



Updated June 15, 2021
May 11, 2021
03610-0030

Education

Energy Utility

Healthcare

Public Works

Real Estate

Science & Technology

Andrew Kaufman, Chairman and
Members of the Planning Board

City of Glen Cove

9 Glen Street

Glen Cove, NY 11542

Re Garvies Point Waterfront Mixed-Use Development
Second Amended PUD Master Development Plan and
Phase IIB D-E-F Site Plan
March 2021 Submittals

Dear Chairman DiMascio and Members of the Board:

This letter has been prepared to address the review memo dated April 27, 2021 from Mr. Robert G. Nelson, Jr., P.E., of Nelson + Pope (N+P No: 15122). Please note that the order of our responses follows the order of the original comments, and we have included the original comment followed by our response in ***bold italics***.

A. 2nd PUD Amendment

a. Parking:

Please see separate memorandum from Walker Consultants, which addresses the comments related to the Parking plans and operation of the parking facilities. The below addresses the site civil design questions that were associated with the parking configuration.

- The parking analysis references the reconfigured stalls as “angled” but in Attachment A the stalls are shown as perpendicular to the sidewalk. The configuration of the stalls need to be clarified.

RESPONSE: The proposed new on-street parking layout will be perpendicular to the sidewalk as shown on Attachment A.

- The stall reconfiguration in relation to the Garvies Point ROW and travel lanes is necessary to determine if the stalls encroach into the travel lanes or over the ROW line. The stalls should not reduce the State approved travel lane width. If stalls encroach over the ROW line in the PUD boundary, a ROW widening may be required.

RESPONSE: We have confirmed that the proposed new on-street parking layout will not encroach into the travel lanes as originally designed, nor encroach over the ROW. The proposed sidewalk will be located within the Block A site. Please see Attachment A.

- The on-street parking configuration needs to be depicted consistency on all the submitted documents.

3 Mountainview Road
PO Box 4039
Warren, NJ 07059

t. 732.560.9700

www.psands.com



RESPONSE: The proposed new on-street parking will be consistent on all submitted documents. See Memorandum from Walker Consultants.

The Applicant is proposing a modification to the proposed Garvies Point Park parking lot. The expanded parking lot provided increase accessibility to the central portion of the esplanade and waterfront amenities. Additional parking layout information should be furnished to enable verification of the location of the proposed landbanked parking and its impact on the proposed foot truck parking.

The public parking figures in Attachment C need to be labeled with figure numbers and need to be revised to contain sufficient detail to verify or clarify the following:

- the number of reconfigured stalls on Garvies Point Road in the vicinity of Blk. A,

RESPONSE: See Memorandum from Walker Consultants.

- how the number of public on-street parking stalls in the West Parcel was determined,

RESPONSE: See Memorandum from Walker Consultants.

- the difference in Total Public Parking and Total parking Proposed and why are boat trailers included in the Public Parking Summary on what I presume to be Figure 7, and

RESPONSE: See Memorandum from Walker Consultants.

- the parking report text should contain a reference to and an explanation of the figures.

RESPONSE: See Memorandum from Walker Consultants.

b. Utilities:

The water and sewer projections are based on flow generation values consistent with the prior approvals and are below the values in the FEIS and the Finding were based on.

RESPONSE: Noted.

c. Radius Map:

A revised 300-ft Radius Map with the names and addresses updated has been provided. A number of the properties do not have names and addresses. These properties are identified as having been dropped from the tax roll. The Applicant should clarify this for purposes of the public hearing notice requirements.

RESPONSE: According to the Nassau County Assessor's Office, the referenced parcels have been consolidated into adjacent parcels. They no longer exist as they were originally drawn and have been dropped from the tax rolls. Since the parcels have been dropped from the tax rolls, there will not be a notice requirement for these parcels.

d. Amended Subdivision Map:

The submitted Subdivision Overlay Map will need to be revised and resubmitted as an Amended Subdivision Map. The Amended Map will require Planning Board, Nassau County



Department of Public Works and Nassau County Health Department approvals and signatures prior to filing with the County Clerk.

RESPONSE: Acknowledged.

e. Open Space Analysis:

The red dashed line on the Block A Enlargement requires clarification. Is this intended to represent that work to be accomplished as part of the Blk. A construction and if so, what is the schedule for the completion of the remainder of the open space and esplanade improvements, both prior to and during construction of Block A?

RESPONSE: Confirmed, the areas within the red dashed line are intended to represent work completed as part of Block A. The work will be the subject of a future Site Plan Application for Block A, which will allow for detailed review of the open space in addition to the building itself. The work will be constructed as part of the construction of Parcel A.

B. Conceptual Build-Out: 1 Garvies Point Road or Konica Minolta Properties

a. General Comment:

The conceptual build-out evaluated included residential, office and retail uses. Please provide clarification as to the inclusion of office in the multi-use build-out when the office building was removed from Block D.

RESPONSE: The Office Space contemplated is significantly smaller than what was previously proposed in Building D, and can be included as accessory office space in the proposed buildings, primarily used for convenience and medical office.

b. Stormwater Management:

The supplemental report included a conceptual discussion on the methodology for stormwater management for the two properties. While the conceptual design discussion states in general terms the design will follow the general methodology used in the current, the design of the final stormwater management system(s) will need to comply with and address the following:

- The NYSDEC Stormwater Design Manual,
- NCDPW drainage design and storage regulations,
- The ability of the City's and/or the current PUD's stormwater infrastructure to accommodate discharges from the sites, and
- The NYSDEC, ACOE, and NYSDOS regulations for discharges into tidal wetlands.

Compliance with the above, may result in the design of stormwater management systems more restrictive than that used in the current PUD, resulting in the possible reduction in the unit yields presented in the supplemental study and may require the retainage of stormwater in excess of the 2-inches, infrastructure upgrades to the City's and/or the current PUD infrastructure and/or new outfalls. This can be worked out during the site plan stage.

Appendix D contains Drainage Storage Required computation tables and drainage Area Map for Phases I, II and III. These tables and map are not applicable to the supplemental analysis at this time and will need to be updated at the time when one of these sites is selected for the workforce condo housing and other development. Refer to Section C -Phase IIB D/E/F Site Plan for specific comments relating to the tables and map.



RESPONSE: The drainage map and calculations required 2" rainfall retainage of runoff will be updated per the regulations and presented to the City during the site plan stage for these future phases of the project.

c. Parking:

As stated in the supplemental report, the development of the off-site parcels will need to be self-contained and will necessitate a comprehensive parking analysis, similar to the current PUD, when PUD is amended to include the parcel(s). The parking analysis should include the total PUD development area.

RESPONSE: Noted. During a forthcoming Site Plan review for the parcels, the Applicant will include a comprehensive parking analysis for the parcel and for the total PUD Development Area.

d. Utilities:

Using water consumption and wastewater flow demand and generation values consistent with the EIS, Findings Statement and current PUD, the report demonstrates that the cumulative flows are below the thresholds in the Findings Statement. With any future applications for the expansion of the PUD it is recommended the application obtain and evaluate updated actual water consumption and sanitary pump station flows to ensure the exiting water and wastewater infrastructure is not compromised by the projected flows for the expanded PUD, possibly necessitating a reduction in the expanded PUD unit yield.

RESPONSE: Acknowledged.

C. Section C -Phase IIB D/E/F Site Plan

a. General Comments:

The Comment Response Letter prepared by PS&S, addressed the comment for the prior submittal regarding ADA accessibility to the Blk. E/F open space satisfactory. While it is desirable to provide some ADA access to the E/F open space west of the building, it may not be practical to do so do the steep slopes that exist and the transitional area between the proposed Blk. E/F building and the trails. While a small ADA accessible route is provided along the north side of the building along the emergency vehicle access route, the Applicant should investigate creating expanded ADA accessible amenities along the north and southwest corners of the building

With the exception of the comments below, N+P's prior comments related to the site plan have been satisfactory addressed either on the plans or in the PS&S's comment response letter.

RESPONSE: See separate memoranda from MPFP, which include a study analyzing the feasibility of providing ADA access at the proposed trails west of Building E/F.

b. Emergency Access:

A review of the revised plans indicates there may be a "hammerhead" proposed for the emergency vehicle access route. A hammerhead is one of the techniques available to provide for an emergency vehicle, i.e. fire apparatus, the ability to turn around when the



emergency access route is longer than 150-ft from the nearest roadway. The hammerhead and emergency access road should be more clearly defined and include dimensions, route delineations, signing and detailing to show compliance with the NYS Fire Code.

RESPONSE: The plans will be revised to clearly depict the "hammerhead" proposed for the emergency vehicle access route. The associated dimensions, route delineations, signing and detailing will also be provided. See attached exhibit showing the configuration as well as the fire truck turning maneuvers.

An emergency vehicle plan will need to be approved by the NC Fire Marshall prior to issuance of the Building Permit.

RESPONSE: Acknowledged.

- c. Drainage Storage Required Tables for do not show compliance with Finding Statement and NCDPW's 2-inch requirement for Phases I and II and for Phases I, II and III combined. Please revise the plans and tables accordingly to show compliance.

RESPONSE: The drainage storage table will be revised to comply with the Finding Statement and NCDPW's 2-inch requirement.

- d. Blk. D parking lot has been designed to maximize the number of parking stalls provided. This results in limited internal planting islands and landscaping along the Garvies Point Road and round-a-bout. As a further constraint to landscaping, to limit the disruption of the underlying soils, in compliance with the site's excavation and soil management plan, the site will require a retaining wall within the Garvies Point Road ROW. The following clarifications are required:

- Has the City DPW been consulted and agreed to the placement of a retaining wall within the Garvies Point Road and round-a-bout ROW?
- Additional dimensioning is required to determine if there is sufficient distance between the Garvies Point Road sidewalk and the retaining wall to allow the planting of street trees or other vegetation.

RESPONSE: In accordance with direction from the City of Glen Cove, the proposed retaining wall associated with the proposed parking area on Block D has been shifted so that it is no longer located in the right-of-way. This equates to a 5-space reduction in number of parking spaces provided within this lot: was 165 spaces total before the wall shift and 160 spaces total (156 + 4 landbanked) after the wall shift. In response to the discussion held with SA and the City on 05/07/21, four (4) parking spaces are proposed to be replaced with a sign and plantings at the NE corner of Block D (landbanked spaces). Refer to the MPFP memoranda. Refer to Attachment D.

Additional dimensions will be added to sidewalk and retaining wall.

- If the retaining wall is not permitted within the ROW, a revised site plan will be required which may substantially reduce the parking in Blk. D, requiring a revision to the 2nd PUD Amendment parking analysis.

RESPONSE: See response to C.d., above.



- e. Interior parking plan for the Blk. E/F should be provided to confirm the number of stall provided in the garage.

RESPONSE: The interior parking plan for Blk. E/F was included in the Architectural Set submitted in December; those pages are appended for reference.

- f. The Blk. E/F site plan reflects improvements, i.e. steps and walls, associated with the building access and amenities projecting into the ROW. The plan needs to be modified to remove the improvements from the ROW.

RESPONSE: The site plans will be revised to shift the steps and walls located outside of the ROW.

- g. In Attachment F, Construction Management Plan prepared by Hunter Roberts Construction Group, a Preliminary Site Logistics Plan was included. The plan locates the anticipated construction staging areas (laydown areas and construction trailers). The plan requires revision or clarifications to address the following comments:

- The North and South laydown areas are located on the steep slopes west of the building. Assuming vehicular access and material storage are anticipated in these areas, extensive earthwork and grading will be necessary resulting in further disruption of the natural steep slopes increasing the area requiring restoration. Also of concern is can the regrading be accomplished to provide the necessary vehicular access and "flat" laydown area. The construction phasing needs to be evaluated by the applicant to avoid the further disruption of the steep slope area and keeping the regrading within the limits shown on the site plan. The plan also need to show the anticipated construction access to the site and be coordinated with the site plan sediment and erosion control plan.

RESPONSE: Please refer to the attached memorandum and plan from Hunter Roberts Construction Group.

- The plan shows a portion of the 1 Garvies Road property being utilized as a construction staging area and construction trailers. The Applicant should provide documentation that they have the property owner's permission to utilize the property for staging, trailers and construction access. The sediment and erosion control plan needs to be modified restoration plan is required for the off-site construction area.

RESPONSE: Please refer to the attached memorandum and plan from Hunter Roberts Construction Group. The staging area at a portion of the 1 Garvies Point Road property has been removed.

We trust that the above satisfies your requirements. Should you have any questions, please feel free to contact us.

Sincerely yours,

PAULUS, SOKOLOWSKI AND SARTOR, LLC

Patricia A. Ruskan

Patricia A. Ruskan, P.E.
Vice President



Glen Cove Planning Board

Updated June 15, 2021 May 11, 2021
Page 7

Garvies Point
Amended PUD and Block E/F

PS&S Project # 03610-0030

PAR/mk
Encl.

cc: John Swagerty, RXR Realty
Gary Yin, PS&S

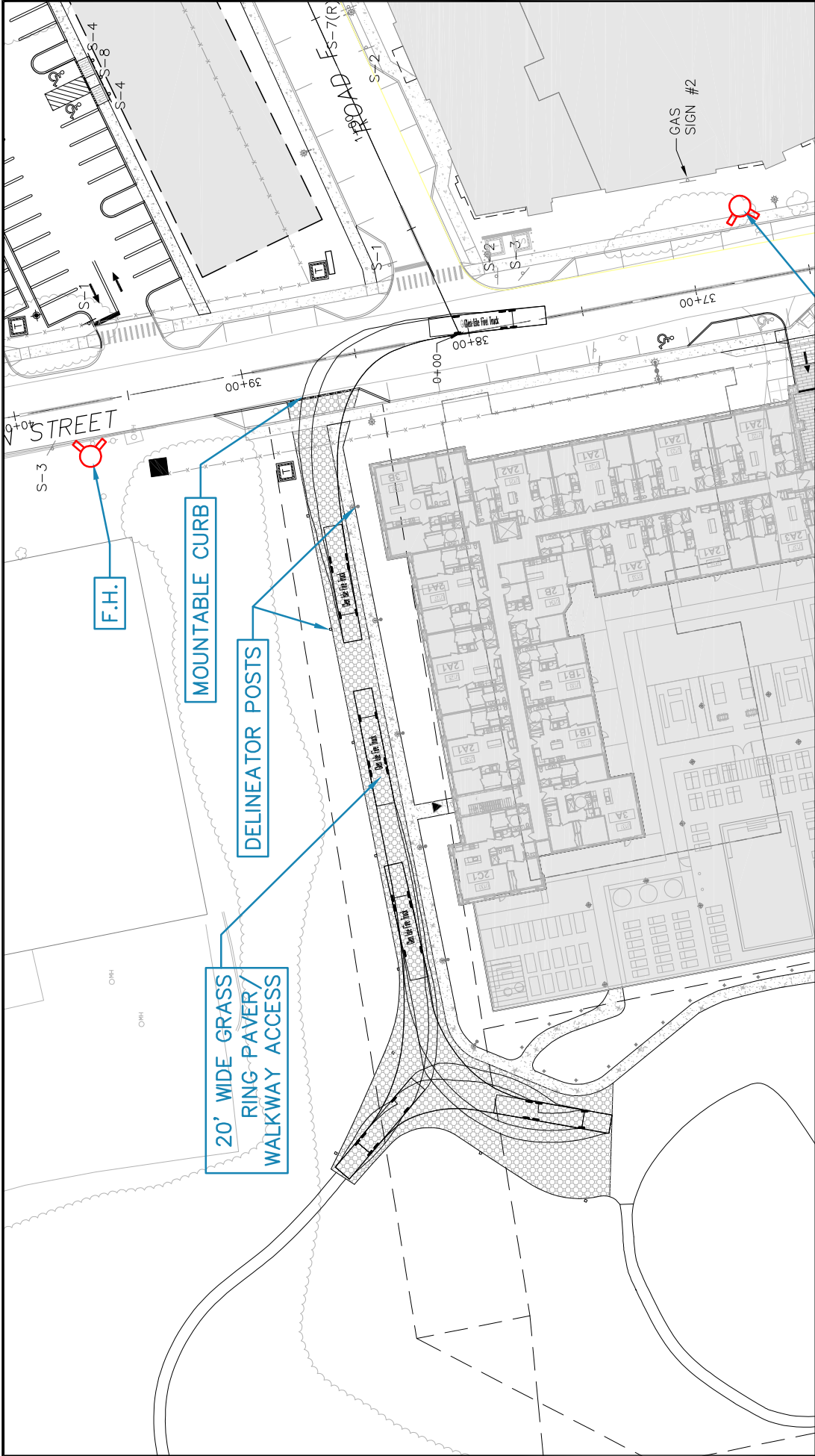


Garveys Point - Block A Parking Overlay
 NTS

5/7/2021

(red) overlay - proposed parking mods over
 (black) original parallel parking

PS&S



DATE: 03/10/2021
 SCALE: 5/11/2021
 DRN. BY: GY
 CK'D BY: PAR
 PROJ. NO.: 11-40
 SHT. NO.: EKH-1

SHEET TITLE
 FIRE TRUCK
 MOVEMENT PLAN

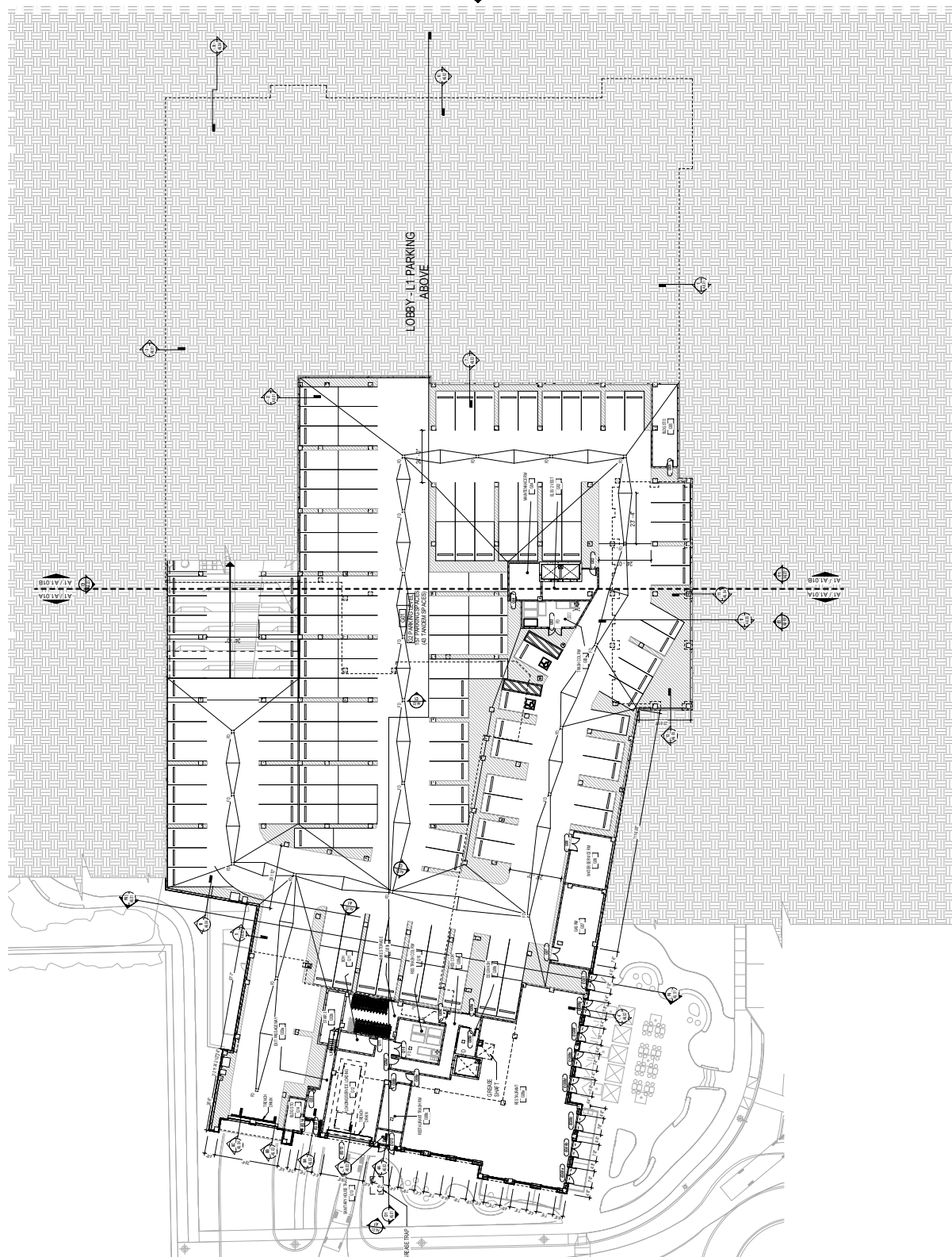
PROJECT TITLE
 GARVIES POINT
 BUILDING E/F
 100 Garvies Point Road
 GLEN COVE, NEW YORK 11542

PAULUS, SOKOLOWSKI AND
 SARTOR ENGINEERING, P.C.
 878 MOUNTAIN BLVD EXT.
 WARREN, NEW JERSEY 07059
 PHONE: (732) 565-9700



ALL DIMENSIONS UNLESS OTHERWISE SPECIFIED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL DIMENSIONS AND MATERIALS BEFORE PROCEEDING WITH CONSTRUCTION. THESE CONTRACT DRAWINGS CONTAIN DATA ANTICIPATED SPECIFICALLY FOR THE EXTENT OF THIS PROJECT AND ANY CHANGES TO THE PROJECT OR THE CONTRACTOR'S OBLIGATION TO THE CLIENT IS LIMITED TO THE PROJECT AS SHOWN HEREIN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL DIMENSIONS AND MATERIALS BEFORE PROCEEDING WITH CONSTRUCTION. THESE CONTRACT DRAWINGS CONTAIN DATA ANTICIPATED SPECIFICALLY FOR THE EXTENT OF THIS PROJECT AND ANY CHANGES TO THE PROJECT OR THE CONTRACTOR'S OBLIGATION TO THE CLIENT IS LIMITED TO THE PROJECT AS SHOWN HEREIN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL DIMENSIONS AND MATERIALS BEFORE PROCEEDING WITH CONSTRUCTION.

THESE CONTRACT DRAWINGS CONTAIN DATA ANTICIPATED SPECIFICALLY FOR THE EXTENT OF THIS PROJECT AND ANY CHANGES TO THE PROJECT OR THE CONTRACTOR'S OBLIGATION TO THE CLIENT IS LIMITED TO THE PROJECT AS SHOWN HEREIN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL DIMENSIONS AND MATERIALS BEFORE PROCEEDING WITH CONSTRUCTION.



G1 - Garage Plan

Scale: 1/8" = 1'-0"



BHC
ARCHITECTS, LLP
1000 AVENUE OF THE AMERICAS, SUITE 2000, NEW YORK, NY 10020
TEL: 212.512.2000
WWW.BHCARCHITECTS.COM

RXR
R&B CONSULTING
1000 AVENUE OF THE AMERICAS, SUITE 2000, NEW YORK, NY 10020
TEL: 212.512.2000
WWW.RXRCONSULTING.COM

Design Architect BHC Architects, LLP
1000 Avenue of the Americas, Suite 2000
New York, NY 10020
Tel: 212.512.2000
Fax: 212.512.2001
www.bhcarchitects.com

Structural Engineer RXR Consulting
1000 Avenue of the Americas, Suite 2000
New York, NY 10020
Tel: 212.512.2000
Fax: 212.512.2001
www.rxrconsulting.com

M&E Engineer RXR Consulting
1000 Avenue of the Americas, Suite 2000
New York, NY 10020
Tel: 212.512.2000
Fax: 212.512.2001
www.rxrconsulting.com

Contract Documents BHC Architects, LLP
1000 Avenue of the Americas, Suite 2000
New York, NY 10020
Tel: 212.512.2000
Fax: 212.512.2001
www.bhcarchitects.com

Interior Designer RXR Consulting
1000 Avenue of the Americas, Suite 2000
New York, NY 10020
Tel: 212.512.2000
Fax: 212.512.2001
www.rxrconsulting.com

Investment Consultant RXR Consulting
1000 Avenue of the Americas, Suite 2000
New York, NY 10020
Tel: 212.512.2000
Fax: 212.512.2001
www.rxrconsulting.com

Building Code Consultant RXR Consulting
1000 Avenue of the Americas, Suite 2000
New York, NY 10020
Tel: 212.512.2000
Fax: 212.512.2001
www.rxrconsulting.com

MEP Consultant RXR Consulting
1000 Avenue of the Americas, Suite 2000
New York, NY 10020
Tel: 212.512.2000
Fax: 212.512.2001
www.rxrconsulting.com

Acoustics Consultant RXR Consulting
1000 Avenue of the Americas, Suite 2000
New York, NY 10020
Tel: 212.512.2000
Fax: 212.512.2001
www.rxrconsulting.com

Specialty Consultant RXR Consulting
1000 Avenue of the Americas, Suite 2000
New York, NY 10020
Tel: 212.512.2000
Fax: 212.512.2001
www.rxrconsulting.com

Architectural Record RXR Consulting
1000 Avenue of the Americas, Suite 2000
New York, NY 10020
Tel: 212.512.2000
Fax: 212.512.2001
www.rxrconsulting.com

Garves Point Building E/F
100 Garves Point Road
Calden, NY 11542



Robert J. Garvey
Professional Engineer
No. 11111
State of New York
Mechanical Engineering
100 Garves Point Road
Calden, NY 11542
Tel: 516.466.1111
Fax: 516.466.1112
www.rjgarvey.com

Garves Point Building E/F
100 Garves Point Road
Calden, NY 11542

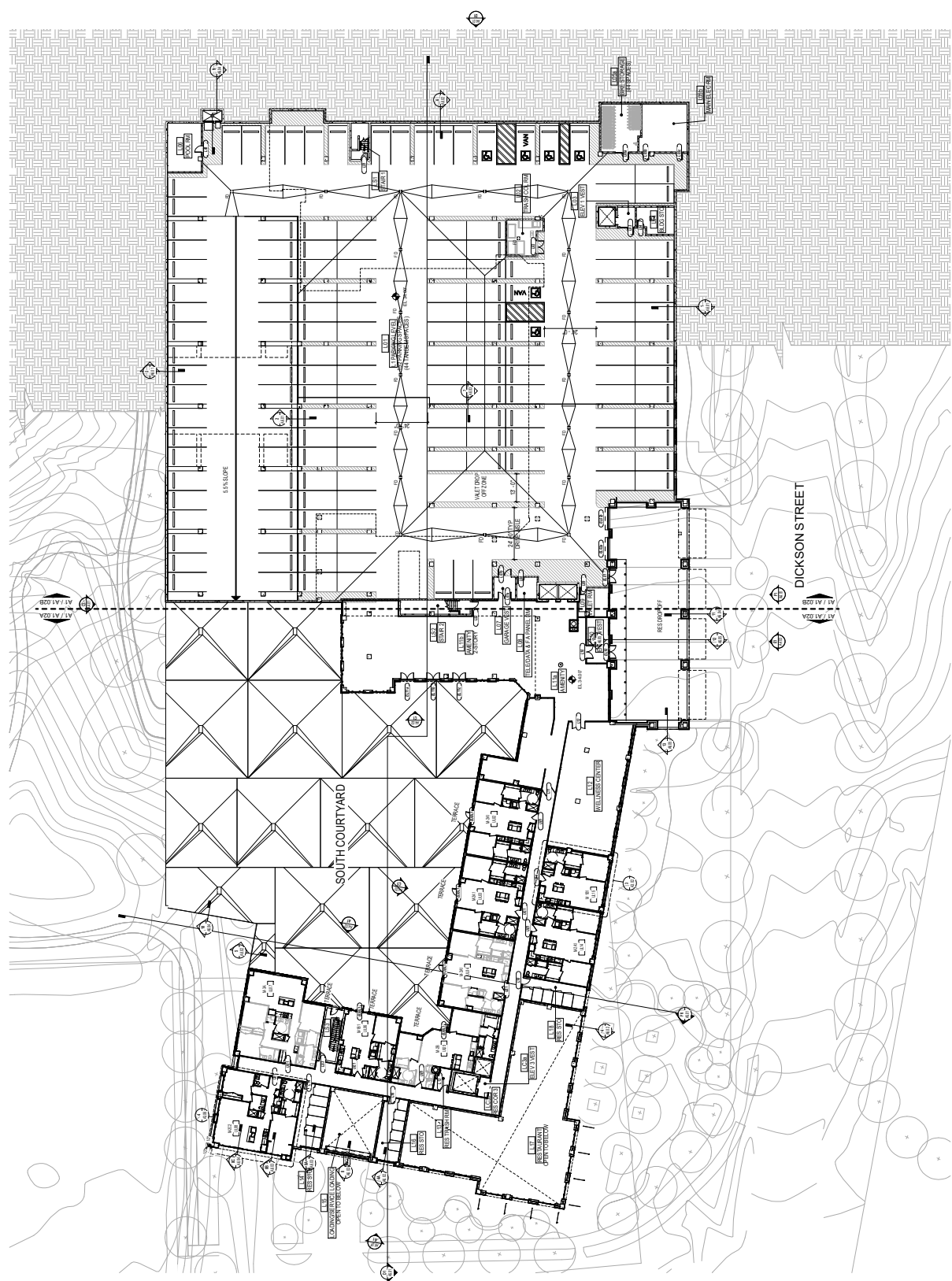
Garves Point Building E/F
100 Garves Point Road
Calden, NY 11542

Garves Point Building E/F
100 Garves Point Road
Calden, NY 11542

Garves Point Building E/F
100 Garves Point Road
Calden, NY 11542

Garves Point Building E/F
100 Garves Point Road
Calden, NY 11542

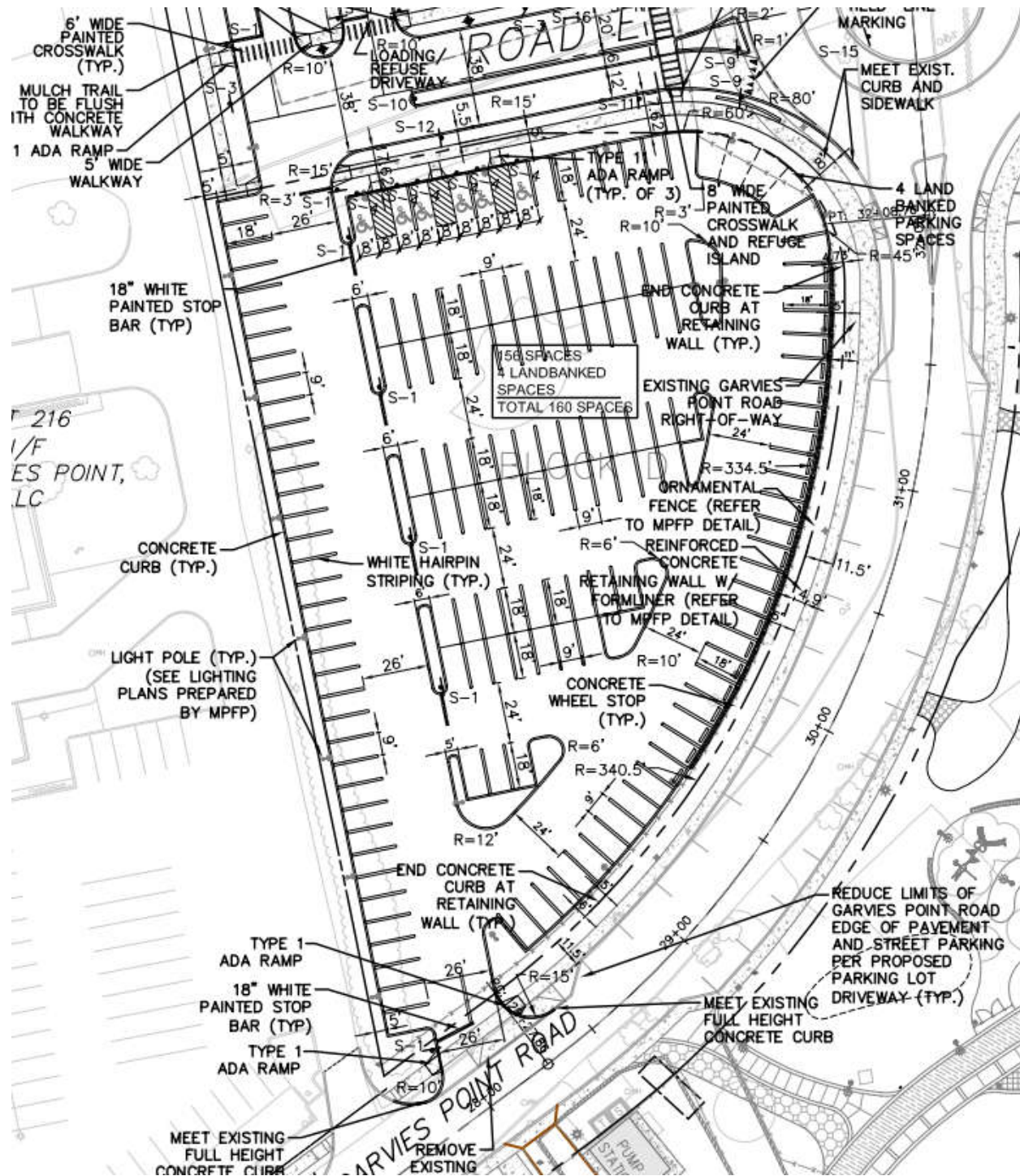
Garves Point Building E/F
100 Garves Point Road
Calden, NY 11542



L1 - Lobby Plan

Scale: 1/8" = 1'-0"
Date: 11/15/13
Project: Garves Point Building E/F
Sheet: L1

A0.02



Attachment D

Garvies Point Block D – Modified Parking

PS&S 6/14/2021