

## **II. DESCRIPTION OF PROPOSED ACTION**

---

This document is a Draft Environmental Impact Statement (“DEIS”) prepared for the proposed RXR Glen Isle Mixed-Use Waterfront Development project (“Project or Proposed Action”). The DEIS is intended to provide a concise description of the proposed project and the project area, identify and evaluate potential adverse environmental impacts, describe mitigation measures to minimize environmental impacts, and evaluate various reasonable alternatives to the proposed project. This DEIS is submitted in compliance with the provisions of the State Environmental Quality Review Act (SEQRA).

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

The LDA was signed in May of 2003 and set out a process through which the private/public partnership would seek to transform a blighted, underutilized area (the majority of which has been designated as either Federal or State Superfund sites and have been the subject of environmental clean up) into a mixed-use waterfront destination aimed at spurring economic development and expanding the local tax base. The LDA provides for, among other things, the disposition of IDA-owned properties to the Developer, which properties would largely comprise the Project Area, upon the satisfaction of certain conditions. The complete LDA, as amended, is available for public review at City Hall.

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

The LDA was most recently amended in September 2008 to facilitate the approval by the IDA/CDA of the Conceptual Site Plan, which serves as the basis for the Proposed Action that is being considered as part of this SEQR review. The IDA/CDA and the Redeveloper have begun discussions regarding additional LDA amendments that may be required to better align the terms of the agreement with the SEQR process and findings. The execution of these amendments would take place following the issuance of the Lead Agency’s findings and the completion of the SEQR process.

## A. Site Location and Setting

### 1. Project Location

The Project Site consists of approximately 56 acres of land on the north shore of the Glen Cove Creek in the City of Glen Cove, New York, and is located about midway on the western side of the Glen Cove peninsula adjacent to Hempstead Harbor, within ½ mile of the City's downtown. **Exhibits II-1, II-2, and II-3** present the site's location in the regional and local context. As detailed in the background and history section, the project area consists primarily of vacant land that was formerly used by heavy industry, and several smaller parcels that are currently in industrial or commercial use.

### 2. Access

Primary road access to the site is provided from Glen Cove Avenue, via Herb Hill Road, and Garvies Point Road. Additional local access is provided by Dickson Street and the northern tip of the Project also has frontage on The Place. Herb Hill Road, Garvies Point Road, Dickson Street and The Place are all local City streets. As part of a separate project, the City is in the process of establishing the Glen Cove Ferry Terminal and Boat Basin along the central portion of the Glen Cove Creek and the Project Site. The ferry is intended to provide commuter service to the New York City employment market, and potentially other locations along the Long Island Sound, as well as attract weekend visitors to Glen Cove. The Project Site is also approximately one mile from the Glen Cove and Glen Street Long Island Rail Road stations.

**INSERT EXHIBIT  
II-1  
Regional Location Map**

**INSERT EXHIBIT  
II-2  
Location Map**

**INSERT EXHIBIT  
II-3  
Project Area Location and MW-3 District**

3. Tax Map Designations

The Project Site consists of 27 tax parcels. Most of the parcels (accounting for approximately 52 acres) are currently in public ownership by the CDA or IDA and will be conveyed to the redeveloper in accordance with the LDA. The remaining approximately 4 acres at the east end of the Project Site (the seven tax parcels identified in the table below as the “Gateway Properties” and identified on **Exhibit II-4**) are currently owned by other parties. The Applicant will attempt to acquire these parcels through negotiations with the current property owners. As described in the LDA, in the event negotiations are unsuccessful, the IDA/CDA can act to acquire these properties to assemble the site, and may elect to acquire these properties through the use of eminent domain. The table below identifies the Project tax parcels by section, block and lot:

**Table II-1  
Project Area by Section, Block and Lot**

Reference Area	Section	Block	Lot
Gateway	21	A	220
	21	A	320
	21	A	659
	21	A	677
	21	A	664
	21	A	661
	21	A	662
Parcel 1	21	A	142
	21	A	431
	21	A	542
	21	A	543
	21	A	544
	21	A	545
Parcel 2	21	A	459
	21	A	650
	21	A	649
	21	A	648
	21	A	15
	21	A	14
	21	A	114*
	21	A	12
	21	A	541
	21	259	1
	21	259	2
	21	259	3
	21	259	4
Parcel 3	31	G	311

Source: RXR-Glen Isle Partners, LLC  
\*Note – parcel currently undergoing condemnation

**INSERT EXHIBIT II-4  
LAND OWNERSHIP**

#### 4. Existing Zoning

The project area is part of a larger 96-acre tract of land on the north side of the creek that was rezoned by the City in 1999 to the Marine Waterfront-3 (MW-3) District. At that time, the MW-3 District only permitted commercial/retail and industrial use. The District was amended in 2004 to allow for residential, commercial, retail, hospitality, cultural, arts, entertainment, and other water-related and water-dependent uses. The 96-acre MW-3 area is bounded approximately by Hempstead Harbor to the west, Garvies Point Preserve to the north, Pratt Park and Glen Cove Avenue to the east and Glen Cove Creek to the south. Principal permitted uses in the MW-3 District include restaurants, yacht or marine insurance brokers, and certain marine-related retail uses. Special permit uses include yacht clubs and marinas, marina slips, and Planned Unit Developments (PUDs) on sites with a minimum of 25 contiguous acres. Principal uses within the MW-3 that are not part of a PUD are subject to a series of dimensional controls including a minimum lot area of 40,000 square feet, a minimum lot width of 100 feet, a minimum street frontage of 100 feet, a minimum street setback of 20 feet, a minimum rear yard of 20 feet, a maximum height of 35 feet (with an increase of up to 52 feet available by special permit for buildings at least 300 feet from a one or two family zone), a maximum unbroken building façade plane of 100 feet, and a maximum development coverage of 65%.

Allowable uses for PUDs are more varied and include educational, cultural, hotel, spa, conference center, catering and restaurant, office, retail, multiple dwelling and townhouse, food kiosk, boat dock, pump-out station, slip, pier, and yacht terminal and wharf use. PUDs are also subject to a separate set of bulk standards, including a maximum residential density of 20 units per acre, a minimum of 25% open space, as well as a series of design criteria related to height, open space, architectural treatment and transportation networks.

#### 5. Environmentally Impacted Properties

The properties within the Project Site having known or potential environmental impacts are shown on **Exhibit III.B-1**, and are summarized as follows:

- 1) Li Tungsten (Federal Superfund & New York State {NYS} Superfund Site)
- 2) Captain's Cove (NYS Superfund Site including a delisted portion)
- 3) Anglers Club Site (Environmental Restoration Program {ERP} site)
- 4) Gladsky Site (ERP site)
- 5) City of Glen Cove Sewage Pumping Station Site
- 6) Doxey Site
- 7) The Gateway Properties (consisting of seven tax lots, including Windsor Fuel and Nassau Ready-mix, Brilliant Electric and Air, and an office building)

There are also properties adjacent to the Project Site containing environmental impacts, which have been subject to EPA and DEC regulatory programs. As shown in **Exhibit III.B-2**, the Mattiace Petrochemical site is a Federal Superfund Site, and the Crown

Dykman site is a NYS Inactive Hazardous Waste site. These properties are the source of plumes of contaminated groundwater, which may have impacted the Project Site groundwater.

Additional adjacent properties, known as Konica Minolta/Powers Chemco, and Slantfin, (**Exhibit III.B-1**), have also documented on-site groundwater contamination.

An Environmental Condition Report (ECR) summarizing the current condition of environmental media (e.g., soil, sediment, ground water surface water and/or soil vapor) at each of the properties within the Project Site, as well as at the adjacent properties, is included in the Appendix to this DEIS. The current environmental conditions are compared to remedial or cleanup goals, which were adopted as part of EPA’s or DEC’s lead remedial programs, as well as the Soil Cleanup Objectives (SCOs) set forth in 6 NYCRR Part 375 for specific future land use circumstances (e.g., restricted residential).

Section III.B of this DEIS contains a comprehensive summary of the environmental history and current environmental conditions at the aforementioned properties. A summary of the areas of potential or known residual contamination based upon previous environmental investigations/remediation are summarized in the table below. This information will be used to determine the areas requiring further investigation, cleanup, and/or implementation of Environmental Easements (EEs), institutional controls (ICs) or engineering controls (ECs).

**Table II-2  
Areas of Potential or Known Remaining Impact**

Site	Contaminant	Media	Details
Li Tungsten Parcel A	Semi-volatile organic compounds (SVOCs)	Soil	Residual levels in excess of cleanup standards or NYS SCOs for restricted residential
	Arsenic/Lead	Saturated Soil (below ground water)	Residual levels in excess of cleanup standards or NYS SCOs for restricted residential but generally beneath the groundwater table
	Radiological	Saturated soil/sediment (below MLW)	Residual levels in excess of cleanup standards at depths greater than 11' in areas adjacent to bulkhead (in creek)
	Volatile organic compounds (VOCs)	Groundwater	Residual groundwater concentrations in excess of Maximum Contaminant Levels (MCLs) from upgradient source.
Li Tungsten Parcel B	Polychlorinatedbiphenyls (PCBs)	Soil	Residual levels in excess of cleanup standards or NYS SCOs for restricted residential for soil. Clean fill cover must be maintained
	Arsenic/Lead	Soil	Residual levels in excess of cleanup standards at one endpoint sample location and screening data indicated some metals hot spots (enclaves of soil containing chemical(s) at a concentration that exceeds the maximum regulatory levels for the anticipated site use)
	VOCs	Groundwater	Residual groundwater concentrations in excess of Maximum Contaminant Levels (MCLs) from upgradient source

Site	Contaminant	Media	Details
Li Tungsten Upper Parcel C	Arsenic/Lead	Soil	Residual levels in excess of cleanup standards or NYS SCOs for restricted residential at one endpoint sample location, in soil west of Dickson Warehouse and screening data indicated some metals hot spots.
	Radiological	Soil	Residual levels in excess of cleanup standards or NYS SCOs for restricted residential in the Benbow Building
Li Tungsten Lower Parcel C	SVOCs	Soil	Visual petroleum impact beneath former AST slab
	Arsenic/Lead	Saturated Soil	Residual levels in excess of cleanup standards or NYS SCOs for restricted residential in soil generally beneath the groundwater table
	VOCs	Groundwater	Residual groundwater concentrations in excess of Maximum Contaminant Levels (MCLs) from upgradient source.
Captain's Cove	SVOCs/Metals	Soil	Residual levels in excess of cleanup standards or NYS SCOs for restricted residential in the in soil that were used as backfill from on-site soils and data for off-site sources of backfill used as part of the EPA remediation are not available
	Arsenic/Lead	Groundwater	Residual levels in excess of cleanup standards or NYS SCOs for restricted residential in soil generally beneath the groundwater table
	Various	Sediment	Tidal flats, tidal wetlands, sediments directly behind the bulkhead, the Retention Ponds sediment were characterized as part of the RI; however conditions should be verified now that remediation has been completed
	Landfill Waste	Debris/Other	Areas not excavated may contain landfill wastes
	VOCs	Groundwater	Residual groundwater concentrations in excess of Maximum Contaminant Levels (MCLs) from upgradient source.
Angler's	SVOCs/metals	Soil	Residual levels in excess of cleanup standards or NYS SCOs for restricted residential for soil.
	VOCs	Groundwater	Residual groundwater concentrations in excess of Maximum Contaminant Levels (MCLs) from upgradient source.
Gladsky	SVOCs/metals/PCBs/asbestos	Soil	Residual levels in excess of cleanup standards or NYS SCOs for restricted residential but
	VOCs	Groundwater	Residual groundwater concentrations in excess of Maximum Contaminant Levels (MCLs) from upgradient source.
Pumping Station	SVOCs/metals	Soil	Residual levels in excess of cleanup standards or NYS SCOs for restricted residential but
	VOCs	Groundwater	Residual groundwater concentrations in excess of Maximum Contaminant Levels (MCLs) from upgradient source.
Doxey	SVOCs/metals/pesticides	Soil	Residual levels in excess of cleanup standards or NYS SCOs for restricted residential but
	VOCs	Groundwater	Residual groundwater concentrations in excess of Maximum Contaminant Levels (MCLs) from upgradient source.
Gateway Properties	Unknown	Various	Phase I ESA identified suspected sources of contamination at these properties.

## **B. Project Context - Background, Previous Application and Planning Process**

### 1. Historical Development

The City of Glen Cove was founded on the banks of Glen Cove Creek. The north shore of the Creek was a seasonal campsite for perhaps fewer than 50 residents, who were hunters and gatherers of wild food such as shellfish. The area was included in the tract of land purchased in 1668 from later Native Americans by Joseph Carpenter of Warwick, Rhode Island, and named Musketa Cove. A sawmill, constructed by Carpenter, was located just northwest of the Project area. The sawmill supplied New York City with lumber and provided the basis for the first European settlement in this location. Additional mills and more residents followed. The area also became known as a notorious smuggling port during pre-revolutionary days.

In the early 19<sup>th</sup> Century, clay was discovered by Thomas Garvie in the Glen Cove Creek area and its excavation and sale became another important industry. The same Thomas Garvie initiated the first steamboat operation in 1829 between Glen Cove and New York City, which led to the renaming of the town from Musketa Cove to Glen Cove to make it more attractive to New York City visitors. The town subsequently became a resort community, with wealthy New Yorker's taking advantage of improved access to create the region's famous Gold Coast of mansions. The steamboat landing was not located at the Creek, but rather at present day Morgan's Park, and it was around there that most of the resort hotels were developed.

In the latter half of the 19<sup>th</sup> Century, the Glen Cove Creek area became the center of industry, with numerous types of industrial companies using the Creek for transportation, including the famed Duryea Corn Starch Manufacturing Company on the south side of the Creek. The company continued to grow throughout the 19<sup>th</sup> and early 20<sup>th</sup> centuries, becoming a center of employment for the City and the region.

As trucking began to become more significant for goods movement in the 1940's, the area around Glen Cove Creek lost its competitive advantage and industry went into a slow decline up to the early 1990's. By that time, the north side of the Creek was characterized by more vacant than utilized industrial land, and most of the abandoned industrial sites contained hazardous wastes. In addition to the problems on land, the eastern end of Glen Cove Creek was rendered almost unnavigable due to excessive sedimentation, hindering the ability of water-dependent uses to operate in this area.

### 2. Planning Efforts for Area Redevelopment

In the mid-1990s, the community's attention turned to the economic and environmental issues along the Creek. The Mayor, City Council, area residents, waterfront businesses and members of various civic and environmental organizations became keenly aware of various problems, including limited navigability of the Creek, visual blight, the need for

remediation of hazardous waste sites and transportation difficulties associated with accessing the creek area. It became evident that the conditions of the area were adversely affecting local businesses, depressing property values, and impairing the quality of life of area residents. As a result of these issues, the City dedicated personnel and resources to revitalize Glen Cove Creek and its environs.

The initial stage of that effort was presented in the 1996 Glen Cove Creek Revitalization Plan (“GCCRP”), which sets forth a vision of environmental cleanup and reuse as a marine-oriented redevelopment. Although never formally approved, this plan led the City to change the zoning on the 96-acres of the north side of the Creek from an Industrial zone to the MW-3 (Marine Waterfront) District, which at that time permitted a mix of commercial and retail uses that require or are enhanced by waterfront access.

Following the completion of the GCCRP and the subsequent rezoning of the area, including the preparation of the 1998 DGEIS, the City sought a developer through a Request for Proposals (“RFP”) process to enter into a public-private partnership and develop a master plan for the site. Through this process, Glen Isle Partners, LLC was identified by the City and ultimately designated to redevelop the area. On May 14<sup>th</sup>, 2003 Glen Isle entered into a formal Land Development Agreement with the City’s IDA and CDA, creating a public-private partnership between the City’s Agencies and the Redeveloper to devise a plan which would revitalize the Glen Cove waterfront.

Upon further analysis it was determined that a large-scale retail and commercial development scenario (as envisioned under the original MW-3 District Regulations) would have negatively competed with businesses in Downtown Glen Cove and had the potential for significantly greater traffic impacts. Furthermore, the achievement of higher clean-up levels enabled a residential component to be introduced, prompting amendments to the MW-3 District. The amendments were adopted in 2004 by the City Council (as per the Planning Board’s recommendation) with the intent of replacing the retail/commercial development concept with a smart growth, sustainable mixed-use development with residential, retail, commercial, business, recreation, tourist, entertainment, and other water-dependent and water-enhanced uses. This shift in emphasis from a commercial and retail-centric plan to a mixed-use development with a residential component reflects the recommendations of the mutually retained consultants, all with the intent of complementing and not competing with Glen Cove’s existing Downtown. For more than three years, the redeveloper, agencies, and jointly selected planning, economic and environmental consultants worked together to develop a plan for the Project Area that would adhere to smart growth principles while combining economic sustainability with environmental sensitivity. A Draft Environmental Impact Statement studying that plan was originally submitted for the Planning Board’s review in November 2006.

Since that time, RXR Realty has joined Glen Isle Partners, LLC on the redevelopment team, forming a joint venture known as RXR Glen Isle Partners LLC. In early 2008, the new redeveloper partnership and the IDA/CDA initiated a joint redesign effort to address issues of concern raised by the community. The redeveloper’s team of professional planners, architects, engineers, landscape architects, economists and others worked

closely with the agencies and their consultants over a period of eight months in a collaborative design revision process that ultimately resulted in significant modifications to the conceptual site plan. At a joint meeting in September 2008, the IDA and CDA unanimously approved the conceptual site plan, which serves as the proposed action to be evaluated in this revised DEIS.

The prior application evaluated two development scenarios, with the larger including 1,120 residential units, a 200-suite hotel complex, approximately 50,000 square feet of office space, approximately 23,000 square feet of restaurants/catering, and approximately 73,000 square feet of retail/restaurant/cultural/entertainment space. The prior project design also included buildings of up to 16 stories on the west side of the site. The joint redesign process described above resulted in modifications to the development program, as well as to the building and open space designs. Key modifications include a reduction in the residential component to 860 units, a reduction in the retail/restaurant/cultural space to 25,000 square feet, and an increase in the size of the hotel to 250 suites. The redesign has also produced lower building heights (maximum heights of 10 and 12 stories) and an increase in the amount of publicly-accessible open space.

In addition to the coordination with the IDA/CDA and their consulting team, the Applicant has engaged in outreach to a variety of community stakeholders. The various meetings that have been held over the course of the project design and review process are listed in Table II-9 at the end of this chapter. Since the unveiling of the revised conceptual site plan in September 2008, the Applicant has met with the Glen Cove Business Improvement District, the Hempstead Harbor Protection Committee, the Coalition to Save Hempstead Harbor, the Angler's Club, the Hempstead Harbor Club, the Garvies Point Museum, and the Glen Cove Chamber of Commerce to discuss plan details and the issues of particular import for each group. The Applicant also maintains a storefront presence at 20 Glen Street in downtown Glen Cove, which is open to the public to provide Project information, including housing a scale model of the proposed development.

### 3. Other Related Actions in the Area

The past few years have also seen activity in other areas associated with the Glen Cove Creek redevelopment. First, a series of environmental remediation actions have taken place on a number of separate contaminated sites within the Project Site, including the properties known locally as Captain's Cove, and Li Tungsten, as well on properties adjacent to the site, including the Mattiace property, the Powers Chemco property and the Crown Dykman site. Three of these are New York State Inactive Hazardous Waste Sites, and two are Federal Superfund sites. These designations have provided state and federal funding needed for the cleanup. The City of Glen Cove, the United States Environmental Protection Agency ("USEPA") and the United States Army Corps of Engineers ("USACOE") have completed the majority of cleanup on the former Captain's Cove landfill site, which involved removing organic chemicals and radioactive materials from the landfill. As a result of its efforts in this area, Glen Cove was named by the federal

government a Brownfield Showcase Community, one of only 16 such communities in the nation.

In the area of transportation, a connector road and bridge linking the Project Area and Glen Cove Road, which will act as the primary access to the Project, and funded through the State Transportation Improvement Program has been completed.

Plans are also being developed to continue the long history of ferryboats in Glen Cove and from Glen Cove Creek. In 2000, Fox Navigation initiated service to New London and Manhattan from a location adjacent to the mouth of the Creek, only to discontinue the service two years later. The lack of adjacent development, limited critical mass of ridership in close proximity, low frequency of service after September 11, 2001, poor accessibility to the landing, lack of on-site security, inadequate marketing strategies and other factors contributed to the lack of success. Restoration of ferry service from this area is intended to provide an alternative to the long travel times that Manhattan-bound commuters face using the Oyster Bay Branch of the Long Island Rail Road (“LIRR”) or driving on the Long Island Expressway. The City plans to construct a new ferry terminal and identify a private operator to initiate service by 2010, when infrastructure for the ferry is anticipated to be completed. Although the terminal would precede the majority of the mixed-use development, coordination will take place to ensure that the two developments function well together and complement each other. The ferry landing location that is currently being contemplated is on the eastern end of the area known locally as the Captain’s Cove site. Specific details related to the reintroduction of ferry service to the area are discussed in a separate design report/environmental document for the Glen Cove Creek Ferry.

## **C. Project Description and Site Design**

### **1. Overall Configuration**

The overall Project is the redevelopment of the area of predominantly vacant and industrial land along the north side of the Glen Cove Creek as a mixed-use neighborhood with a focus on water-dependent and water-enhanced uses and centered around the ferry landing being developed by the City. Proposed uses include a 250-suite luxury hotel and associated spa/conference center, a 50,000 square foot office building, 25,000 square feet of space for retail, cultural and restaurant uses, 860 dwellings in a variety of mid-rise condominium, rental and townhouse buildings, including 86 workforce housing units, and extensive open space and public recreation amenities. The open space network would provide for a continuous esplanade and open space ribbon along the entire length of the Glen Cove Creek connecting the Project Site to Glen Cove’s downtown, as well as expanding the greenway which includes Garvies Point Preserve and Morgan Park. The Project would also provide for an expansion of boating opportunities including the development of approximately 85 slips split between three marina areas, and the creation of a turning basin at the east end of the creek that would be appropriate for hand-launch craft (e.g., kayaks, canoes).

With the exception of a restaurant at the point at the mouth of the creek and a small quantity of shopping in the hotel, the retail is proposed to be located in the east end of the Project in order to maximize connectivity to the downtown. The quantity of retail has been limited in order to avoid creating a competing retail hub that would dilute activity in the downtown.

#### *West Side*

As illustrated on **Exhibit II-6**, the west side of the Project would include three blocks of development along Garvies Point Road. Blocks A and B would consist of condominium and townhouse units. Block C, closest to the ferry terminal, contains the hotel. The blocks are composed with multi-story elements on the eastern and western wings on top of podiums which enclose each structure's supporting parking with residential units. Stacked townhouses (two-story unit over two-story unit) would line the southern faces of the buildings, camouflaging views of the parking from the public open space. The mid-rise elements begin to differentiate from the block podiums at the fifth floor and rise to 10 and 12 stories. The podium roofs would support roof deck open spaces. On Blocks A and B, these would be private roof decks for the use of residents. The Block C roof deck would be accessible to the public by hotel guests. Block A would include a total of 250 dwellings (218 condominiums and 32 townhouses). Block B would also include 250 units (212 condominiums and 38 townhouses.) The hotel in Block C would include 250 suites.

The west portion of the Project also includes a restaurant near the mouth of the creek in order to take advantage of the scenic location along Hempstead Harbor and to provide an active and complementary use to encourage public usage of the waterfront park open spaces and esplanade. The conceptual site plan also contemplates the relocation of the existing Angler's Club building and boat slips further east towards the foot of Dickson Street in order to provide separation from the separately proposed ferry landing. In addition, the proposal includes a realignment and reconfiguration of the western end of Garvies Point Road to accommodate restoration of the City Boat Ramp and development of a supporting public boat and trailer parking area and a redesigned access to the Hempstead Harbor Club.

#### *East Side*

The east side of the Project would include seven development blocks (see **Exhibit II-7**). Dickson Street, the Project's north-south spine, would be anchored by a large park at its base along Glen Cove Creek. Block D, opposite the park, would consist of an office building having six floors and providing 50,000 square feet of office space and associated parking. Opposite the office building across the park would be another condominium block, although at a lower scale, with a height of seven floors on the west side and six floors on the east side. The south side of the building would be faced with three-story stacked townhouses (one-story unit over two-story unit), again enclosing the parking structure for the units.

The next two blocks north on Dickson Street (Blocks E and H) would be rental residential buildings, both with a height of six stories (four occupied floors over two levels of parking). In total, these two blocks would provide 180 rental units. The two blocks in the northernmost part of the Project Site (Blocks F and G) would consist of 86 units designated as workforce housing in a series of four-story buildings.

Block J would be located furthest east along the Creek and would provide approximately 20,000 square feet of retail and cultural space in a series of small one- and two-story buildings flanking the turning basin and the waterfront open space. (In terms of the physical development program, the “cultural space” is essentially the same as retail space. However, this term has been used since the Applicant believes that the waterfront retail space would be an attractive location for galleries, art/rehearsal studios, museum/educational facilities, or other cultural groups or businesses that would benefit from proximity to, or create synergy with, the proposed outdoor amphitheater and the natural and recreation features of the Glen Cove Creek.)

Table II-3 summarizes the proposed development program. Average net square footage for the residential units would range from between 1,810-1,850 square feet for the condominiums, 2,000-2,090 square feet for the townhouse units, 1,470-1,490 square feet for the rentals, and 1,010-1,040 for the workforce units.

Table II-3  
Development Program Summary

<b>WEST PARCEL</b>										
	<u>Height (Floors)</u>	<u>Residential Units</u>	<u>Hotel Units</u>	<u>Total GSF</u>	<u>Average GSF</u>	<u>Average NSF</u>	<u>Marina Boat Slips</u>	<u>Parking Spaces</u>	<u>Parking/Support GSF</u>	<u>TOTAL GSF</u>
Restaurant at Point	2			5,000				79		5,000
<b>Block A: Condominium Units</b>										
Condo Units	up to 12	218		474,980	2,180	1,810		454		
Townhouse Units	4	32		77,140	2,410	2,000		64		
<i>Subtotal Block A</i>		250		552,120				597	206,770	758,890
<b>Block B: Condominium Units</b>										
Condo Units	up to 12	212		473,780	2,230	1,850		425		
Townhouse Units	4	38		95,590	2,520	2,090		76		
<i>Subtotal Block B</i>		250		569,370				501	176,530	745,900
<b>Block C: Hotel</b>										
Hotel Units	up to 12		250	448,260	1,790	1,490	15	813		
<i>Subtotal Block C</i>			250	448,260			15	813	260,470	708,730
<b><i>SUBTOTAL WEST PARCEL</i></b>		<b>500</b>	<b>250</b>	<b>1,574,750</b>			<b>15</b>	<b>1,911</b>	<b>643,770</b>	<b>2,218,520</b>
<b>EAST PARCEL</b>										
<b>Block D: Office</b>										
<i>Subtotal Office</i>	6			50,000				274	102,960	152,960
<b>Block E: Rental Units</b>										
Rental Units	6	91		134,080	1,470	1,220		214	99,780	233,860
<b>Block H: Rental Units</b>										
Rental Units	6	89		132,360	1,490	1,240		200	73,880	206,240
<i>Subtotal Rental Units</i>		180		266,440				414		
<b>Block F: Workforce Units</b>										
Workforce Units	up to 4	39		48,680	1,250	1,040		101	10,600	59,280
<b>Block G: Workforce Units</b>										
Workforce Units	up to 4	47		57,160	1,220	1,010		71	14,730	71,890
<i>Subtotal Workforce Units</i>		86		105,840				172		
<b>Block I: Condominium Units</b>										
Condo Units	7	82		179,610	2,190	1,820		165		
Townhouse Units	3	12		29,040	2,420	2,010		24		
<i>Subtotal Condo Units</i>		94		208,650				189	66,660	275,310
<b>Block J: Commercial/Cultural</b>										
<i>Subtotal Block J</i>	up to 2			20,000			70	58		20,000
<b><i>SUBTOTAL EAST PARCEL</i></b>		<b>360</b>	<b>0</b>	<b>650,930</b>			<b>70</b>	<b>1,107</b>	<b>368,610</b>	<b>1,019,540</b>
<b><i>PROJECT-WIDE TOTALS</i></b>		<b>860</b>	<b>250</b>	<b>2,225,680</b>			<b>85</b>	<b>3,018</b>	<b>1,012,380</b>	<b>3,238,060</b>

Notes

- Areas rounded to nearest 5 SF
- Gross to Net SF calculated by applying efficiency factors:
  - Condo and Townhouses 83%
  - Rental and Workforce 85%
  - Luxury Suite Hotel 55%

**INSERT EXHIBIT  
II.-5  
Overall Plan**

**INSERT EXHIBIT  
II-6  
WEST PARCEL PLAN**

**INSERT EXHIBIT  
II-7  
EAST PARCEL PLAN**

Table II-4 provides a breakdown of the bedroom mix for each category of residential use.

**Table II-4  
Bedroom Mix**

Unit Types	Number
Condominium Units	
1 Bedroom	148
2 Bedroom	297
3 Bedroom	149
Sub total	594
Rental Units	
1 Bedroom	63
2 Bedroom	90
3 Bedroom	27
Sub total	180
Workforce Units	
1 Bedroom	13
2 Bedroom	73
Sub total	86
Total	860

2. Marine Uses

The Proposed Action includes many improvements to the shoreline of Glen Cove Creek aimed at increasing public access, facilitating water-dependent uses, and increasing tidal wetlands areas. In addition to upland development, the Project would also involve the creation of new marine uses along the creek. A luxury yacht marina, including 15 slips to accommodate larger vessels of up to 160', is proposed for the area in front of the hotel. In the central portion of the Creek, the plan contemplates the relocation/replacement of the Angler's Club slips with 24 new slips further east in association with the relocation of the Angler's Club building. A third marina, which could accommodate permanent and transient boaters, would be located adjacent to the Block I condominium building. This marina would provide approximately 46 slips and could accommodate boats ranging from 15 feet up to approximately 50 feet in size.

Additional marine improvements include the dredging and expansion of several areas of the creek, installation of new bulkhead and wetland areas, and the dredging of the turning basin and the installation of its esplanade and tidal weir. (See **Exhibit II-8**, which identifies areas of creek expansion.) These water-dependent uses are consistent with the goals enumerated in the GPURP and enhance the aesthetic appeal of the Project.

The proposed tidal weir will serve to maintain water in the turning basin for both aesthetic and recreational purposes, such as the creation of an area that would be appropriate for hand-launch craft (e.g., kayaks, canoes). With the esplanade at the turning basin proposed at elevation 10.0, the elevation of the water within creek would be approximately 5.6 feet lower than the esplanade at mean high water. The elevation at the top of the tidal weir will be set at 3.8 feet to allow flood waters to enter the upper portion of Glen Cove Creek during most high tides. During low tide, the elevation of water within would be approximately 6.2 feet lower than the esplanade. Appropriate waterproofing within and upstream of the turning basin would be employed in order to maintain the water level within the turning basin during low tides.

On the ebb tide, water will flow back over the tidal weir in a controlled manner until the height of water downstream of the weir falls below the height of the weir. Based on an average tidal range, it is expected that waters from Glen Cove Creek will overtop the tidal weir ~8% of the time. During the remaining 92% of the tidal cycle the waters of Glen Cove Creek will be below the top of the weir. Construction and initial monitoring and maintenance of the tidal weir will be the responsibility of the developer, with eventual responsibility resting with the Property Owners' Association upon project completion.

In addition to the recreational amenity that the Turning Basin would offer the community, the Turning Basin would create additional areas of tidal wetland habitats and would provide environmental benefits such as additional areas of habitat for finfish and marine invertebrates. Excavation of the Turning Basin would result in ~49,600 sq. ft. of additional tidal wetlands. Passage between the open waters of Glen Cove Creek and the Turning Basin for finfish would be possible during 8% of the tidal cycle.

Dredging of the Turning Basin would also offer an additional opportunity for water quality treatment of the runoff generated by the upstream watershed. Mill Pond is at the downstream end of a very large watershed (8,000± acres). Much of the runoff from this watershed is generated by older developed areas which may not have implemented water quality treatment measures prior to discharging their runoff into the downstream water course. Therefore, the Mill Pond acts as the sedimentation basin for this watershed. During larger storm events, runoff flows from the Mill Pond into the Glen Cove Creek and does not have the time for silts and sediments to filter out of the runoff before discharging into Glen Cove Creek. The deep Turning Basin would allow for a second level of water quality treatment before the runoff enters the creek.

**INSERT EXHIBIT  
II-8  
CREEK EDGE**

### 3. Open Space and Recreation Amenities

The Project includes a comprehensive open space network and program. (See **Exhibits II-9 through II-13**). In total, the Project includes 19.4 acres of publicly-accessible open space, or approximately 35% of the Project Area. In addition to the grade-level open spaces, the Project includes roof deck open spaces for each of the large building blocks. The core of the network is the variety of contiguous open spaces along the waterfront, which would be linked with a walking and biking path creating a waterfront esplanade from Garvies Point Beach to Pratt Park. In addition to the series of waterfront open spaces, the Project would also include pocket parks between the buildings on the west parcel, a formal central plaza between the rental buildings on Dickson Street and a woodland park adjacent to Garvies Point Preserve. The open space network is intended to provide for a variety of experiences, and the conceptual site plan includes multi-use park lawns, more formal planting and plaza areas, an esplanade, pathways and hardscape areas, water features, and a lawn amphitheater.

The open space network is connected by a 1.2 mile waterfront promenade and over 1.5 miles of interstitial pedestrian pathways. While more than 80% of the accessible open space is directly adjacent to Glen Cove Creek, there are several passive greenways that provide pedestrian connections to the Garvies Point Preserve and Pratt Park.

The open space connection to Pratt Park at the Charles Street Bridge includes an informal stepped lawn amphitheater accommodating over 2000 people with an upper level promenade making the connection to the street at elevation 29.0 and a lower level promenade providing water access to the turning basin at the creek's terminus. The lower level of the amphitheater can function as a stage during events or as an ice skating rink in the winter. The amphitheater lawn steps provide year round southern exposure for seating and viewing of the creek while the upper level retail court will include café dining and areas for an informal bag lunch or non café related socializing. To the west of the amphitheater, the promenade winds through several large open lawn areas and makes a connection to the small boat marina and opens up into the 2.3 acre East Great Lawn which includes a large lawn for informal sports play, a playground, tot lot and paths to the Dickerson Street Greenway and the Garvies Point Road pathway. The Dickson Street Greenway connection includes flanking passive street plazas with water features and shaded seating areas. The Dickson Street Greenway is largely a passive park with ornamental plantings and shaded seating.

As the promenade continues west of the Great Lawn it connects with the relocated Anglers Club, the new ferry terminal and the hotel before passing through a ½ acre linear park with seating and viewing adjacent to the large boat marina. The large boat marina includes a viewing and observation pier and platform on the bulkhead with seating. Further to the west the promenade passes by the existing Regina Maris which is flanked by a new shaded seating area and terraced lawn making the connection via the greenway to the eastern section of Garvies Point Preserve. As the promenade continues west it passes through over 500' of linear passive park and the restored wetland habitat along

Captain's Cove, which includes a multi level interpretative observation pier with shade structures and an outdoor class room wood deck amphitheater extending down to the restored wetland. To the north, the promenade steps up from elevation 13 to 18, again making a connection through a stepped terraced lawn to a greenway to the Garvies Point Preserve. The south facing terraced lawn provides an excellent viewing platform above the restored wetlands and outward towards the Long Island Sound.

Continuing west, the promenade pathway splits and defines the 1 acre West Great Lawn which includes a large lawn, informal sports play area, waterfront trellis and plaza and several native shade and flowing tree clusters for shaded seating. As the promenade rounds the point, it is defined by the multilevel outdoor café dining and restaurant before making the transition to the 300' wood boardwalk transitioning over the restored dunes and native plantings and finally terminating at the boat launch. The boardwalk includes wood steps to the restored dune and beach and native plantings as well as seating. The terminus of the boardwalk includes a public restroom facility and open pavilion for the boat ramp monitor. The boardwalk connects to a walkway that completes the connection to the Hempstead Harbor Club and the Garvies Point Preserve.

In addition, the Project open space plan involves habitat and ecological enhancement in the Garvies Point Beach area and the Captain's Cove area in front of Blocks A and B. The Garvies Point Beach area enhancements includes removal of an existing bulkhead located at the southwest corner of Block A; placement of sand landward of the delineated tidal wetlands; and installation of native beach vegetation on the regraded slope. This would result in a more natural shoreline, provide bird habitat, and potentially lead to creation of beach and intertidal habitats. The Captain's Cove area enhancements include removal of existing asphalt and concrete debris from the slope area between the landward limit of tidal wetlands and the existing public esplanade; re-grading of the slope and planting with native species; installation of walkways and an observation deck as a wetland education area; and restoration of tidal wetlands vegetation. The Project also proposes installation of a pier in the Captain's Cove area as part of the restoration in order to provide an opportunity for ecological education/natural resource appreciation.

As described earlier, the Project also involves restoration of the City Boat Ramp, and a reconstruction and reconfiguration of the western end of Garvies Point Road in order to accommodate a public boat ramp and trailer parking area. This reconfiguration would require realignment of the Hempstead Harbor Club access easement. The Project would also improve the Garvies Point Beach area with a boardwalk, restored beach habitat, restroom facility and boat ramp operator's booth.

Exhibits **II-14 to II-21** present a series of sections through the waterfront to provide additional details of the esplanade area and a sense of the scale of the open space and esplanade.

**INSERT EXHIBIT  
II-9  
WATERFRONT AND OPEN SPACE PLAN**

**INSERT EXHIBIT II-10  
ESPLANADE**

**INSERT EXHIBIT  
II-11  
ACCESSIBLE OPEN SPACE PLAN**

**INSERT EXHIBIT  
II-12  
PRIVATE OPEN SPACE**

**INSERT EXHIBIT  
II-13  
OVERALL OPEN SPACE PLAN**

**II-14  
WEST PARCEL KEY**

**II-15  
EAST PARCEL KEY**

**II-16  
WEST SECTIONS 1 AND 2**

**II-17  
WEST SECTIONS 3 AND 4**

**II-18  
WEST SECTIONS 5,6,7**

**II-19  
EAST SECTIONS 8,9**

**II-20  
EAST SECTION 10**

**II-21  
EAST SECTION 11**

#### 4. Workforce Housing

The Applicant proposes to include 86 units of workforce housing (10% of the total number of units as required by the MW-3 District). These units would be targeted to provide a housing resource for local community service providers (e.g., teachers, emergency service volunteers, firemen, police, and other municipal employees) or young, first-time home buyers who would otherwise be challenged to find appropriate and more affordable housing alternatives. The administration of the program would be managed by the Long Island Housing Partnership or other housing advocacy group on behalf of the City. Eligibility requirements for these units would be established in consultation with the City, but it is anticipated that the likely target could be households with incomes ranging between 80-130% of the area median income. The common charges for the workforce units would be limited to those directly attributable to the maintenance of their buildings and grounds (i.e., would not be assessed additional common charges for the maintenance of the waterfront open space.)

#### 5. Parking, Access and Circulation

Garvies Point Road and Herb Hill Road provide the principal vehicular access connection to the Project from Glen Cove Avenue, with Dickson Street providing additional local access from the north. The Place would also provide frontage for a small number of townhouse units in the north end of the project. Garvies Point Road, Herb Hill Road, Dickson Street and The Place would continue to be public roads and would be owned and maintained by the City. As indicated on Exhibit II-22, a series of small internal roads would be created, providing vehicular access to parking areas, building lobbies and the restaurant at the point, as well as providing further public access to the esplanade. These roads are proposed to be privately owned and maintained.

Parking for the condominium, hotel, office and rental buildings would be provided in internal parking garages within each of the blocks. On the west side, Blocks A and C would include four levels of internal structured parking, and Block B would include three levels. On the east side, Block D (the office building) would include four levels of structured parking, and Blocks E and H (the rental buildings) and Block I (condominium building) would each include two levels of internal structured parking. Parking for the workforce units would be provided in a combination of garages and surface parking. The residences and hotel would have valet service available, as well as self-parking. The office employees would utilize self-park spaces. In addition, the Project includes a 58-space parking lot next to Block J to accommodate visitors to the new marina at the east end of the creek and retail patrons. The separately planned ferry project also includes parking adjacent to the terminal. The table below indicates total off-street parking provided by the Project. The Project's parking supply was established using a shared parking methodology, which accounts for the proximity of complimentary land uses and the ability for uses that have differing peak parking periods to share parking resources, thereby reducing the overall number of required spaces. For example, spaces in the

office building could be available for other site visitor use on weekends, when limited office worker parking would be anticipated.

**Table II-5  
Off-Street Parking**

Block	Spaces Provided			Description
	Standard Space	Tandem Space	Total	
A	157	440	597	Internal Structured Parking
B	193	308	501	Internal Structured Parking
C	379	434	813	Internal Structured Parking
D	274	0	274	Internal Structured Parking
E	214	0	214	Internal Structured Parking
F	49	52	101	Combination of Garages (26 spaces) and Surface Parking (75 spaces)
G	23	48	71	Combination of Garages (42 spaces) and Surface Parking (29 spaces)
H	140	60	200	Internal Structured Parking
I	117	72	189	Internal Structured Parking
J	58	0	58	Surface Parking Lot
Total	1,604	1,414	3,018	

\*Note - Valet service is proposed to be available for the residential and hotel buildings. Since the project is still in the conceptual site plan review stage, operational details of the valet service (such as the number of spaces to be utilized by professional valets) are not yet available.

The parking supply also considers Americans with Disabilities Act guidelines. The number of required ADA spaces by block is identified in the table below.

**Table II-5A  
ADA Parking**

Block	Total Spaces	Required ADA Spaces	ADA Car Spaces	ADA Van Spaces
A	597	12	10	2
B	501	10	8	2
C	813	17	14	3
D	274	7	6	1
E	214	7	6	1
F	101	5	4	1
G	71	3	2	1
H	200	6	5	1
I	189	6	5	1
J	58	3	2	1
Total	3,018	76	62	14

As indicated on **Exhibit II-22**, on-street parking would provide a substantial parking resource for visitors to the waterfront area. In total, the Project Area would support approximately 238 publicly-available on-street spaces (127 spaces along Garvies Point Road, 25 along Herb Hill Road, and 86 along Dickson Street.)

**INSERT EXHIBIT  
II-22  
ROAD NETWORK**

**INSERT EXHIBIT  
II-22A  
OFF-STREET PARKING**

## 6. Utilities

The Project Area is currently served by public water, distributed by the Glen Cove Water Department, and a public sewer system operated by Nassau County. National Grid/LIPA provide gas and electric services to this area of Glen Cove while telephone and cable services are provided by Verizon and Cablevision, respectively. The proposed Project would involve connection to these services to satisfy its utility demands.

In order to address the potential impact of stormwater runoff from redevelopment, the Project would include a stormwater management system designed in accordance with the NPDES Phase II Stormwater requirements, and other regulatory requirements. Storm sewer conveyance systems would be designed to meet the City of Glen Cove's requirements, and runoff from roof leaders, driveways and paved areas would be directed to appropriate drainage control structures. The proposed stormwater management system incorporates numerous measures and practices to address the regulatory requirements. Runoff from Garvies Point Preserve will be collected in an interceptor trench located near the toe of the slope, adjacent to Garvies Point Road. The interceptor trench will consist of an infiltration trench with a perforated pipe at the base which will allow the treated runoff from the smaller storm events to infiltrate into the surrounding ground / soils while the treated runoff from the larger storm events will be conveyed to an adjacent storm sewer conveyance system and ultimately to the stormwater outfalls into Hempstead Harbor or Glen Cove Creek. Runoff from roadways and from adjacent areas which drain to the roadways will be collected in storm sewer conveyance systems and treated to meet water quality standards before discharging to the adjacent tidal water bodies. Water quality treatment devices will include StormFilters, drywells / seepage pits, and / or infiltration basins. Runoff from the first 1" of runoff generated by the roof gardens located on the larger buildings will be collected in irrigation chambers with larger flows being diverted downstream to infiltration basins. Overflow from the irrigation basins will be diverted into the storm sewer conveyance systems and discharged through the outfalls into the adjacent tidal water bodies. A detailed description of the proposed stormwater management system is included in **Section III.C, Water Resources**.

## 7. Landscaping, Lighting, Signage

As the Project is still in the PUD Master Development Plan/Special Permit stage, specific lighting and signage details are not yet available. However, the intent is to create a coordinated wayfinding and identification system that would link with the downtown. Retail signage would be expected in Block J. Signs would be expected to use design, materials and colors that complement the building style. It is also expected that upon leasing to tenant(s), the Block D office building would include restrained signage typical of that used for corporate offices throughout the region. Hotel signage would similarly vary depending upon the ultimate hotel operator. All signage would require approval from the Sign Review Committee and would be subject to Glen Cove's Sign Ordinance

(Chapter 228 of the City Code), which includes a series of standards and guidelines that govern aesthetics.

Conceptual lighting plans are provided on Sheets C-14 to C-16 of the PUD Master Development Plan Drawings accompanying this DEIS. Detailed photometric studies will be provided during site plan reviews. However, appropriate lighting would be expected along roadways, in the surface parking lots, along the esplanade and throughout the park system, and at the marina facilities. Each lobby would be identified by additional decorative lighting. Accent lighting of landscaping and building details may also be utilized for aesthetic purposes. The lighting on the public roadways would employ City street lights, and is expected to be complementary to the lighting on the recently reconstructed bridge. Around the new buildings and in open space, and parking areas, pedestrian-scale lighting would be installed to provide for adequate illumination and safety. In order to minimize the potential for uplight and light pollution, cutoff luminaires would be utilized, with special attention given to preventing excessive light encroachments, glare and overflow into neighboring properties and protecting the habitats of the Garvies Point Preserve and the wetland areas.

Conceptual landscape plans are provided in the PUD Master Development Plan Drawings accompanying this DEIS. Detailed specifications for the landscape gardens, foundation plantings, ornamental and street trees, hardscape patterns/colors, and site furnishings will be provided during site plan reviews. The entire open space system will be planted with native or naturalized low maintenance plantings requiring minimal fertilization and irrigation once established. Informal seating via seat walls and amphitheater steps, as well as backless and backed seating will be provided throughout the system. Lighting will be provided largely as indirect surface lighting to maximize the night time views along the promenade. The promenade will include handrails, trash receptacles, water fountains and interpretative signage and way finding.

## 8. Operational Information

It is anticipated that the typical hours for the office and retail portion of the Project would vary dependent on use. The office use would be expected to be most active during typical weekday business hours, while retail stores and food and drink establishments would be expected to maintain hours of operation later into the evening and nighttime hours, as well as on weekends. The hotel is envisioned as a full-service luxury hotel, with conference, spa and catering facilities. The hotel would operate 24 hours per day, with service and maintenance staff working during weekday, weekend, and evening hours. The hotel would also operate with a 24-hour valet parking service. As currently conceived, the hotel would include an approximately 4,000 square foot restaurant. The spa, conference and catering facilities would be located on the fifth floor. The spa is anticipated to be approximately 18,000 square feet, and the catering and conference functions are anticipated to occupy approximately 7,200 square feet each. The conference component is anticipated to be operated as part of the hotel and would support approximately 400 seats. Since the Project is in the PUD Master Development Plan

stage, full details regarding the operation of the conference facility are not known, although it is likely that the conference area would be divisible to support smaller events.

The hotel is not intended for residential purposes. The agreement between the redeveloper and the CDA/IDA stipulates a maximum number of residential units. In addition, the hotel building would not be constructed until an operator has committed to the Project. In the event that in the future, after its completion, a hotel operator abandons the building, any potential change in use would be subject to IDA and CDA review and a special permit review by the Planning Board.

The Applicant proposes the use of private shuttle buses, which would provide service from the western edge of the Project to the local Long Island Rail Road stations and Downtown Glen Cove. It is proposed to provide a commuter shuttle that would be coordinated with scheduled train departures and arrivals during peak hours. The frequency may be adjusted during build-out and operation to meet observed demand/usage levels. During the off-peak hours, it is anticipated that the shuttle would provide access to the Downtown. It is currently contemplated that a shuttle could operate on an hourly schedule during this period.

The Project would employ a private security service to patrol the site and coordinate with the Glen Cove Police Department. The private security force would serve both the residential and commercial components and generally monitor the Project Area. It is noted, however, that the Project is not a gated community, but rather designed to facilitate and encourage public access to the waterfront. (The private parking areas and internal structures would be vehicular access controlled, as is appropriate and typical for multifamily, hotel, and office buildings.)

It is anticipated that the various parks and green spaces would be open and accessible during daytime hours consistent with the typical operating hours for publicly accessible park facilities.

## 9. Green Design Components

The Project would contain numerous “green building” strategies and components that are potentially eligible for certification under the Leadership in Energy and Environmental Design (“LEED”) green building rating system. The LEED Green Building System is a 3<sup>rd</sup>-party certification program developed by the US Green Building Council and used as a rating system for the design, construction and operation of high performance buildings. LEED certification distinguishes buildings and projects that have demonstrated a commitment to sustainability by meeting exemplary performance standards. The LEED system was initially produced to guide and distinguish high-performance commercial and institutional projects, with an original focus on office buildings. Components have since been applied to schools, multi-family residential buildings, manufacturing plants, laboratories and many other building types. Since the Project is still at the Special Permit/PUD Master Development Plan phase, construction documents and details have not yet been prepared. However, as detailed in **Section X**, *Use and Conservation of*

*Energy*, the Project would likely include many of the design features and construction practices that would qualify for credits in the LEED rating systems. Notable features include the extensive use of green roofs, and the Project's compact, mixed-use, transit-oriented focus. The Project would also employ ENERGY STAR energy-saving features such as increased insulation, high-efficiency heating and cooling systems, and energy-saving appliances and lighting. The New York ENERGY STAR Multifamily Performance Program is intended to design buildings that use at least 20 percent less energy than buildings constructed to American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) standards.

As specific building design advances, the Applicant will explore methods to incorporate current environmentally responsible techniques to the extent feasible, recognizing that the LEED rating systems are dynamic and change over time.

## 10. Phasing Plan

Given the size of the Project, its development will necessarily be phased. In general, the Applicant intends to commence with construction on the east side of the Project, and move west as the project progresses, with development of the blocks occurring in an overlapping fashion and in conjunction with adjacent portions of the esplanade and public park system. Roadway and infrastructure improvements would similarly be coordinated with the pace of development. It is noted that the installation of the main utility infrastructure in the area is being undertaken by the City independently as part of the Garvies Point Road reconstruction project. The following discussion indicates the current phasing concept, as shown on **Exhibits II-23 and II-24**. However, the ultimate timeline and sequence may vary to accommodate market conditions, and are subject to approval by the City. **Exhibits II-25 and II-26** show alternate phasing scenarios to show coordination of the public amenities with potential development under those scenarios.

The Project is anticipated to commence with demolition, any necessary additional remediation, site work, and construction of the rental buildings in Blocks E and H. This would also include development of the central plaza park area on Block E. As the initial site work is completed and construction of the buildings in Blocks E and H commences, development activity on Block I would begin. Site work and build-out for the East Lawn and Esplanade East (the open space area between the ferry terminal and Block I), associated bulkhead and creek edge improvements, relocation of the Angler's Club, and development of the permanent/transient boat marina would overlap with the build-out of Block I.

Development of the work force units (Blocks F and G) would then occur, followed by development of the Block J retail. The Block J activity would also include the construction of the adjacent waterfront open space and marine improvements (e.g., amphitheater, turning basin, bulkhead repair/replacement.) Upon completion of each block, it is anticipated that the associated open space would be made available for public

use. As currently conceived, the development of the east side of the Project would occur over a period of approximately four years.

Development of the west side of the Project would begin during the closing stages of construction on the east side, and is currently anticipated to commence with the hotel building (Block C) and adjacent pocket park. This phase would also include the Captain's Cove wetland restoration and ecology pier, and the esplanade from the ferry to Block B. As construction of the hotel site concludes, site preparation for Block B would commence. Development of Block A, the anticipated final stage of development, would overlap with build-out of Block B. Development of the restaurant at the point and the adjacent Garvies Point Beach restoration and improvements would occur generally during the same period as the Block A construction. As currently projected, the total construction period would have a duration of approximately seven years (this equates to approximately 1,812 days of construction, based on approximately 260 work days per year).

As noted above, it is possible that the sequencing, particularly on the west side of the Project, may be modified as the Project develops. This would be due to possible changes in several key factors that could impact the economic viability of the various project elements. Real estate market conditions could, for example, affect the relative timing of the development of ownership versus rental units or dictate whether or not the construction of the hotel might need to be delayed. Similarly, the availability of financing for the various parts of the project would impact on when they could be built.

However, regardless of ultimate sequencing, the immediately adjacent open space and recreational amenities would be constructed in concert with each of the development blocks. The possible exception to this would be during the first phase of development on the west side, which, regardless of the block that begins construction, would include the Captain's Cove wetland restoration and ecology pier. The first phase on the west side would also include extension of the esplanade from the ferry to the proposed ecology pier. In the event that Block A is built first, the esplanade construction would be extended to the point.

As indicated earlier, the Gateway Properties are currently owned by other parties. The Applicant will attempt to acquire these parcels through negotiations with the current property owners. As described in the LDA, in the event negotiations are unsuccessful, the IDA/CDA can act to acquire these properties to assemble the site, and may elect to acquire these properties through the use of eminent domain. These parcels generally constitute the proposed Block J. Construction of Block J is not proposed to commence until several years into the development schedule for the east side. Therefore, it is not anticipated that acquisition of these properties would affect the proposed phasing sequence.

Conveyance of those parcels that are currently publicly owned is anticipated to occur in a phased fashion. Amendment of the LDA to permit such a phased conveyance is currently being considered by the Applicant and the IDA/CDA. The timing of these conveyances

will be governed by factors such as market forces, the timing of acquisition of adjacent parcels, and the public amenities associated with each phase (as outlined above.)

Environmental remediation activities are not anticipated to affect the phasing schedule. The Project Site consists of several properties that have been remediated to various historic cleanup standards (e.g., federal and state Superfund sites and the municipal Brownfield Environmental Restoration Program). Any additional remediation work necessary to meet current standards for the proposed residential uses would occur as part of the construction phase for each development block. Any such remediation work would be guided by the protocols and protections established by the regulatory programs and environmental easement.

The following charts summarize the anticipated construction timing and amenities sequencing.

**INSERT EXHIBIT II-23**  
**ANTICIPATED PHASING SCHEDULE**

INSERT EXHIBIT II-24  
PHASING ALTERNATIVE 1

INSERT EXHIBIT II-25  
PHASING ALTERNATIVE 2

INSERT EXHIBIT II-26  
PHASING ALTERNATIVE 3

This DEIS provides the environmental review documentation under SEQRA for the entire special use permit/PUD project, and short of any material change in the program due to market conditions and/or phasing, density and planning of the Master Development Plan, will also serve as the environmental review document for subsequent site plan applications. Any substantive site plan modifications would have to be reviewed by the Planning Board to determine whether they comply in all material respects with the PUD, conceptual site plan and SEQR findings. If not, the environmental review at the time of site plan could be subject to possible supplementation, if necessary. In order to establish an orderly review process, it is suggested that the Planning Board adopt, or include in the special permit approval, specific thresholds for use in determining whether future modifications materially comply with the project reviewed. An example of such criteria would be as follows:

The modifications shall be deemed to substantially comply in all material respects with the PUD, Master Development Plan and SEQR findings adopted by the Planning Board, and presumptively shall not require supplemental review under SEQRA and shall be granted without a hearing, if such amendment meets the following criteria:

- a) does not increase traffic volumes generated by the approved development plan as calculated pursuant to the most recent edition of the Institute of Transportation Engineer's Trip Generation manual by more than X percent;
- b) does not increase the number of school children generated by the approved development plan by more than X percent;
- c) does not alter the aggregate gross floor area in the approved development plan by more than X percent. A change in product or use mix shall not in itself constitute a substantial change;
- d) does not increase impervious surfaces in the approved development plan by more than X percent;
- e) does not increase the amount of sewage effluent or water consumption (gpd) by more than X percent;
- f) does not increase by more than X percent any encroachment on wetlands under the jurisdiction of the New York State Department of Environmental Conservation or the United States Army Corps of Engineers.

## 11. Conclusions from Economic Viability Statement

Economics Research Associates (ERA) analyzed and developed a market-based development program for the mixed-use project proposed for the Glen Cove Waterfront. The Market Study, covering residential, retail, office, hotel, cultural, recreational, entertainment and marina uses, was conducted over the course of a year, from fall 2003 to fall 2004 and was then later updated in the fall of 2007 and again in December of 2008. Initial findings were used to help define the development program and later findings were used to further refine and validate the development program as it relates to

current market forces given the recent change in global markets and anticipation of an eventual recovery of the global market.

#### For-Sale Condominium and Townhouse Market

ERA's demand analysis indicates that the North Shore (defined as the northern half of Long Island, extending to the terminus of the Long Island Expressway) could attract approximately 900 new owner-occupied households on an annual basis seeking condominium and townhouse units similar to those proposed for the Glen Isle site. This analysis is reinforced by the historic pace of (and forecast) absorption, coupled with the expected product to be delivered at the Project Site. The anticipated demand accounts for residents moving within the county as well as residents in-migrating from outside of Nassau County. The pool of potential candidates for the project site is based in part on income qualification and preference for moderate to high density residential product. Empty nesters, young professionals, and early retirees make up the majority of target households.

Based on an assessment of the competitive environment for for-sale condominium and townhouse units in Nassau County, ERA concludes that the RXR Glen Isle site could capture a reasonable proportion of this demand. RXR Glen Isle would have to capture about 38% of total North Shore condominium demand and approximately 10% of townhouse demand in order to sell out in a reasonable amount of time. The analysis assumes that the for-sale housing units will come on line in approximately three to four years, allowing for some stabilization of the housing market. ERA concludes that these are feasible target ranges based on few similar products in the market, the planned cohesive mixed-use development, expected range of uses, critical mass at the site, and specific amenities such as water views and a high-speed ferry service to Manhattan (and other destinations) that could likely command a premium in terms of both unit absorption and price points.

#### Multi-Family Rental Market

ERA's demand analysis indicates that the North Shore could attract 312 new multi-family renter households on an annual basis seeking appropriately priced units to match the target household income range. These households may also choose to rent at one of the annually reoccurring vacancies at new construction buildings in the North Shore area (specifically at the two proximate Avalon projects).

Assuming that approximately half of the 312 households will rent existing units that turn over in existing buildings, ERA estimates that the North Shore can support about 145 new multifamily rental units on an annual basis. This assumption is based on existing area supply (including the 256-unit and 111-unit Avalon projects), moderate overall vacancy rates, historical absorption in the county, and the relatively limited projected net new household growth. The RXR Glen Isle Project would have to capture about 33% of total net new rental demand in order to lease up in a reasonable amount of time. This

represents a relatively modest capture rate and indicates supportable demand for the proposed product type.

### Commercial Components

The commercial (retail and office) components of the Project were initially conceived to be supporting and destination uses that related to the on-site conditions (water views of the creek and Long Island Sound), proximity to recreational boating, accessibility to a public esplanade linking downtown Glen Cove to the Project Area, and the desire to create new retail demand and potentially prompt improvement of the existing downtown area, rather than creating a comparably sized retail concentration that would compete with downtown Glen Cove. From the initial meeting with the top retail commercial brokers in the New York City area, as well as throughout the planning process, this core principle – to complement, rather than compete with downtown Glen Cove – has been a central focus of the plan. The original recommended retail development program for the site was dramatically cut back due in part to the fact that the 240,000 square feet of retail space that currently exists in Downtown Glen Cove is almost double the square footage needed. This led to the recommendation that the plan's retail component be reduced, and in turn, the residential component be increased. This recommendation was based on the principle that additional people living on the waterfront adjacent to Downtown would help support the existing businesses located in Downtown Glen Cove.

The information included in the original market update suggested that the market conditions and longer term prospects for increased potential spending power had grown stronger since the earlier evaluation, with significant increases in the number of households with average incomes over \$100,000 per year and an even greater relative increase in the number of households with annual incomes of over \$500,000 per year. If properly conceived and implemented, it is ERA's view that the relatively limited amount of retail square footage at the site should be easily supported by the new residents, but that the retail component of the Project should not try to replace or supplant an improved version of today's Glen Cove retail. The 240,000 square foot retail concentration downtown should be the area's major shopping destination, with RXR Glen Isle's smaller component planned to activate public spaces, serve water-based commuters, and provide service to area residents as part of the experience provided by the waterside esplanade and other recreation activities on the site.

The commercial office program is also smaller than might be market-supportable, but intended to provide a complementary component for this mixed use Project. ERA recommended an office development program that would focus on multi-tenant professional services tenants, although there could also be an opportunity for two or three users, should there be a corporate objective to locate within a mixed use development and to have proximity to the ferry to Manhattan. The concept of the Project was to develop a truly mixed-use neighborhood that would provide real estate product that balances multiple uses. As such, the primary market drivers for retail (and to a large degree, commercial office) are the residents of the site and the surrounding neighborhood areas. ERA remains confident that the sizing and integrated planning recommendations

developed in the RXR Glen Isle master plan remain supportable and appropriate for the site and setting.

### Marina

Boating is an important recreational pastime on Long Island and presents an opportunity for new marinas at the Project Site. There are approximately 345 marinas, comprising 27,524 slips/moorings in Nassau and Suffolk counties combined. Twelve percent (3,435) of the slips/moorings are located within the 23 marinas that are located in the Glen Isle trade area (defined as the northern half of Long Island).

Discussions with Dock Masters at the nearby marinas indicate that vacancy rates for slips are low, particularly during the summer season. Marinas on the North Shore of Long Island have typically fetched higher rates per foot for rented slips than Marinas on the South Shore of Long Island, reflecting the shallow nature of many south shore channels and the generally better boating conditions on the North Shore.

In addition to providing convenient water access for area residents, the Marina component of the Glen Isle Project will be a key offering in attracting guests to the proposed hotel at the Glen Isle site and downtown restaurants and retail, thereby providing additional support for marina uses.

### Conclusion

In conclusion, it is the Applicant's opinion that the mix of uses proposed for the RXR Glen Isle site will result in a market supportable mixed-use development, which will be unique in the Glen Cove market, as well as the region, and provide a new consumer base for Glen Cove's existing business community. The long-term phasing of the Project provides that the build-out of the Project can occur at pace with the recovery of the market.

## **D. Potential Property Acquisitions**

As indicated above, in order to implement the Project, acquisition of seven lots (either privately or publicly owned) in the "Gateway" area at the east end of the Project Site is required. The Applicant is presently attempting to acquire these parcels through negotiations with the current property owners, and has had preliminary discussions with a party representing four of the five privately owned properties.

Section 2.15 of the LDA between RXR Glen Isle Partners LLC and the City of Glen Cove's IDA and CDA recognizes that acquisition and incorporation into the Project of adjacent and/or nearby property (both privately and publicly owned), which have existing uses that conflict with the recommendations of the Garvies Point Urban Renewal Plan and the City's Master Plan, may be necessary if the Project is to be completed in accordance with the conceptual site plan and the goals and objectives of the MW-3 zone. The Agreement indicates that the agencies shall consider

the appropriateness of exercising their power of eminent domain to acquire such privately owned property (subject to the requisite legal findings, determinations and requirements of the Eminent Domain Procedure Law). Furthermore, the Agencies have indicated their willingness to work with the appropriate municipalities in consideration of moving any municipally owned properties to alternative locations.

In addition, the Project Area is located within the Garvies Point Urban Renewal Area. The *Third Amended Garvies Point Urban Renewal Plan (“URP”) of 2005* stated that the area was blighted, and properties may be acquired “in order to implement and/or further the goals of this Plan.” According to the URP, “acquisitions may be found appropriate to achieve the elimination of blighting influences or uses that are inconsistent or incompatible with those provided for in this Plan...” Such acquisitions would, however, be at the discretion of the City of Glen Cove or its Development Agencies. Once the parcels are acquired, the land would then be transferred and/or sold to the redeveloper, who would redevelop that property in accordance with the approved site plan.

At the request of the City’s IDA, a land-use study (see **Appendix**) was conducted in 2006 in which site conditions and uses were evaluated and documented within the Garvies Point Urban Renewal Area. This study concluded that this area remains blighted.

#### *Eminent Domain Procedures*

As described above, the Applicant intends to acquire the Gateway area parcels through negotiations with the current property owners. If those efforts are not successful and the Agencies or the City make a determination to move forward with taking the properties, the Agencies or the City would be required to engage in the following process in order to employ their eminent domain power.

The State Eminent Domain Procedure Law (“EPDL”) provides for a uniform condemnation process throughout New York State. The most significant provisions of state law are summarized below.

[i] Public Hearing

The EDPL requires the condemnor to hold a public hearing to review the public purpose of a proposed condemnation and its impact on the environment and the residents of the locality where the project will be constructed. Notice of the public hearing must be published at least ten (10) but no more than thirty (30) days prior to the hearing. At the hearing, the condemnor must outline the purpose and proposed location or alternate locations of the public project.

The condemnor must also notify the record owners by personal service or certified mail at least ten (10) but no more than thirty (30) days prior to the public hearing.

[ii] Determination and Findings

Within 90 days following the close of the public hearing, the condemnor is required to make its determination and findings with respect to the project. The

determination and findings shall specify the public use, benefit or purpose to be served by the project; the approximate location of the project and the reasons for the selection of that location; and the general effect of the project on the environment and residents of the locality. As with the notice of public hearing, the determination and findings must be published and served on the record owners.

[iii] Judicial Review

A proceeding to review the EDPL determination and findings must be commenced in the Appellate Division within thirty (30) days after the condemnor's completion of the publication of the EDPL findings. A challenge to the vesting of title may occur as set forth below.

[iv] Offer and Payment

The offer to the condemnee must be in writing and must be in an amount not less than the condemnor's highest approved appraisal. Once the offering appraisals are complete, and at any time after the condemnor's issuance of determinations and findings, a written offer may be made to the condemned. The condemnee may (a) accept the offer as full payment, (b) reject the offer as full payment and instead elect to accept it as an advance payment only, or (c) reject the offer entirely. If the condemnee fails to notify the condemnor within ninety (90) days, the offer is deemed rejected.

After rejection, further offers may be made, or the issue of value may be reserved for a hearing.

[v] Vesting

Application to the Court may be made at any time, up to three years, after the issuance of EDPL findings and determination. Offers to condemnees need not be made prior to the vesting of title, but generally accepted practice is to make them prior to application to the court.

A condemnee may only challenge procedural regularity at the time that application is made for the order vesting title. If the court finds that the procedural requirements of the law have been met, it must grant the application vesting title.

[vi] Valuation

A property owner is entitled to be compensated for the fair market value of the property at its highest and best use. "Highest and best use" may be the current use of the property, or it may be the "reasonably probable and legal alternative use which is physically possible, appropriately supported, financially feasible and which results in the highest present land value." Value is determined and proved by expert appraisal. The method of valuation (i.e., comparable sales and/or capitalization) depends on the use of the property, and is determined by a qualified appraiser.

The properties contemplated for acquisition are identified in Table II-6 and further described below:

**Table II-6  
Properties Contemplated for Acquisition**

Section/ Block/Lot(s)	Acreage	Owner	Use	Property Taxes		Employment
				City	School	
21/A/661 & 662	.69	Herb Hill Holdings LLC	Office	\$10,542	\$23,192	18 FTE
21/A/677	.44	ZBQ Properties, LLC	Office	\$14,394	\$31,430	19 FTE
21/A/659	1.17	Windsor Fuel Company, Inc.	Fuel Storage/ Distribution	\$21,933	\$33,394	1 FTE
21/A/664	1.71	Dominick Mastroianni	Concrete Production	\$18,587	\$41,495	12 FTE
21/A/220 & 320	.04	County of Nassau	Vacant Land	\$0	\$0	0

**Source:** Land Use Study for the Garvies Point Urban Renewal Area; AKRF, Inc., 2006 and RXR Glen Isle Partners LLC.

Section 21, Block A, Lots 661 and 662

Section 21, Block A, Lots 661 and 662 total approximately .69 acres along the south side of Herb Hill Road. (Lot 661 was formerly known as Lot 644, and Lot 662 was formerly known as Lot 645.) The site is owned by Herb Hill Holdings, LLC and is home to a one-story office building located at 45 Herb Hill Road. The building houses a general contracting business that specializes in the construction and remodeling of luxury homes. Both the building and surrounding parking lot are in good condition. The building’s façade is new and the stairs and landscaping at the entrance to the building are well maintained. The asphalt driveways, on both sides of the building leading to a rear parking lot, are recently paved and free of debris. The business does however store construction equipment on adjacent City-owned lots that are vacant and an agreement was made between Herb Hill Holdings, LLC and the City to phase out this storage over time.

RXR Glen Isle Partners has had discussions with Herb Hill Holdings regarding their interest in acquiring the parcel as part of the retail and recreational turning basin portion of the Project. Given the history of the surrounding area with respect to environmental contamination, it is possible that some level of contamination is present on this site (see Section III.B); however, sub-surface soil borings would need to be collected in order to verify this. The Project Site is directly down grade from the Konica Imaging facility and the former Crown Dykman Laundry facility, both of which have been identified as having contaminated conditions.

Section 21, Block A, Lot 677

Section 21, Block A, lot 677 totals approximately .44 acres along the south side of Herb Hill Road. The site is owned by ZBQ Properties, LLC and is home to a one-story flex industrial/warehouse/office building located at 49 Herb Hill Road. The building houses a light manufacturing business specializing in the sale of electrical supplies. Both the building and surrounding parking lot are in good condition. The building has been recently constructed and the parking lot has been recently paved. Glen Isle Partners plans to have discussions with ZBQ Properties regarding their interest in acquiring the parcel as part of the retail and recreational turning basin portion of the Project. Given the history of the surrounding area with respect to environmental contamination, it is possible that some level of contamination is present on this site (see Section III.B); however sub-surface soil borings would need to be collected in order to verify this. The Project Site is directly down grade from the Konica Imaging facility and the former Crown Dykman Laundry facility, both of which have been identified as having contaminated conditions.

Section 21, Block A, Lot 659

Section 21, Block A, Lot 659 totals approximately 1.17 acres along the south side of Herb Hill Road and Charles Street. The site is owned by Windsor Fuel Company, Inc., and is home to a 1,856 gross square foot office building located at 45 Charles Street. The office building is a one-story structure that contains asphalt shingle material, which is loose in some parts and completely fallen off in other parts of the building. On the northwest side of the building there are three protruding columns, one of which has rotting wood and water damage. In addition, the roof-line along the western side of the building is buckling and has separated from the exterior wall, potentially exposing the interior of the building to outside elements. Part of the roof also has soil with grass and weeds growing on top, which absorbs water and could potentially compromise the stability of the roof. Located in the front of the lot is a 600,000-gallon above-ground fuel storage tank. Based on the visual assessment of the structure and the deteriorating condition of the building, the Windsor Fuel Company facility has been identified as blighted. A structural due diligence survey has not been conducted for this lot. However, a visual assessment of the property did indicate that the building structure has been compromised.

RXR Glen Isle plans to have discussions with the Windsor Fuel Company in an effort to begin negotiations for an outright purchase of the land to incorporate it into the Project Area. The development plan calls for the site to become part of the retail and recreation area. This portion of the project is expected to contain a number of water-enhanced and water-dependent uses that will be open to the public. If an agreement is unable to be reached, RXR Glen Isle would exercise its contractual right under the LDA and request that the City of Glen Cove contemplate using their power of eminent domain to obtain the property. It should be further noted that the site has been inactive for the past several years and has been conducting its operation out of its facility in Mineola.

With respect to environmental conditions, there were no violations of record for the Windsor Fuel Company regarding compliance with environmental regulations. Subsurface investigation is required to determine whether any environmental contamination currently exists at the site.

Further investigation would also be needed to determine any regulatory issues associated with the discharge of stormwater from the facility.

#### Section 21, Block A, Lot 664

Section 21, Block A, Lot 664 totals approximately 1.71 acres along the south side of Herb Hill Road. The site is owned by a Dominick Mastroianni and is home to Nassau Ready Mix, a concrete production facility located at 47 Herb Hill Road. The parcel contains a 336 gross square foot (“gsf”) office building located in the front part of the lot and the plant occupies the back portion of the lot. The building that holds the offices of Nassau Ready Mix looks recently built or renovated and is in good physical condition. The entry driveway leading up to the mixing facility in the back of the lot is made up of an unpaved dirt road that is at times muddy and in certain areas filled with standing water due to heavy rain or snow. Along the southwest portion of the lot is an area filled with trash (i.e. plastic containers, empty cans, glass bottles) and construction debris such as concrete piles, metal pipes, cardboard boxes, and an old chain link fence. During the daytime, the operation of the equipment emits dust and noise that can be a nuisance to surrounding residents.

RXR Glen Isle has begun discussions with the property owner in an effort to negotiate an outright purchase of the land to incorporate it into the Project Area. The development plan calls for the site to become part of the retail and recreational turning basin. This portion of the Project is expected to contain a number of cultural, water-enhanced and water-dependant uses that will be open to the public. If an agreement is unable to be reached, RXR Glen Isle would exercise its contractual right under the LDA and request that the City of Glen Cove contemplate using its power of eminent domain to obtain the property.

Based on the results of a Phase 1 Environmental Site Assessment, Nassau Ready Mix had one reportable petroleum spill and currently possesses one active petroleum tank subject to NYSDEC PBS regulations. Subsurface investigation is required to determine whether any environmental contamination currently exists at the site. Further investigation would also be needed to determine any regulatory issues associated with the discharge of stormwater from the facility.

#### Section 21 Block A Lots 220 and 320

Lots 220 and 320 are located at the intersection of Charles Street and Herb Hill Road. These lots comprise vacant land owned by Nassau County. RXR Glen Isle Partners, LLC plans to hold discussions with Nassau County in an attempt to incorporate these lots into the proposed development.

### **E. PURPOSE AND NEED FOR THE PROPOSED ACTION**

The purpose of the Project is to redevelop abandoned and underutilized industrial land along the Glen Cove Creek, into a model mixed-use, transit-oriented waterfront community. The project would fulfill a number of public goals, as discussed in further detail in the *Land Use, Zoning and Public Policy* impact chapter. Key public purposes and needs that the Project would fulfill include, but are not limited to, the following:

- Converting vacant land into taxable parcels that will serve as an additional source of revenue for the City. This goal was implicit in the earlier decision to make an estimated \$121 million public investment (or commitment) to date to clean contamination from the site and commence with infrastructure improvements;
- Further facilitating the clean-up of a contaminated waterfront brownfield site which could present health hazards to the surrounding community if not remediated;
- Providing public access to the waterfront for residents of Glen Cove and the surrounding communities;
- Introducing additional housing and residents to Glen Cove to help overcome a regional housing shortage, as well as providing much needed additional patrons for Downtown Glen Cove businesses;
- Further connecting the Glen Cove waterfront with Downtown Glen Cove and surrounding areas; and
- Improving the existing blighted visual and aesthetic conditions of the area with new and attractive structures, while providing new view corridors and public open space amenities.

Brownfield Remediation

It is difficult to separate remediation and redevelopment efforts on the northern side of Glen Cove Creek. The goal of redevelopment of the former industrial land was the major impetus for the City to seek and obtain state and federal grants that allowed for the massive clean-up effort which has already begun. Portions of this effort are nearing their final stages. A full assessment of the condition of each parcel can be found in Section III.B. As this area developed and then declined as an industrial center, hazardous materials were left behind by the vacating industries. These contaminants are a concern both for their existing environmental effects to surface and subsurface water quality (especially given their proximity to the Creek and Hempstead Harbor), as well as making new uses on the site unsafe. Several sites are classified as federal Superfund sites and/or New York State Inactive Hazardous Waste Disposal Sites, and through those designations became eligible for remediation funding. Over the past several years there has been a significant public investment aimed at remediating contamination on these sites.

A site-by-site summary of remediation and infrastructure investment commitment to date, totaling approximately \$121 million, is as follows:

Li Tungsten -	\$56,655,000
Ferry Terminal -	\$12,300,000
Mattiace -	\$20,400,000
Roadway & Esplanade I -	\$15,500,000
STP Upgrades -	\$7,000,000
Glen Cove Creek Dredging -	\$3,600,000
City Landfill -	\$5,200,000
<u>Anglers/Gladsky/Pump Sta. -</u>	<u>\$388,000</u>
<b>Total</b>	<b>\$121,043,000</b>

Source: RXR Glen Isle Partners

In addition to the total investment commitment to date, it is anticipated that there will be additional remediation costs required for the eastern portion of the Project Area. However, the extent of the cost cannot be determined until further subsurface investigations are conducted and a remedial action plan is finalized and approved by the regulatory agencies.

Although remediation efforts are substantially complete in certain areas, the redevelopment will further the cleanup and transformation of this brownfield site. Thus, while cleanup was necessary in and of itself to reduce the environmental harm caused by the polluted sites, the expectation of sustainable development provided additional impetus for the City and its State and Federal partners to prioritize and expedite the remediation process.

### Public Waterfront Access

This action would also benefit Glen Cove and surrounding communities by significantly improving and maintaining public access to the waterfront and restoring the natural condition of that waterfront. The Project includes a comprehensive open space network and program with approximately 19.4 acres of publicly-accessible open space. Public access to the waterfront is a central element of the proposed development, with a network of passive and active open spaces along the waterfront, including an outdoor amphitheater, linked by a walking and biking path extending along a continuous esplanade from Garvies Point Beach to Pratt Park. Natural wetland and marsh areas within Captain's Cove and Garvies Point Beach would be protected and greatly enhanced, and new wetland areas would be established further east along the Creek.

Although Glen Cove is a waterfront community, much of its coastline is privately owned and not accessible to the general public for their enjoyment. The public waterfront that does exist is in many cases available to Glen Cove residents only. Although public waterfront access is currently available on the north side of Glen Cove Creek, this area is not well utilized by the public, given the blighted industrial character and the degraded environment.

The Project would provide numerous public amenities that enhance the ecology of the site, as well as offer a variety of passive and active recreational opportunities in a high quality waterside environment. Proposals include enhanced tidal wetlands in the Captain's Cove area with viewing and educational opportunities available from a new pier, a restored marsh along Garvies Point Beach, and a widened Creek ending at an expanded recreational basin. Also, programmed parks and plazas, as well as a publicly accessible beach along Hempstead Harbor, are proposed. Select commercial attractions, such as restaurants and limited retail, as well as recreational uses, new marinas, and an outdoor amphitheater, would provide additional attractions to increase the utilization of the area by the community.

### Residential Growth

The addition of new residents to the Project Area and Glen Cove has been viewed positively by the City, the IDA and the CDA. Unlike many other communities in the region, Glen Cove's population has not grown significantly in the past 30 years. From 1970 to 1990, the City of Glen Cove experienced a population decrease. That trend reversed and the City's population began to

increase in the 1990's. Although the Downtown Glen Cove commercial area is not as vital as it should be for a city of Glen Cove's size, the Project would introduce 860 housing units to the area, and make them easily accessible to Downtown Glen Cove through improved roadway, inter-modal transit, and bicycle/pedestrian connections. This would provide existing downtown businesses with additional potential customers within a mile and likely encourage new businesses to locate there, counteracting the pervasive trend of retail and commercial uses locating along highways and in exurban areas, which contributes to sprawl.

The construction of additional housing units is also beneficial in a region where housing is at a premium. This development will offer a variety of alternative housing types, including rentals, in a part of Long Island where single-family housing predominates. The transit oriented development patterns and quick access to Manhattan will provide an appeal to younger professionals. In addition, the "graying" of America means that there is an older generation of empty nesters looking for alternative housing options. Both age groups need options. The proposed townhouses and apartments, ideal for empty-nesters, younger couples and singles, are proposed as a key element of this development, with 10% of the proposed residential units required to be workforce housing units. Furthermore, Nassau County has recently begun an effort to "crack down" on illegal housing (i.e. single-family homes illegally divided into multiple-family housing or rental rooms), noting the lack of legal, alternative housing in the County. In summary, the Project would help satisfy a regional housing need while, at the same time, addressing Glen Cove's economic development needs for the City and its Downtown.

### Tax Income

Like many municipalities, the City of Glen Cove obtains necessary financial resources to fund its schools and municipal services through property taxes, as does Nassau County. Vacant public land that provides no tax revenue and serves no other community or public use can be viewed as a wasted resource from a financial perspective. This is especially the case in the Project Area, where the potential for higher ratables exists. Although any new development will utilize some share of city services, the Project is projected to generate relatively few school children compared to typical single-family development. Initial estimates indicate significant financial net gains for the City, the school district and the County.

Annual property taxes generated by the Project include revenues from City, school and County taxes (see *Economics* impact chapter). Using commercial and residential tax rates provided by the City of Glen Cove, it is estimated that the Project would generate approximately \$5.6 million in annual revenues from City property taxes, approximately \$12.4 million in annual revenues from school property taxes, and approximately \$5.2 million in County property, sales tax, and fee revenues, as well as approximately \$458,000 in direct revenues to the MTA and approximately \$4 million to the State of New York. Accounting for the estimated cost to provide municipal services for the Project, the City is projected to receive a net annual fiscal benefit of approximately \$4.7 million and the School District is anticipated to receive a net annual fiscal benefit of approximately \$10.6 million.

### Support Downtown Glen Cove

Downtown Glen Cove is located directly east of the Project Site, past Pratt Park and Mill Pond. It is estimated that retail businesses within the Downtown area consist of approximately 240,000 square feet of floor area, including but not limited to the Glen Cove Downtown Business Improvement District (“BID”) and the overall business community. With approximately 298 members, the Glen Cove Downtown BID is a private not-for-profit organization that works to assist business growth and development within Glen Cove’s Downtown commercial district by integrating operations, marketing and retail real estate development. The mission of the BID is to “work towards meeting the needs of local businesses in the continued effort to revitalize Glen Cove's downtown, rebuild and maintain business growth and development within the Business Improvement District. To accomplish this, the BID is working towards building a "back to downtown" environment.<sup>1</sup>

Along with the separately planned but geographically adjacent ferry project, the proposed RXR Glen Isle development would help promote the link between development along the creek and Downtown Glen Cove, including businesses within the BID. The Applicant has been actively meeting with the BID to explore means to strengthen the downtown, and at the public scoping session the BID indicated its general support for the project. The mixed-use waterfront development would help promote a connection between the two distinct yet compatible core areas and the infusion of new residents and employees would expand the customer base for the existing Downtown area. In addition, the open space, waterfront promenade and other recreational opportunities will increase the vitality of downtown, as people drawn to the waterfront discover the City’s retail offerings as they pass through. To further facilitate the link between the two areas, the Project envisions that over time an interlocking system of transit offerings including shuttle bus connections and potential water taxis will be implemented. Thus, the proposed development has the potential to help the Glen Cove BID serve its existing and future customers, sustaining its growth while maintaining the “back to downtown” program.

### **F. Required Public Actions and Approvals**

Subsequent to the filing of a DEIS and FEIS, a number of approvals are required for the proposed development. Approvals are necessary at the municipal, state and federal levels.

For the proposed development, the City of Glen Cove Planning Board must grant a special use permit to allow for a PUD with residential uses, and can only do so after a full environmental impact analysis is prepared and submitted and environmental findings are made. The potential environmental impacts associated with the Project, along with mitigation measures and enhancements, are discussed throughout this DEIS, and will be reviewed by the Planning Board. The Planning Board will also be required to review the developer’s PUD Master Development Plan and all PUD Site Plans and PUD Subdivisions to ensure that they are consistent with City General Requirements and Design Standards (City Code Chapter 245) and consistent with the provisions of the MW-3 District and the GPURP. It is noted that there is a proposed zoning

---

<sup>1</sup> Source: [http://glencovedowntown.org/About\\_Us/](http://glencovedowntown.org/About_Us/)

amendment currently being considered by the City Council, which would amend the MW-3 District's Special Use Permit/PUD regulations to allow for a two-phase approval process, in accordance with typical PUD procedures for large projects. This would provide for a PUD Master Development Approval for the overall development framework, followed by PUD Site Plan Approval(s) and PUD Subdivision Approval(s) for individual phases or portions of the Project. (See zoning text amendment language in **Appendix S.**) The proposed zoning amendment is currently going through the amendment process set forth in Article VI of the City Zoning Ordinance.

In addition, in recognition of the significant investment being made by the Applicant and the significant benefits to be realized from this Project by the City of Glen Cove and its residents, including the many public amenities that would be constructed as part of this Project, the Applicant contemplates that it may, in the future, petition the City Council to further amend the MW-3 District regulations to also include a "vested rights" provision. This provision would, in concept, vest the Applicant's rights to develop any element of the approved PUD Master Development Plan in accordance with the requirements of the MW-3 District, as amended, for a period that recognizes that significant investment, provided that the Applicant pursues the development's phases with reasonable efforts. This vested rights provision would protect the developer from any possible zoning changes, which would otherwise render all or certain aspects of the Project nonconforming, provided the requirements of this provision were met. In the event that the Applicant petitions the City Council for a vested rights provision as described herein during the SEQRA review of the PUD Master Development Plan, then any impact of such amendment shall be addressed in the FEIS and be considered a related action.

As each phase progresses, individual PUD Site plans and any required PUD Subdivision plans will be submitted to the Planning Board and to the Nassau County Planning Commission, if necessary. Prior to construction, a building permit application must be filed with and approved by the City's Building Department Administrator. Additionally, prior to occupancy, a Certificate of Occupancy must be obtained.

All persons desiring a water supply from the City must first make a written application to the City of Glen Cove Department of Public Works ("DPW") stating fully the various uses for which the water is to be used. The Department of Public Works will then issue a permit to allow the connection to municipal water.

The Project is located within the coastal erosion hazard area, and therefore requires a coastal erosion management permit. This will be issued by the City Harbormaster provided that the proposed activity is reasonable and necessary and will not increase the level of erosion. Development activity requiring a coastal erosion management permit is regulated to ensure erosion protection. The proposed development includes restoration along the beach and the reconstruction and installation of existing and new bulkheads.

The City has already begun separate efforts to remediate its waterfront and plans to continue the restoration of the shoreline of Glen Cove Creek, which is necessary for the proposed redevelopment to move forward. However, a dredging or filling permit from the United States Army Corps of Engineers ("USACOE") would also be required, under Section 10 of the Rivers

and Harbors Act of 1899, for the dredging of other areas within the creek in conjunction with the proposed mixed-use development. At this time, dredging and widening of the basin to improve water flow and filtration effects are anticipated within the northeastern quadrant of the creek. All dredging activities within Glen Cove Creek would be subject to USACOE approval. Since the USACOE is a federal agency, it must review the Project in accordance with National Environmental Policy Act (“NEPA”) regulations. NEPA is the federal mechanism for conducting environmental reviews of federally funded, approved, or directly undertaken actions. NEPA is similar to SEQR in requiring that agencies determine whether a decision is subject to environmental review, and if so, whether an EIS should be prepared. If an EIS is required, both SEQR and NEPA utilize a similar process including scoping, preparation of a Draft EIS, public comment, and preparation of a Final EIS responding to comments. SEQR and NEPA reviews may be coordinated in order to reduce duplication and potential conflict between different levels of government. Although both generally cover similar environmental considerations, SEQR reviews are generally somewhat more stringent (e.g., SEQR’s threshold for requiring an EIS is “may cause an adverse environmental impact,” while the NEPA threshold is “will cause an adverse environmental impact”; and NEPA EIS’s often require supplemental information before they can be used to satisfy SEQR.) In order to facilitate coordination, the interested federal agencies have been included on all SEQR document distributions, including this DEIS, the draft scope and the notice of public scoping session.

There are also several New York State Department of Environmental Conservation (“NYSDEC”) permits that will most likely be required for the Project, including an Article 15 (Protection of Waters) permit, an Article 24 (Freshwater Wetlands) permit, and an Article 25 (Tidal Wetlands) permit, as well as a State Pollutant Discharge Elimination System (“SPDES”) permit. Tidal wetlands are regulated both by NYSDEC at the state level, and the USACOE at the federal level. It is expected that all proposed buildings will require some dewatering for the installation of building footings and/or pile caps. In the event these activities exceed the 45 gallons per minute or 64,800 gallons per day threshold, a Long Island Well Permit from the NYSDEC would also be required.

The New York State Department of State (“NYSDOS”) implements the Federal Coastal Zone Management Program in New York State, which requires a certificate of consistency. Following NYSDOS procedures, this DEIS includes an assessment of consistency that can be used to obtain that certificate.

In addition to the permits identified above, several agencies, including the NYSDEC, the New York State Department of Health (“NYSDOH”), the United States Environmental Protection Agency (“USEPA”) and the Nassau County Department of Health (“NCDH”) have regulatory involvement related to the environmental conditions and remediation of the site. In order to address interagency issues and responsibilities, a Multi-Agency Accord is being prepared to serve as a framework for the agencies and the redeveloper. This process will eventually determine cleanup goals, the program that the cleanup will be managed under, and future operational procedures to protect public health and the environment.

Approval Tables

Table II-7 generally outlines the required Project related planning steps taken as part of the Project, while Table II-8 generally outlines required public approvals still needed.

Table II-9 generally outlines the meetings the developer has held with numerous public agencies community groups and the IDA and CDA.

**Table II-7  
Summary of Public Hearings and Project Related Planning Steps  
(Obtained to Date)**

Agency	Date	Planning Steps	Descriptions
Glen Cove Planning Board	Summer 2004	After Public Hearing, issues recommendations to City Council to change "MW-3" District regulations	New regulatory amendments to "MW-3" Marine Waterfront District will allow PUD by special use permit
Nassau County Planning Commission	Fall 2004	Section 239 NYS Municipal Law	Granting of local determination for proposed amendments to MW-3 Marine Waterfront District
Glen Cove City Council	Fall 2004	At Public Meeting, adopts Amendments to "MW-3" Marine Waterfront District	Legislative authorization to establish Mixed-Use PUD to include residential, hotel, retail, cultural, office, recreational, and entertainment components
Glen Cove Planning Board	Winter 2005	At Public Meeting, establishes Lead Agency for Project pursuant to SEQR	Declaration of lead agency status after receiving no objection from other agencies
Glen Cove Planning Board	Winter 2005	At Public Meeting, determines status of Project under SEQRA	Issuance of Positive Declaration and requiring EIS to be prepared
Glen Cove Planning Board	Spring 2005	At Public Meeting, determines the scope of the DEIS	Approval of Scoping Document
Glen Cove Industrial Development Agency	Spring 2005	At Public Meeting, approves elements of the Final Development Plan	Approval of major elements of plan showing mixed-use PUD containing 860 residential units and other components subject to conditions
Glen Cove Community Development Agency	Spring 2005	At Public Meeting, approves elements of the Final Development Plan	Approval of major elements of plan showing mixed-use PUD containing 860 residential units and other components subject to conditions
Glen Cove Planning Board	Summer 2005	After Public Hearing, issues certification of Third Amended Urban Renewal Plan for Garvies Point Urban Renewal Area & makes recommendations to City Council	Certification of Plan pursuant to State Law, sent to City Council as governing body
Glen Cove City Council	Summer 2005	At Public Meeting, issues approval of Third Amended Urban Renewal Plan for Garvies Point Urban Renewal Area	Issues Approval of Amendment to Urban Renewal Plan and finds that amended plan conforms to comprehensive community plan for municipality as a whole
Glen Cove Industrial Development Agency	Summer 2008	At Public Meeting, approves Conceptual Site Plan	Approval of Plan showing Mixed-Use PUD containing 860 residential units and other mixed-use components subject to conditions
Glen Cove Community Development Agency	Summer 2008	At Public Meeting, approves Conceptual Site Plan	Approval of Plan showing Mixed-Use PUD containing 860 residential units and other mixed-use components subject to conditions
Glen Cove Planning Board	Fall 2008	At Public Meeting, makes determination of Lead Agency	Acceptance of application and determination of Lead Agency
Glen Cove Planning Board	Fall 2008	Public scoping session	Opportunity for public comment on draft scoping document
Glen Cove Planning Board	Winter 2009	Adoption of final scope	Approval of Final Scoping Document

Source: RXR Glen Isle Partners LLC

**Table II-8\***  
**Summary of Required Approvals Still Needed**

Agency	Approval(s) Needed	Descriptions
Glen Cove Planning Board	Special Use Permit for PUD Master Development Plan PUD Site Plan/PUD Subdivision	Approval of Mixed-Use PUD to include residential, hotel, retail, cultural, office, recreational and entertainment components subject to provisions of MW-3 and GPURP
Glen Cove City Council	Potential MW-3 District text amendment	Amendment to include "vested rights" to develop elements of an approved PUD in accordance with regulations of the MW-3 District
Glen Cove Department of Public Works	Water Connection permit	Permits for site specific design components
Glen Cove Tree Commission	Tree Removal permit	Permits for site specific design components
Nassau County Planning Commission	Section 239 NYS General Municipal Law Subdivision (possible)	Review and comment on RXR Glen Isle application Possible subdivision depending on application of Section 1610(2) of the Nassau County Charter
Nassau County Health Department	Multi-Agency Accord	Framework for handling environmental remediation
Nassau County Department of Public Works	Road Opening permits Sewer Connection permits 239F Drainage permit Signal timing modification	Permits for site specific design components  Approval of traffic mitigation measures
Nassau County Fire Commission	Fire Marshall approval	Site layout/circulation and water main distribution system design approval
New York State Health Department	Certification(s) of compliance with public health and safety Multi-Agency Accord	Certification(s) of compliance with public health and safety Framework for handling environmental remediation
Glen Cove IDA and Glen Cove CDA	Material modifications to approved Final Development Plan	Review and final approval of any material modifications to development plan
NYS Dept. of Environmental Conservation	Article 25 – Tidal Wetlands Article 24 – Freshwater Wetlands Article 15 –Protection of Waters 401 Water Quality Certification Permits; SPDES permit Multi-Agency Accord	Freshwater and tidal wetlands permits; pollution discharge permit Framework for handling environmental remediation
NYS Department of State	Coastal Consistency Certification	Consistency with the Federal Coastal Zone Management Program in New York State
NYS Department of Transportation	Signal timing modifications and turn restriction	Approval of traffic mitigation measures
USACOE	Section 10 of the Rivers & Harbors Act of 1899; Compliance with National Environmental Policy Act	Permits for the dredging and widening of the turning basin of Glen Cove Creek.
USEPA	Multi-Agency Accord	Framework for handling environmental remediation
City of Glen Cove, Glen Cove IDA or Glen Cove	Determination and findings pursuant to Eminent Domain Procedure Law	Approval of acquisition(s) for Gateway properties by condemnation**

CDA		
-----	--	--

**Source:** RXR Glen Isle Partners LLC

\* This Table is not intended to include any federal or state agency approvals or certifications which relate to site specific environmental cleanup conducted by the City of Glen Cove or other governmental agencies.

\*\* Only in the event condemnation is undertaken

**Table II-9  
Meeting Dates and Agencies**

<b>Meeting Date</b>	<b>Meeting Description</b>
4/14/2004	Project meeting with City, IDA/CDA representatives and Redeveloper at EPA headquarters to present the development plan as it relates to environmental issues
4/14/2004	Public project presentation to approximately 350 people at the Metropolitan
4/27/2004	Public Hearing re: City Council request for Planning Board to recommend amendments to the MW-3 District
6/4/2004	Project meeting with City, IDA/CDA representatives and Redeveloper
6/15/2004	Project meeting with City, IDA/CDA representatives and Redeveloper
7/7/2004	Project meeting with members of Planning Board to review MW-3 District amendments
7/15/2004	Project meeting with City, IDA/CDA representatives and Redeveloper
7/20/2004	Project meeting with City, IDA/CDA representatives , Nassau County Planning Commission and Redeveloper re: Development Plan
7/21/2004	Project meeting with City, IDA/CDA representatives and Redeveloper
7/27/2004	Public Hearing regarding the City Council Declaration of Intent to become Lead Agency for Amendment to MW-3 District
7/29/2004	Project meeting with City, IDA/CDA representatives and Redeveloper
8/4/2004	Project meeting with City, IDA/CDA representatives and Redeveloper
8/11/2004	Project meeting with City, IDA/CDA representatives and Redeveloper
8/11/2004	Project meeting with members of Planning Board to review MW-3 District amendment
8/18/2004	Project meeting with City, IDA/CDA representatives and Redeveloper
9/8/2004	Project meeting with IDA to present plan - Follow up meeting with EPA
9/14/2004	Project meeting with members of Planning Board and City Council to present development plan
9/22/2004	Project meeting with City, IDA/CDA representatives and Redeveloper
10/5/2004	Project meeting with City, IDA/CDA representatives and Redeveloper
10/6/2004	Project meeting with City, IDA/CDA representatives , Nassau County Planning Commission and Redeveloper re: Development Plan
10/12/2004	Public Hearing regarding the Negative Declaration of the Zoning Amendment pursuant to preparation of site specific EIS
10/13/2004	Project meeting with City, IDA/CDA representatives and Redeveloper
10/20/2004	Project meeting with City, IDA/CDA representatives and Redeveloper
10/26/2004	Project meeting with City, IDA/CDA representatives, County Executive and Redeveloper
11/17/2004	Project meeting with City, IDA/CDA representatives and Redeveloper
11/23/2004	Public Hearing regarding City Council Adoption of Amended MW-3 District
1/18/2005	Public Hearing regarding Planning Board Issuance of Positive Declaration/Intent to Become Lead Agency with respect to Proposed Action
1/24/2005	Project meeting with City, IDA/CDA representatives, County Executive and Redeveloper

2/1/2005	Project meeting with CDA to present plan
2/3/2005	Project meeting with City, IDA/CDA representatives, EPA and Redeveloper to review Captain's Cove Cleanup status
2/9/2005	DEIS scoping meeting with City ,IDA/CDA representatives and Redeveloper
3/3/2005	Project meeting with Empire State Development/LIPA/Keyspan
3/9/2005	Project meeting with City, IDA/CDA representatives and Redeveloper
3/23/2005	Project meeting with City, IDA/CDA representatives and Redeveloper at EPA headquarters to present the development plan – Project meeting with City, IDA/CDA representatives and Redeveloper
3/31/2005	Project meeting with Glen Cove Chamber of Commerce and Redeveloper
4/5/2005	Meeting with Community Stakeholders to Present Development Plan
4/7/2005	DEIS scoping meeting with City, IDA/CDA representatives and Redeveloper
4/12/2005	Public Meeting re: IDA/CDA Final Development Plan Approval
4/14/2005	Project meeting with La Fuerza Unida
5/17/2005	Public Hearing regarding the adoption of DEIS scope
6/1/2005	Project meeting with Environmental Civic Groups/TOB and Redeveloper regarding the Development Plan
6/22/2005	Project meeting with City, IDA/CDA representatives, Redeveloper, DOS, DEC, DOH, ACOE and EPA in Albany
6/29/2005	Project meeting with Environmental Civic Groups/TOB and Redeveloper regarding the Development Plan
7/26/2005	Project meeting with Dr. Aronstein (Superintendent of Schools) and Redeveloper regarding the Project Impact on Schools
7/26/2005	Public Hearing regarding Adoption of 3rd Amended Urban Renewal Plan
8/10/2005	Project meeting with Environmental Civic Groups/TOB and Redeveloper regarding the Development Plan
9/22/2005	Project meeting with Environmental Civic Groups/TOB and Redeveloper regarding the Development Plan
11/3/2005	Project meeting with Environmental Civic Groups/TOB and Redeveloper regarding the Development Plan
11/12/2005	Glen Cove Chamber Gala Presentation of the proposed development
1/25/2006	Project meeting with City, IDA/CDA representatives and Redeveloper
3/27/2006	Project meeting with City, IDA/CDA representatives and Redeveloper
5/3/2006	Project meeting with City, IDA/CDA representatives and Redeveloper
5/15/2006	Project meeting with City, IDA/CDA representatives and Redeveloper
5/22/2006	Project meeting with City, IDA/CDA representatives and Redeveloper
5/30/2006	Project meeting with City, IDA/CDA representatives and Redeveloper
6/14/2006	Project meeting with City, IDA/CDA representatives, Redeveloper and mutually retained consultants
6/20/2006	Project meeting with City, IDA/CDA representatives and Redeveloper
6/26/2006	Project meeting with City, IDA/CDA representatives and Redeveloper
6/29/2006	Project meeting with community
7/17/2006	Project showcase to community
3/20/08	Work session with IDA/CDA Chair, Executive Director, and consultants
4/1/08	Work session with IDA/CDA Chair, Executive Director, and consultants

4/18/08	Work session with IDA/CDA Chair, Executive Director, and consultants
5/16/08	Work session with IDA/CDA Chair, Executive Director, and consultants
5/19/08	IDA/CDA meeting and work session
6/11/08	Project work session with IDA/CDA representatives
6/18/08	Internal IDA/CDA work session
6/30/08	Project work session with IDA/CDA representatives
7/16/08	Internal IDA/CDA work session
7/29/08	Project work session with IDA/CDA representatives
8/7/08	Internal IDA/CDA work session
8/12/08	Project work session with IDA/CDA representatives
9/4/08	Public IDA/CDA meeting
9/9/08	Public IDA/CDA meeting approving conceptual site plan
1/8/09	Project meeting with Glen Cove BID
1/14/09	Project meeting with Hempstead Harbor Protection Committee
1/14/09	Project meeting with Coalition to Save Hempstead Harbor
1/15/09	Project meeting with Angler's Club
1/28/09	Project meeting with Hempstead Harbor Club
2/3/09	Project meeting with Garvies Point Museum
2/12/09	Project meeting with Glen Cove Chamber of Commerce

Source: RXR Glen Isle Partners LLC