND FL																										
Superstructure Concrete	Phase 2 - North												1ST FL																												
Superstructure Concrete	Phase 3 - South														L1 FL		1ST FL																								
CMU Towers	Phase 1 - Center																																								
CMU Towers	Phase 2 - North																																								
CMU Towers	Phase 3 - South																																								
Wood Framing	Phase 1 - Center																																								
Wood Framing	Phase 2 - North																																								
Wood Framing	Phase 3 - South																																								
Windows	Phase 1 - Center																																								
Windows	Phase 2 - North																																								
Windows	Phase 3 - South																																								
Exteriors	Phase 1 - Center																																								
Exteriors	Phase 2 - North																																								
Exteriors	Phase 3 - South																																								
Interiors	Phase 1 - Center																																								
Interiors	Phase 2 - North																																								
Interiors	Phase 3 - South																																								
Landscaping	All Phases																																								
Punchlist/Close-out	All Phases																																								
Final Completion	All Phases																																								

*Temporary bracing to be installed at foundation wall to allow backfill to start and prevent 5 month impact on piles and pile caps

GARVIES POINT - BUILDING EF
TRADE/ACTIVITY SNAPSHOT - MONTH 5

HUNTER ROBERTS
CONSTRUCTION GROUP

PHASE 3 - SOUTH

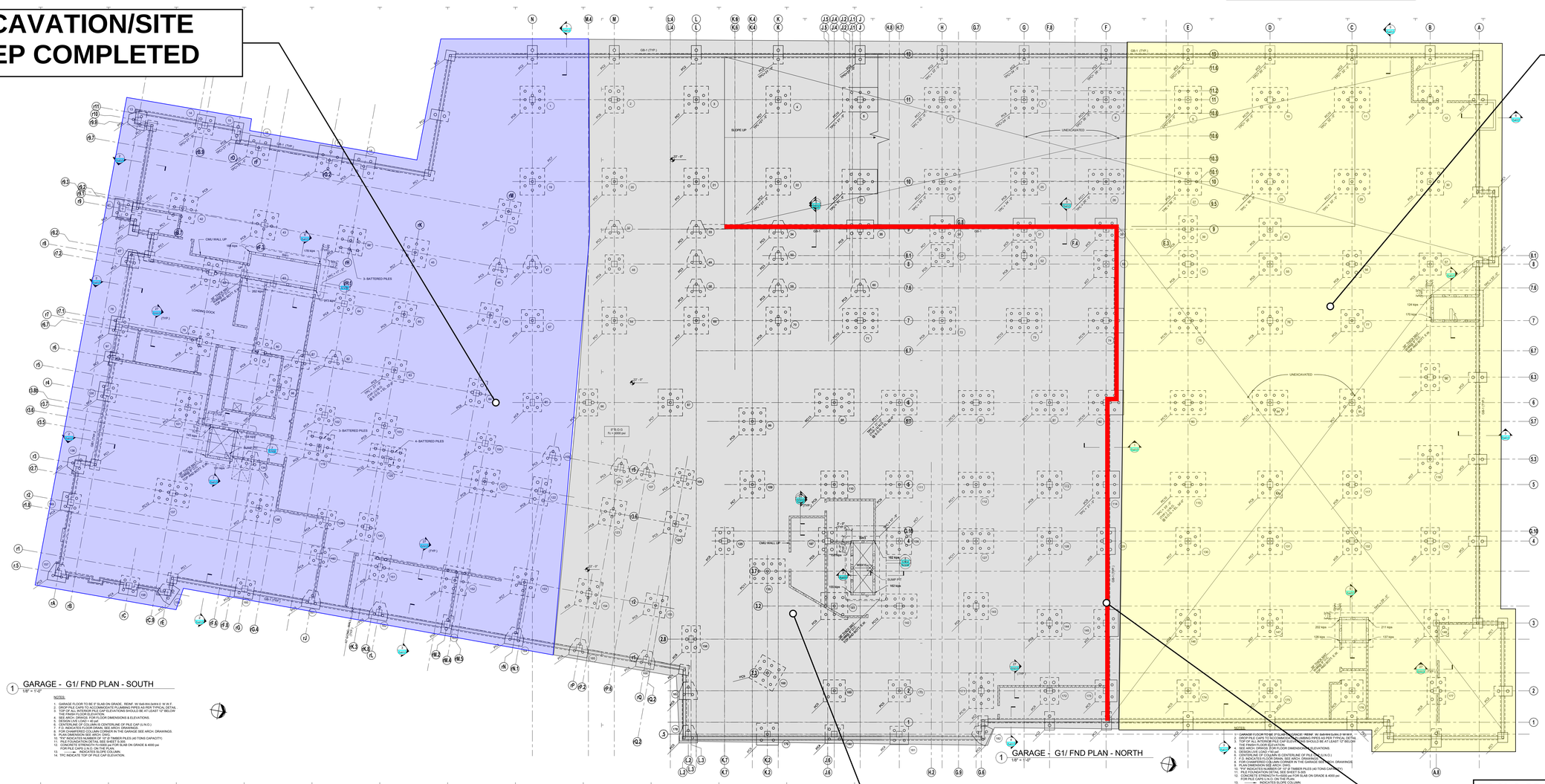
PHASE 1 - CENTER

PHASE 2 - NORTH

N

EXCAVATION/SITE PREP COMPLETED

PILE DRIVING

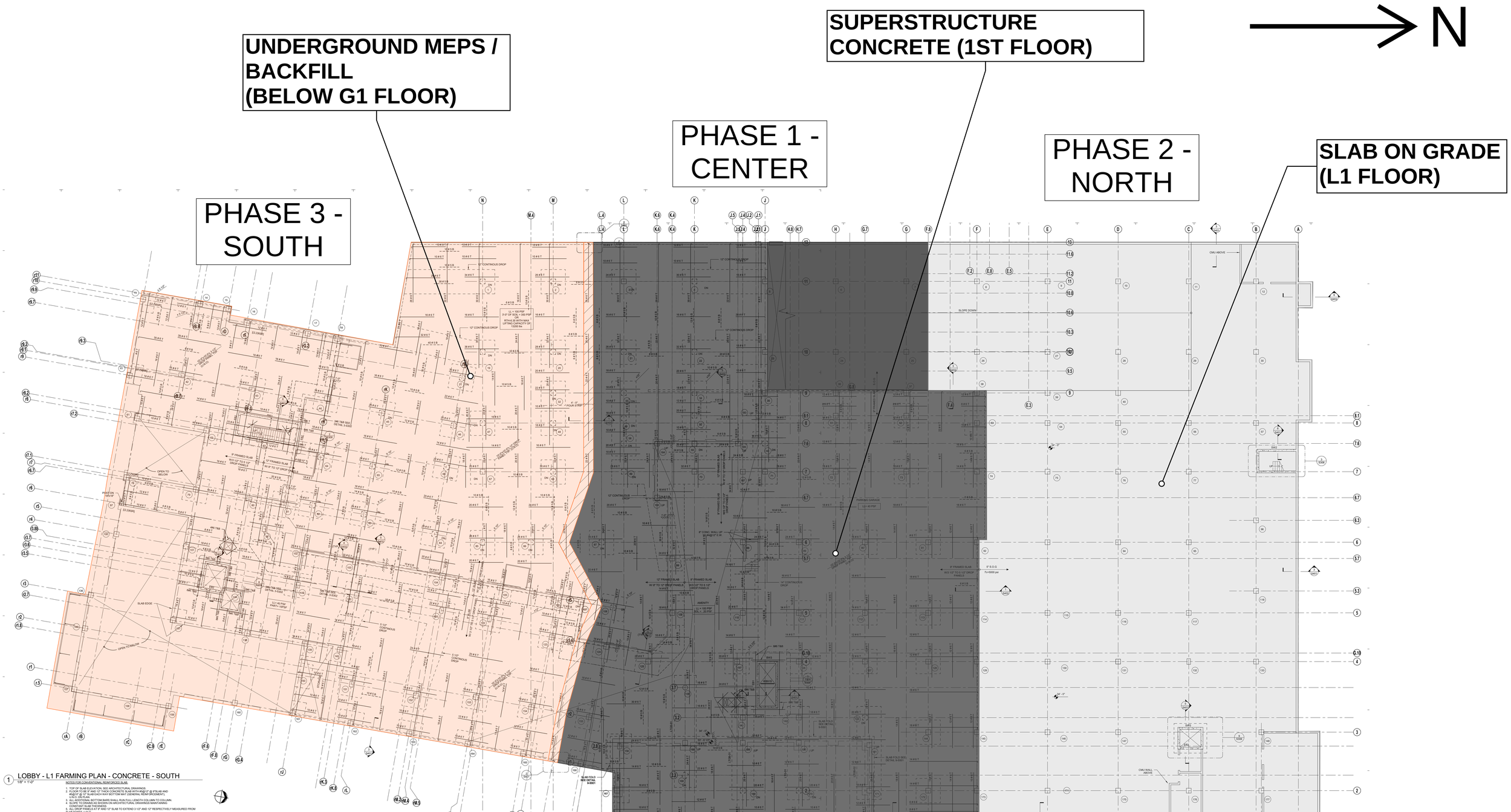


PILE CAPS/ FOUNDATION WALLS

FOUNDATION BACKWALL TO BE BRACED TEMPORARILY

GARVIES POINT - BUILDING EF
TRADE/ACTIVITY SNAPSHOT - MONTH 11

HUNTER ROBERTS
CONSTRUCTION GROUP



1 LOBBY - L1 FARMING PLAN - CONCRETE - SOUTH
1/8" = 1'-0"

NOTES FOR CONVENTIONAL REINFORCED SLAB:

1. TOP OF SLAB ELEVATION, SEE ARCHITECTURAL DRAWINGS.
2. FLOOR TO BE 8" AND 12" THICK CONCRETE SLAB WITH #5@12" @ BTSLAB AND #5@12" @ 12" SLAB EACH WAY BOTTOM MAT (GENERAL REINFORCEMENT), U.N.O. ON PLAN.
3. ALL ADDITIONAL BOTTOM BARS SHALL RUN FULL LENGTH COLUMN TO COLUMN.
4. SLOPE TO DRAINS AS SHOWN ON ARCHITECTURAL DRAWINGS MAINTAINING CONSTANT SLAB THICKNESS.
5. ALL DROP PANELS AT 8" AND 12" SLAB TO EXTEND 3 1/2" AND 12" RESPECTIVELY MEASURED FROM SLAB SOFFIT U.N.O.
6. ALL CONTINUOUS DROPS TO EXTEND (SEE PLAN) MEASURED FROM SLAB SOFFIT U.N.O.
7. ALL REINFORCEMENTS SHOWN ON PLAN SHALL BE IN ADDITION TO GENERAL REINFORCEMENT.
8. ALL CONTINUOUS BARS SHALL BE LAP SPLICED AT MIDSPAN.
9. FOR DIRECTION OF OUTERMOST LAYER OF REINFORCEMENT SEE PLAN.
10. PROVIDE REINFORCEMENTS AT ALL SLAB FOLDS PER TYPICAL DETAILS (9/S-401).
11. GENERAL CONTRACTOR TO COORDINATE ALL DIMENSIONS WITH ARCHITECTURAL DRAWINGS AND RESOLVE ANY & ALL DISCREPANCIES WITH ARCHITECT PRIOR TO POURING CONCRETE.
12. GENERAL CONTRACTOR SHALL SUBMIT COMBINED PLUMBING, MECHANICAL AND ELECTRICAL SLEEVES (ELECTRICAL SLEEVES TO BE APPROVED BY ARCHITECT).
13. 28 DAY COMPRESSIVE STRENGTH OF ALL CONCRETE SLAB SHALL BE f'c=4,000psi U.N.O. (NORMAL WT.)
14. PROVIDE CLEAR CONCRETE COVER OF 3/4" FOR TOP BARS AND 3/4" BOTTOM BARS.
15. COLUMNS SHOWN ——— THUS DENOTE SLOPING COLUMNS.
16. DESIGN LIVE LOAD SEE PLAN.

1 LOBBY - L1 FARMING PLAN - CONCRETE - NORTH
1/8" = 1'-0"

NOTES FOR CONVENTIONAL REINFORCED SLAB:

1. TOP OF SLAB ELEVATION, SEE ARCHITECTURAL DRAWINGS.
2. FLOOR TO BE 8" THICK CONCRETE SLAB WITH #5@12" @ BTSLAB AND #5@12" @ 12" SLAB EACH WAY BOTTOM MAT (GENERAL REINFORCEMENT), U.N.O. ON PLAN.
3. ALL ADDITIONAL BOTTOM BARS SHALL RUN FULL LENGTH COLUMN TO COLUMN.
4. SLOPE TO DRAINS AS SHOWN ON ARCHITECTURAL DRAWINGS MAINTAINING CONSTANT SLAB THICKNESS.
5. ALL DROP PANELS AT 8" AND 12" SLAB TO EXTEND 3 1/2" AND 12" RESPECTIVELY MEASURED FROM SLAB SOFFIT U.N.O.
6. ALL CONTINUOUS DROPS TO EXTEND (SEE PLAN) MEASURED FROM SLAB SOFFIT U.N.O.
7. ALL REINFORCEMENTS SHOWN ON PLAN SHALL BE IN ADDITION TO GENERAL REINFORCEMENT.
8. ALL CONTINUOUS BARS SHALL BE LAP SPLICED AT MIDSPAN.
9. FOR DIRECTION OF OUTERMOST LAYER OF REINFORCEMENT SEE PLAN.
10. PROVIDE REINFORCEMENTS AT ALL SLAB FOLDS PER TYPICAL DETAILS (9/S-401).
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12. GENERAL CONTRACTOR SHALL SUBMIT COMBINED PLUMBING, MECHANICAL AND ELECTRICAL SLEEVES (ELECTRICAL SLEEVES TO BE APPROVED BY ARCHITECT).
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GARVIES POINT - BUILDING EF
TRADE/ACTIVITY SNAPSHOT - MONTH 16

HUNTER ROBERTS
CONSTRUCTION GROUP

N

SUPERSTRUCTURE CONCRETE (1ST FLOOR)

CMU TOWERS (2ND THROUGH 4TH FLOOR)

WOOD FRAMING (2ND FLOOR)

PHASE 3 - SOUTH

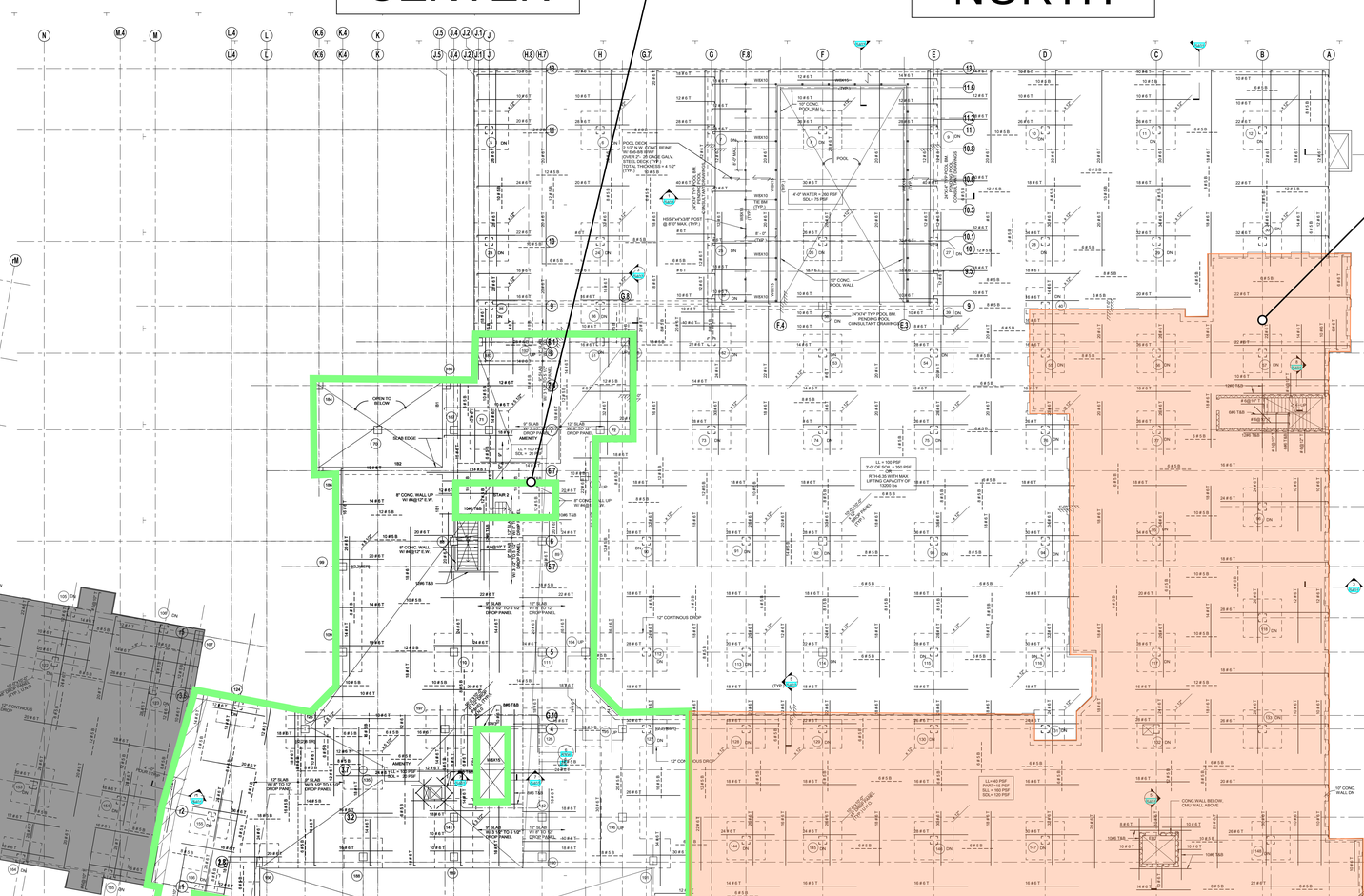
PHASE 1 - CENTER

PHASE 2 - NORTH

1 1ST FLOOR FRAMING PLAN - CONCRETE -SOUTH
1/8" = 1'-0"

NOTES FOR CONVENTIONAL REINFORCED SLAB:

1. TOP OF SLAB ELEVATION: SEE ARCHITECTURAL DRAWINGS.
2. FLOOR TO BE 5", 12" AND 14" THICK CONCRETE SLAB WITH #5@12" @ 5/2" & 14" SLAB AND #5@12" @ 9"SLAB EACH WAY BOTTOM MAT (GENERAL REINFORCEMENT), U.N.O. SEE PLAN
3. ALL ADDITIONAL BOTTOM BARS SHALL RUN FULL LENGTH COLUMN TO COLUMN.
4. SLOPE TO DRAINS AS SHOWN ON ARCHITECTURAL DRAWINGS MAINTAINING MINIMUM SLAB THICKNESS.
5. ALL DROP PANELS AT 5", 12" AND 14" SLAB TO EXTEND 5'-0", 12" AND 12' RESPECTIVELY MEASURED FROM SLAB SOFFIT U.N.O.
6. ALL CONTINUOUS DROPS TO EXTEND (SEE PLAN) MEASURED FROM SLAB SOFFIT U.N.O.
7. ALL REINFORCEMENTS SHOWN ON PLAN SHALL BE IN ADDITION TO GENERAL REINFORCEMENT.
8. "T" DENOTES TOP BARS; "B" DENOTES BOTTOM BARS.
9. FOR DIRECTION OF OUTERMOST LAYER OF REINFORCEMENT SEE PLAN.
10. PROVIDE REINFORCEMENTS AT ALL SLAB EDGES PER TYPICAL DETAILS (S-5-401).
11. GENERAL CONTRACTOR TO COORDINATE ALL DIMENSIONS WITH ARCHITECTURAL DRAWINGS AND RESOLVE ANY & ALL DISCREPANCIES WITH ARCHITECT PRIOR TO POURING CONCRETE.
12. GENERAL CONTRACTOR TO COORDINATE ALL DIMENSIONS WITH ARCHITECTURAL, MECHANICAL AND ELECTRICAL DRAWINGS FOR SLEEVES LAYOUT FOR ENGINEERS REVIEW AND APPROVAL.
13. 28 DAY COMPRESSIVE STRENGTH OF ALL CONCRETE SLAB SHALL BE f'c=6,000psi U.N.O. PER PLAN.
14. PROVIDE CLEAR CONCRETE COVER OF 3/4" FOR TOP BARS AND 3/4" BOTTOM BARS.
15. COLUMNS SHOWN ⟶⟶ THUS DENOTE SLOPING COLUMNS.
16. DESIGN LIVE LOAD SEE PLAN



1 1ST FLOOR FRAMING PLAN - CONCRETE - NORTH
1/8" = 1'-0"

NOTES FOR CONVENTIONAL REINFORCED SLAB:

1. TOP OF SLAB ELEVATION: SEE ARCHITECTURAL DRAWINGS.
2. FLOOR TO BE 5" TF AND 10" THICK CONCRETE (EAST WITH #4@10" & 10" @12" & 10" (EAST W/O #4@12" @ 9"SLAB EACH WAY BOTTOM MAT (GENERAL REINFORCEMENT), U.N.O. SEE PLAN
3. ALL ADDITIONAL BOTTOM BARS SHALL RUN FULL LENGTH COLUMN TO COLUMN.
4. SLOPE TO DRAINS AS SHOWN ON ARCHITECTURAL DRAWINGS MAINTAINING MINIMUM SLAB THICKNESS.
5. ALL DROP PANELS AT 5", 12" AND 14" SLAB TO EXTEND 5'-0", 12" AND 12' RESPECTIVELY MEASURED FROM SLAB SOFFIT U.N.O.
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10. PROVIDE REINFORCEMENTS AT ALL SLAB EDGES PER TYPICAL DETAILS (S-5-401).
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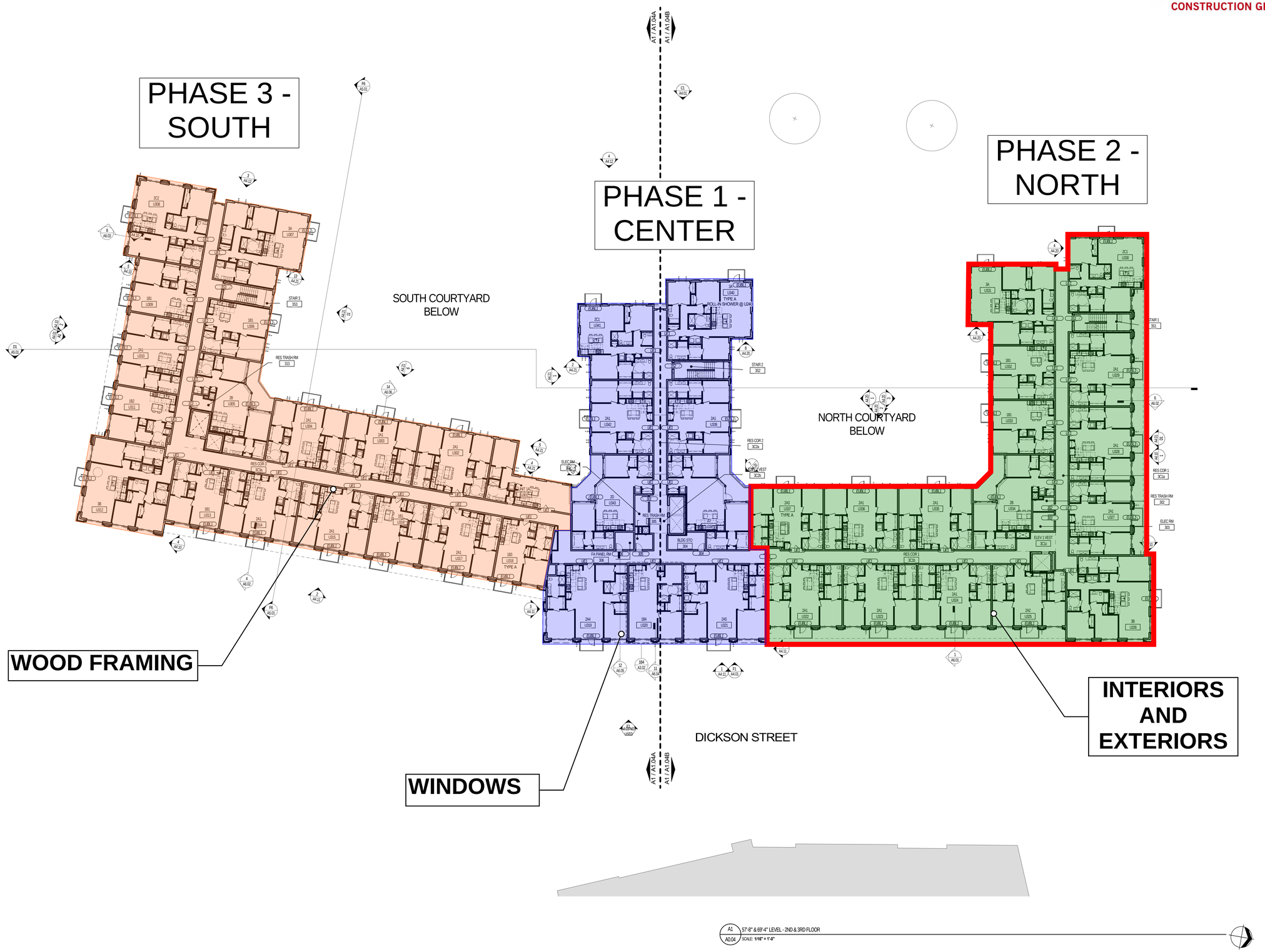
15. COLUMNS SHOWN ⟶⟶ THUS DENOTE SLOPING COLUMNS.
16. DESIGN LIVE LOAD SEE PLAN

GARVIES POINT - BUILDING EF
TRADE/ACTIVITY SNAPSHOT - MONTH 21



A1 / A0.04 57'-8" & 69'-4" LEVEL - 2ND & 3RD FLOOR
SCALE: 1/16" = 1'-0"

HUNTER ROBERTS CONSTRUCTION GROUP

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L I Premier Commercial Pools
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(631) 851-3000

key

project
GARVIES POINT - BUILDING E/F

100 Garvies Point Road
Glen Cove, NY 11542

seal

issued	date	description
1	12/4/20	Foundation Progress Set
2	12/30/20	Issued for Site Plan Submission
3	1/22/21	50% CD Progress Set

title

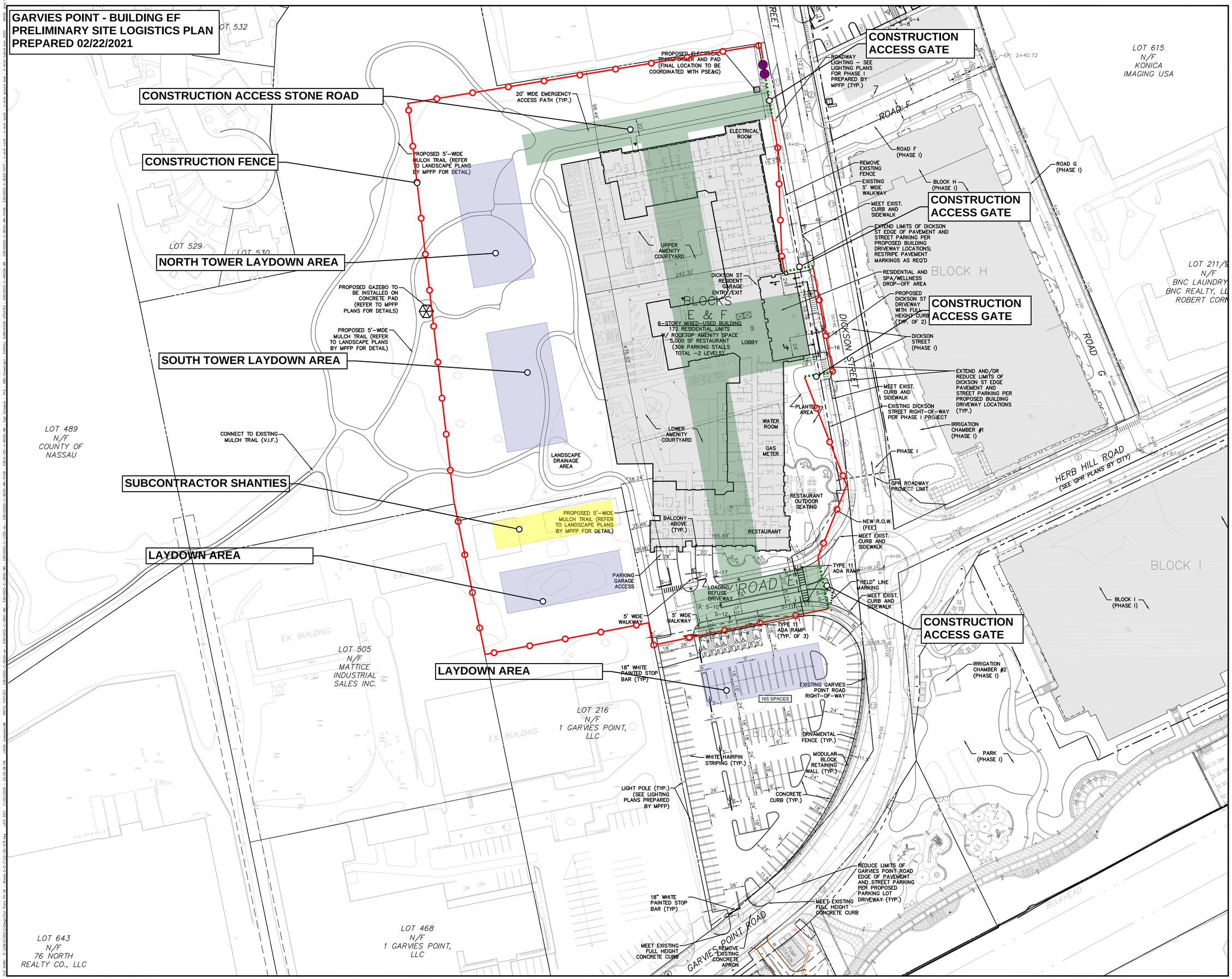
2nd & 3rd Floor Plan

drawn by:	KG
checked by:	CS
scale:	1/16" = 1'-0"
project number:	10113
	scaled inch

sheet number

A0.04

GARVIES POINT - BUILDING EF
PRELIMINARY SITE LOGISTICS PLAN
PREPARED 02/22/2021



REV./ ISSUE	DATE	DESCRIPTION
1	11/02/20	DD SUBMISSION

CONSULTANT

CONSULTANT

MPFP

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ORIENTATION / KEY PLAN

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PHONE: (732) 560-9700

JOSEPH J. FLEMING, P.E.
PROFESSIONAL ENGINEER
N.Y. LIC. NO. 66591

SIGNATURE DATE

CLIENT

RXR GLEN ISLE PARTNERS LLC

PROJECT

GARVIES POINT WATERFRONT REDEVELOPMENT PHASE II B BLOCKS D-E-F

CITY OF GLEN COVE, NASSAU COUNTY, NEW YORK

SHEET TITLE

SITE PLAN

JOB NO.:	03610-002
DATE:	08/28/2020
DRAWN:	BSL
CHECK:	PAR/JJF
SCALE:	1"=40'

BINDING ORDER:

SHEET OF

SHEET NO.

C-05