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Memorandum

To: City of Glen Cove Planning Board and Hon. Timothy Tenke, Mayor, Nassau County, New York

From: Lorianne DeFalco, AICP

Date: June 4, 2020

Re: Analysis of the potential for significant adverse environmental impacts with the proposed 176-unit Villa at Glen Cove rental project changes as compared to the project analyzed in the 2014 *The Villa at Glen Cove FEIS* and approved in 2016

cc: Keith Lanning, Livingston Development Corp.; Patrick W. Hoebich, Esq.; Kathleen Deegan Dickson, FDT; Christopher W. Robinson, PE, R&M Engineering; Stephen J. Holley, AKRF

This memorandum considers whether the Amended Project currently contemplated by Livingston Development Corp. (the applicant) would result in new or different significant adverse environmental impacts compared to the project analyzed in the 2014 *The Villa at Glen Cove Final Environmental Impact Statement (FEIS)* and granted site approval by the City of Glen Cove Planning Board on April 5, 2016 (“Approved Project”). To facilitate the Amended Project as currently contemplated, the applicant is seeking a site plan amendment from the City of Glen Cove Planning Board (“the Planning Board”). The Amended Project includes the addition of a vacant, pervious and predominantly cleared, approximately 23,131-square-foot (sf) parcel (0.58 builder’s acres, based on the definition of “acre” as defined in Chapter 280, “Zoning,” of the *Code of the City of Glen Cove* [the “Code”])—a portion of Block 244 Lot 67—formerly owned by the Glen Cove Boys & Girls Club. No construction is proposed on this additional lot portion (ALP).

The Amended Project as currently contemplated would result in the following changes compared with the Approved Project (see **Table 1**):

1. There is a change in type of ownership from condominium units to rental units;
2. There is no increase in the number of proposed dwelling units (176 units) compared to the Approved Project—40 units less than was analyzed in the FEIS—although the bedroom count and building heights would be reduced;
 - a. Approved plan: 176-unit residential condominium community. Total: 320 bedrooms, consisting of 57 one-bedroom units, 94 two-bedroom units, and 25 three-bedroom units.
 - b. Amended plan: 176-unit residential rental apartments. Total: 278 bedrooms, consisting of 82 one-bedroom units, 86 two-bedroom units, and 8 three-bedroom units.

3. The number of market-rate units would remain at 160 and the number of affordable units would remain at 16 and would remain compliant of the City’s Inclusionary Housing provisions (Ordinance §280-75).
4. There are changes to parking management:
 - a. Approved plan: valet stacked parking; 2 spaces per unit required (minimum of 352 spaces).
 - b. Amended plan: traditional self-parking; 2 spaces per unit required (minimum of 352 spaces).

The Amended Project includes trolley service for Villa residents, as was proposed with the previously Approved Project.

5. There is a change in project site size as a result of the proposed addition of a vacant predominantly cleared approximately 23,131-sf parcel (0.58 builder’s acres)—a portion of Block 244, Lot 67—formerly owned by the Glen Cove Boys & Girls Club (see **Figure 1**), resulting in a total lot area of approximately 195,538 sf (4.89 builder’s acres). This additional lot portion (ALP) would be used for on-site recreational amenities for the residents of the proposed development, as depicted on the modified site plan submitted herewith, and would remain pervious. No construction is proposed on the ALP, nor would the additional area provided by the ALP be used to increase the density or otherwise modify what is to be constructed for the Amended Project.

Table 1
Table of Proposed Changes

	Approved Project	Amended Project	Change
Residential Type	Condominiums	Rentals	Condominiums to Rentals
Dwelling Units	176	176	No Change
Market-Rate Units	160	160	No Change
Affordable Units	16	16	No Change
One-bedroom units	57	82	25 (increase)
Two-bedroom units	94	86	-8 (decrease)
Three-bedroom units	25	8	-17 (decrease)
Total No. of Bedrooms	320	278	-42 (decrease)
Building Heights	3 to 4 stories	2 to 4 stories	5 of the 6 buildings would be reduced by 1-2 stories
Parking Spaces Provided	356	352	-4
Required Parking	2 spaces per unit	2 spaces per unit	No Change
Parking Management	Valet Stacked Parking	Traditional Self-Parking	Valet to Self-Parking
Trolley Service	Yes	Yes	No Change
Project Site Size (square feet)	172,407	195,538	23,131
Project Site Size (builder’s acres)*	4.31	4.89	0.58
Tax Parcels	Section 21, Block 244, Lots 55, 60, 61, and 66 and Block 38, Lots 152, 196, 202, and 203.	Section 21, Block 244, Lots 55, 60, 61, 66, and 67 [new, portion of]; and Block 38, Lots 152, 196, 202, and 203.	Section 21, Block 244, Lot 67 [new, portion of]
Build Year	2019	2022	2019 to 2022**

Notes:

*An area of 40,000 square feet as per City of Glen Cove Code §280-6, accessed April 23, 2020, ecode360.com

**A two-year construction timeframe is still anticipated. Therefore, there is no change in the duration of the construction period between the “Approved Project” and the “Amended Project.”

Sources: Livingston Development Corp. and AKRF, April 2020.



- Project Site
- Additional Lot Portion with Modified Project



6. As stated above, the City Council previously approved a density bonus for structured parking (17 units per acre) but denied density bonus requests for streetscape improvements and on-site recreational amenities. The Amended Project does not require any additional bonuses or waivers.
7. The design has also been modified such that there would no longer be private roof bulkheads or private rooftop terraces on Buildings B – F (roofs would remain flat on these buildings with the exception of only one stair bulkhead for fire and maintenance access) and these buildings would be reduced by 1-2 stories. The number and size of stair bulkheads and private roof terraces would be substantially reduced on Building A.

The City Council denied the applicant the off-site streetscape improvement density bonus (10 units/acre). Nevertheless, the Amended Project includes the street trees and lighting elements as contained on the approved site plan. The subsurface burial of existing utilities is no longer proposed as a result of the substantial and overly burdensome costs associated with undertaking the burial of existing utilities. These costs are especially prohibitive because of the policies and procedures associated with utility burial, of the new utility company that has jurisdiction over the infrastructure involved.

AKRF, Inc. (AKRF) prepared this environmental assessment to assist the Planning Board in determining whether the Amended Project would result in significant adverse environmental impacts not addressed in the FEIS for the Approved Project. For the reasons set forth below, this memorandum concludes that the Amended Project would not result in any significant adverse environmental impacts not previously addressed in the FEIS. Further, the Amended Project does not include any environmentally significant modifications and is no less protective of the environment than the Approved Project. Therefore, a supplemental EIS is not warranted and we recommend that the Planning Board amend its findings in accordance with 6 NYCRR 617.11(a) and approve the amended site plan.

Pursuant to 6 NYCRR 617.6(b)(6) re-establishment of lead agency may occur by agreement of all involved agencies in the following circumstances:

- (a) for a supplement to a final EIS or generic EIS;
- (b) upon failure of the lead agency's basis of jurisdiction; or
- (c) upon agreement of the project sponsor, prior to the acceptance of a draft EIS.

As this is a minor modification to a previously examined and approved action, for which a lead agency was established, and since a supplemental EIS is not warranted, the status of the City of Glen Cove Planning Board as lead agency remains valid.

EXECUTIVE SUMMARY

This memorandum finds that the Amended Project currently contemplated by Livingston Development Corp. (the applicant) does not include any environmentally significant modifications and would not result in new or different significant adverse environmental impacts as compared to the project analyzed in the 2014 *The Villa at Glen Cove FEIS* and granted site approval by the City of Glen Cove Planning Board on April 5, 2016 (“Approved Project”). To facilitate the Amended Project as currently contemplated, the applicant is seeking a site plan amendment from the City of Glen Cove Planning Board (“the Planning Board”) (“Amended Project”). The Amended Project includes the addition of a vacant, predominantly cleared approximately 23,131-sf parcel (0.58 builder’s acres, based on the definition of “acre” as defined in Chapter 280, “Zoning,” of the *Code of the City of Glen Cove* [the “Code”])—a portion of Block 244 Lot 67—formerly owned by the Glen Cove Boys & Girls Club. No construction is proposed on this additional lot portion (ALP), nor would the additional area provided by the ALP be used to increase the density or otherwise modify what is to be constructed for the Amended Project.

This memorandum considers the potential for the Amended Project to result in significant adverse environmental impacts in each of the areas analyzed in the FEIS. The FEIS analyzed a proposed project with up to 216 condominium units—40 more units than currently proposed (176 rental units). There is a change in type of ownership proposed from what was examined in the FEIS, from condominium units to rental units. As the proposed building dimensions, building heights, and number of bedrooms would

decrease compared with the Approved Project, and for other reasons as documented in this memorandum, the Amended Project would not result in any significant adverse environmental impacts not addressed in the FEIS. Further, the Amended Project is no less protective of the environment than the Approved Project. Any potential impacts, including visual/aesthetic and community character, traffic, and soil conditions, have all been adequately addressed and no new potential significant adverse impacts would occur with the Amended Project that were not identified and addressed in the FEIS for the Approved Project. As this is a minor modification to a previously examined and approved action, for which a lead agency was established, the status of the City of Glen Cove Planning Board as lead agency remains valid, pursuant to SEQRA regulations. A supplemental EIS is not warranted and the Planning Board, as lead agency, should amend and file its findings in accordance with 6 NYCRR 617.11(a).

According to *The SEQR Handbook*:

A supplemental findings statement may be necessary if changes are proposed by a project sponsor after issuance of the FEIS and the agency's SEQR findings, and the agency will be required to issue an amended or modified approval. If the final EIS contains sufficient information for the agency to analyze the impacts of the sponsor's proposed changes, the agency may issue a supplemental findings statement to document and support its decision concerning the proposed project changes, including any new conditions the agency may attach to its decision.¹

A. PROJECT HISTORY

In 2007, the applicant proposed a series of actions to facilitate the demolition of existing structures and the redevelopment of the Approved Project, referred to as "The Villa at Glen Cove," located along the east side of Glen Cove Avenue, north and south of Craft Avenue, and north of Ralph W. Young Avenue. The Approved Project site initially consisted of Section 21, Block 244, Lots 55, 60, 61, and 66 and Section 21, Block 38, Lots 152, 196, 202, and 203, including approximately 172,407 square feet (sf) (4.31 builder's acres).

The Approved Project would construct a new residential development, consisting of six buildings containing 176 condominium units, including 16 affordable housing units, a health and recreation center (including a pool, fitness center, multipurpose rooms, a community room, computer center), landscaped courtyard plazas and terraces, and 396 parking spaces, provided in underground stacked parking. The Approved Project also included roadway improvements, street tree plantings, and the installation of new street lights along portions of Glen Cove, Craft, and Young Avenues.

In 2008, the Planning Board declared itself to be Lead Agency and issued a positive declaration for the project thereby requiring the preparation of a Draft Environmental Impact Statement (DEIS) in accordance with the New York State Environmental Quality Review Act (SEQRA) and its implementing regulations at 6 NYCRR Part 617.

The Planning Board determined that the DEIS submitted by the applicant was complete on September 7, 2010, and held a public hearing on the DEIS on October 19, 2010 with a written public comment period that expired on November 16, 2010. The applicant then submitted further amended plans and a Final Environmental Impact Statement (FEIS) in April 2013. In June 2014, the Planning Board filed its own FEIS, which considered only the 216- and 196-unit plans. As part of the Approved Project, the applicant requested waivers from the City Council of the Hillside Protection regulations (Ordinance §280-50), and Inclusionary Housing provisions (Ordinance §280-75), and incentive density bonuses from the City Council for structured parking, streetscape improvements, and on-site recreational amenities, all of which were analyzed in the DEIS and FEIS.

By resolution dated December 22, 2015, the City Council adopted a Findings Statement pursuant to SEQRA and approved the requested waiver of the City's hillside protection provisions (Section 280-73(E)(2)); denied the requested waiver of affordable housing (Section 280-783(E)(1)); granted the

¹ New York State Department of Environmental Conservation, Division of Environmental Permits, *The SEQR Handbook*, Fourth Edition, 2019, p. 158.

requested incentive density bonus for structured parking (Section 280-73(F)(1)); denied the requested incentive density bonus for on-site recreational amenities (Section 280-73.3(F)(3)); and denied the requested incentive density bonus for streetscape improvements (Section 280.73(F)(3)).

In February 2016, the applicant amended its application seeking a reduction in units to 176 condominium units, of which 16 would be affordable, and a reduction in the height of Building A from 4 to 3 stories. A public hearing on the site plans was held by the Planning Board on March 1, 2016. On March 15, 2016, the Planning Board issued its findings statement in accordance with SEQRA. On April 5, 2016, a Planning Board resolution granted site plan approval for the Approved Project (176 units). Subsequently, the Planning Board granted extensions of time to obtain and comply with certain conditions of the approval until October 4, 2020.

Since the site plan approvals issued on April 5, 2016, the applicant performed required subsurface testing (see Section E), and then held a groundbreaking ceremony on December 1, 2017, which initiated site preparation work. The site preparation work to date has included the demolition of all existing building structures and site clearing of all building structures and trees (except for the added lot [portion of Lot 67], which is vacant and predominantly cleared). Some vegetation and a retaining wall on the north side of Craft Avenue remains.

B. SCREENING ANALYSIS

AKRF performed a screening analysis to assess the potential for the Amended Project to result in new or different impacts compared with those already addressed in the FEIS for the Approved Project (which analyzed up to 216 units). **Table 2** summarizes the results of the screening analysis for all technical areas. While the Amended Project is not expected to result in any new or different significant adverse impacts not already addressed, certain technical areas were selected for additional analysis, as contained within subsequent sections of this memorandum.

Table 2
Screening Analysis

Technical Area	Warrants Further Analysis (Y/N)	Reasons for Determination
Land Use, Zoning, and Public Policy	Y	<ul style="list-style-type: none"> Although no major changes have occurred in the study area since the FEIS and the Amended Project is not expected to result in any significant adverse impacts on land use, zoning, or public policy, a land use, zoning, and public policy assessment is provided for context and to assess the Amended Project's consistency with the City of Glen Cove's land use, zoning, and public policies. See Section C, below. While the project site has changed nominally with the addition of the ALP behind the Boys and Girls Club building to accommodate the proposed on-site recreational area, as this parcel is vacant, pervious, and predominantly cleared, was previously intended for use as outdoor recreational space, would continue to be used for that same use, and would not be used to modify the size or density of the Amended Project, the addition of the ALP would not result in significant adverse impacts to land use, zoning, and public policy.

Technical Area	Warrants Further Analysis (Y/N)	Reasons for Determination
Socioeconomic and Demographic Conditions	N	<ul style="list-style-type: none"> • The project site is now vacant. The Amended Project would result in a decrease in the number of residents from what was analyzed in the FEIS for the 216-unit project (366 compared to 406), and a slight increase in residents (366 compared to 353) compared to the Approved Project. In terms of school-age children, the Amended Project would result in an overall decrease (25 compared to 26), and a slight increase in the number of K-2 students (from 4 to 7), compared to the Approved Project. As such, the Amended Project would not be expected to result in any significant adverse impacts on socioeconomic or demographic conditions. As with the Approved Project, redevelopment of the site with active, high-quality residential uses would be a positive impact as it would increase the level of activity on a vacant and underutilized site in this historically blighted and economically challenged part of the city. The Amended Project also includes much-needed affordable housing. Therefore, as with the Approved Project, the Amended Project is not expected to result in any significant adverse impacts on socioeconomic and demographic conditions, and no further analysis is warranted. • An economic impact and tax analysis will be commissioned by the Glen Cove IDA as part of the applicant's IDA application. That report will be provided to the Planning Board as a supplement to this memorandum upon completion.
Soil Conditions and Topography	Y	<ul style="list-style-type: none"> • Additional analysis is required to review the environmental investigations to date and confirm prior site history for the additional lot portion (ALP), now vacant, pervious, and predominantly cleared; no construction is proposed on the ALP. See Section D, below.

Table 2 (cont'd)
Screening Analysis

Technical Area	Warrants Further Analysis (Y/N)	Reasons for Determination
Hydrology and Water Conditions	N	<ul style="list-style-type: none"> • No additional assessment is necessary as there are no surface water resources on the project site or in the immediate vicinity. As previously disclosed, the Soil Erosion and Sediment Control Plan would continue to be implemented during the construction phase would mitigate any potential impacts to surface or groundwater. • As with the Approved Project, the Amended Project would improve stormwater management of rainfall runoff from the project site and from the uphill 7.6 acres that drain onto the project site. Stormwater runoff would be retained on the project site via trench drains, pipe bell inlets, roof drains, catch basins, and leaching basin inlets. • With the ALP (portion of Lot 67) pervious coverage on the project site would increase. The ALP is vacant, pervious, and predominantly cleared land and is proposed to remain as natural as possible, including generally maintaining existing grade elevation; no construction is proposed on the ALP. • Therefore, as with the Approved Project, the Amended Project would not result in any significant adverse impacts on hydrology and water conditions.
Ecological Conditions	Y	<ul style="list-style-type: none"> • While the project site has changed nominally with the addition of the ALP behind the Boys and Girls Club building to accommodate the proposed on-site recreational area, as this parcel is vacant, pervious, and predominantly cleared, and was previously intended for use as outdoor recreational space, would continue to be used for that same use, and would not be used to modify the size or density of the Amended Project, the addition of the ALP would not result in significant adverse impacts to ecological conditions. • For this technical area, the ALP will be analyzed for potential impacts on ecological conditions. This analysis is not anticipated to result in any new significant adverse impacts since the new area would not be built on and would remain as natural as possible, including generally maintaining existing grade elevation. The balance of the entire site is currently cleared of all building structures and trees. See Section E, below.
Transportation	Y	<ul style="list-style-type: none"> • Additional analysis is necessary to assess the potential changes to traffic conditions since the FEIS and potential for new parking impacts due to the proposed change in parking management. See Section F, below.

Table 2 (cont'd)
Screening Analysis

Technical Area	Warrants Further Analysis (Y/N)	Reasons for Determination
Aesthetic and Visual Resources (and Neighborhood Character)	Y	<ul style="list-style-type: none"> For this technical area, the ALP will be analyzed for potential impacts on aesthetic and visual resources and neighborhood character. This analysis is not anticipated to result in any new significant adverse impacts since the new area would not be built on and would remain as natural as possible, including generally maintaining existing grade elevation. The balance of the entire site is currently cleared of all building structures and trees. Also, while the applicant is not proposing any new building massing and the approved façade materials would not change, there are no longer private roof bulkheads or private rooftop terraces on Buildings B-F (roofs would remain flat on these buildings with the exception of only one stair bulkhead for fire and maintenance access) and these buildings are being reduced by 1-2 stories. Additionally, the number and size of stair bulkheads and private roof terraces are being substantially reduced on Building A. Therefore, additional analysis was included as this was an area of concern in the FEIS. See Section G, below.
Historic and Archaeological Resources	Y	<ul style="list-style-type: none"> Additional assessment (limited to the ALP) is necessary since the overall lot size of the project site has changed. See Section H, below.
Community Facilities and Services	Y	<ul style="list-style-type: none"> The Amended Project includes a change in ownership from condominium to rental units, which has potential implications for school-age children, as well as changes to the bedroom mix (decrease of 42 of bedrooms). Therefore, this section evaluates whether the Amended Project would result in any potential significant adverse impacts on community facilities and services (e.g., schools). See Section I, below.
Infrastructure and Utilities	N	<ul style="list-style-type: none"> No additional assessment is necessary as there are no infrastructure or utility changes to the project that would substantially alter the conclusions of the FEIS. The FEIS estimated a maximum water demand of approximately 23,469,500 gallons per year (GPY) (including irrigation demand) and an average sanitary sewer waste of 64,300 gallons per day (GPD) for 216 units, 40 units more than the current proposal. There would be a nominal increase in water demand with the addition of the new 23,131-sf parcel (0.58 builder's acres); however the new area would not be built on and would remain as natural as possible, including generally maintaining existing grade elevations. Additionally, the previously approved landscape plan would be adhered to under the Amended Project. The Amended Project also includes measures to capture rainfall as a source of irrigation water. Therefore, as with the Approved Project, the Amended Project would not result in any significant adverse impacts on infrastructure and utilities.

Table 2 (cont'd)
Screening Analysis

Technical Area	Warrants Further Analysis (Y/N)	Reasons for Determination
Air Quality	Y	<ul style="list-style-type: none"> • As discussed below in Section F, “Transportation,” the proposed changes would not result in a significant increase in traffic. Furthermore, like the previously approved project, the increase in the number of project-generated trips would not exceed State screening thresholds for analysis of carbon monoxide (CO) or particulate matter (PM) at any intersection. Therefore, no mobile source analysis is required. • The expanded project site (including the ALP) would be within 400 feet of an existing auto body shop on Glen Cove Avenue that performs surface coating of autos. Since this a potential source of air emissions, a screening analysis was performed using the EPA AERSCREEN model to evaluate potential air quality impacts of emissions from the auto body shop on the Amended Project. . Predicted worst-case impacts on the Amended Project were compared with the short-term guideline concentrations (SGCs) and annual guideline concentrations (AGCs) referenced in New York State Department of Environmental Conservation’s (NYSDEC) DAR-1 AGS/SGC Tables. The results of the screening analysis demonstrate that there would be no predicted significant adverse air quality impacts on the Amended Project from the existing auto body facility on the Amended Project. • Therefore, as with the Approved Project, the Amended Project would not result in any significant adverse impacts on air quality. See Section J, below.

Table 2 (cont'd)
Screening Analysis

Technical Area	Warrants Further Analysis (Y/N)	Reasons for Determination
Noise	N	<ul style="list-style-type: none"> • In terms of mobile sources, the number of vehicle trips generated by the Amended Project with modifications would be lower than the threshold that would require any further analysis (i.e., it would not result in a doubling of noise passenger car equivalents [Noise PCEs] which would be necessary to cause a 3 dBA increase in noise levels). Therefore, significant adverse mobile source noise impacts are unlikely, and further assessment is not warranted. • The stationary and construction source analyses provided in the FEIS are sufficient for assessing the stationary and construction source noise impacts associated with the proposed changes. • The project site has changed nominally with the addition of the ALP behind the Boys and Girls Club building to accommodate the proposed on-site recreational area. However, as this parcel is vacant, pervious, and predominantly cleared, was previously intended for use as outdoor recreational space, and would continue to be used for that same use, the addition of the ALP would not result in any significant adverse noise impacts. The use of the outdoor space provided on the ALP and elsewhere on the project site as a recreational area for on-site residents would be governed by the City of Glen Cove noise ordinance (Article III Maximum Permitted Sound Levels), which establishes permissible ambient noise levels, and which would not be exceeded. • Overall, the Amended Project, as with the Approved Project, would not result in any significant adverse impacts on noise.
Unavoidable Adverse Impacts	N	<ul style="list-style-type: none"> • As with the Approved Project, the short-term construction impacts of minor soil erosion and fugitive dust, aesthetic or visual, traffic, and noise would remain with the Amended Project. With respect to long-term impacts, as the project site has been cleared, there would be no additional direct residential and business displacement. Also, while the approved façade materials would not change, there are no longer private roof bulkheads or private rooftop terraces proposed on Buildings B-F (roofs would remain flat on these buildings with the exception of only one stair bulkhead for fire and maintenance access) and these buildings are being reduced by 1-2 stories. Additionally, the number and size of stair bulkheads and private roof terraces would be substantially reduced on Building A. • Therefore, compared to the Approved Project, the Amended Project would not result in any new unavoidable adverse impacts and no additional assessment is necessary.
Irretrievable and Irreversible Commitment of Resources	N	<ul style="list-style-type: none"> • As with the Approved Project, the Amended Project would result in the commitment of natural and human-made resources.

**Table 2 (cont'd)
Screening Analysis**

Technical Area	Warrants Further Analysis (Y/N)	Reasons for Determination
Growth-Inducing Aspects	N	<ul style="list-style-type: none"> • The growth associated with the Amended Project would be compatible with planned growth in downtown Glen Cove and the waterfront along Glen Cove Creek. • Existing waterfront redevelopment is anticipated to continue irrespective of the Amended Project. • As with the Approved Project, the Amended Project has the potential to lead to further City and County infill development, as well as economic growth, while accommodating existing residents and future growth that is already anticipated. • For these reasons, no additional assessment is necessary since, as with the Approved Project, the Amended Project would not result in significant adverse growth-inducing impacts.
Use and Conservation of Energy	N	<ul style="list-style-type: none"> • The Amended Project would result in an incremental demand for energy compared to the Approved Project and would have similar energy usage as previously disclosed in the FEIS.
Construction Impacts	N	<ul style="list-style-type: none"> • The proposed incremental density increase would not require a longer construction period than was already analyzed in the FEIS. Construction is anticipated to take approximately 2 years, which was the period analyzed in the FEIS. The construction means and methods under the current construction plan are expected to be similar to those described in the FEIS. In addition, the proposed EIS measures to minimize the effects of construction would still apply (e.g. hazardous materials, traffic, air quality, and noise). Therefore, further analysis is not required.
Cumulative Impacts	N	<ul style="list-style-type: none"> • There have been no major proximate land use changes or new planned projects in the land use or traffic study areas since the City of Glen Cove Planning Board site plan approval was granted and extended to October 2020. • Therefore, the Amended Project is not expected to result in any new cumulative impacts compared to the Approved Project and no unmitigated cumulative impacts would result.
Source: AKRF, Inc., May 2020.		

Based on the results of the screening analysis areas, the Amended Project is not expected to result in any new or different impacts on socioeconomic and demographic conditions, hydrology and water conditions, infrastructure and utilities, noise, unavoidable adverse impacts, irretrievable and irreversible commitment of resources, growth-inducing aspects, use and conservation of energy, construction, and cumulative impacts.

Additional analyses are provided below to assess the effects of the Amended Project changes on land use, zoning, and public policy; soil conditions and topography, ecological conditions; transportation; aesthetic and visual resources and neighborhood character; historic and archaeological resources; community facilities and services, and air quality. The following sections assess the potential effects of the project changes (Amended Project) compared to the impacts disclosed in the FEIS (Approved Project).

C. LAND USE, ZONING, AND PUBLIC POLICY

This analysis considers existing land use, zoning, and other recent public land use policies related to the project site and the surrounding area, focusing on changes that have occurred since the FEIS. It also identifies anticipated major changes in land use, zoning, and public policy that will occur independent of the Amended Project, and assesses any new or different potential significant adverse impacts to land use, zoning, and public policy associated with the Amended Project not previously identified in the FEIS.

As described below, the analysis concludes that the Amended Project would be in keeping with and supportive of existing land use and ongoing land use trends in the area, and that the proposed changes would be consistent with zoning and public policy for the area. Overall, the Amended Project, as with the Approved Project, would not result in significant adverse impacts to land use, zoning, or public policy.

METHODOLOGY

As discussed above, the Amended Project as currently contemplated includes changes to the previously approved proposal. This section analyzes land use, zoning, and recent public policy in the study area, where the land use effects of the proposed changes may occur as a result of an Amended Project.

For this analysis, the 800-foot study area as defined in the FEIS was utilized. The study area is generally bounded by Continental Place/Colonial Gate/Taylor Drive to the east, Highfield Road/Lamarcus Avenue to the south, the western terminus of Burns Avenue to the west, and parcels adjacent to Morris Avenue to the north (see **Figure 2**).

EXISTING CONDITIONS

LAND USE

Project Site

The project site is approximately 4.89 builder's acres, is currently vacant, and includes a vacant and predominantly cleared, approximately 23,131-sf parcel (0.58 builder's acres) formerly owned by the Glen Cove Boys and Girls Club, located along the east side of Glen Cove Avenue. The project site is generally bounded by Ralph West Young Avenue to the south, and the Glen Cove Boys & Girls Club to the north and consists of approximately 9 tax parcels (Section 21, Block 244, Lots 55, 60, 61, 66, and 67 [new, portion of]; and Block 38, Lots 152, 196, 202, and 203). The eastern/rear boundary of the project site contains stepped retaining walls. The recently acquired approximately 0.5-acre vacant and predominantly cleared parcel (a portion of Section 21, Block 244, Lot 67), formerly owned by the Glen Cove Boys & Girls Club, would be incorporated into the project for the provision of outdoor recreational space which shall remain pervious. The majority of the site has been cleared in preparation for development, and the recently acquired ALP is vacant and predominantly cleared except for approximately 5 trees, only 2 of which (both black locusts) meet the criteria to be designated as specimen trees, as described in Chapter 263 of the Code of the City of Glen Cove.

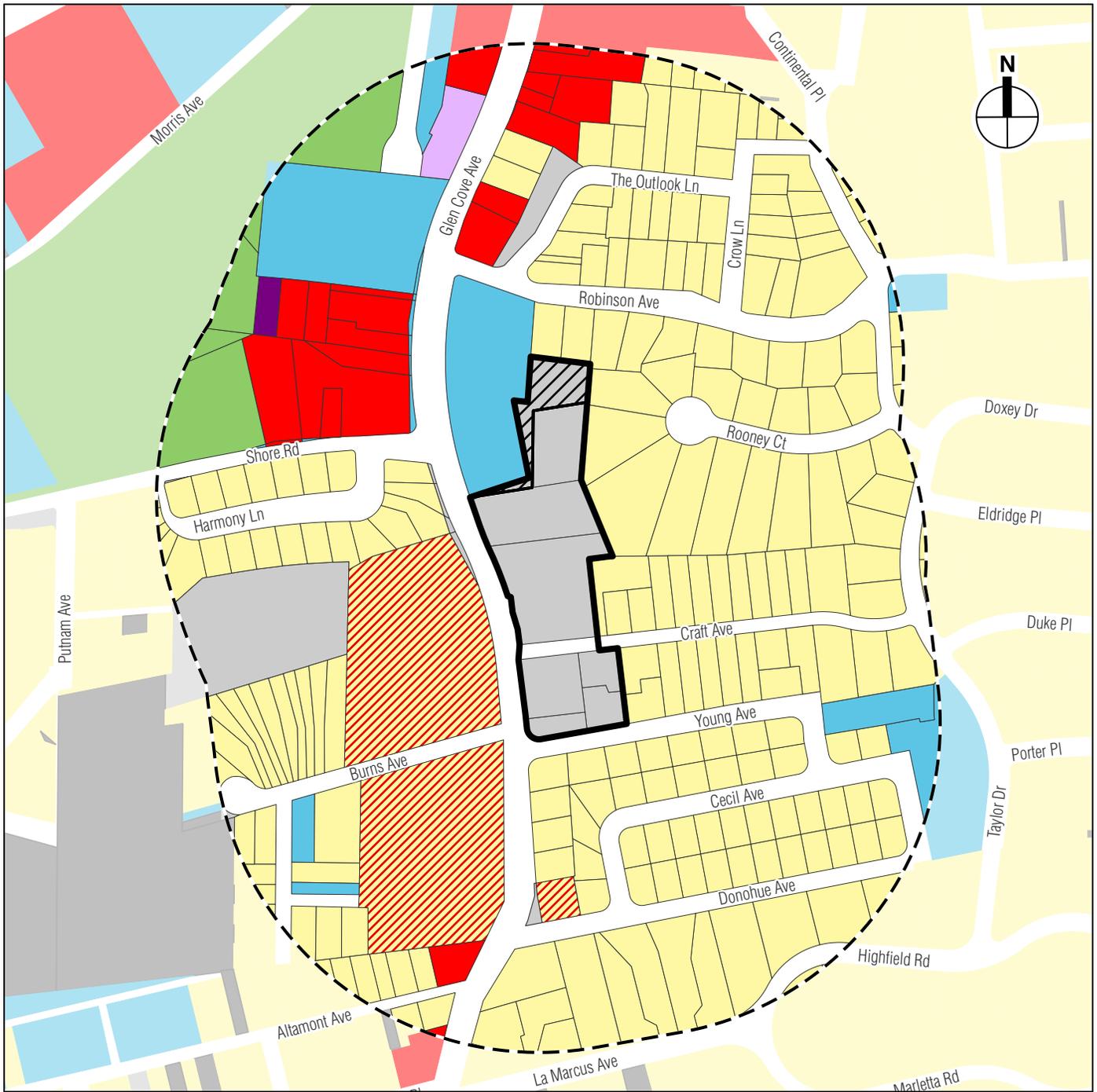
Study Area

There have been no major changes in land uses in the study area since the Planning Board site plan approval was granted in 2016. A review of the subsequent Planning Board meeting minutes reveals only minor residential and commercial projects. The study area remains largely unchanged with residential with one-, two-, and multi-family residential buildings. Other uses include commercial and community facility uses mainly along Glen Cove Avenue, and open space uses along Shore Road (the northwest corner of Glen Cove Avenue and Shore Road is now occupied by two vacant buildings containing former auto-related uses).

ZONING

Project Site

There have not been any changes to the zoning of the project site since the 2016 Planning Board Site Plan Approval was granted. In August 2010, the City Council adopted zoning regulations to implement certain recommendations set forth in the City's Master Plan, which rezoned and incorporated the project site into



-  *Project Site*
-  *Open Space*
-  *Additional Lot Portion with Modified Project*
-  *Residential*
-  *Study Area (800 feet)*
-  *Multi-Family Residential*
-  *Commercial*
-  *Transportation and Utility*
-  *Community Facilities*
-  *Vacant Land*
-  *Industrial*

the Glen Cove Avenue Redevelopment Incentive Overlay District (RIO-GCA). The zoning districts that are overlain by the RIO-GCA on the project site include the B-2 (including the Boys & Girls Club parcel), R-4, and R-5 residential zoning districts (see **Figure 3**).²

*Glen Cove Avenue Redevelopment Incentive Overlay District (RIO-GCA)*³

The purpose of this overlay district (which encompasses the entire project site including the ALP), as outlined in the code, is to permit and encourage the redevelopment of vacant and/or deteriorated commercial, industrial and residential properties along (certain portions of) Glen Cove Avenue in a manner that will improve the character of the nearby environs as well as ensure an attractive entryway into the City of Glen Cove downtown and promote additional housing opportunities that do not currently exist in area. Some of the permitted uses within the RIO-GCA include multiple dwellings, condominium, and townhouse dwellings and accessory buildings such as recreational facilities, parking garages, commercial uses (e.g., convenience stores, laundry, etc.), a guard booth, and management office.

FUTURE WITH THE AMENDED PROJECT

LAND USE

Project Site

The Amended Project as currently contemplated would result in up to 176 rental units, or the same number of units compared to the previously approved project, and 40 fewer units than was previously analyzed in the FEIS. There are no changes to the approved building heights or massing proposed, although for five of the six buildings the proposed heights have been reduced by 1-2 floors. The change from condominium to rental has no effect on land use. The addition of the 23,131-sf parcel (0.58 builder's acres) recently acquired from the Glen Cove Boys & Girls Club (the "ALP") would result in a change of land use on this parcel from a community facility-related use to residential land use. However, the ALP is currently devoid of any structures and has not been utilized by the Boys & Girls Club. As part of the Amended Project, the ALP would not be built on and would remain as natural as possible, including generally maintaining existing grade elevation. The new grassy area would provide on-site recreational space for the new residents.

As with the Approved Project, the full implementation of the Amended Project would transform the project site from its current vacant and underutilized state to a vibrant, residential complex. The Amended Project would strengthen the neighborhood by providing much needed housing to meet the needs of the existing and new residents. Also, the addition of the new parcel would not be expected to result in any significant adverse impacts on land use as it is expected to remain in a natural state as possible and be used for recreation, which would not differ substantially from its existing use.

Study Area

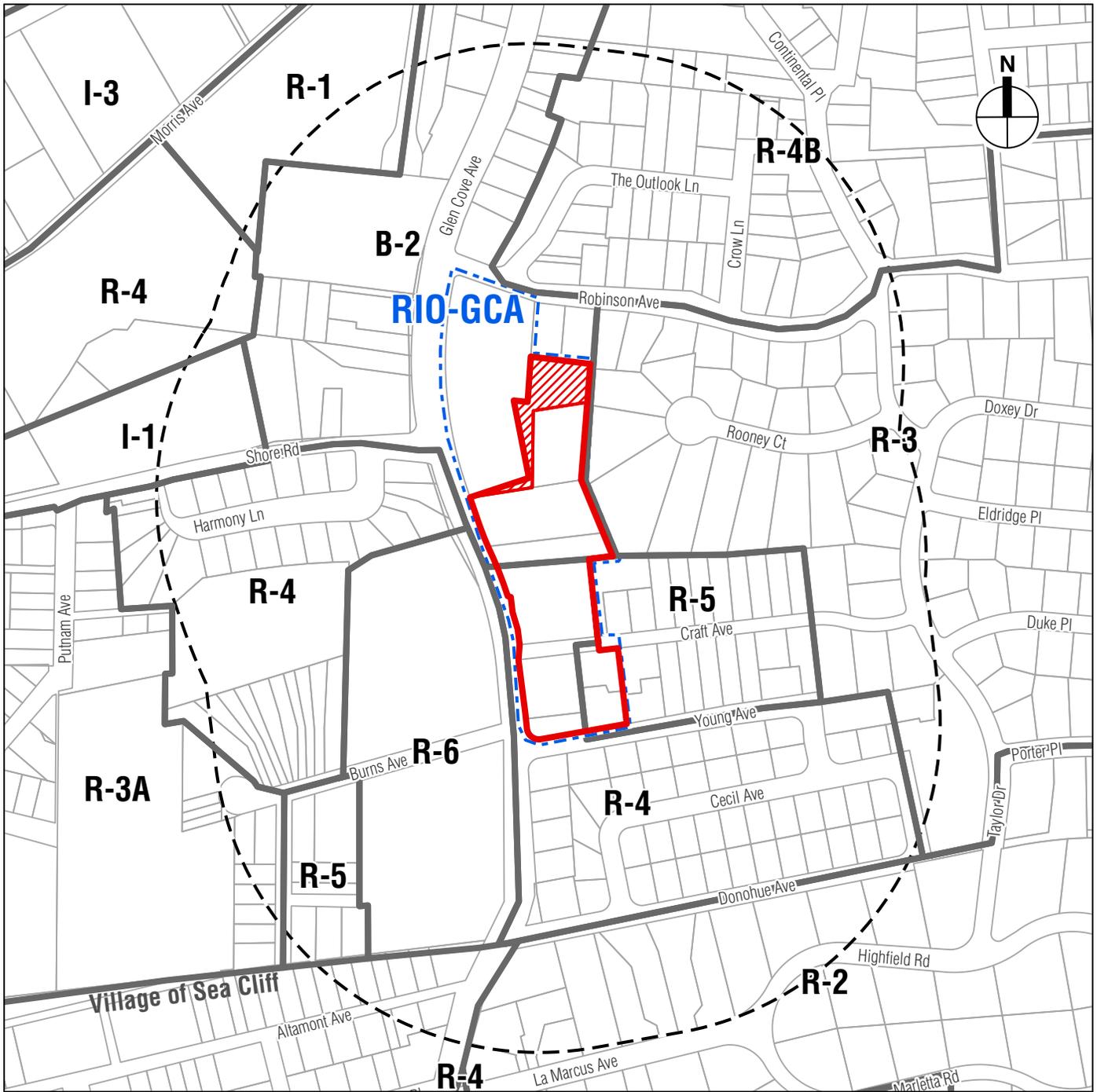
The implementation of the Amended Project remains consistent with land uses in the study area—and particularly with the surrounding residential uses. The proposed residential uses would be comparable to or smaller than the existing 3-story and 4-story Glen Cove Housing Authority buildings on the western side of Glen Cove Avenue, directly adjacent to the Amended Project and would be consistent with current development trends within the City of Glen Cove with respect to scale and residential typology. No significant adverse impacts on land use would result from the implementation of the Amended Project.

ZONING

Similar to the Approved Project, the Amended Project is seeking site plan amendment in accordance with the RIO-GCA. The Amended Project would not result in any new or different zoning impacts compared with the approved project or that analyzed in the FEIS. As with the Approved Project, the Amended

² City of Glen Cove Official Zoning Map, https://www.glencove-li.us/wp-content/uploads/2015/03/Zoning_Map_36x36_Revised-with-color.pdf, last accessed on May 5, 2020.

³ <https://ecode360.com/14581850>



- Project Site
- Additional Lot Portion with Modified Project
- Study Area (800 feet)
- Zoning District Boundaries
- Overlay Zones

Project would result in less than 40 units per acre as allowed by current zoning (196 units), plus an additional 10 percent for affordable units pursuant to § 280-75.

D. SOIL CONDITIONS AND TOPOGRAPHY

Although the DEIS did not identify potential significant adverse impacts related to soils, topography, and hazardous materials, given that the project site has expanded, AKRF prepared this additional analysis to review the prior site history for the additional lot portion (ALP). In addition, this section summarizes the soil testing and environmental site assessments performed to comply with the Planning Board's requirements in its resolution granting site plan approval on April 5, 2016. This section concludes that the Amended Project, as with the Approved Project, would not result in any significant adverse impacts on soil conditions and topography, given that all of the applicable requirements of the Planning Board have been met.

The ALP associated with the Amended Project is currently and would remain primarily an undeveloped landscaped area. Soil conditions and topography are similar to those described for the remainder of the project site, but unlike the remainder of the project site, extensive clearing and regrading is not anticipated at the ALP.

In April and May 2016, Odelphi Environmental, Inc. (Odelphi), performed subsurface testing (Phase I Environmental Site Assessment [ESA] and Limited Phase II Subsurface Investigation Reports, dated April 25, 2016 and May 2, 2016, Odelphi Projects #2137745-PI & #2137746-PII, respectively) of the southern portion of the project site (145 Glen Cove Avenue) (see **Appendix A**) in accordance with requirements of the Planning Board. Both reports were submitted to the City of Glen Cove in September 2018. The required subsurface testing of 145 Glen Cove Avenue found "minimal or no impact from historical auto repair operations" and no contaminated soil; therefore, no additional testing is necessary. The required subsurface testing occurred prior to site demolition.

The April 2016 ESA included regulatory databases and reverse-telephone directories for the ALP (in addition to 127, 129, and 145 Glen Cove Avenue.) These sources indicated that current and historical uses of the ALP have been limited to community/recreational uses. In addition, the 1972 Sanborn historical map identified an automotive repair facility at 115 Glen Cove Avenue (where the Glen Cove Boys and Girls Club building is now located). However, based on this facility's location (west and downgradient of the ALP), the automotive repair facility is not expected to have impacted the ALP. No additional environmental concerns were identified for the ALP.

FUTURE WITH THE AMENDED PROJECT

The FEIS provided procedures and best practices to address any identified subsurface contaminants during construction. At that time, as a condominium project, the Approved Project was subject to the jurisdiction of the Nassau County Department of Health (NCDOH) with respect to environmental site assessment review prior to the approval of subdivisions; however, as the Amended Project is a rental project, Nassau County Department of Health no longer has jurisdiction. Although there is little or no potential for hazardous materials to be encountered during any proposed construction-related disturbance of the ALP, the same procedures and practices included in the FEIS would apply to the ALP.

The procedures and best practices for the Amended Project are as follows:

- In the unlikely event that contaminants are found during the excavation phase of the project, all efforts will be made immediately to identify, via observation and testing, the nature of the potentially hazardous materials and follow all mandated and prescribed measures to notify all state and local agencies of the findings. The applicant will work along with the project's consultants to safely remediate the affected areas.
- Consistent with the FEIS for the Approved Project, the addition of the ALP to the project site would not be expected to result in any significant adverse impacts with respect to soil conditions, topography, and hazardous materials. As with the Approved Project, all soil management would conform to applicable regulatory requirements, including those of the New York State Department of

Environmental Conservation, e.g., 6 NYCRR Part 360, which addresses management and disposal of all types of solid waste.

E. ECOLOGICAL CONDITIONS

INTRODUCTION

This section assesses the potential for the Amended Project (specifically, the ALP) to affect floodplains and natural resources within the vicinity of the project site. There are no surface waters or mapped wetlands in the project site. Therefore, the analysis presented below focuses on groundwater; floodplains; ecological communities and vegetation; wildlife; and threatened, endangered, and special concern species and significant habitats.

This section concludes that, as with the Approved Project, the Amended Project would not result in any unmitigated significant adverse impacts on ecological conditions. Additionally, the previously approved landscaping plan would be adhered to with the Amended Project.

EXISTING CONDITIONS

GROUNDWATER

The project site is located within the Nassau-Suffolk Aquifer System, which is a designated Sole Source Aquifer (USEPA 1975). It consists of deposits of unconsolidated gravel, sand, silt, and clay from the Holocene, Pleistocene, and Late Cretaceous age that have a maximum total thickness of about 1,500 feet. Precipitation is the sole source of groundwater recharge (Krulik 1989). The system is primarily composed of the Upper Glacial, Lloyd, and Magothy aquifers. Surficial groundwater within the project site is located between 21 and 75 feet below ground surface (USGS 2019). Drinking water for the City of Glen Cove is sourced from five wells to the aquifers, rather than the surficial groundwater.

FLOODPLAINS

Based on the effective FIRMs, no portion of the study area is within the 100-year floodplain (the area with a 1 percent probability of flooding each year) or the 500-year floodplain (the area with a 0.2 percent probability of flooding each year).

ECOLOGICAL COMMUNITIES AND VEGETATION

Habitat within project site is limited to the urban vacant lot⁴ ecological community (i.e., the cleared and grubbed portion of the project site), and the mowed lawn⁵ and successional southern hardwoods⁶ ecological communities (i.e., the recently added undeveloped vegetated lot portion). Vegetation is limited to herbaceous species common to lawns, mature trees, and invasive species. Dominant tree species include black locust (*Robinia pseudoacacia*), Norway maple (*Acer platanoides*), crabapple (*Malus* sp.), and black cherry (*Prunus serotina*). Dominant herbaceous species include Kentucky bluegrass (*Poa pratensis*) and crabgrass (*Digitaria* sp.). There are approximately 5 trees within the limits of disturbance of the recently added undeveloped vegetated lot portion. Two of these trees meet the criteria to be designated as specimen trees, as described in Chapter 263 of the Code of the City of Glen Cove. The potential specimen trees are black locusts with diameters at breast height (DBH) of 30 inches or greater.

⁴ Edinger et al. (2014) describe the urban vacant lot ecological community as “an open site in a developed, urban area that has been cleared either for construction or following the demolition of a building. Vegetation may be sparse, with large areas of exposed soil, and often with rubble or other debris.”

⁵ Edinger et al. 2014 describe the mowed lawn ecological community as “residential, recreational, or commercial land, or unpaved airport runways in which the groundcover is dominated by clipped grasses and there is less than 30 percent cover of trees. Ornamental and/or native shrubs may be present, usually with less than 50 percent cover. The groundcover is maintained by mowing and broadleaf herbicide application.”

⁶ Edinger et al. 2014 describe the successional southern hardwoods ecological community as “a hardwood or mix forest that occurs on sites that have been cleared or otherwise disturbed.”

WILDLIFE

The project site is primarily cleared and grubbed, with the exception of the recently added undeveloped vegetated lot portion. The surrounding landscape is predominantly occupied by residential developments. The potential presence of wildlife within the study area is limited to those species common to highly developed urban areas (e.g., house sparrow [*Passer domesticus*], rock pigeon [*Columba livia*], European starling [*Sturnus vulgaris*], and gray squirrel [*Sciurus carolinensis*]). Herring gull (*Larus argentatus*) was the only wildlife species observed during the February 27, 2019 reconnaissance investigation.

THREATENED, ENDANGERED, AND SPECIAL CONCERN SPECIES AND SIGNIFICANT HABITATS

A review of the NYSDEC Environmental Resource Mapper⁷ indicates that there are no records of rare plant or animal species in the vicinity of the project site, including the ALP. Furthermore, the only federally listed, candidate, or proposed species listed by the USFWS IPaC System⁸ included the Northern long-eared bat (*Myotis septentrionalis*; threatened), piping plover (*Charadrius melodus*; threatened), red knot (*Calidris canutus rufa*; threatened), roseate tern (*Sterna dougallii*; endangered), sandplain gerardia (*Agalinis acuta*; endangered), and seabeach amaranth (*Amaranthus pumilus*; threatened). However, the project site does not provide the unvegetated beach and dune habitat necessary to support piping plover, red knot, roseate tern, sandplain gerardia, or seabeach amaranth.

The northern long-eared bat hibernates in caves or mines during winter and then emerges in early spring. When not in hibernation, northern long-eared bats generally inhabit mature, closed-canopy, deciduous or mixed forest within heavily forested landscapes (Owen et al. 2003, Carter and Feldhammer 2005, Ford et al. 2005). While limited potential roosting habitat for northern long-eared bat occurs within the project site, there are no confirmed winter or summer occurrences of northern long-eared bat within 1.5 miles of the project site. In addition, there are no known hibernaculum within 5 miles of the project site (NYSDEC 2018).

The NYS Breeding Bird Atlas (2000–2005) identified the red-headed woodpecker (*Melanerpes erythrocephalus*, NYS special concern) as potentially within census block 6152C where the project site is located. Red-headed woodpecker utilize dead or partially dead trees within in woodlands and forest edges for their nesting sites between April and September (NYSDEC 2016). Potential breeding habitat for red-headed woodpecker occurs with the project site.

While the NYSDEC Herp Atlas identified the eastern box turtle (*Terrapene c. carolina*, NYS Special Concern) as within the *Sea Cliff* USGS Quadrangle survey blocker, the project site lacks the ecological communities (e.g., shallow streams, ponds, bottomland forests, and open grasslands) to attract eastern box turtle. Furthermore, the fencing (chain-link and wooden construction fencing) surrounding the project site would exclude eastern box turtle from the project site. Therefore, eastern box turtles are unlikely to be present at the project site.

FUTURE WITH THE AMENDED PROJECT

GROUNDWATER

As discussed under “Existing Conditions,” drinking water for the City of Glen Cove is sourced from five wells to the aquifers, and not the surficial groundwater. Construction activities would not disturb the aquifers. Therefore, the modifications to the project would not have the potential to adversely affect groundwater.

⁷ New York State Department of Environmental Conservation (NYSDEC) Environmental Resource Mapper. (Accessed on March 4, 2019. Available at: <http://www.dec.ny.gov/gis/erm/>)

⁸ United States Fish and Wildlife Service’s (USFWS) Information, Planning, and Conservation (IPAC) System (Accessed on March 4, 2019. Available at: <http://ecos.fws.gov/ipac/>)

FLOODPLAINS

As discussed under “Existing Conditions,” no areas of the study area are within the 100-year floodplain or the 500-year floodplain. Therefore, the modifications to the Amended Project would not have the potential to adversely affect floodplains.

ECOLOGICAL COMMUNITIES AND VEGETATION

As discussed under “Existing Conditions,” there are approximately 5 trees that may need to be removed on the recently added undeveloped vacant ALP. The Project Sponsor intends to retain as many of these trees as possible. However, all work would be performed in compliance with Chapter 263 of the Code of the City of Glen Cove. The loss of mowed lawn, urban vacant lot, and successional southern hardwoods ecological communities would not result in significant adverse impacts. In addition, trees and shrubs would be planted post-construction as part of the landscaping of the Amended Project, which would provide similar habitat for wildlife in the area. Therefore, the Amended Project would not have the potential to adversely affect ecological communities.

WILDLIFE

As discussed under “Existing Conditions,” wildlife use of project site is limited. Wildlife species utilizing the study area are expected to find similar available habitat nearby and the loss of these small areas of limited habitat would not adversely affect populations of disturbance-tolerant wildlife species. In addition, trees and shrubs would be planted post-construction as part of the landscaping of the Amended Project, which would provide similar habitat for wildlife in the area. Therefore, the Amended Project would not have the potential to adversely affect wildlife.

THREATENED, ENDANGERED, AND SPECIAL CONCERN SPECIES AND SIGNIFICANT HABITATS

As discussed under “Existing Conditions,” potential suitable habitat for northern long-eared bats and red-headed woodpeckers exists within the study area. However, there are no confirmed winter or summer occurrences of northern long-eared bat within 1.5 miles of the project site (including the ALP), and no known hibernaculum within 5 miles of the project site. Therefore, the Amended Project would not adversely affect state- or federally-listed species.

F. TRANSPORTATION

Robinson & Muller Engineers, PC (R&M) prepared an analysis of the potential traffic and parking impacts of the Amended Project compared with the Approved Project and that analyzed in the FEIS (see **Appendix B**). R&M found that the Amended Project would generate a lesser volume of trips as compared to the Approved Project, and less than that analyzed in the FEIS. As such, R&M found that the previously approved mitigation would be sufficient to reduce the potential traffic impacts associated with the Amended Project.

Therefore, the Amended Project, as with the Approved Project, would not result in any unmitigated significant adverse transportation impacts.

G. AESTHETIC AND VISUAL RESOURCES AND NEIGHBORHOOD CHARACTER

This analysis considers the potential for the Amended Project to impact aesthetic and visual resources and neighborhood character. The Amended Project proposes the inclusion of an additional unused parcel that would not be developed (the ALP). There is no increase in the number of proposed dwelling units (176 units). There would be a decrease of 42 bedrooms and a reduction to building massing for five of the six buildings, which would be reduced in height by 1-2 stories. In addition, as the Amended Project does not include burying the utility lines, this section addresses any potential impacts that could result from this change. As with the Approved Project, the Amended Project would not result in any unmitigated significant adverse impacts on aesthetics and visual resources and neighborhood character, and no additional analysis is warranted.

H. HISTORIC AND ARCHAEOLOGICAL RESOURCES

This section assesses the Amended Project's potential impacts on cultural resources including historic and archaeological resources. An assessment of the project's impacts on cultural resources was completed as part of the FEIS in consultation with the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP) (project review number 08PR00804). This analysis included the project site in its entirety with the exception of the newly added lot portion along the northern side of the project site (Block 244, part of Lot 67). A summary of the FEIS analysis for archaeological and architectural resources and an evaluation of the potential impacts of the Amended Project are provided below. In a comment letter dated March 15, 2019 (see **Appendix C**), OPRHP determined that the Amended Project, as with the Approved Project, would not result in impacts on historic or archaeological resources.

I. COMMUNITY FACILITIES AND SERVICES

This section was prepared to address any potential impacts to community facilities and services resulting from the incremental project changes and the additional lot portion (ALP) formerly owned by the Glen Cove Boys & Girls Club. As with the Approved Project, the Amended Project is not expected to result in any significant adverse impacts on community facilities and services.

The Amended Project changes, including a change from condos to rentals, would result in a decrease in residents from what was examined in the FEIS, and a nominal increase in the number of new residents and an overall decrease in the number of school-age children compared to the Approved Project.

NEW RESIDENTS

Using Rutgers multipliers, as were used in the FEIS for the Approved Project⁹, the Villa at Glen Cove would add approximately 366 new residents. This is less than what was analyzed in the FEIS and 13 residents more than the Approved Project (see **Table 4**). Based on the analyses provided in the FEIS, it is not expected that the additional number of residents would result in significant adverse impacts on police, fire, hospitals, libraries, or parks. Conversely, the proposed on-site recreational amenities would offset any increased demands on neighborhood parks.

Table 4
Estimated New Residents

Plan	Number of Units	Unit Type	Number of Bedrooms			Multipliers			New Residents			Total
			1-bed	2-bed	3-bed	1-bed	2-bed	3-bed	1-bed	2-bed	3-bed	
FEIS ¹	216	Condos	5	211	0	1.77	1.88	3	9	397	N/A	406
Approved ¹	176	Condos	57	94	25	1.77	1.88	3	101	177	75	353
With Modifications ²	176	Rentals	82	86	8	1.67	2.31	3.81	137	199	30	366

Notes:
¹ Rates for New York, All Persons in Unit: Total Persons: 5+ Units-Own, 1BR, More than \$269,500; 5+Units-Own, 2 BR, More than \$329,500.
² Rates for New York, All Persons in Unit: Total Persons: 5+Units-Rent, 1 BR, More than \$1,000; 2 BR, More than \$1,100; 3 BR, More than \$1,250
Sources: Robert W. Burchell, David Listokin et al., *Development Demographic Multipliers* (Rutgers University, Center for Urban Policy Research), June 2006.

⁹ Robert W. Burchell, David Listokin et al., *Development Demographic Multipliers* (Rutgers University, Center for Urban Policy Research), June 2006.

NEW SCHOOL-AGE CHILDREN

The Glen Cove City School District had a total enrollment of 3,209 for the 2016–2017 school year. The Amended Project would result in approximately 25 public school-aged children (one less student compared to the Approved Project), as shown in **Table 5**.

Table 5
Public School Age Children (PSAC)

		Grades K–2		Grades 3–6		Grades 7–10		Grades 10–12		Total
	# of Units	Multiplier	PSAC	Multiplier	PSAC	Multiplier	PSAC	Multiplier	PSAC	PSAC
Approved (Condo)¹										
1-bed	57	0.02	1.14	0.05	2.85	0	0	0.04	2.28	6.27
2-bed	94	0	0	0.03	2.82	0.02	1.88	0	0	4.7
3-bed ³	25	0.1	2.5	0.07	1.75	0.14	3.5	0.19	4.75	12.5
Rounded total			4		8		6		8	26
With Modifications (Rental)²										
1-bed	82	0.02	1.64	0.02	1.64	0.01	0.82	0.01	0.82	7.2
2-bed	86	0.05	4.3	0.05	4.3	0.04	3.44	0.03	2.58	14.96
3-bed	8	0.14	1.12	0.2	1.6	0.12	0.96	0.17	1.36	5.04
Rounded total			7		8		5		5	25
Notes:										
¹ Rates for New York, All Public School Children: School-Age Children in Public School (PSAC): 5+ Units-Own, 1BR, More than \$269,500; 5+Units-Own, 2 BR, More than \$329,500.										
² Rates for New York, All Public School Children: School-Age Children in Public School (PSAC): 5+Units-Rent, 1 BR, More than \$1,000; 2 BR, More than \$1,100; 3 BR, More than \$1,250										
Sources: Robert W. Burchell, David Listokin et al., Development Demographic Multipliers (Rutgers University, Center for Urban Policy Research), June 2006.										

In terms of school-age children, based on the 2006 Rutgers multipliers, the Amended Project (rentals as opposed to condos) would generate approximately 25 public school-age children (PSAC), compared to 26 from the Approved Project (see **Table 5**, above). Using a ratio of 0.09 students per unit from a more recent study by REI at Stony Brook University College of Business: *Impact of Market Rate Apartments on School District Enrollment* (May 2019), pertaining to similar residential developments across Long Island, the Amended Project would result in approximately 16 students, which is also a reduction from the Approved Project. The three additional K-2 students from the Amended Project compared to the Approved Project represents a negligible increment and an insignificant change in K-2 students. Like the Approved Project, the Amended Project would not result in any significant adverse impacts to the Glen Cove School District.

J. AIR QUALITY

As discussed in Section F, “Transportation,” the proposed changes to the Approved Project would not result in a significant increase in traffic. Furthermore, as with the Approved Project, the increase in the number of project-generated trips would not exceed State screening thresholds for analysis of carbon monoxide (CO) or particulate matter (PM) at any intersection. Therefore, no mobile source analysis of the Amended Project is required.

The expanded project site (including the ALP) would be within 400 feet of an existing auto body shop, Martino Auto Concepts, located on Glen Cove Avenue, which reportedly performs surface coating of autos. Since this is a potential source of air emissions, a screening analysis was performed using the EPA AERSCREEN model (Version 16216) to evaluate potential air quality impacts on the Amended Project.

Since information was not available for Martino Auto Concepts regarding the quantities of coatings used and the hours of operation, material safety data sheet information from representative sources was used, which provides maximum percentage by weight for individual toxic compounds that are commonly found in coatings used in paint spraying operations. The solvent usage from the source permit was multiplied by

the weight percentage for each listed compound to estimate the maximum emission rate for the air toxics, by source. A typical weight of 10 pounds per gallon of auto paint was used, and it was assumed that the paint would have a 65 percent solid content. The spray painting operation was also assumed to have a 40 percent transfer efficiency. Based on data compiled from other automotive coating operations, solvent usage was estimated to be 0.25 gallons per hour and 0.125 gallons per hour on an annual basis. It was assumed that the auto body paint spray booth would operate for four hours a day, 250 days year. **Table 6** summarizes weight percentages of volatile organic compounds (VOCs) for representative automotive coatings. The highest weight percentage associated with each VOC was used, to be conservative. These solvent usages were then multiplied by the weight percentage for each air toxic to estimate the maximum emission rate for each air toxic.

Table 6
Percentage by Weight for Speciated VOCs for Representative
Automotive Coatings

Pollutant	CAS Number	Percentage by Weight
Acetone	00067-64-1	43%
Aliphatic Hydrocarbon	64742-89-8	10%
Aromatic Petroleum distillates	64742-94-5	5%
Butane	00106-97-8	5%
Ethanol	00064-17-5	11%
Ethyl 3-Ethoxypropionate	00763-69-9	2%
Ethylbenzene	00100-41-4	9%
Methyl Ethyl Ketone	00078-93-3	5%
N-Butyl Acetate	00123-86-4	5%
Propane	00074-98-6	30%
Stoddard Solvents	08052-41-3	8%
Toluene	00108-88-3	10%
Xylene	01330-20-7	11%
Reference: Sandstone Environmental Associates, Inc. <i>Air Toxics Analysis of Auto Repair Spray Paint Booth Near Solow Centers</i> . March 25, 2010.		

Short-term and annual average solvent usage estimates were multiplied by the weight percentage for each air contaminant to estimate the maximum emission rates. Predicted worst-case impacts on the Amended Project were compared with the short-term guideline concentrations (SGCs) and annual guideline concentrations (AGCs) referenced in New York State Department of Environmental Conservation's (NYSDEC) DAR-1 AGC/SGC tables. The results of the screening analysis demonstrate that there would be no predicted significant adverse air quality impacts from the existing facility on the Amended Project.

Table 7 presents the maximum potential estimated short-term and long-term concentrations of air toxic compounds on the Amended Project from the unpermitted industrial source (auto body shop) analyzed. For each modeled compound, the table lists the SGC and AGC. As presented in the table, maximum concentrations for each air toxic compound were predicted to be below the thresholds. The industrial source analysis did not predict any potential significant adverse air quality impacts on the Amended Project from existing industries in the area.

Table 7
Maximum Predicted Pollutant Concentration Increments ($\mu\text{g}/\text{m}^3$)

Pollutant	CAS No.	1-Hour Average ($\mu\text{g}/\text{m}^3$)	SGC ($\mu\text{g}/\text{m}^3$) ⁽¹⁾	Annual Average ($\mu\text{g}/\text{m}^3$)	AGC ($\mu\text{g}/\text{m}^3$) ⁽¹⁾
Solvents	NY998-00-0	1,067	98,000	53	7,000
Acetone	00067-64-1	459	180,000	23	30,000
Aliphatic Hydrocarbon	64742-89-8	107	--	5	3,200
Aromatic Petroleum distillates	64742-94-5	53	--	3	100
Butane	00106-97-8	53	238,000	3	--
Ethanol	00064-17-5	117	--	6	45,000
Ethyl 3-Ethoxypropionate	00763-69-9	21	140	1	64
Ethylbenzene	00100-41-4	96	--	5	1,000
Methyl Ethyl Ketone	00078-93-3	53	13,000	3	5,000
N-Butyl Acetate	00123-86-4	53	95,000	3	17,000
Propane	00074-98-6	320	--	16	43,000
Stoddard Solvents	08052-41-3	85	--	4	900
Toluene	00108-88-3	107	37,000	5	5,000
Xylene	01330-20-7	117	22,000	6	100
PM _{2.5} ⁽²⁾	NY075-02-5	18 ⁽³⁾	35	7	12 ⁽⁵⁾

Source:

⁽¹⁾ DEC Division of Air Resources, Bureau of Stationary Sources. *DAR-1 AGS/SGC Tables*. August 2016.

⁽²⁾ PM_{2.5} fraction of solids was conservatively assumed to be 100 percent.

⁽³⁾ 24-hour average. PM_{2.5} predicted concentration was added to background concentration of 17.7 ($\mu\text{g}/\text{m}^3$) measured at the Queens College NYSDEC monitoring station.

*



Lorianne DeFalco, AICP

APPENDIX A



**Odelphi
Environmental, Inc.**

Environmental Risk Management & Consulting

76 W Ruby Ave, Unit A, Palisades Park, NJ 07650
(201) 943-5000, Fax: (201) 943-5003 www.odelphi.com

September 10, 2018

Mr. Keith Lanning
Livingston Development Corp.
162-20 77th Road
Flushing, NY 11366

Subject: Phase I and Limited Phase II Environmental Site Assessment Reports
145 Glen Cove Ave., Glen Cove, NY 11542
Odelphi Project #2137745-PI & #2137746-PII

Dear Mr. Lanning:

Please be advised that the Phase I and Limited Phase II Environmental Site Assessment Reports, dated April 25, 2016 and May 2, 2016 respectively, both prepared by our Firm, evaluated the property known as 145 Glen Cove Ave., the site of a former auto repair shop. The additional testing in the Phase II Report was done in accordance with ASTM standards and the requirements of the City of Glen Cove Planning Board as contained in the site plan approval resolution for the Villa at Glen Cove development project.

As summarized at page 4 of the Phase II Report, our Firm concluded that there has been “minimal or no impact from historical auto repair operations” and that we “recommend no further subsurface investigation or characterization for contamination delineation for VOCs, BNs, and PCBs at the subject property based on the subsurface investigation”.

Based on our investigation of all of the development properties, including 145 Glen Cove Ave., no environmental contamination was discovered and no additional testing is recommended.

Should you have any questions or wish to discuss the foregoing, please let me know.

Respectfully submitted,

Casey Oh
Project Manager
Ph.D., CRS, CEM

APPENDIX B



Christopher W. Robinson, PE President
Wayne A. Muller, PE Vice President
Matthew P. Scheiner, PE, Associate
Matthew K. Aylward, PE, Associate

June 2, 2020

City of Glen Cove City Hall
Public Works Department
9 Glen Street
Glen Cove, NY 11542

Attn: Louis Saulino, Director

Re: The Villa at Glen Cove
Livingston Development Corporation
East side of Glen Cove Avenue
North & South of Craft Avenue
Glen Cove, NY 11542
NCTM: Sec. 21, Block 244, Lots 55, 60, 61, 66 &
p/o 67
Sec. 21, Block 38, Lots 152, 196, 202 & 203
R&M Job No. 2018-164

Dear Mr. Saulino:

At the request of the applicant, Robinson & Muller Engineers, PC (R&M Engineering) has prepared a supplemental analysis of the traffic characteristics associated with the proposed modifications to the above referenced application. The premises are located at the northeast corner of the intersection formed by Glen Cove Avenue and Ralph Young Avenue in Glen Cove, NY. The application presently involves the construction of a 176-unit rental apartment complex within the Glen Cove Avenue Redevelopment Incentive Overlay (RIO-GCA) Zoning District.

The potential traffic impacts of the project were thoroughly studied as part of an extensive environmental review performed in accordance with the State Environmental Quality Review Act – SEQRA. The SEQRA review culminated in the preparation of the March 15, 2016 Findings Statement prepared by the Planning Board of the City of Glen Cove. The Findings Statement starting on Page 13, under the Transportation Section, contains detailed information regarding the traffic engineering aspects and findings for the project.

At this time, from a traffic engineering perspective, two modifications to the project are proposed. The modifications are as follows:

1. The proposed development will consist of 176 rental as opposed to 176 condominium units.
2. The proposed development will provide 2 self-parking spaces per unit (352 spaces) as opposed to 356 underground stacked parking spaces operated by valets.

Previously, the applicant had pursued the construction of a 216-unit condominium/townhouse complex and later reduced the yield to 176 condominium/townhouse units. The applicant is now pursuing to construct 176 rental apartment units. A full traffic analysis was prepared by AECOM for the original development (as a part of the Draft Environmental Impact Statement (DEIS) dated May 2010), and a supplemental traffic analysis was prepared by Mulryan Engineering, P.C. dated February 24, 2016. The Mulryan analysis investigated the traffic generation and parking generation associated with the full and reduced yield applications. The following information represents a comparative analysis of the traffic generation of the current development relative to the information as outlined above.



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In order to determine the quantity of traffic that would be generated by the current application, industry standard data provided by the **Institute of Transportation Engineers (ITE)** in their **Trip Generation Manual, 10th Edition** was referenced. Land Use Code (LUC) 221 relating to Multifamily Housing (Mid-Rise) was consulted. It is important to realize that the ITE periodically updates their traffic generation statistics and publishes a new edition of the manual. The 10th edition is the current edition. Accordingly, the proposed action would generate the following peak hour volumes in accordance with the latest industry standard information:

- 176 Units Multifamily Housing (Mid-Rise) (ITE LUC 221)
 - AM Peak: 63 trips (16 entering, 47 exiting)
 - PM Peak: 77 trips (47 entering, 30 exiting)

This information has been summarized and included in Table 1, attached.

Similarly, as part of the previous analysis conducted by Mulryan Engineering, P.C., the trip generation characteristics of the previously approved condominium/townhouse units (176 units) and the DEIS condominium/housing units (216 units) was also investigated. It should be noted that the Mulryan analysis was prepared based on the **ITE Trip Generation Manual, 9th Edition**. The AECOM analysis relied on data presented in the **ITE Trip Generation Manual, 8th Edition**. In both prior analyses, data for condominium/townhouse units (LUC 230) was referenced. However, in the latest publication of this manual, the 10th edition, this Land Use Code (LUC 230) has been eliminated and incorporated into **ITE Land Use Code 221**. The **ITE** has indicated that the data was consolidated due to the similarity and the nature of the volume of traffic generated by the various multifamily uses. This information is further discussed below. The volume of trips generated as reported by AECOM and by Mulryan is as follows:

- 2010 DEIS: 216 Units of Condominiums/Townhomes (ITE LUC 230)
 - AM Peak: 96 trips (16 entering, 80 exiting)
 - PM Peak: 113 trips (76 entering, 37 exiting)
- 2016 Mulryan Analysis: 176 Units of Condominiums/Townhomes (ITE LUC 230)
 - AM Peak: 77 trips (13 entering, 64 exiting)
 - PM Peak: 92 trips (62 entering, 30 exiting)

This information has been summarized and included in Table 1, attached. After reviewing the information contained in Table 1, it can be determined that the volume of traffic generated by the application is less than what was previously calculated by both AECOM and by Mulryan. Accordingly, the potential impact to the roadway network associated with the proposed action will be less than what was projected for the previously approved development using current industry standard data.

It is important to note that the proposed modification from condominium units to rental units will not have a change in the quantity of traffic generated by the development. **The Institute of Transportation Engineers (ITE)** in the 10th edition of the **Trip Generation Manual** has determined that "an investigation of vehicle trip data found no clear differences in the trip making patterns between the rental and condominium sites within the current ITE database." Based on the ITE information, there will be no change in the traffic generating characteristics of the project due to the change from condominium units to rental units.



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The Code of the City of Glen Cove ("the Code"), §280-73.3D(9), provides as follows: "Required off-street parking: two spaces per unit, except that the Planning Board may reduce the requirement to a minimum of 1.5 spaces per unit where it finds, based upon the advice of a qualified traffic engineer, that the proposed bedroom mix is such that 1.5 spaces is adequate to accommodate the future residents and guests of the proposed project". Utilizing this information, the following parking calculations are pertinent to the application:

Parking required per code:

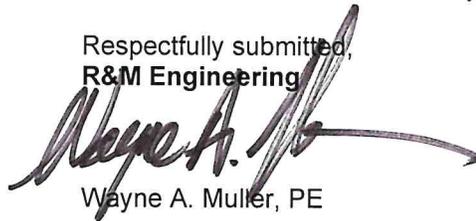
176 Rental Apartment units @ 2 Stalls / Unit	=	352 Stalls
Total	=	352 Stalls

As depicted on the latest Site Alignment Plan prepared by R&M Engineering, 352 self-parking spaces are provided for the project. The number of spaces to be provided on the property is equal to the parking requirement set forth by the City without the need for a waiver. Therefore, no parking variance nor waiver shall be required from the City to pursue the proposed action. The modification in the manner of parking provided on the property satisfies the code requirement.

Based on the information presented above, the potential impact to the roadway network associated with the proposed action will be less than what was projected for the previously approved development using current industry standard data. In addition, the information relating to the Planning Board approval as presented in the March 15, 2016 Findings Statement remains valid from a traffic engineering perspective.

Should you have any questions, please do not hesitate to contact our office directly.

Respectfully submitted,
 R&M Engineering



Wayne A. Muller, PE

CC: John DiMascia, Planning Board Chairman
 Planning Board Members
 Keith Lanning – Livingston Development
 Patrick W. Hoebich, Esq.

R&M ENGINEERING

THE VILLA AT GLEN COVE
 TRIP GENERATION COMPARISON
 R&M JOB No. 2018-164
 June 2, 2020

TABLE 1

PEAK HOUR	R&M ENGINEERING	MULRYAN	AECOM
	PROPOSED MULTIFAMILY HOUSING (MID-RISE) 176 DWELLING UNITS (ITE RATES)	2016 MEMO RESIDENTIAL/CONDOMINIUM/TOWNHOUSE 176 DWELLING UNITS (ITE RATES)	2010 DEIS RESIDENTIAL/CONDOMINIUM/TOWNHOUSE 216 DWELLING UNITS (ITE RATES)
ITE LAND USE CODE:	221*	230***	230**
AM COMMUTER	16 tph*	13 tph***	16 tph**
PEAK PERIOD	<u>47</u> tph*	<u>64</u> tph***	<u>80</u> tph**
	63 tph*	77 tph***	96 tph**
PM COMMUTER	47 tph*	62 tph***	76 tph**
PEAK PERIOD	<u>30</u> tph*	<u>30</u> tph***	<u>37</u> tph**
	77 tph*	92 tph***	113 tph**

* Based on ITE Trip Generation Manual, 10th Edition

** Based on ITE Trip Generation Manual, 8th Edition

*** Based on ITE Trip Generation Manual, 9th Edition

tph - trips per hour

APPENDIX C



Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO
Governor

ERIK KULLESEID
Commissioner

March 15, 2019

Ms. Elizabeth Meade
Senior Technical Director/Archaeologist
AKRF
440 Park Avenue South, 7th Floor
New York, NY 10016

Re: DEC
The Villa at Glen Cove
Glen Cove Avenue, Glen Cove, NY
19PR01584

Dear Ms. Meade:

Thank you for requesting the comments of the Division for Historic Preservation of the Office of Parks, Recreation and Historic Preservation (OPRHP). We have reviewed the submitted materials in accordance with the New York State Historic Preservation Act of 1980 (section 14.09 of the New York Parks, Recreation and Historic Preservation Law). These comments are those of the Division for Historic Preservation and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8) and its implementing regulations (5NYCRR Part 617).

We have reviewed the materials submitted regarding the expansion of the Villa at Glen Cove. Based upon this review, it is the opinion of OPRHP that no properties, including archaeological and/or historic resources, listed in or eligible for the New York State and National Registers of Historic Places will be impacted by this project.

If further correspondence is required regarding this project, please refer to the OPRHP Project Review (PR) number noted above. If you have any questions, I can be reached at 518-268-2186.

Sincerely,

Tim Lloyd, Ph.D., RPA
Scientist - Archaeology
timothy.lloyd@parks.ny.gov

via e-mail only

cc: C. Cooney
K. Lanning

Division for Historic Preservation