



March 25, 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,

VHB Engineering, Surveying, Landscape Architecture and Geology, P.C. (VHB) is in receipt of the review memo dated January 14, 2021 from Cleary Consulting, in connection with the application for PUD Site Plan Approval for Garvies Point Blocks D, E, and F. This letter has been prepared to address the *Block D, E, and F Site Plan Review Comments* set forth on pages 17-19, which have been repeated herein and denoted in bold.

- 1. The larger building presents emergency access challenges. It is noted that a 20' wide emergency access path is provided along the north side of the building. Is 20' wide enough to accommodate the outriggers of a Fire Department ladder truck. Does this width meet the applicable NYS Building and Fire Code requirements for emergency service access? Coordination with the Fire Marshal is necessary. Widening this driveway or stabilizing an area beside it may be necessary.**

Response: Plans were reviewed with the Nassau County Fire Marshal at an in-person meeting on January 19, 2021, during which the Fire Marshal confirmed there were no concerns with the site design or emergency access provided. A final, signed and sealed version of the Fire Access Plan will be filed as part of resolution compliance.

- 2. No emergency vehicle access is provided at the rear (west) side of the building. The amenity courtyard further limits direct access to the building by a maximum of 170'. Once again, coordination with the Fire Marshal is necessary.**

Response: See Response to Comment 1. Per the Project civil engineer, PS&S, the proposed site design complies with minimum access requirements and acceptable configurations.

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- 3. Because access to the rear of the building is not formally provided, informal access around both rear corners should be unobstructed. The 18.66' distance at the southwest corner of the building is quite restricted. Can this dimension be increased, ideally to over 24' in width?**

Response: See Response to Comment 1.

- 4. How is ADA access being accommodated to the public amenity spaces behind the building?**

Response: ADA access is provided at the north end of the site via asphalt pathway. The path at the southwest corner of Block E/F is proposed as a mulch pathway connecting to the rain garden and trail extension to existing trails at Garvies Point Preserve. The existing Garvies Point Preserve trails are through a natural area and are not ADA accessible. As such, the design intent of the trail extension is a mulch pathway installed within the existing natural woodlot at the west end of Blocks E/F. Due to the steep topography in this area, and the intent to minimize disturbance to preserve much of the woodlot, these trails are not proposed to be ADA accessible.

- 5. Vehicular access to the site is provided off the rotary, where two driveways into the parking garage are proposed. The first driveway encountered is the service driveway, while the second driveway is for the parking garage. This may prove confusing, and ideally, the service driveway would be behind the main driveway for the garage. This should be addressed, and if the driveways cannot be flipped, measures to prevent inadvertent turns into the service driveway should be identified. This may include signage, varying the pavement type, road surface designations, etc.**

Response: The service entrance is designed to provide the shortest direct access to the core of the building and therefore cannot be moved to the second driveway encountered when approaching the building from the rotary. The Applicant will use signage to distinguish the service entrance from the vehicular entrance, and the service driveway will feature a larger, roll-down garage door that will distinguish it as a service entrance. As the majority of users of the vehicular entrance will be residents of the building, the Applicant believes these measures will deter inadvertent turns into the service driveway.

- 6. How will site access off the rotary be identified? Rotary's remain uncommon on Long Island, so drivers may be unfamiliar, and methods to avoid abrupt turns should be explored.**

Response: Site access off the rotary will be identified with signage, so as to avoid abrupt turns. The majority of users accessing this building via the rotary will be residents, who will be familiar with the site.

- 7. The geometry of the boulevard island at the site entrance driveway may need to be adjusted to more safely accommodate the inbound turning movement off the rotary.**

Response: According to the Project civil engineer, the geometry of the boulevard island has been carefully studied by the design team. The turning radius for Road E and the connecting driveways have been studied for the anticipated vehicular movements. The clear areas associated with those vehicular turning movements were considered in conjunction with the design for the proposed



island. The turning movement for a WB-40 intermediate semi-trailer is provided as an exhibit on the Site Plan (see C-5).

8. Further evaluation of the pedestrian crosswalk along the front of the site driveway, just off the roundabout is necessary. Would a location further back off the rotary be safer to avoid pedestrian/vehicular conflicts?

Response: The crosswalk location is currently set back from the roundabout by 27 feet, which is further than the other three existing crosswalks at the roundabout.

9. The off-set and angle of the southeast corner of the building is a very beneficial design element, as it opens up the corner around the rotary, and mirrors the building across the street. The outdoor restaurant dining in this area helps to activate the streetscape.

Response: This comment is noted.

10. The balance of the Dickson Street streetscape requires careful attention. This is one of the only locations where two large buildings face one another, confining the streetscape. Ensuring the streetscape is well designed, activated and inviting is a priority.

Response: Per the Project landscape architect, MPFP, combined with the position and shape of the buildings, this space has been designed to feel open and green. 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.

11. Clarify the entrance to the restaurant.

Response: The restaurant entrance is on the lower level, just off the roundabout. The restaurant will open directly into the plaza at the southeast corner of the building. The restaurant entrance is depicted in the Block E/F renderings, included as Attachment A of the DEF Site Plan SEQRA Consistency Memo prepared by VHB, dated March 19, 2021.

12. Is the proposed spa/wellness center a public business, or a private amenity for the building?

Response: The proposed Spa/Wellness Center would operate as a concierge service, but would also be open to the public.

13. A "drop-off-area" is noted for the spa/wellness center. Clarify this feature.

Response: A separate entrance has been provided at the southwest end of the vehicular drop-off area, designated solely for the Spa/Wellness Center.

14. The office building previously proposed, provided a visual anchor at the rotary. Assuming high quality architecture, this would have been a very beneficial aesthetic feature. The 165 at-grade surface parking lot is generally considered an unattractive aesthetic feature. This is emphasized by its prominent location at the southwest side of the rotary. Only a narrow grass strip, 8' at its widest, buffers the parking lot. The Applicant should explore options to buffer



and screen the parking lot, and provide positive visual interest and aesthetic appeal to this important location.

Response: 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. A continuous evergreen hedge is proposed along the edge of the parking lot, which in conjunction with street trees, will provide screening. See Detail 2/L-605 of the Landscaping Plans.

15. It is noted that this parking lot would be utilized primarily for ferry overflow parking. However, the handicapped parking spaces (presumably also serving the ferry) are located on the side of the parking lot farthest from the ferry terminal. It would appear more logical to relocate these spaces to the south side of the lot.

Response: Per PS&S, proposed grading is constrained within the Block D parking lot due to environmental and drainage conditions, restricting the ability to locate accessible spaces at the southern end. Additionally, ADA parking requirements stipulate that the accessible spaces be located "on the shortest accessible route of travel to an accessible facility entrance." Per the current overall site layout, the Block D lot will primarily serve the retail and public spaces located to the north and east of Block D. The remaining spaces would be available as additional on-site parking. Therefore, the six proposed accessible spaces are located in close proximity to the Road E sidewalk and Garvies Point circle. Furthermore, the ferry terminal lot will provide ADA spaces closer to the terminal.

16. Are any special pedestrian accommodations proposed to connect the new parking lot with the ferry terminal?

Response: A crosswalk has been added to the west of the Block D parking lot, where the geometry of the road allows for full sight lines, to provide a pedestrian connection to the sidewalks and open space on the south side of Garvies Point Road.

17. A site lighting plan is requested, indicating illumination levels along the property lines. Lighting in the parking lot should also be documented. Is lighting proposed along the trail system or in the gazebo behind the new building?

Response: Site lighting plans were previously provided on Sheets L-300 to L-302 of the Landscaping Plans, and Photometrics have been added to the plan set (see sheets L-307 to L-308A). Lighting is not proposed in the trail system as this is a natural area where disturbance is intended to be minimized. Lighting will be provided in the proposed gazebo.

18. Landscaping details are required. Specifically, the "Planted Area" shown on the site plan in front of the building requires clarification. Is any new landscaping proposed in the rear of the site, within the trail system and around the gazebo?

Response: A site planting plan and details were previously provided on Sheets L-300 to L-303 of the Landscaping Plans. A review of these plans indicates that various trees and other plantings are



proposed at the rear of the site and among select trails, but that in area of the gazebo only the existing natural vegetation is indicated.

19. Is fencing or screening proposed along the property lines abutting the neighboring commercial buildings?

Response: To screen the adjacent property lines and provide the necessary security, a chain link fence and continuous hedge are proposed along the western property line of Block D and southwestern property lines of Blocks E/F. See sheet L-100 to L-101 of the Landscaping Plan.

20. The upper and lower amenity courtyards are large, and a number of amenities appear to be located within these areas. Document the various permanent improvements proposed.

Response: The upper and lower courtyards contain a number of amenities to provide outdoor space for the residents, and take advantage of views over the preserve. The upper courtyard includes the following amenities: a pool, community garden, outdoor fire pits, lawn, plantings, lounge, and gaming spaces. The lower courtyard includes the following amenities: large lawn, plantings, outdoor kitchens and bar, bench seating, and lounge spaces.

21. Clarify the bedroom mix within the 172 units.

Response: Blocks E-F Rental Units:

1 Bedroom: 41
2 Bedroom: 111
3 Bedroom: 20
Total: 172

22. Clarify the floor heights, including within the parking garage, and the average grade calculations, to verify the building height.

Response: The Project floor-to-floor heights are approximately 12 feet. Project elevation diagrams and the average grade plane calculations are shown on the attached architectural sheet (CC.04). As shown, the average grade plane to highest average roof surface for the the south elevation is 60 feet.

Sincerely,

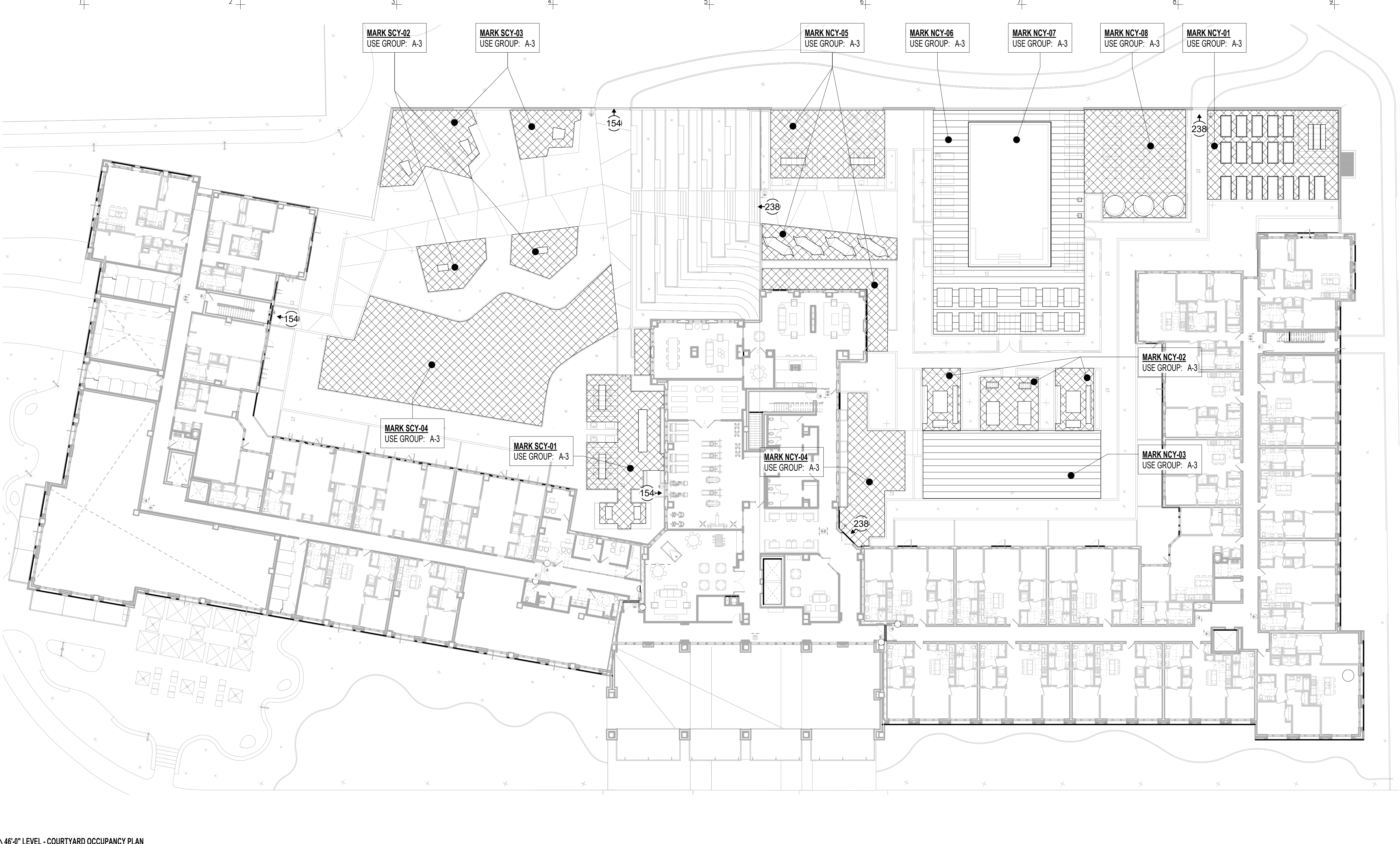
VHB Engineering, Surveying, Landscape Architecture and Geology, P.C.

A handwritten signature in black ink, appearing to read "D. Wortman", with a long horizontal flourish extending to the right.

David M. Wortman

Senior Environmental Manager
dwortman@vhb.com

issued	date	description
3	1/22/21	50% CD Progress Set
4	3/19/21	Issued for Permit



1 46'-0" LEVEL - COURTYARD OCCUPANCY PLAN
CC04 SCALE: 1" = 20'-0"

LEGEND

- COMMON PATH OF TRAVEL
- DEAD END CORRIDOR DIST.
- 1 HR WALL - WALLS SEPARATING OCCUPANCIES AND DWELLING UNITS SHALL BE CONSTRUCTED AS A FIRE PARTITION. EACH WALL WILL HAVE A 1-HR FIRE RESISTANCE RATING. THROUGH PENETRATIONS SHALL COMPLY WITH 714.3
- 2 HR WALL - WALLS CREATING SHAFTS SHALL BE CONSTRUCTED AS A FIRE BARRIER WITH A 2-HOUR FIRE RESISTANCE RATING. OPENINGS & PENETRATIONS THROUGH THESE WALLS SHALL BE BUILT IN ACCORDANCE WITH SECTION 712-2.14
- *ALL 'R' USE GROUP CORRIDOR WALLS PERMITTED TO HAVE A 1/2 HOUR FIRE-RESISTANCE RATING BY TABLE 1018.1.

OCCUPANCY CALCULATIONS: NORTH COURTYARD

MARK	USE GROUP	DESCRIPTION	FUNCTION OF SPACE	AREA (SF)	OCCUPANT LOAD FACTOR	OCCUPANTS
NCY-01	A-3	COMMUNITY GARDEN	ASSEMBLY W/O FIXED SEATS	1,080	15 NET	72
NCY-02	A-3	GAMING AND LOUNGE AREAS	ASSEMBLY W/O FIXED SEATS	816	15 NET	55
NCY-03	A-3	LAWN	ASSEMBLY W/O FIXED SEATS	1,780	15 NET	119
NCY-04	A-3	LOUNGE AREA	ASSEMBLY W/O FIXED SEATS	919	15 NET	20
NCY-05	A-3	LOUNGE AREA	ASSEMBLY W/O FIXED SEATS	2,075	15 NET	139
NCY-06	A-3	POOL DECK	DECK	2,712	15 GROSS	181
NCY-07	A-3	POOL	SWIMMING POOL	1,752	50 GROSS	35
NCY-08	A-3	LOUNGE AREA	ASSEMBLY W/O FIXED SEATS	1,391	15 NET	93
TOTAL OCCUPIED AREA AT NORTH COURTYARD				12,525	TOTAL OCCUPANTS	714

OCCUPANCY CALCULATIONS: SOUTH COURTYARD

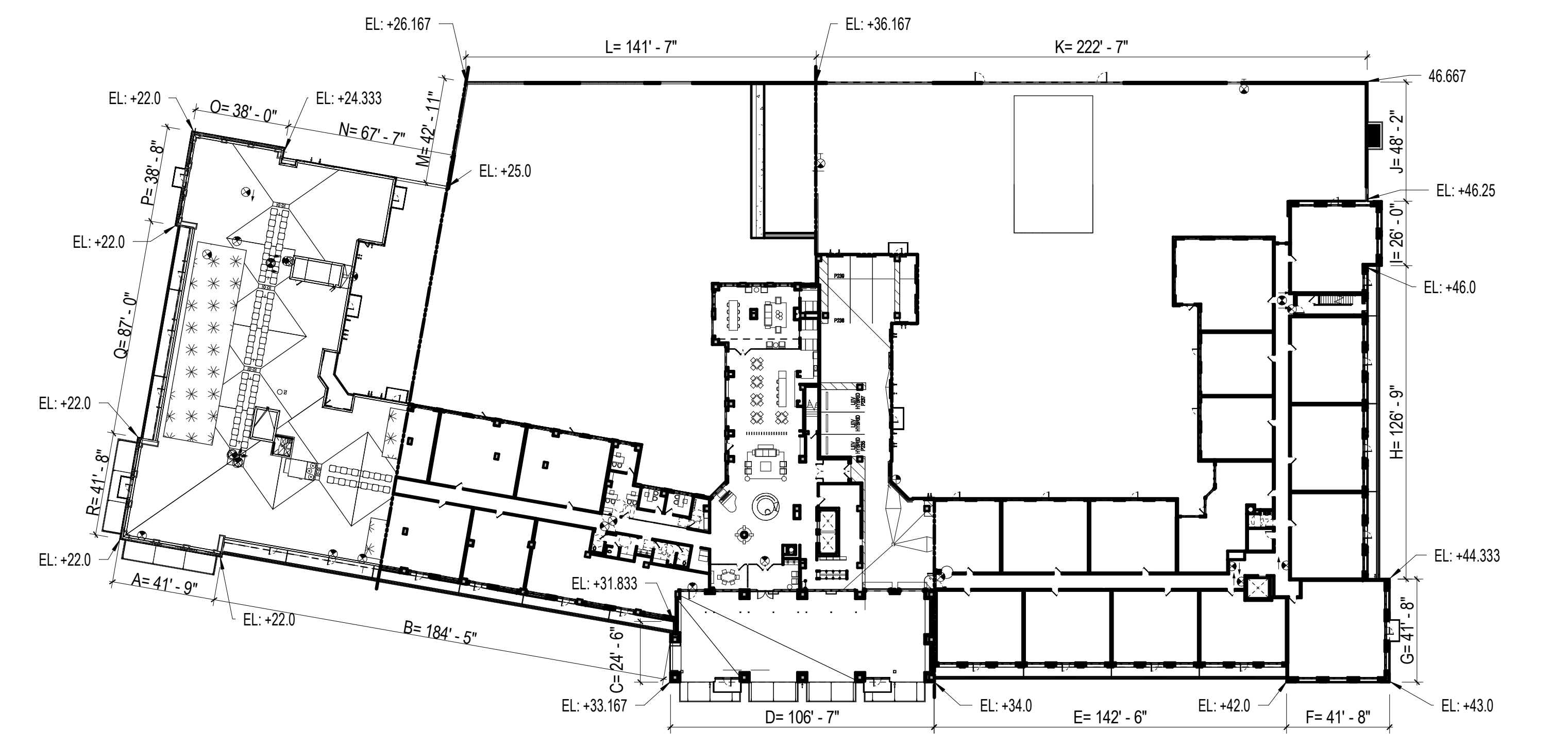
MARK	USE GROUP	DESCRIPTION	FUNCTION OF SPACE	AREA (SF)	OCCUPANT LOAD FACTOR	OCCUPANTS
SCY-01	A-3	LOUNGE AREA	ASSEMBLY W/O FIXED SEATS	1,195	15 NET	80
SCY-02	A-3	LOUNGE AREA	ASSEMBLY W/O FIXED SEATS	756	15 NET	51
SCY-03	A-3	LOUNGE AREA	ASSEMBLY W/O FIXED SEATS	1,186	15 NET	79
SCY-04	A-3	LAWN	ASSEMBLY W/O FIXED SEATS	3,776	15 NET	252
TOTAL OCCUPIED AREA AT SOUTH COURTYARD				6,913	TOTAL OCCUPANTS	462



5 EAST ELEVATION - AVG GRADE PLANE
CC04 SCALE: 1" = 20'-0"



6 SOUTH ELEVATION - AVG GRADE PLANE
CC04 SCALE: 1" = 20'-0"



GRADE PLANE CALCULATION SCHEDULE

MARK	SPOT 1 (S1)	SPOT 2 (S2)	LENGTH (FT)	(S1+S2) / 2	(S1+S2) / 2 x LENGTH
A	22.000	22.000	41.750	22.0	918.5
B	22.000	31.833	184.417	26.9	4963.9
C	31.833	33.167	24.500	32.5	796.3
D	33.167	34.000	106.583	33.6	3579.4
E	34.000	42.000	142.500	38.0	5415.0
F	42.000	43.000	41.667	42.5	1770.8
G	43.000	44.333	41.667	43.7	1819.5
H	44.333	48.000	128.750	45.2	5724.9
I	48.000	48.250	26.000	46.1	1199.3
J	48.250	48.667	48.167	46.5	2237.8
K	48.667	38.167	222.583	41.4	9218.7
L	38.167	28.167	141.583	31.2	4412.7
M	28.167	25.000	42.917	25.6	1098.0
N	25.000	24.333	67.583	24.7	1667.0
O	24.333	22.000	38.000	23.2	880.3
P	22.000	22.000	38.667	22.0	850.7
Q	22.000	22.000	87.000	22.0	1914.0
R	22.000	22.000	41.667	22.0	918.7
TOTAL			1464.0	TOTAL	49383.3
AVERAGE GRADE PLANE					33.7