City of Glen Cove

Downtown Parking Connections Feasibility Study

Final Report

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A LiRo Group Company

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1 EXECUTIVE SUMMARY

The City of Glen Cove is evaluating the feasibility of providing vehicular access to the Brewster Street Garage Building, which the City owns, from School Street. The City is also evaluating the feasibility of providing American with Disabilities Act (ADA) access to the garage building and enhancing the existing pedestrian access from School Street's west sidewalk. This report presents a feasibility study of these objectives at three potential connection points shown in Figure 1 on page 6. The report identifies ten categories of evaluation and summarizes the minimum standard criteria to meet these objectives. The methodology is expressed in the Alternative Analysis Section with a description of each category and the corresponding criteria. Detailed evaluation of the alternatives is presented in sections 2.1 through 2.4.

This Feasibility Report provides preliminary construction cost estimates and a benefit analysis for the alternatives, summarized below. Appendix B provides the proposed plans for each alternative.

Alternative 1: South Connection (Approximately $949,546)
This alternative evaluates vehicular access through an existing pedestrian plaza into Level 1 on the south wing of the garage building while maintaining and enhancing the pedestrian access already available at that end.

Alternative 2: Center Connection (Approximately $1,971,920)
This alternative evaluates vehicular access through the center pedestrian plaza while maintaining as much of the pedestrian access as possible at the central location.

Alternative 3: North Connection (Approximately $995,339 - $1,959,419)
This alternative evaluates vehicular access through an existing driveway at the north connection point while enhancing the pedestrian access available at all three access points from School Street. This alternative requires the replacement of the existing pedestrian bridge to allow for sufficient vertical clearance above the access ramp.

Alternative 4: Enhanced Pedestrian Connection (Approximately $10,352 – $1,619,693)
This alternative proposes all possible pedestrian enhancements that can be implemented as an interim solution or an independent solution in the event that none of the vehicle access alternatives are deemed economical or feasible in the short term.

Alternatives 1 to 3 meet the objectives of the project by providing vehicular access to the Brewster Street Garage from School Street. Even though the three alternatives are geometrically and structurally feasible, Alternatives 1 and 2 are found to be impractical from a traffic perspective, require the most modifications to utilities, and have the greatest impacts on existing pedestrian-friendly spaces in the heart of the downtown shopping district. Alternative 3 makes use of an existing driveway, which results in minimal impacts. In addition, while all alternatives require some sort of agreement with property owners, Alternative 3 has the least impact on physical property, and provides the most benefits to the owners. Alternative 3 results in a refurbished driveway, improved sidewalk, enhanced landscaped area adjacent to

the driveway, designated dumpster area, and better access to parking.

As the construction cost estimates indicate, Alternative 3 is the most costly. However, it is the most practical alternative with the least impacts and maximum benefits. Most of the pedestrian access improvements proposed in Alternative 4 can be combined with Alternative 3 or done as an interim improvement.

Important Note

The City of Glen Cove is undertaking a separate comprehensive structural assessment of the garage building. The findings of the building assessment will be coordinated with the selected feasible alternative of this study.

Selected Alternative

The City of Glen Cove has taken into consideration all the information provided in this feasibility study, input from the public and Council, and projects underway concurrent with this study such as the Roadway Improvement Program and the Brewster Street Garage Building required updated structural assessment. It was decided to implement the short-term improvements identified in Alternative 4 Moderate Improvement without Elevators including improvements to pedestrian/ADA access, lighting, signage, and landscaping in the south and center connection areas, along with elimination of curb bump-outs at strategic locations on School Street. The selected Alternative 4 enhancements being implemented are listed in Section 5 of this Report. The approximate implementation cost to the City of Glen Cove is estimated at $150,000 including all associated engineering services, inflation and contingencies. The short-term improvements will be implemented by incorporating most items into the 2022-2023 Roadway Improvement Program. Landscaping improvements will be handled by the City of Glen Cove Beautification Commission.

Long-term improvements evaluated in Alternative 3 will be considered in the future based on available funding and the completion of relevant structural work in the vicinity, specifically Brewster Street Garage Building rehabilitation. Important to note is that due to the pedestrian improvements that would be needed to successfully implement Alternative 3, the stand-alone pedestrian improvements in the north garage location proposed as part of Alternative 4 are not being contemplated at this time—in order to avoid ripping out improvements during future work.

1 PROJECT DESCRIPTION

The project limits extend from Glen Street to Highland Road on School Street and include the Brewster Street Parking Garage in downtown Glen Cove. The objective of the project is to evaluate the feasibility of providing additional vehicle access and improved pedestrian access to downtown parking at the Brewster Street Garage from School Street.

The Brewster Street Parking Garage is a municipal parking facility that serves businesses, residents, and community organizations in downtown Glen Cove. Currently, vehicles can only access the garage from Brewster Street, an arterial road that bypasses downtown with limited visibility of downtown businesses. The existing pedestrian plazas between School Street and the Brewster Street Parking Garage have insufficient pointers to the current pedestrian access to the Brewster Street Parking Garage. The Feasibility Study includes evaluations of three areas, which are shown in Figure 1: Map of Potential Connection Areas, on the next page. Each access location is treated as one alternative. Each of the three alternatives evaluates vehicular and pedestrian access combined. In addition, pedestrian access enhancement measures are established in an added alternative as a minimum course of action or an interim improvement measure until a vehicle access alternative is implemented.

The Existing Plan is provided in Appendix A for reference. It is drawn based on true dimensions from existing plans and field observations. It depicts the current condition and existing utilities and serves as a baseline for the evaluation of each alternative.

This Feasibility Study Report includes schematic layouts for the examined alternatives (Appendix B), thorough investigation of impacts, preliminary construction cost estimates, and a right-of-way (ROW) review for each of the three Potential Connection Areas shown on Figure 1. Structural evaluations for the necessary modifications to the garage at each of the three alternative locations is also included. All presented alternatives comply with the Americans with Disabilities Act (ADA).

Figure 1: Map of Potential Connection Areas for the Feasibility Study

2 ALTERNATIVES ANALYSIS

Three alternatives were evaluated for combined vehicular and pedestrian access and are presented in sections 2.1 through 2.3. An additional alternative is included for pedestrian access enhancement only, no vehicular access, and is presented in section 2.4. Schematic layouts of each of the alternatives are provided in Appendix B.

All alternatives were examined within the same categories. The first methodology of evaluation was to ensure that an alternative is feasible geometrically and structurally, before all the other categories were applied. All evaluation categories are listed below with a brief description of their relevance and the potential impacts.

Evaluation Categories:

1. **Geometric and Structural Feasibility**
   The potential vehicular access ("ramp" hereon) to the garage would be a minor commercial driveway. Where no specific design standards are available for such designation, the provisions for a low-speed ramp were used. The following standards were used as guidelines for this evaluation:

   - New York State Department of Transportation (NYSDOT) Highway Design Manual (HDM), Chapter 2: Design Criteria, April 2021.
   - 2010 ADA Standards for Accessible Design, Department of Justice, 2010.
   - NYSDOT Standard Sheets, Series 608: Sidewalks, Driveways and Bicycle Paths, various issue dates.
   - Recommended Parking Ramp Design Guidelines, December 2016, prepared for Rochester's Destination Medical Center (DMC) Transportation and Infrastructure Program.

   The criteria used for a vehicular ramp to fit geometrically are 10' minimum width, 12' preferable width. The Brewster Street Garage's posted vertical clearance is 7', which was used as the criteria for vertical clearance in place of the DOT standard 14'. Generally, a 5% to 7% slope is acceptable on ramps where parking is permitted on the ramp and up to 12% on non-parking ramps. Per HDM, the maximum grade is 10% at 15mph.

   Structurally, the vertical and horizontal clearances mentioned above must fit between primary structural elements in order to not compromise the structure or incur significant structural modifications. Primary structural elements are the columns and beams forming the framework of the structure.

   It is important to note that the Brewster Street Garage structure is in an aged condition. Structural and cosmetic deficiencies observed throughout the garage indicate the condition has worsened since the 2015 inspection. While the structure is currently being repaired, it is highly recommended

that structural deficiencies be prioritized and addressed ahead of implementing any alternative-related modifications. The alternatives presented are based on the assumption that the structure is repaired and can withstand the proposed modifications.

2. **Safety**
   The necessary safety measures for each of the alternatives were incorporated in the schematic layout, such as pedestrian fences to prevent accidental falling into the ramp at elevation drop locations. All existing ramps and crossings were evaluated for each alternative's proposed schematic. In the schematic layouts, ramps were relocated when necessary. Opportunities for new pedestrian access into the Brewster Parking Garage were reviewed from a safety perspective. In addition, impacts to the existing access for emergency vehicles were taken into consideration.

3. **ADA Compliance**
   Pedestrian access and new ramps presented in each of the alternatives comply with the following ADA requirements at a minimum:

   - ✓ Maximum pedestrian ramp slope of 7.5%.
   - ✓ The rise for any ramp run shall be 30 inches maximum.
   - ✓ Landing's clear length is 60 inches long minimum.
   - ✓ Turning space minimum dimensions of 4'-0" x 4'-0" unless the turning space is constrained at the back of the pathway, in which case the minimum dimensions are 4'-0" x 5'-0".
   - ✓ The clear width of a ramp run and, where handrails are provided, the clear width between handrails shall be 36 inches minimum.

4. **Non-Structural Impacts on Brewster Street Parking Garage**
   All alternatives are meant to increase Brewster Street Parking Garage utilization. This category investigates any necessary modifications to the garage in order for the alternative to be feasible. This includes items such as direction of traffic flow, curb modifications, number of parking spots eliminated or added, drainage within the garage building, etc.

5. **Traffic impact, Roadway Operations and MPT**
   This evaluation category looked into the effects each alternative would have on roadway operations in the final condition, and the required Maintenance and Protection of Traffic (MPT) during construction operations.
6. **Impact on Utilities**
   Existing utilities within the work area are depicted on the Existing Plan in Appendix A based on record documents and field observations. Utility impacts were identified for each of the alternatives and the necessary utility relocations are proposed on the conceptual drawings.

7. **Impact on Trees**
   This category identified where the proposed vehicular access would require tree removals. Pedestrian access will not have any impacts on the existing trees.

8. **Pedestrian Flow and Accommodations**
   This category evaluated the impact on the overall pedestrian flow within the project limits, including between 1 and 3 School Street and the flow into the garage and out to School Street. Impacts on pedestrian accommodations, such as benches and bike racks, were also evaluated.

9. **Private Owners & ROW**
   The City's ROW within the vicinity of the project was reviewed. A visual summary of the ROW is presented in Appendix A for reference. ROW considerations are discussed in this category section of the evaluation for each alternative.

   Considerations for the private owners within the project limits, especially at 1 and 3 School Street and the AMC building, were taken into account. This included garbage receptacle locations, access to the buildings during and after construction, etc.

10. **Cost**
    The main items were identified for construction cost estimating and the most recent applicable bid unit costs were used in generating the estimate. Where necessary, quotes were solicited from fabricators. A 4% mobilization cost was assumed, a contingency of 20% was applied and an inflation rate of 2% per year for each subsequent year reported.

    Common utility relocation items, such as lighting or drainage, were included in the unit cost and a quantity was applied based on the alternative. Where major utility relocation would be necessary, such as electric vault among other items, and no unit cost can be applied, an estimated allowance of $75,000 to $100,000 was used to adjust the cost appropriately.

2.1 ALTERNATIVE 1: SOUTH CONNECTION

2.1.1 DESCRIPTION

Alternative 1 evaluates vehicular access through the south pedestrian plaza while maintaining and enhancing the pedestrian access already available at that end. Currently, stairs and a ramp provide access into the building, however, the stairs are unequal in height and in poor condition, and the ramp does not comply with current ADA standards. A non-functioning elevator bank is adjacent to the existing garage stairs located at the south end of the building, which is accessible from the south plaza. See Figures 2 and 3.

The south plaza coincides with a curb extension on School Street, commonly referred to as “bump-out”, which accommodates a bike rack, garbage receptacle, lighting, and a young tree. The plaza includes two planting beds with young trees, decorative vegetation, and benches.

Figure 2: General View of South Pedestrian Plaza (left) and Existing Pedestrian Access (right)

Figure 3: South Pedestrian Access to Brewster Street Garage; Stairs (left), Ramp (center), and Elevator Bank (right)

Drawing 1 of 6 in Appendix B shows the proposed schematic for Alternative 1 – South Access. Section 2.1.2 provides a comprehensive evaluation.

2.1.2 EVALUATION

1. **Geometric and Structural Feasibility**

   The south pedestrian plaza is wide enough to accommodate a 12’ vehicular ramp sufficiently curved to enter the garage between two columns. A 5’ minimum pedestrian walkway could be maintained on the south side of the ramp, allowing access to the existing and enhanced pedestrian connection to the garage building.

   The elevation difference between the existing plaza and the garage grade is approximately 3’, which translates into a ramp slope of less than 4% over the 82’+/- length.

   Short retaining walls would be required on the sides of the ramp to support the earth and sidewalk loads. Use of a segmental block wall would be an efficient and effective way to accomplish the retaining objective while maintaining aesthetic uniformity in the City of Glen Cove. Figure 4 below shows photos of the segmental wall used for the ferry terminal parking on the Garvies Point Road project as an example.

Figure 4: Example of Segmental Retaining Wall for Use on the Sides of the Ramp

2. Safety

The main safety concern that Alternative 1 creates is reduced emergency service accessibility to the siamese connection, formally known as Fire Department Connection or FDC, located at the southwest corner of the building at 1 School Street. See photo below. The siamese connection can potentially be relocated, which would be intensive and costly.

Figure 5: Siamese Connection Access Compromised

A fence on the retaining wall is proposed to prevent pedestrians from accidentally falling into the ramp, which would be at a lower elevation. Figure 4 shows an example of an aesthetically pleasing fence that can be used for pedestrian protection. In addition, a crosswalk is proposed to safely connect the sidewalk on the two sides of the new ramp at School Street.

General improvements such as increased lighting inside the garage, addressing tripping hazards, and adding signage to better inform pedestrians of access points into the garage can be implemented to enhance safety.

3. ADA Compliance

The existing ADA ramp entry to the Brewster Garage Building at the south pedestrian plaza is located behind the stairwell/elevator bank, which makes it not visible from any point on the sidewalk or the plaza. No signs indicating the direction to the ramp are currently present. In addition, the end of the ADA ramp inside the garage has an edge that does not meet current ADA standards.

The stairs providing access from the plaza into the garage cannot be converted to an ADA-compliant ramp due to the limited distance to accommodate the appropriate ramp slope per code. Alternative 1 makes use of the current ramp by adding signage to alert pedestrians to the location of the ramp. Additional signs could be included closer to the sidewalk where they would be more visible. Under Alternative 1, the ramp portion inside of the garage would be fully reconstructed with the appropriate dimensions, slope, and edge height. An ADA parking stall is proposed adjacent to the ramp. Currently, this parking stall is non-ADA compliant.

Alternative 1 also proposes the installation of a new elevator in the current elevator bank. This may require repairs and retrofitting to the elevator bank prior to new elevator installation. The elevator would provide ADA access to all levels of the building.

4. Non-Structural Impacts on Brewster Street Parking Garage

Alternative 1 would not affect the traffic flow direction within the garage building. Aside from local modifications at the point of ramp connection, there are no anticipated impacts on the Brewster Street Garage operation.

Drainage within the garage would be impacted due to the increased runoff into Level 1 from the ramp. This could be addressed by placing a drain at the bottom of the ramp and connecting it to the existing storm sewer system.

5. Traffic Impact, Roadway Operations and MPT

The proposed access ramp would function as a one-way entrance to the parking garage. Both left and right turns would be allowed onto the proposed access ramp, facilitating northbound and southbound traffic from School Street, respectively. This alternative poses traffic operational and safety concerns due to the close proximity of the proposed access ramp to the Glen Street intersection at School Street. Northbound vehicles, approaching from the south on School Street or from the east via Glen Street, immediately after passing the intersection, would stop to make a left turn onto the proposed access ramp through gaps in the opposing traffic. This would result in vehicular blockage and queuing back to the intersection. The stop and left turn would be abrupt, particularly for the vehicles turning right on School Street from Glen Street, posing operational and

safety concerns. Provision of directional signs to properly guide these motorists to the parking garage access would be limited due to the close proximity of the intersection. Any southbound vehicular queuing on School Street due to the traffic signal at Glen Street would also block the proposed access ramp, impeding traffic flow.

The conceptual layout and curved alignment of the proposed access ramp, which is set based on geometric constraints, raise traffic safety and operational concerns such as impacts on sight lines, incident management, and snow removal and storage.

The area to be occupied by the proposed access ramp currently functions as an open space, provides unobstructed pedestrian circulation and access to the surrounding facilities, and connects to a passage between the parking garage and buildings. The proposed access ramp and parapet walls would divide the area, obstructing pedestrian circulation.

Provision of traffic control devices, including stop signs and pavement markings, would be required to streamline the conflicting traffic flow movements at the proposed ramp entrance in the parking garage.

The proposed one-way access ramp would create an intersection along School Street. As such, the left- and right-turning vehicles from School Street onto the proposed access ramp would conflict with the pedestrian flow along the sidewalk on the west side. A high visibility crosswalk with ADA ramps would be provided at the proposed access ramp adjacent to School Street in order to maintain the sidewalk connectivity and to facilitate pedestrian and vehicular operations and safety.

MPT would be required for the duration of construction. Lane closure would be anticipated to allow for contractor's equipment.

6. Impact on Utilities

For Alternative 1 to be feasible, the following utilities would have to be relocated:

1. Existing lighting (3 poles).
2. Electrical vault, see Figure 6.
3. Telephone manhole, see Figure 6.

Utilities that would be impacted but would not necessarily require relocation include:

1. Gas meter behind 1 School Street building: access reduced.
2. Siamese connection behind 1 School Street building: access reduced.

Figure 6: Alternative 1 Impact on Utilities

7. Impact on Trees

Nine young trees would have to be removed in order for Alternative 1 to be feasible.

8. Pedestrian Flow and Accommodations

The new ramp would divide the sidewalk and south plaza into two parts. Even though a crosswalk is proposed, the pedestrian traffic would now be restricted to that point of crossing. In addition, the ramp would prevent outside access for pedestrians to the back of the 1 School Street building, and access from the back alleyway parallel to School Street to the south plaza, sidewalk, and south ADA access to the garage.

With respect to pedestrian accommodations, Alternative 1 would eliminate four benches and a bike rack.

9. Private Owners and ROW

The south plaza falls in the ROW belonging to 1 School Street (Lot 26). This property has multiple owners because it contains office condominiums governed by boards. ROW coordination can be done through the building property managers at the phase of stakeholder outreach. Currently, there is a reciprocal easement agreement with the City for the parking garage walkway. The work proposed under Alternative 1 involves either land acquisition or a temporary or permanent easement.

10. Cost

The estimated construction cost for Alternative 1 is summarized in the table below. The itemized cost analysis is provided in Appendix C.

ALTERNATIVE 1: SOUTH CONNECTION	Cost		
	2022	2023	2024
SUBTOTAL	$ 760,854	$ 783,679	$ 807,190
MOBILIZATION (4%)	$ 30,434	$ 31,347	$ 32,288
CONTINGENCY (20%)	$ 158,257.59	$ 163,005	$ 167,895
TOTAL	**$ 949,546**	**$ 978,032**	**$ 1,007,373**

2.2 ALTERNATIVE 2: CENTER CONNECTION

2.2.1 DESCRIPTION

Alternative 2 evaluates vehicular access through the center pedestrian plaza, which would require modifications to the current pedestrian access. Currently, stairs and a ramp provide access into the garage building from the center plaza. The stairs provide access to the south side of the building while the ramp provides ADA-compliant access to the north side. There is no ADA-compliant path of travel between the north and south wings of the garage, which have different elevations at corresponding levels. No elevator banks exist at the center plaza. A back alleyway parallel to School Street connects the center plaza to the south plaza and provides access to back entrances of the buildings at 1 and 3 School Street.

The center plaza coincides with a curb extension (bump-out) on School Street, which accommodates a mailbox, information booth, garbage receptacle, lighting, and a few mature trees. The plaza includes a large planting bed with trees, decorative vegetation, and benches. A new crosswalk with ADA-compliant ramps was recently installed on School Street at the center plaza.

Figure 7: General View of Center Pedestrian Plaza (left) and Entry to Garage Building (right)

Figure 8: Pedestrian Ramp at Center Access of the Garage Building

Drawing 2 of 6 in Appendix B shows the proposed schematic for Alternative 2 – Center Access. Section 2.2.2 provides a comprehensive evaluation of the alternative.

2.2.2 EVALUATION

1. **Geometric and Structural Feasibility**

   The center pedestrian plaza has plenty of space to accommodate a 12' vehicular ramp. The challenge lies in having an entry point to the garage building that fits the geometric requirements but minimally affects the structure. A ramp entering the garage at level grade is ideal. Multiple iterations to accomplish this were studied. However, due to structural limitations, the only feasible location for a ramp connection from School Street occurs at the inclined vehicle ramp connecting Level 1 South to Level 1 North of the garage building, as shown on Alternative 2 Plan on Drawing 2 of Appendix B.

   As a result, while access to the garage building through the center plaza may be geometrically and structurally feasible, it is deemed impractical from an operational standpoint due to the conflicting grades on the ramp. Nonetheless, for a thorough evaluation and to allow the City to weigh the alternative's pros and cons, the remaining criteria 2 through 10 were examined.

2. **Safety**

   A crosswalk is proposed to safely connect the two sides of the new ramp at School Street. The existing 2" concrete edge at the building entry near the center stairs would be reconstructed into a ramp in accordance with current ADA standards.

   General improvements such as increased lighting inside the garage, addressing tripping hazards, and adding signage to better inform pedestrians of access points into the garage can be implemented to enhance safety.

3. ADA Compliance

For Alternative 2 to be feasible, the existing pedestrian ramp would have to be removed. Relocation of this ramp is infeasible due to slope requirements and space limitations.

ADA access could be provided by means of an elevator installed just south of the existing stairs. This would require the construction of an elevator bank inside or adjacent, but connected to the building. A less ideal option that was evaluated for ADA access at the center location is a vertical platform lift, such as the example shown in Figure 9 below. This option would only provide access between Level 1 south and the plaza and is not appropriate for commercial use, despite advertisements' claims. It is also not an ideal option for this application because it does not offer an emergency call feature to summon help in case of a malfunction, as standardly offered with an elevator. A possible alternative to the elevator at the center pedestrian plaza is a pedestrian ADA-compliant ramp just north of the proposed vehicular ramp between the first two columns. This would require the elimination of at least one parking stall and does not solve the issue of ADA-compliant connection between the north and south sides of the Brewster Garage Building.

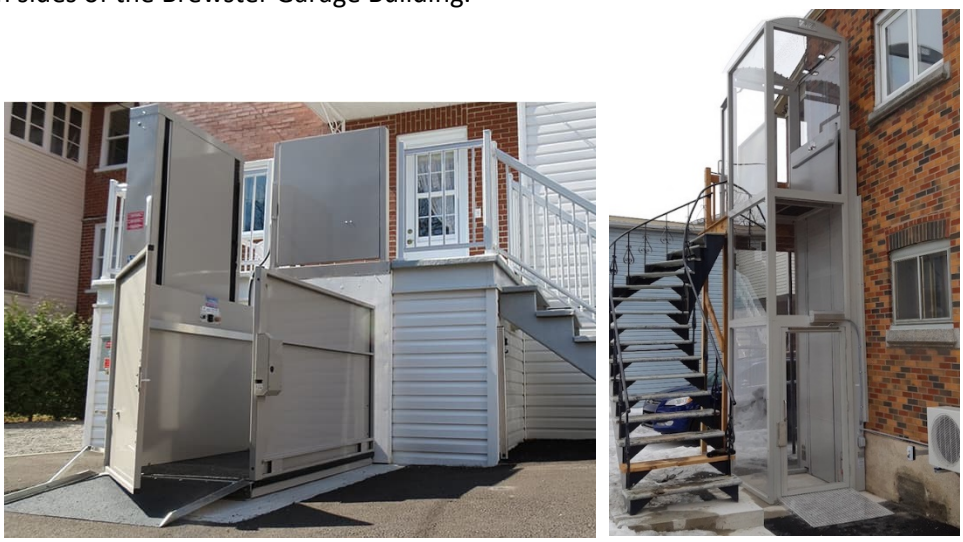


Figure 9: Vertical Lift Platform Examples

4. Non-Structural Impacts on Brewster Street Parking Garage

Alternative 2 requires the reversal of vehicular traffic flow inside of the Brewster Street Garage. The flow reversal applies to all levels of the building and translates into partial curb removals, re-marking of parking stalls, and changing all the relevant signage.

Drainage within the garage would be impacted due to the increased runoff into Level 1 from the ramp. This could be addressed by placing a drain at the bottom of the ramp and connecting it to the existing storm sewer system.

5. Traffic Impact, Roadway Operations and MPT

The proposed access ramp would function as a one-way entrance to the parking garage. Both left and right turns would be allowed onto the proposed access ramp, facilitating northbound and southbound traffic from School Street, respectively. The ramp would connect to an existing ramp in the parking garage, which is perpendicular and inclined. The multiple grades meeting at the intersection of the ramps make for an impractical design that struggles to ensure a smooth transition and safe operation for the vehicles traversing via the proposed ramp, as well as those on the existing ramp.

Alternative 2 requires the reversal of the traffic flow within the garage. It is feasible to reverse flow because of the two-way entry/exit points, however, the reversal would apply to the whole parking garage and all parking spaces would need to be angled in the opposite direction through markings and curb modifications. The traffic flow reversal would eliminate the parking Level 1 south/south entrance connection to upper levels/north exit of the parking garage.

The proposed one-way access ramp would create an intersection along School Street. As such, the left- and right-turning vehicles from School Street onto the proposed access ramp would conflict with the pedestrian flow along the sidewalk on the west side. A high visibility crosswalk with ADA ramps would be provided at the proposed access ramp to maintain the sidewalk connectivity and to facilitate pedestrian and vehicular operations and safety.

The horizontal alignment of the proposed access ramp, as depicted on the layout plan, is curved due to geometric constraints and structural elements in the garage. These features entail geometric design elements such as grade and sight distance, and would be in accordance with applicable design standards, ensuring vehicular and pedestrian traffic safety and operation.

The turning vehicles, particularly the northbound left-turn vehicles onto the proposed access ramp, would result in vehicular queuing on School Street. While the anticipation of significant vehicular queuing under the low prevailing traffic volumes is low, it would increase with the growth in traffic in the future. Removal of the curb extension is intended to allow space for turning vehicles to move out of the traffic lane to alleviate potential congestion, even though it cannot be designated as a turning lane due to its substandard width. Even if the curb extension were not removed, considering the distance to the existing intersections along School Street, this location provides substantially greater queuing storage as compared to the location for Alternate 1.

MPT would be required for the duration of construction. Lane closure would be anticipated to allow for contractor's equipment.

6. **Impact on Utilities**
   One light pole and one manhole would need to be relocated if the curb extension (bump-out) were to be removed to allow for a turning lane as shown on Drawing 2 of Appendix B. If the turning lane were not provided, no utilities would be impacted by Alternative 2.

7. **Impact on Trees**
   Two mature trees would need to be removed for Alternative 2 to be feasible. An additional tree would need to be removed if the curb extension (bump-out) were removed to allow for a turning lane as shown on Drawing 2 of Appendix B.

8. **Pedestrian Flow and Accommodations**
   The proposed ramp at this location divides the center plaza into two sections. A crosswalk is proposed to connect the two sides of the ramp at School Street, and a minimum 5' walkway is proposed to allow for better pedestrian flow and turning space.

9. **Private Owners and ROW**
   The center plaza falls in the ROW belonging to 3 School Street (Lot 28). This property has multiple owners because it contains office condominiums governed by boards. ROW coordination can be done through the building property managers at the phase of stakeholder outreach.

   The work proposed in Alternative 2 involves either land acquisition or a permanent easement agreement.

10. **Cost**
    The estimated construction cost for Alternative 2 is summarized in the table below. The itemized cost analysis is provided in Appendix C.

ALTERNATIVE 2: CENTER CONNECTION	Cost		
	2022	2023	2024
SUBTOTAL	$ 1,580,064	$ 1,627,466	$ 1,676,290
MOBILIZATION (4%)	$ 63,203	$ 65,099	$ 67,052
CONTINGENCY (20%)	$ 328,653	$ 338,513	$ 348,668
TOTAL	**$ 1,971,920**	**$ 2,031,078**	**$ 2,092,010**

2.3 ALTERNATIVE 3: NORTH CONNECTION

2.3.1 DESCRIPTION

Alternative 3 evaluates vehicular access through an existing driveway at the north connection point while enhancing the pedestrian access available. Currently, stairs and a ramp provide access into the garage building from the north end. The stairs provide access to all levels on the north side of the garage building while the ramp provides ADA-compliant access from the sidewalk at the AMC Theatre to Level 2 of the north wing of the garage. This access is provided by means of a pedestrian bridge that is aged but is still structurally sound. No ADA access is provided to any other level of the garage building at the north end. A non-functioning elevator bank exists at the north end adjacent to the stairs.

The driveway at the north end leads to the stairs accessing the garage building, the back alleyway parallel to School Street, and stairs accessing the back of the building at 3 School Street. It does not seem to serve a purpose other than accessing the dumpster located at the bottom of the driveway, which belongs to 3 School Street. A sidewalk exists on the side of the driveway but it ends abruptly, and is not ADA-compliant. Photos of the current conditions are provided in Figures 10 and 11 below.

The driveway coincides with a curb extension (bump-out), which accommodates lighting, a mature tree, and a new crosswalk with ADA-compliant ramps.

Figure 10: General Views of Driveway at North End

Figure 11: Current Access to Brewster Street Garage Building at the North End

Figure 12: Pedestrian Bridge Exhibiting Deterioration and Section Loss

Alternative 3 proposes using the existing driveway for vehicular access into the Brewster Street Garage, and replacing the existing pedestrian bridge with a prefabricated structure at a higher level to allow for sufficient vertical clearance. While the current pedestrian bridge appears to be structurally sound and complies with the ADA requirements, it is aged, unlit, and uninviting.

Drawings 3 to 5 of 6 in Appendix B show the proposed schematic plan and elevation for Alternative 3 – North Access. Section 2.3.2 provides a comprehensive evaluation of the alternative.

2.3.2 EVALUATION

1. Geometric and Structural Feasibility

The existing north driveway could be extended to create a ramp into the Brewster Street Garage Building at a matching grade. The existing pedestrian bridge, which connects Level 2 of the garage to the sidewalk near the AMC Theatre, would need to be relocated to allow for the necessary vertical clearance. Drawing 3 of Appendix B proposes removing the pedestrian bridge, which is aged, and replacing it with a prefabricated pedestrian bridge at Level 3. The bridge would be attached to the building structure the same way the current bridge is connected, and be supported on newly installed columns on the opposite end. A ramp descending from the bridge with a switchback would provide a pedestrian connection to the sidewalk. Various options exist for the pedestrian bridge and ramps, which allow for customization to fit the current and future capacity demands, maintenance preferences, and aesthetic consistency. Information is provided below to demonstrate feasibility at a conceptual level. Additional products and manufacturers can be investigated in future stages of design.

Prefabricated Pedestrian Bridge:

Fabricators that manufacture pedestrian bridges in-shop and deliver them ready to erect include: ACROW Bridge; Art Thureson Inc. for Anderson Bridges; Big R Bridge; Bridge Brothers Inc.; Cameron Bridge Works, LLC; Contech Engineered Solutions, LLC; Excel Fabricators; GatorDock & GatorBridge; and Wood Research and Development. Available options for bridge type and materials are:

- Steel Truss (weathering or painted):
  - Economically comparable to aluminum (short run[1])
  - Heaviest dead load
  - Provides *unconditional* best clearance
  - Potential higher maintenance than other options, depending on finish selection *(ex. paint every 2-10 years)*
- Aluminum Truss
  - Most economical (short run[1])
  - Lightest dead load
  - Can provide best clearance but with additional cost and design considerations
  - Lowest maintenance (especially with aluminum deck option)
- FRP Reinforced Timber Truss
  - Most expensive (short run[1])
  - Longest claimed lifespan (100 years)
  - Provides good clearance

[1] Long run costs are dependent on a combination of parameters such as finishes, deck type, maintenance requirements, warranty, etc.

- Maintenance can be further explored
- May require on-site pre-assembly (minimum 16'-wide staging area, two weeks to pre-assemble plus one week to erect). Can provide shop-assembly but cost may be affected.

o Deck Options:
- Concrete CIP, only design of deck is by fabricator.
- Concrete with stay-in-place forms.
- Concrete precast.
- Treated timber.
- Steel grating.
- Aluminum slip-resistant deck (*best option, lowest maintenance*).
- FRP grating.
- Industrial aluminum grating.
- IPE hardwood.
- Composite wood.

The cost varies based on the selected options. Below is an estimated value ($/LF delivered):

Steel

$858	Steel, prep for 4" thick concrete deck (CIP)
$1,182	Weathering steel with SIP forms (CIP)
$1,507	Self-weathering steel with pine deck
$2,102	Painted steel with concrete deck design (CIP), cost includes construction

Aluminum

$1,076	Aluminum, prep for 4" thick concrete deck (CIP)
$1,127	Aluminum with aluminum slip-resistant deck

FRP Timber

$2,203	Truss timber with high strength fiber tension elements, includes erection (onsite assembly)

Timeframe for prefabricated bridges depends on the manufacturer. Below are pre-pandemic timeframes for design and fabrication. Coordination with the manufacturer would be necessary in advanced stages of design.

- Design time: minimum 1 week, average = 3 weeks, maximum 6 weeks.
- Fabrication and delivery time: minimum 6 weeks, average = 8 weeks, maximum 14 weeks.
- Total anticipated time *(including 2-4 weeks for City's review and approval of design drawings)*: minimum 9 weeks, average = 14 weeks, maximum 24 weeks.

Figure 13: Example of Different Prefabricated Bridges

Figure 13 shows some examples for prefabricated bridges. Details on types, materials, and finishes are provided in Appendix D of this Report.

Prefabricated ADA Ramps:
Prefabricated ramps can be customized for a configuration suitable for the space as long as the appropriate slope and landings are provided for ADA compliance. For a 15' height, and to meet ADA requirements, 180' of ramp is required. The Schematic Drawings in Appendix B assume one switchback is desired. Fortunately, the sidewalk is wide enough to accommodate that, with the higher part of the ramp overhanging the landscaped area beneath adjacent to the driveway. Figure 14 below shows an example of prefabricated ramps.

Figure 14: Example for a Prefabricated ADA-compliant Ramp

In terms of vehicular access, an entry point to the garage building at the first bay of Level 1, between the first and second north columns, would be ideal. Dimensions on the garage design drawings show this is feasible, however, field measurements indicate the geometric criteria would not fit through the first bay. Alternative 3 on Drawing 3 in Appendix B is based on the information currently available to ensure feasibility. Advanced design stages would rely on a project-specific survey.

Figure 15: View from Inside the Garage of the First Two Bays

2. Safety

Alternative 3 does not affect the current safety conditions. Implemented safety measures include a vertical-faced protective barrier to separate pedestrians from vehicular traffic at the entry point of the garage near the stairs.

3. ADA Compliance

The existing 2” concrete edge at the building entry near the center stairs would be reconstructed into a ramp in accordance with current ADA standards. New ADA parking slots would be added to Levels 1 and 2 near the elevators and the new pedestrian bridge location. The new pedestrian bridge

and accompanying ramps would be sloped appropriately for ADA compliance, and no steps would be introduced.

Even though the ADA access provided by the bridge would no longer be on the street entry/grade level of Brewster Street, the benefit of having vehicular access to the Brewster Garage Building from School Street would increase the usability of the structure and expand the ADA ramp usage to non-locals.

4. Non-Structural Impacts on Brewster Street Parking Garage

Alternative 3 would not require a reversal of traffic flow direction by virtue of making the ramp end right-turn-only. No curb modifications would be necessary, though they would be highly recommended to address the curb spalls (concrete fragments broken off) throughout the garage.

The drainage system of the structure would not be affected since the driveway already has a catch basin at the lower end.

5. Traffic Impact, Roadway Operations and MPT

The proposed access ramp would function as a one-way vehicular entrance to the parking garage. Both left and right turns would be allowed onto the proposed access ramp, facilitating northbound and southbound traffic from School Street, respectively.

The structural elements and geometric constraints, along with the curved alignment of the proposed access ramp, as depicted on the layout plan, entail geometric design elements such as sight distance and grade, requiring a design in accordance with applicable standards that ensures adequate vehicular and pedestrian traffic operation.

While this alternative would utilize an existing driveway, the volume of left- and right-turning vehicles from School Street, conflicting with the pedestrian flow along the sidewalk on the west side, would increase due to the additional vehicles heading to the parking garage. A high visibility crosswalk with ADA ramps would be provided at the proposed access ramp to maintain the sidewalk connectivity and to facilitate pedestrian and vehicular operations and safety. An existing crosswalk on School Street would be maintained for pedestrian circulation.

MPT would be required for a minimal time duration to complete the curb work at the street level. Lane closure would not be required for the duration of construction as there is enough space for the Contractor's equipment.

6. Impact on Utilities

One light post would need to be relocated to accommodate Alternative 3. The transformer vault at the lower end of the driveway would not be affected.

7. Impact on Trees

One mature tree adjacent to the stairs would be removed. New landscaping is proposed on the north side of the driveway in the existing planter.

8. Pedestrian Flow and Accommodations

Pedestrian flow at the north driveway would not be affected by the new ramp. There are no benches, bike racks, or other pedestrian accommodations that would be affected by the alternative.

9. Private Owners & ROW

The north connection point falls in the ROW belonging to 3 School Street (Lot 28) and the AMC Building at 5 School Street (Lot 30). As discussed previously, 3 School Street has multiple owners because it contains office condominiums governed by boards. ROW coordination for 3 School Street can be done through the building property managers at the phase of stakeholder outreach. 5 School Street has a Payments in Lieu of Taxes (PILOT) Agreement with the Glen Cove Industrial Development Agency (IDA). ROW coordination for 5 School Street can be done with the owner.

The work proposed in Alternative 3 involves a permanent easement agreement.

Alternative 3 takes into consideration the garbage dumpster currently located behind the 3 School Street building, which it belongs to and which is accessed by the existing driveway. The proposed alternative would relocate the dumpster while maintaining access to it, and would improve the condition of the driveway and the pedestrian walkway ending abruptly in that vicinity.

10. Cost

The estimated construction cost for Alternative 3 is summarized in the table below. The itemized cost analysis is provided in Appendix C. Below are notes on the construction cost estimate for this Alternative. These notes lead to the cost presented herein; the estimate can significantly vary with different assumptions.

1. The cost of prefabricated structures is based on the type of structure, material, and finishes. The cost used in the estimate is based on a 30’ long 12’ wide steel bridge, painted, with standard finishes for deck and railing.
2. The cost of a prefabricated ADA pedestrian ramp varies based on specifications and manufacturer. A project-specific quote was obtained and used.
3. Elevator costs vary based on specifications and manufacturer. Two quotes were received, the higher used to be conservative with an estimated increase to account for installation costs based on experience.

ALTERNATIVE 3: NORTH CONNECTION WITH A NEW ELEVATOR AT THE CENTER PLAZA	Cost		
	2022	2023	2024
SUBTOTAL	$ 1,570,047	$ 1,617,149	$ 1,665,663
MOBILIZATION (4%)	$ 62,802	$ 64,686	$ 66,627
CONTINGENCY (20%)	$ 326,570	$ 336,367	$ 346,458
TOTAL	**$ 1,959,419**	**$ 2,018,202**	**$ 2,078,748**

ALTERNATIVE 3: NORTH CONNECTION WITHOUT A NEW ELEVATOR AT THE CENTER PLAZA	Cost		
	2022	2023	2024
SUBTOTAL	$ 797,547	$ 821,474	$ 846,118
MOBILIZATION (4%)	$ 31,902	$ 32,859	$ 33,845
CONTINGENCY (20%)	$ 165,890	$ 170,867	$ 175,993
TOTAL	**$ 995,339**	**$ 1,025,199**	**$ 1,055,955**

2.4 ALTERNATIVE 4: ENHANCED PEDESTRIAN CONNECTIONS

2.4.1 DESCRIPTION

This alternative evaluates all possible pedestrian enhancements that can be implemented as an interim solution or an independent solution in the event that none of the alternatives for vehicular access is deemed economical or feasible in the short term. Alternative 4 schematic plan is provided on Drawing 6 of 6 in Appendix B. A thorough evaluation is provided in section 2.4.2 below.

2.4.2 EVALUATION

1. **Geometric and Structural Feasibility**
   The geometric and structural feasibility for Alternative 4 is only applicable at the center plaza where an elevator is proposed. There are two potential locations for the elevator as shown on Drawing 6 of Appendix B. Both potential locations are geometrically feasible as there is ample space to accommodate an elevator bank. Structurally, the location inside of the building is less preferable as it requires cutting through the floors and connecting to an already deteriorated structure. A new elevator bank, outside of but adjacent to the building, is more preferable from a structural standpoint. The independent structure can be attached to the garage building and joints will be placed to allow for the appropriate minimal movement due to expansion.

2. **Safety**
   Alternative 4 is anticipated to only enhance the safety conditions and provide better ADA accessibility in the Brewster Street Garage. The following proposed items shown on Drawing 6 of Appendix B contribute to the safety enhancement:

   1. Replace or enhance lighting in the garage building to increase visibility.
   2. Include additional signage inside and outside the garage to clarify directions and indicate locations of vital amenities.
   3. Enhance lighting at the center plaza.
   4. Replace tall bushy trees with smaller vegetation that does not obstruct pedestrian view.

3. **ADA Compliance**
   Alternative 4 proposes the replacement of both non-functional elevators at the north and south ends of the garage, as well as the installation of a new elevator at the center of the parking garage. It also proposes the replacement of all non-ADA-compliant ramps within the garage with ADA-compliant ramps, and the addition of ADA parking stalls near those ramps.

   The replacement of the existing stairs at the south pedestrian plaza with an ADA-compliant ramp

was evaluated and deemed impractical. The elevation difference of two ends of the ramp would be approximately 3', and the slope requirement for ADA-compliant ramps is 7.5% maximum. This results in a 40' long ramp, which would take up most of the plaza and require retaining walls and fencing. The extensive work would have minimal benefits since the new ramp would affect the pedestrian flow and also due to the close proximity of the existing ADA ramp recently constructed on the west side of the Brewster Garage Building.

4. **Non-Structural Impacts on Brewster Street Parking Garage**
   No impacts anticipated.

5. **Traffic Impact, Roadway Operations and MPT**
   Alternative 4 is not anticipated to have any impacts on traffic. It is, however, anticipated to improve the pedestrian experience and provide a safer and more readily identifiable ADA access to the garage building at Brewster Street from School Street.

   MPT would not be required. Lane closure is not required either.

6. **Impact on Utilities**
   No impact on utilities is anticipated, except where new lighting would need to be powered by the existing electrical facilities.

7. **Impact on Trees**
   Tree replacement and updated landscaping is proposed at the center plaza to improve visibility.

8. **Pedestrian Flow and Accommodations**
   Pedestrian flow is not affected. Improvements proposed by Alternative 4 will improve the pedestrian experience within the vicinity of the project.

9. **Private Owners & ROW**
   Alternative 4 requires temporary easements for construction in some locations. At the center plaza, a permanent easement agreement would need to be established with 3 School Street if an elevator is to be installed on their property abutting the garage building.

10. **Cost**
    The estimated construction cost for Alternative 4 is summarized in the table below. The itemized cost analysis is provided in Appendix C.

    Alternative 4 consists of many different components that vary in cost, which can affect the financial feasibility of the alternative. Independent combinations of the different parts of Alternative 4 are proposed per location. A multilevel numbering system is used where the first number indicates the

alternative in reference (Alternative 4), the second number indicates the location (south, center, and north alleyways), and the third number is the alternative combination or sub-alternative. Each sub-alternative is an upgrade on the preceding one.

Alternative 4.1: South Alleyway Pedestrian Improvements

4.1.1: Improve existing ADA ramp, add signage, and convert parking spots to ADA accessible.
4.1.2: Improve existing ADA ramp, add signage, convert parking spots to ADA accessible, and install new elevator in existing elevator bank.

Alternative 4.2: Center Alleyway Pedestrian Improvements

4.2.1: Improve existing ADA ramp, add signage, convert parking spots to ADA accessible, and clear vegetation at existing ADA ramp.
4.2.2: Improve existing ADA ramp, add signage, convert parking spots to ADA accessible, clear vegetation at existing ADA ramp, replace dense vegetation with smaller plants, and add lighting.
4.2.3: Improve existing ADA ramp, add signage, convert parking spots to ADA accessible, clear vegetation at existing ADA ramp, replace dense vegetation with smaller plants, add lighting, and construct an elevator bank and install a new elevator

Alternative 4.3: North Alleyway Pedestrian Improvements

4.3.1: Improve existing ADA ramp.
4.3.2: Improve existing ADA ramp, and install new elevator in existing elevator bank.

The cost of the individual combinations was calculated and provided in Appendix C. An overall pedestrian enhancement scope for the project site can be determined by combining one sub-alternative from each location based on available budget and item priority. Below are some recommendations:

		2022	2023	2024
4.1.1 & 4.2.1 & 4.3.1 Basic Improvements - No Elevators	**SUBTOTAL**	$ 8,270	$ 8,518	$ 8,774
	MOBILIZATION (4%)	$ 331	$ 341	$ 351
	CONTINGENCY (20%)	$ 1,720	$ 1,772	$ 1,825
	TOTAL	**$ 10,321**	**$ 10,630**	**$ 10,949**
4.1.1 & 4.2.2 & 4.3.1 Moderate Improvements - No Elevators	**SUBTOTAL**	$ 13,034	$ 13,425	$ 13,827
	MOBILIZATION (4%)	$ 521	$ 537	$ 553
	CONTINGENCY (20%)	$ 2,711	$ 2,792	$ 2,876
	TOTAL	**$ 16,266**	**$ 16,754**	**$ 17,257**
4.1.2 & 4.2.2 & 4.3.2 Moderate Improvements - Elevators Only at Existing Banks	**SUBTOTAL**	$ 528,034	$ 543,875	$ 560,191
	MOBILIZATION (4%)	$ 21,121	$ 21,755	$ 22,408
	CONTINGENCY (20%)	$ 109,831	$ 113,126	$ 116,519.70
	TOTAL	**$ 658,986**	**$ 678,756**	**$ 699,118**
4.1.1 & 4.2.3 & 4.3.1 Moderate Improvements - Elevator Only at Center Plaza	**SUBTOTAL**	$ 785,534	$ 809,100	$ 833,373
	MOBILIZATION (4%)	$ 31,421	$ 32,364	$ 33,335
	CONTINGENCY (20%)	$ 163,391	$ 168,293	$ 173,341.50
	TOTAL	**$ 980,346**	**$ 1,009,756**	**$ 1,040,049**
4.1.2 & 4.2.3 & 4.3.2 Highest Improvements - Elevators at Three Locations	**SUBTOTAL**	$ 1,300,534	$ 1,339,550	$ 1,379,736
	MOBILIZATION (4%)	$ 52,021	$ 53,582	$ 55,189
	CONTINGENCY (20%)	$ 270,511	$ 278,626	$ 286,985.11
	TOTAL	**$ 1,623,066**	**$ 1,671,758**	**$ 1,721,911**

3 BENEFIT ANALYSIS

The objective of this section is to compare the alternatives and discuss the overall benefits and drawbacks that were not applicable to the specific criteria evaluation presented in the previous sections. Alternative 4 is an added alternative that is intended to enhance the pedestrian access. Most of the items in Alternative 4 are implemented in the other alternatives, therefore it may not appear in direct comparisons in this section.

Alternatives 1 to 3 meet the objectives of the project by providing vehicular access to the Brewster Street Garage from School Street. Even though the three alternatives are geometrically and structurally feasible, Alternatives 1 and 2 are found to be impractical from a traffic perspective, require the most modifications to utilities, and have the greatest impacts. Alternative 3 makes use of an existing driveway, which results in minimal impacts. In addition, while all alternatives require some sort of agreement with property owners, Alternative 3 has the least impact on physical property, and provides the most benefits to the owners. Alternative 3 translates into a refurbished driveway, improved sidewalk, landscaped area adjacent to the driveway, designated dumpster area, and better access to parking.

Alternatives 1 and 2 require extended lane closures and maintenance and protection of traffic during construction operations. Alternative 3 requires minimal, if any, lane closure to complete the work on the curb. The majority of the work would be conducted away from School Street in the underutilized driveway. The prefabricated structures can arrive assembled, and would take a short period of time to attach in place.

All alternatives provide improved ADA access, however, Alternative 2 disconnects ADA access on the two sides of the garage building. New elevators are called for at the existing banks for all alternatives. The option of constructing a third elevator in the center is evaluated against adding a vertical lift. A new elevator at the center plaza is accounted for in the cost estimate.

From a construction cost perspective, Alternative 3 is the most costly (see summary table below). However, it is the most practical alternative with the least impacts and maximum benefits. It encompasses most of the pedestrian improvements discussed in Alternative 4.

Different parts of Alternative 4 can be implemented in the short term to enhance the pedestrian experience. Five different combinations of the items proposed in Alternative 4 are presented in the summary table below for reference and comparison.

ALTERNATIVE	ESTIMATED COST (2022)
ALTERNATIVE 1: SOUTH CONNECTION	$ 949,546
ALTERNATIVE 2: CENTER CONNECTION WITH A NEW ELEVATOR AT THE CENTER PLAZA (NECESSARY)	$ 1,971,920
ALTERNATIVE 3: NORTH CONNECTION WITH A NEW ELEVATOR AT THE CENTER PLAZA	$ 1,959,419
ALTERNATIVE 3: NORTH CONNECTION WITHOUT A NEW ELEVATOR AT THE CENTER PLAZA	$ 995,339
ALTERNATIVE 4: ENHANCED PEDESTRIAN CONNECTIONS	$ 1,619,693
4.1.1 & 4.2.1 & 4.3.1 BASIC IMPROVEMENTS - NO ELEVATORS	$ 10,321
4.1.1 & 4.2.1 BASIC IMPROVEMENTS - NO ELEVATORS, NO NORTH END IMPROVEMENTS	$ 9,411
4.1.1 & 4.2.2 & 4.3.1 MODERATE IMPROVEMENTS - NO ELEVATORS	$ 16,266
4.1.1 & 4.2.2 MODERATE IMPROVEMENTS - NO ELEVATORS, NO NORTH END IMPROVEMENTS	$ 15,356
4.1.2 & 4.2.2 & 4.3.2 MODERATE IMPROVEMENTS - ELEVATORS ONLY AT EXISTING BANKS	$ 658,986
4.1.2 & 4.2.2 MODERATE IMPROVEMENTS - ELEVATORS ONLY AT EXISTING BANKS, NO NORTH END IMPROVEMENTS	$ 336,716
4.1.1 & 4.2.3 & 4.3.1 MODERATE IMPROVEMENTS - ELEVATOR ONLY AT CENTER PLAZA	$ 980,346
4.1.1 & 4.2.3 MODERATE IMPROVEMENTS - ELEVATOR ONLY AT CENTER PLAZA, NO NORTH END IMPROVEMENTS	$ 979,436
4.1.2 & 4.2.3 & 4.3.2 HIGHEST IMPROVEMENTS - ELEVATORS AT THREE LOCATIONS	$ 1,623,066
4.1.2 & 4.2.3 HIGHEST IMPROVEMENTS - ELEVATORS AT THREE LOCATIONS, NO NORTH END IMPROVEMENTS	$ 1,300,796

4 STAKEHOLDER OUTREACH

4.1 OUTREACH TIMELINE & SUMMARY

The following stakeholder outreach events and meetings were conducted (see appendix F for documentation):

- Small group meetings were held with the project team and the 1 and 3 School Street owners and property managers in January 2022.
- Downtown Parking Connections was included as an agenda item and discussed at the February 2022 meetings of the Glen Cove Chamber of Commerce and Glen Cove Downtown Business Improvement District (BID). (Note: a representative of RXR Realty, one of the project stakeholders, attended the meetings.)
- CDA staff met with representatives of The DiNoto Group (TDG), owner and manager of AMC Theater, in May 2022.
- Feedback was sought from the City's ADA Compliance/ Complete Streets Committee and Age-Friendly Glen Cove Outdoor Spaces, Buildings & Transportation Working Group in May 2022, as well as the CDA Board and City Council in June 2022.
- A Public Work Session was held in the City Hall Main Chambers in June 2022. The Public Work Session was publicized as follows:

- News & Notices posting on the City of Glen Cove homepage, which corresponds with an automatic email sent to several hundred residents who have signed up for notifications.
- Update to Projects & Studies webpage on the City of Glen Cove website.
- Publication of a notice in the *Glen Cove Herald*.
- Posting on the Mayor's social media pages, including Facebook and Instagram.

- In October 2022, CDA staff presented the project at a Pre-Council meeting open to the public and solicited feedback from Council members.

5 Selected Alternative

The City of Glen Cove has taken into consideration all the information provided in this feasibility study, input from the public and Council, and other projects underway concurrent with this study such as the Roadway Improvement Program and the Brewster Street Garage Building required updated structural assessment. It was decided to implement the short-term improvements identified in Alternative 4 Moderate Improvement without Elevators in the south and center connection areas. The approximate implementation cost to the City of Glen Cove is estimated at $150,000 including all associated engineering services, inflation and contingencies. The improvements being implemented are as follows:

- Improvements to Pedestrian/ADA Access: Enhance handicapped accessibility and pedestrian connectivity between the Brewster Street Garage and School Street. This includes sidewalk installation and improvements, ramp installation and improvements, addition of detectable warning surfaces, and striping of handicapped parking spaces. See Appendix E Enhanced Pedestrian Connections Ramps Plan for proposed improvements (preliminary designs for pedestrian and ADA accessibility improvements).
- Lighting Improvements: Enhance lighting in the garage building to increase visibility.
- Signage Improvements: Install additional signage inside and outside the garage to clarify directions and indicate locations of vital amenities.
- Landscaping Improvements: Replace tall bushy trees with smaller vegetation that does not obstruct pedestrian views and visibility.
- Bump-out Elimination: Eliminate curb bump-outs at strategic locations along School Street to increase parking and access to local businesses in the Downtown BID.

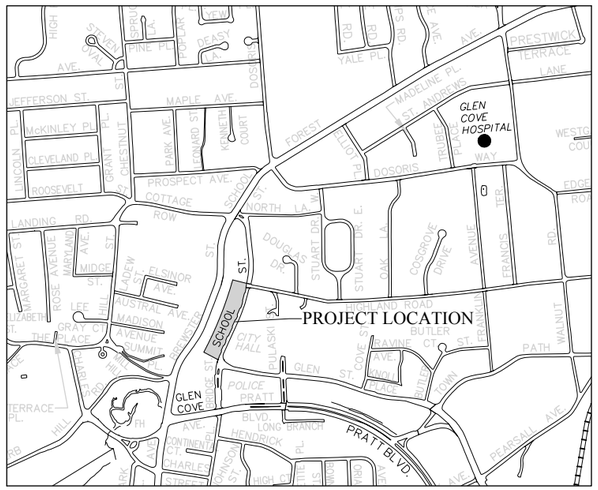
The short-term improvements will be implemented by incorporating most items into the 2022-2023 Roadway Improvement Program, which LiRo is currently under contract for. Landscaping improvements will be handled by the City of Glen Cove Beautification Commission.

The long-term improvements identified below, which are evaluated in Alternative 3, will be considered in the future based on available funding and the completion of relevant structural work in the vicinity, specifically Brewster Street Garage Building rehabilitation.

- Vehicular Ramp, North Connection: Utilize the existing vehicular ramp and replace/raise the existing pedestrian bridge to provide sufficient vertical clearance for vehicular access to the garage.
- Functioning Elevators.

Important to note is that due to the pedestrian improvements that would be needed to successfully implement Alternative 3, the stand-alone pedestrian improvements in the north garage location proposed as part of Alternative 4 are not being contemplated at this time—in order to avoid ripping out improvements during future work.

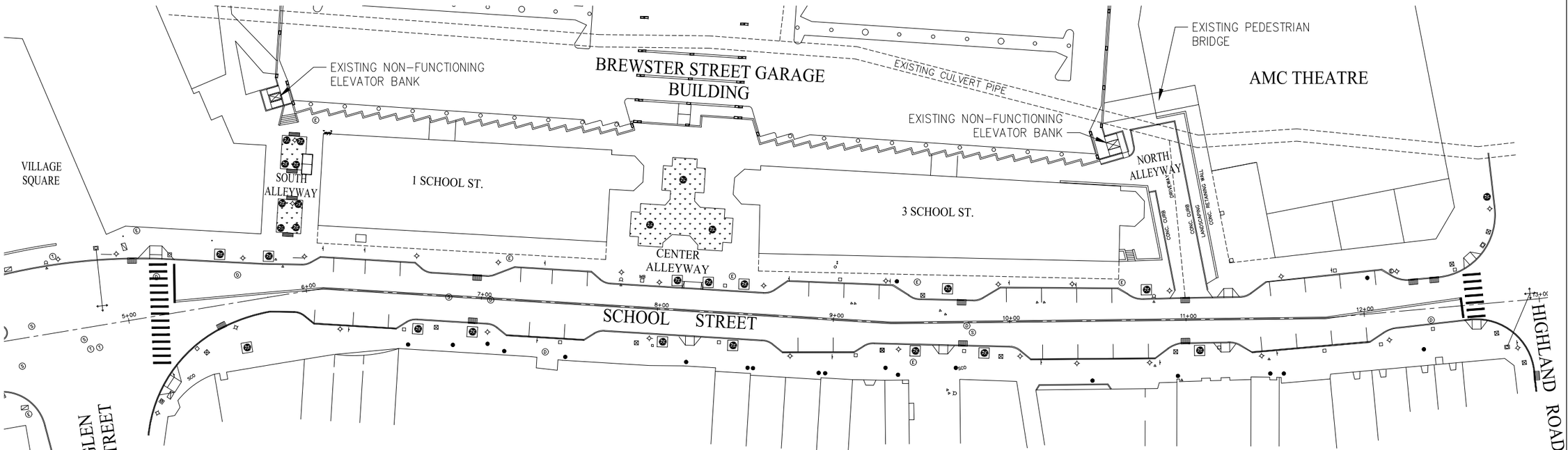
APPENDIX A – EXISTING PLAN OF SCHOOL STREET AND ROW PLAN



LOCATION MAP
N.T.S.

LEGEND

- SANITARY SEWER CLEAN OUT
- TREE PLANTING
- TRASH RECEPTACLE
- STREET LIGHT
- ELECTRIC MANHOLE
- SANITARY MANHOLE
- DRAINAGE MANHOLE
- CATCH BASIN
- WATER VALVE
- FIRE HYDRANT
- DRAINAGE PIPE
- LANDSCAPING ISLAND
- GAS METER



EXISTING PLAN
NOT TO SCALE

LiRo Engineers, Inc.
A LiRo Group Company
Mineola, N.Y. 516-746-2350[T]

EXISTING PLAN

CITY OF GLEN COVE
DOWNTOWN PARKING CONNECTIONS

DRAFTED BY:	JS	SCALE:	NOT TO SCALE
DESIGNED BY:	AG	DATE:	OCTOBER 2021
CHECKED BY:	PS		
PROJECT NUMBER:			

U:\Projects\2021\21-134-0078 City Of Glen Cove Downtown Parking Connections\1 Drawings\Sheets\Garage Project\GaragePlans.dwg(Existing Plan) Last Modified: Oct 15, 2021 Plotted by Stancoj

LEGEND

- SANITARY SEWER CLEAN OUT
- TREE PLANTING
- TRASH RECEPTACLE
- STREET LIGHT
- ELECTRIC MANHOLE
- SANITARY MANHOLE
- DRAINAGE MANHOLE
- CATCH BASIN
- WATER VALVE
- FIRE HYDRANT
- DRAINAGE PIPE
- LANDSCAPING ISLAND
- GAS METER
- R.O.W LINE

LOT 33

BREWSTER STREET GARAGE BUILDING

CITY OF GLEN COVE

AMC THEATRE
LOT 30

LOT 40

SOUTH ALLEYWAY

RECIPROCAL EASEMENT AGREEMENT (PARKING GARAGE WALKWAY)

1 SCHOOL ST.
LOT 26

NORTH ALLEYWAY

3 SCHOOL ST.
LOT 28

CENTER ALLEYWAY

6+00 7+00 8+00 9+00 10+00 11+00

SCHOOL STREET

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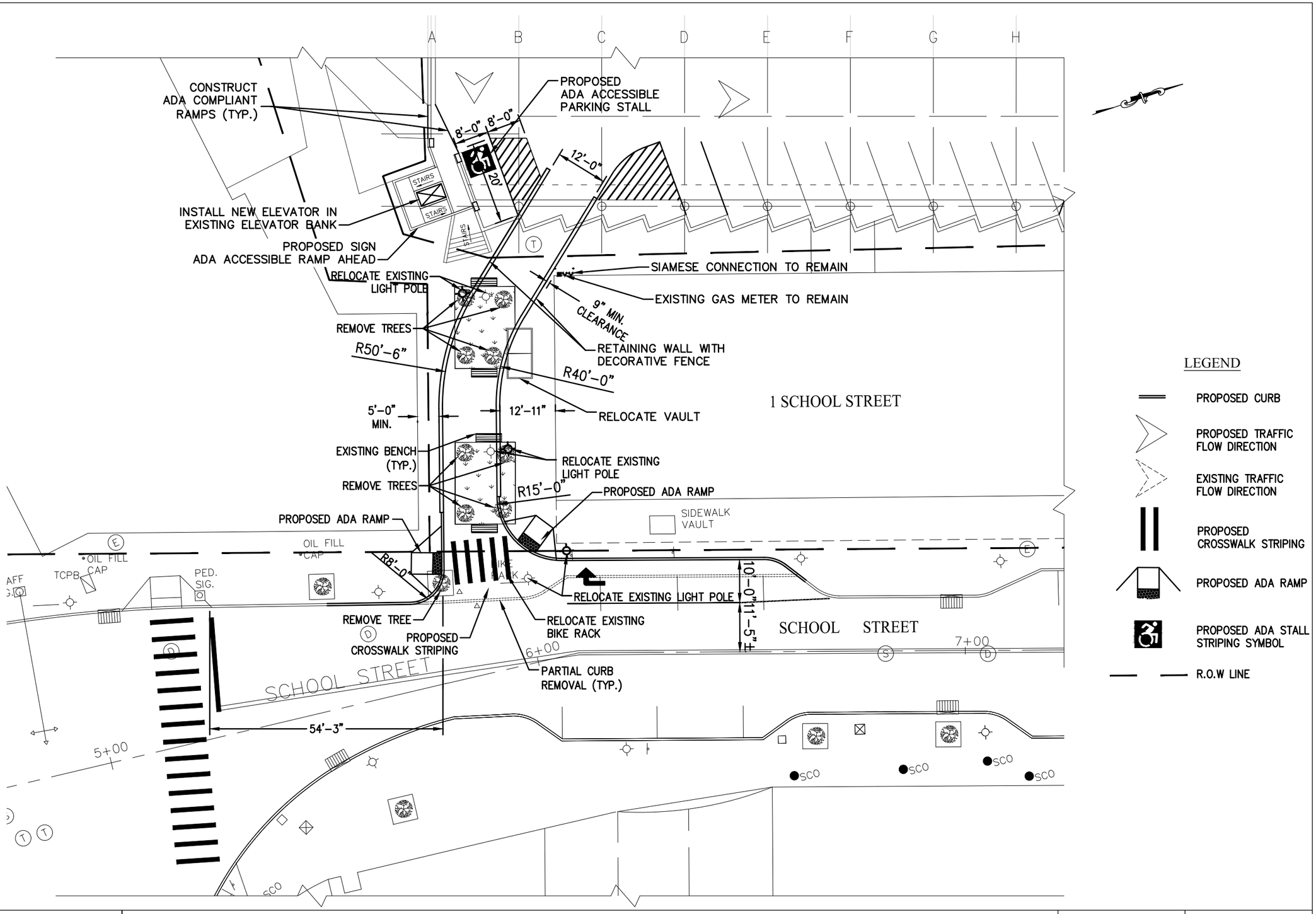
R.O.W PLAN

CITY OF GLEN COVE
DOWNTOWN PARKING CONNECTIONS

DRAFTED BY:	JS	SCALE:	NOT TO SCALE
DESIGNED BY:	AG	DATE:	OCTOBER 2021
CHECKED BY:	PS		
PROJECT NUMBER:			

U:\Projects\2021\21-134-0078 City Of Glen Cove Downtown Parking Connections\1 Drawings\Sheets\Garage Project\GaragePlans.dwg(ROW PLAN) Last Modified: Oct 15, 2021 Plotted by Stancoj

APPENDIX B – ALTERNATIVES' PLANS OF SCHOOL STREET



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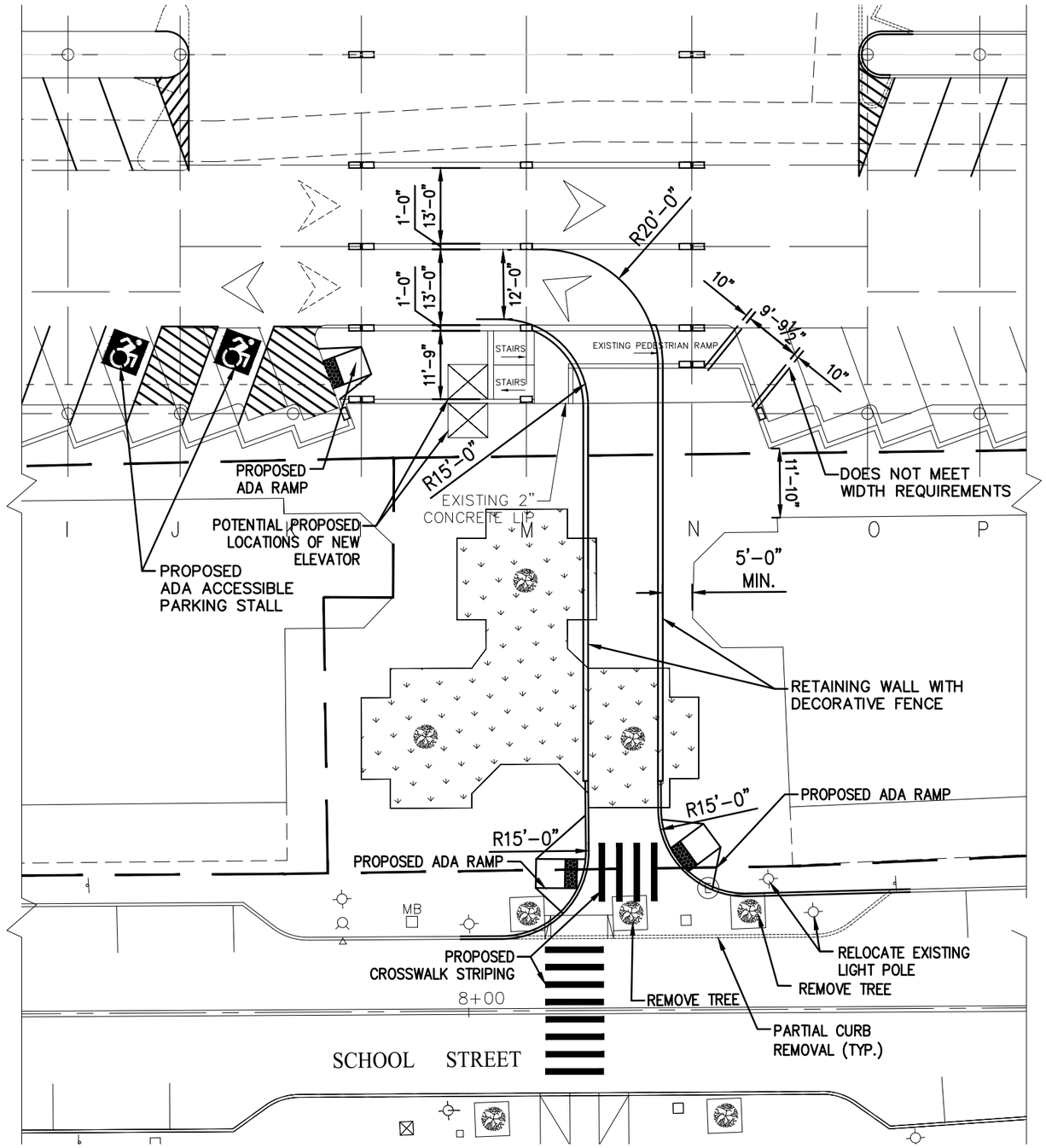
ALTERNATIVE 1 - SOUTH CONNECTION PLAN

CITY OF GLEN COVE
DOWNTOWN PARKING CONNECTIONS

DRAFTED BY:	JS	SCALE:	NOT TO SCALE
DESIGNED BY:	AG	DATE:	November 2021
CHECKED BY:	PS		
PROJECT NUMBER:		DRAWING NO.:	1 of 6

U:\Projects\2021\21-134-0078 City Of Glen Cove Downtown Parking Connections\1 Drawings\Sheets\Garage Project\GarageDetailsandElevations.dwg(South Connection Plan (South)) Last Modified: Nov 30, 2021 Plotted by Stancoj



LEGEND

- PROPOSED CURB
- PROPOSED TRAFFIC FLOW DIRECTION
- EXISTING TRAFFIC FLOW DIRECTION
- PROPOSED CROSSWALK STRIPING
- PROPOSED ADA RAMP
- PROPOSED ADA STALL STRIPING SYMBOL
- R.O.W LINE

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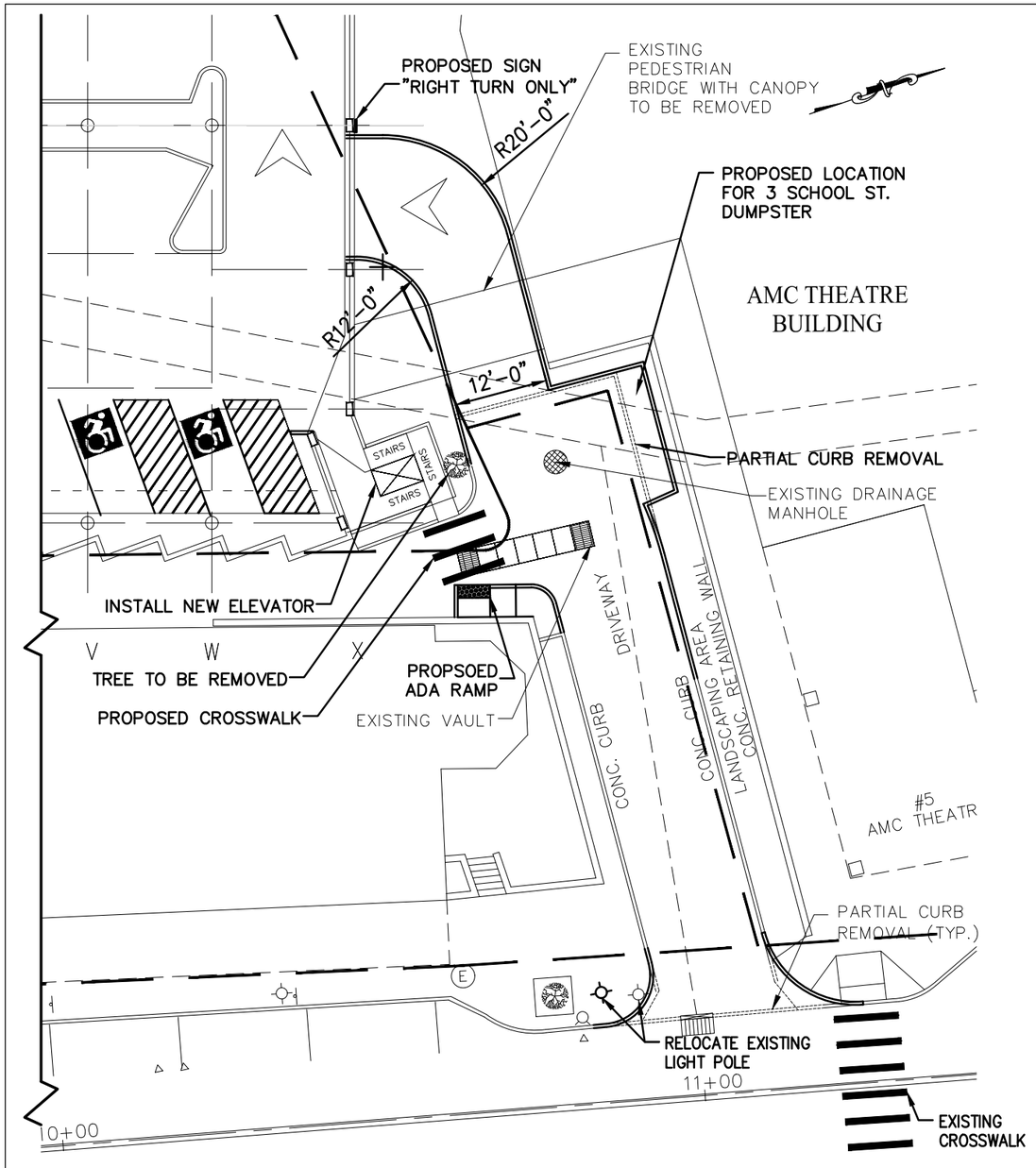
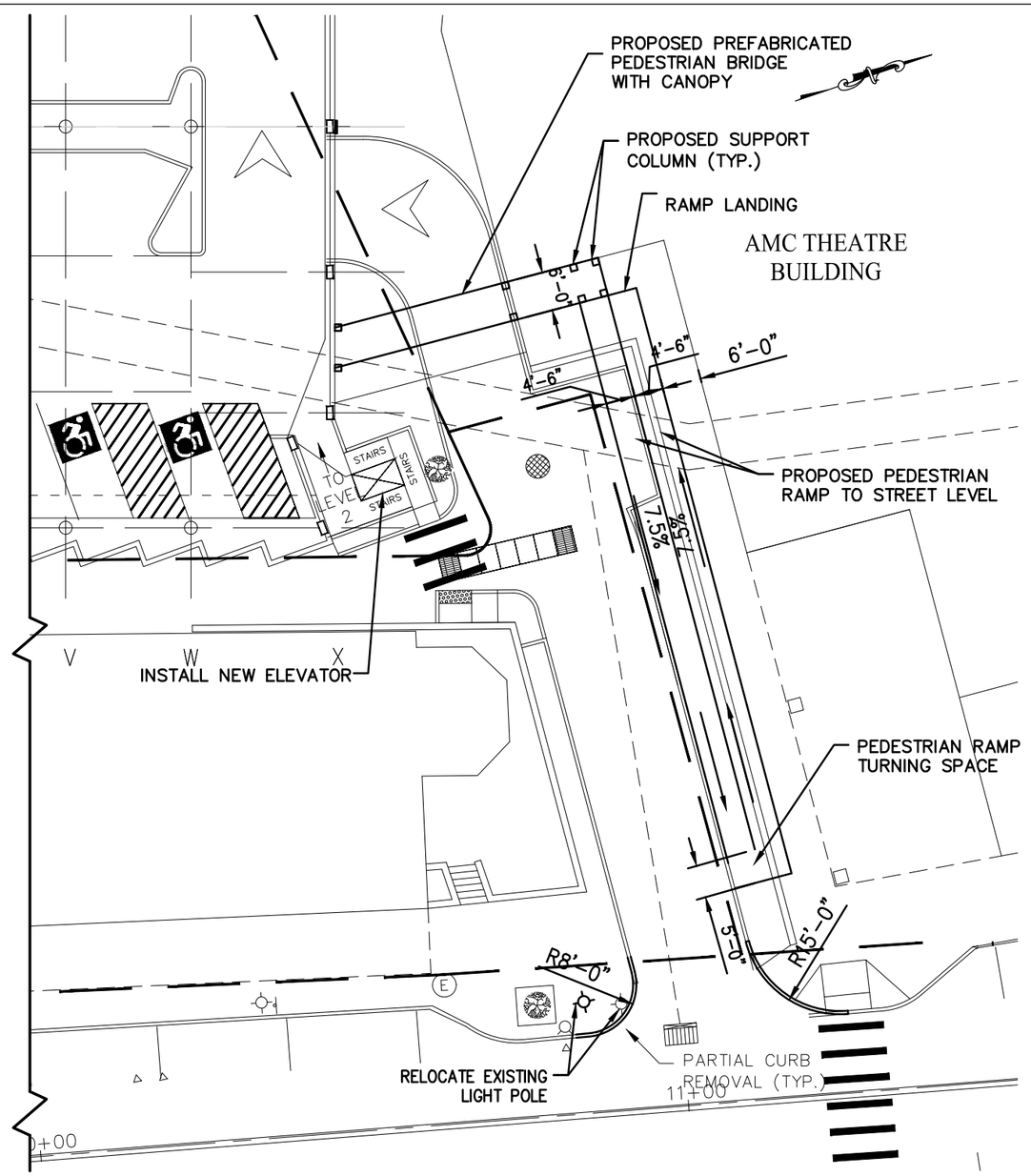
ALTERNATIVE 2 - CENTER CONNECTION PLAN

CITY OF GLEN COVE
DOWNTOWN PARKING CONNECTIONS

DRAFTED BY:	JS	SCALE:	NOT TO SCALE
DESIGNED BY:	AG	DATE:	November 2021
CHECKED BY:	PS		
PROJECT NUMBER:		DRAWING NO.:	2 of 6



LEVEL 1 PLAN VIEW



LEVEL 2 PLAN VIEW

LEGEND

- PROPOSED CURB
- PROPOSED ADA STALL STRIPING SYMBOL
- R.O.W LINE
- PROPOSED TRAFFIC FLOW DIRECTION
- EXISTING TRAFFIC FLOW DIRECTION

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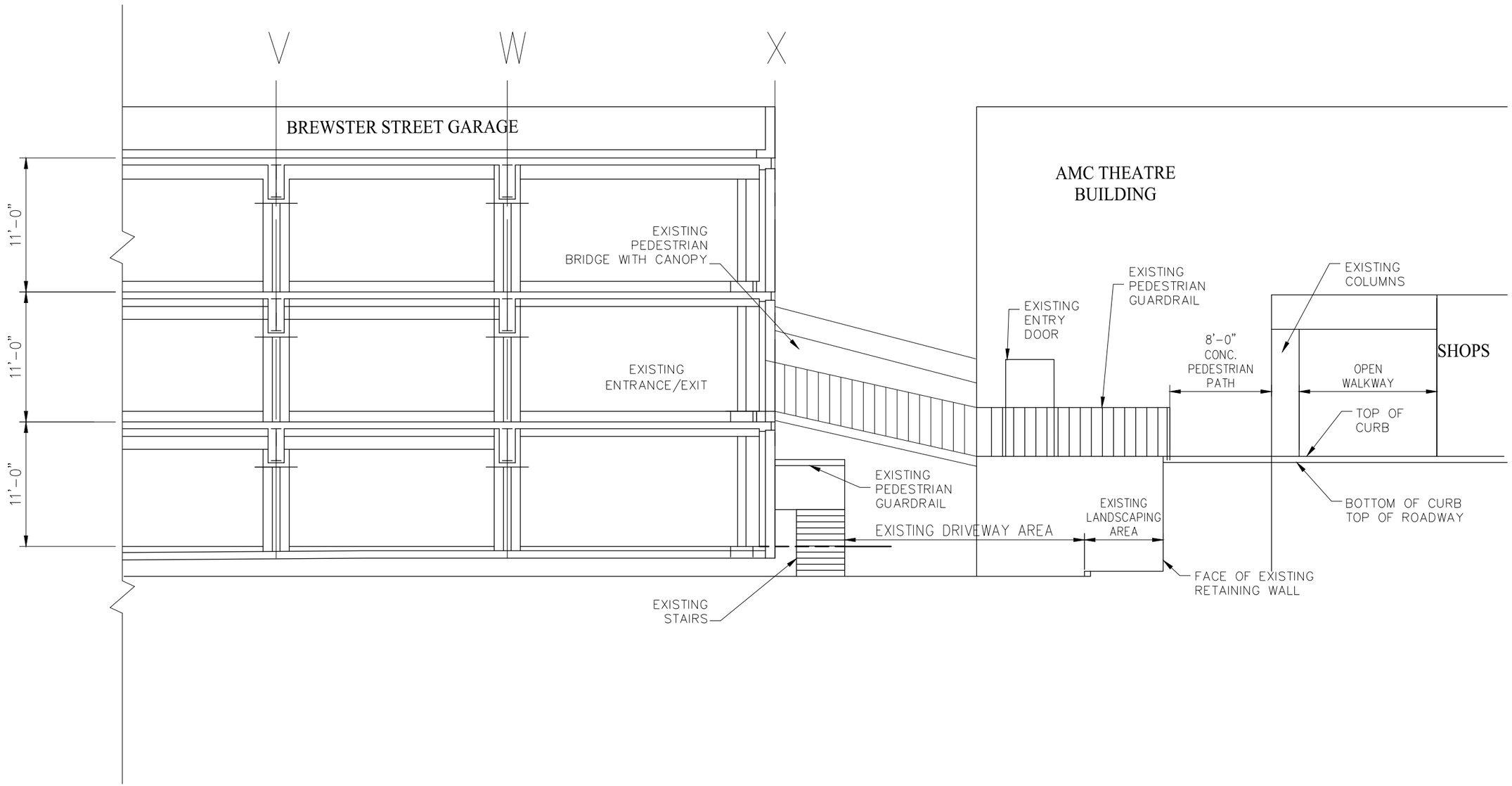
ALTERNATIVE 3 - NORTH CONNECTION PLAN

CITY OF GLEN COVE
DOWNTOWN PARKING CONNECTIONS

DRAFTED BY:	JS	SCALE:	NOT TO SCALE
DESIGNED BY:	AG	DATE:	November 2021
CHECKED BY:	PS		
PROJECT NUMBER:		DRAWING NO.:	3 of 6

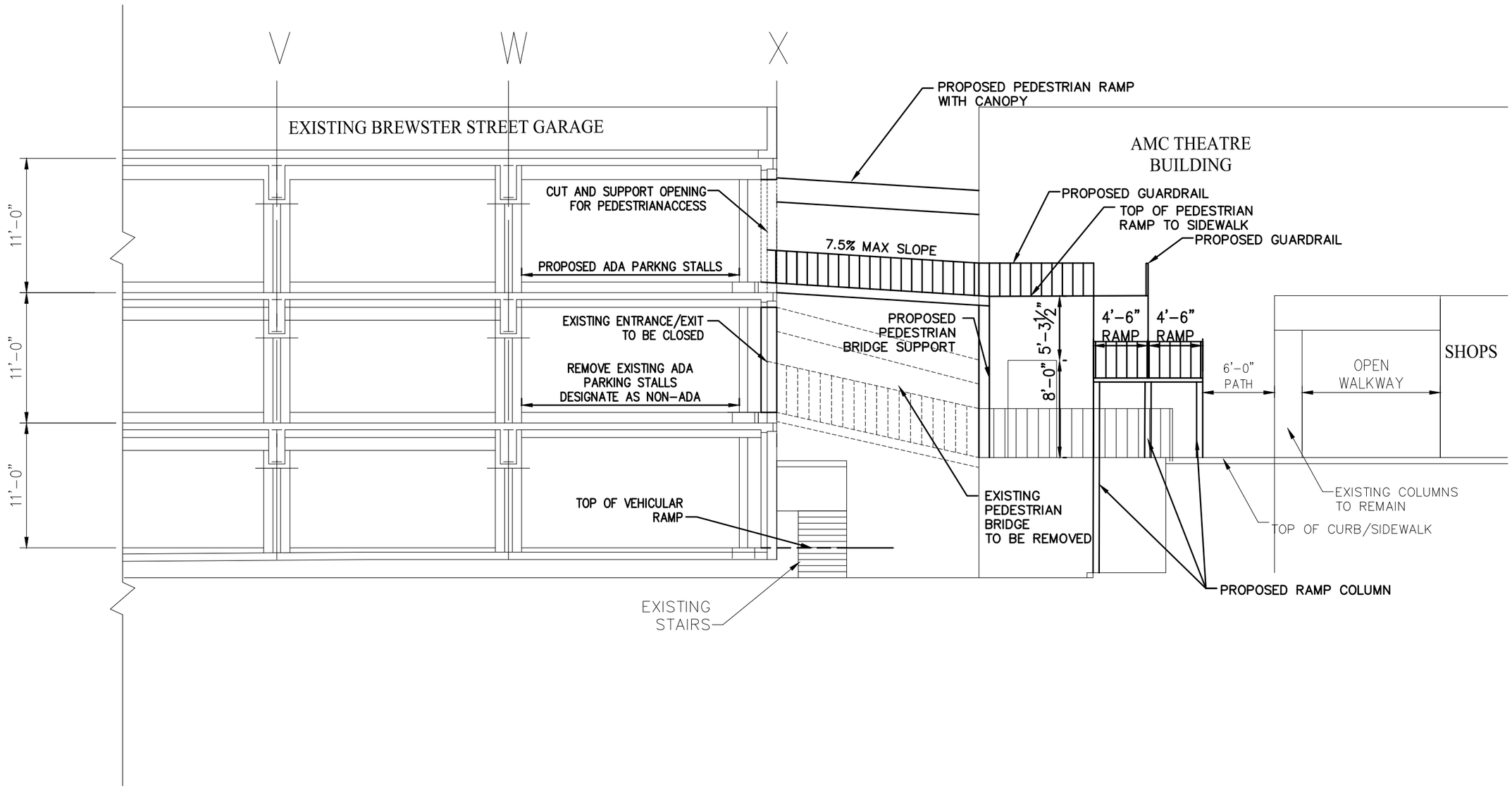


LiRo Engineers, Inc.
A LiRo Group Company
Mineola, N.Y. 516-746-2350[T]

ALTERNATIVE 3- NORTH CONNECTION ELEVATION - EXISTING ACCESS

CITY OF GLEN COVE
DOWNTOWN PARKING CONNECTIONS

DRAFTED BY:	JS	SCALE:	NOT TO SCALE
DESIGNED BY:	AG	DATE:	November 21
CHECKED BY:	PS		
PROJECT NUMBER:		DRAWING NO.:	4 of 6



LiRo Engineers, Inc.
A LiRo Group Company
Mineola, N.Y. 516-746-2350[T]

ALTERNATIVE 3- NORTH CONNECTION ELEVATION - PROPOSED ACCESS

CITY OF GLEN COVE
DOWNTOWN PARKING CONNECTIONS

DRAFTED BY:	JS	SCALE:	NOT TO SCALE
DESIGNED BY:	AG	DATE:	November 21
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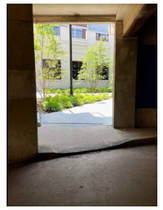
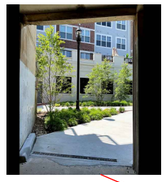
PROJECT NUMBER:		DRAWING NO.:	5 of 6

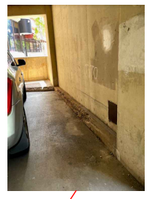
U:\Projects\2021\21-134-0078 City Of Glen Cove Downtown Parking Connections\1 Drawings\Sheets\Garage Project\GarageDetailsandElevations.dwg(North Connection Elevation PROPOSED) Last Modified: Nov 30, 2021 Plotted by Stancoj

PROPOSED WORK (4.1.1, 4.1.2)
1. IMPROVE ADA ACCESSIBLE RAMPS.



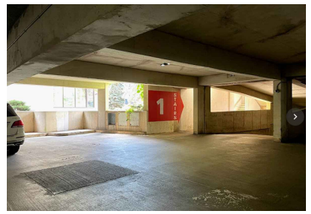


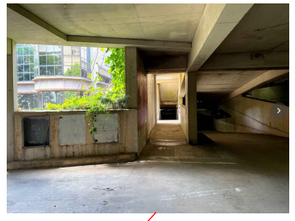
PROPOSED WORK (4.1.1, 4.1.2)
1. CONVERT NON-ADA PARKING SPOTS TO ADA ACCESSIBLE SPOTS.



PROPOSED WORK (4.2.1, 4.2.2)
1. CLEAR VEGETATION.
2. SMOOTH OUT CONCRETE LIP AND FURNISH ADA RAMP.
3. ADD A SIGN INDICATING DIRECTION OF ADA RAMP TO THE RIGHT.

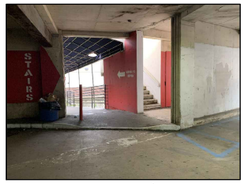
PROPOSED WORK (4.2.1, 4.2.2, 4.2.3)
1. CONVERT NON-ADA PARKING SPOTS TO ADA ACCESSIBLE SPOTS.





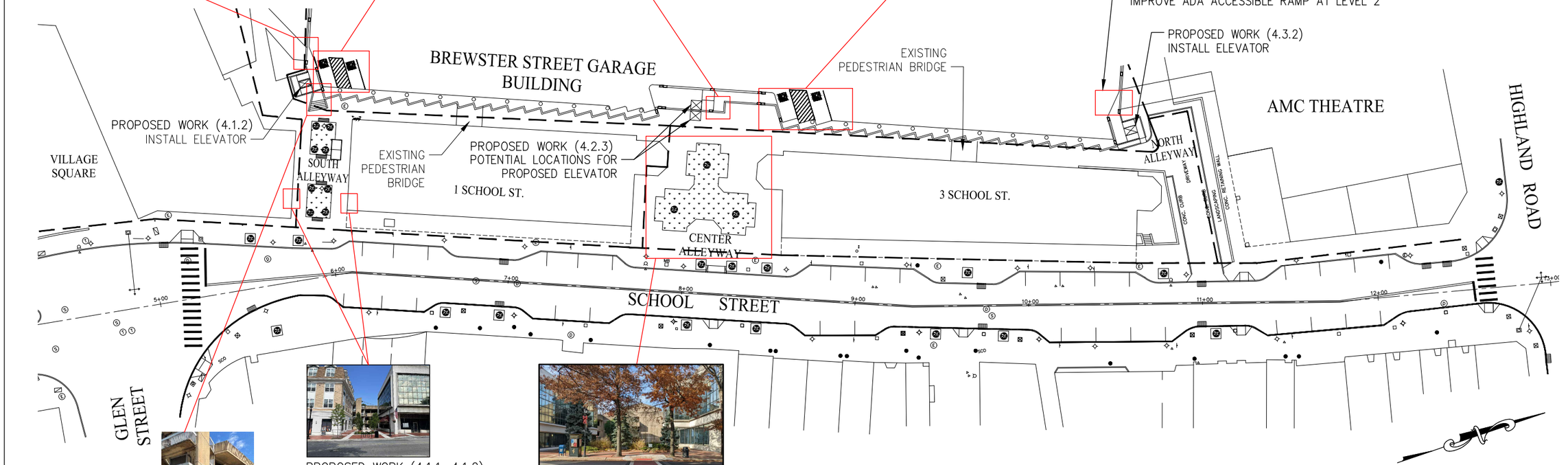
WORK WITHIN GARAGE BUILDING:
1. REPLACE/ENHANCE LIGHTING TO INCREASE VIABILITY.
2. REPAIR CURBS THROUGHOUT.
3. PRIORITIZE STRUCTURAL REPAIRS FROM 2015 INSPECTION REPORT.
4. INCLUDE ADDITIONAL SIGNAGE TO CLARIFY DIRECTIONS AND INDICATE LOCATIONS OF AMENITIES AND ACCESS POINTS.

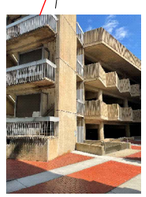
LEGEND
- SANITARY SEWER CLEAN OUT
- TREE PLANTING
- TRASH RECEPTACLE
- STREET LIGHT
- ELECTRIC MANHOLE
- SANITARY MANHOLE
- DRAINAGE MANHOLE
- CATCH BASIN
- WATER VALVE
- FIRE HYDRANT
- DRAINAGE PIPE
- LANDSCAPING ISLAND
- GAS METER
- R.O.W LINE
- (4.M.N) APPLICABLE SUB-ALTERNATE



PROPOSED WORK (4.3.1, 4.3.2)
IMPROVE ADA ACCESSIBLE RAMP AT LEVEL 2

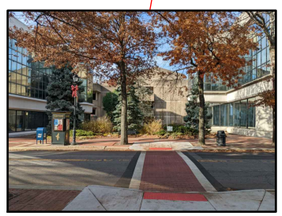
PROPOSED WORK (4.3.2)
INSTALL ELEVATOR





PROPOSED WORK (4.1.1)
1. ADD SIGNS INDICATING DIRECTION OF ADA ACCESSIBLE RAMP TO THE LEFT

PROPOSED WORK (4.1.1, 4.1.2)
1. ADD SIGNS FOR PEDESTRIAN CONNECTION AND ADA ACCESS.



PROPOSED WORK (4.2.2, 4.2.3)
1. REPLACE TALL & DENSE VEGETATION WITH SMALLER VEGETATION.
2. ADD LIGHTING TO INCREASE VISIBILITY AND ENCOURAGE USE.
3. ADD SIGNS FOR PEDESTRIAN CONNECTION AND ADA ACCESS.

LiRo Engineers, Inc.
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Mineola, N.Y. 516-746-2350[T]

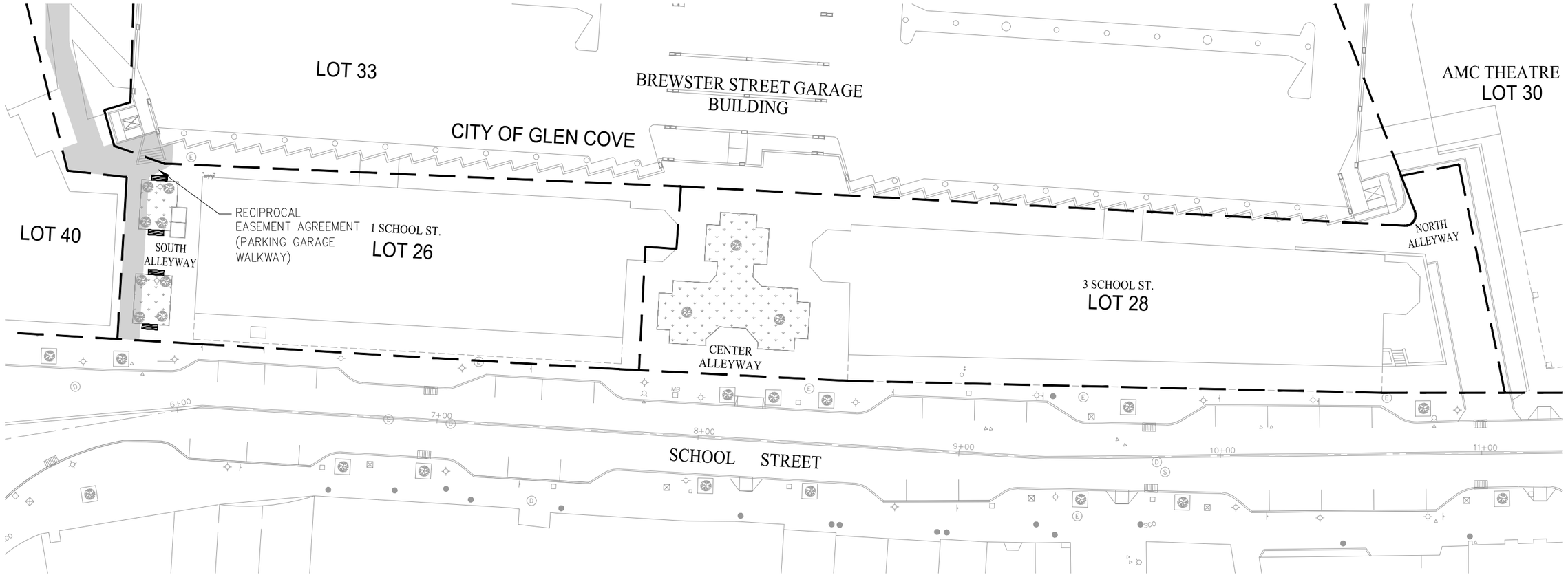
ALTERNATIVE 4 - ENHANCED PEDESTRIAN CONNECTIONS PLAN

CITY OF GLEN COVE
DOWNTOWN PARKING CONNECTIONS

DRAFTED BY:	JS	SCALE:	NOT TO SCALE
DESIGNED BY:	AG	DATE:	January 2022
CHECKED BY:	PS		
PROJECT NUMBER:		SHEET NO.	6 OF 6

LEGEND

- SANITARY SEWER CLEAN OUT
- TREE PLANTING
- TRASH RECEPTACLE
- STREET LIGHT
- ELECTRIC MANHOLE
- SANITARY MANHOLE
- DRAINAGE MANHOLE
- CATCH BASIN
- WATER VALVE
- FIRE HYDRANT
- DRAINAGE PIPE
- LANDSCAPING ISLAND
- GAS METER
- R.O.W LINE



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Mineola, N.Y. 516-746-2350[T]

R.O.W PLAN

CITY OF GLEN COVE
DOWNTOWN PARKING CONNECTIONS

DRAFTED BY:	JS	SCALE:	NOT TO SCALE
DESIGNED BY:	AG	DATE:	OCTOBER 2021
CHECKED BY:	PS		
PROJECT NUMBER:			

U:\Projects\2021\21-134-0078 City Of Glen Cove Downtown Parking Connections\1 Drawings\Sheets\Garage Project\GaragePlans.dwg(ROW PLAN) Last Modified: Nov 30, 2021 Plotted by Stancoj

APPENDIX C – CONSTRUCTION COST ESTIMATE BACKUP CALCULATIONS

ALTERNATIVE 1: SOUTH CONNECTION						
Item	**Quantity**	**Unit**	**Unit Price**	**Cost**		
				2022	**2023**	**2024**
Retaining Wall	162	SF	$ 16.50	$ 2,753	$ 2,836	$ 2,921
Excavation & Disposal	300	CY	$ 50.00	$ 15,450	$ 15,914	$ 16,391
Excavation Protection	800	SF	$ 7.00	$ 5,768	$ 5,941	$ 6,119
Asphalt Top	30	TONS	$ 140.00	$ 4,326	$ 4,456	$ 4,589
Base Course	30	TONS	$ 190.00	$ 5,871	$ 6,047	$ 6,229
Granular Fill	70	CY	$ 40.00	$ 2,884	$ 2,971	$ 3,060
New Concrete Curb, including removal	125	LF	$ 32.00	$ 4,120	$ 4,244	$ 4,371
Tree Removal	9	EA	$ 875.00	$ 8,111	$ 8,355	$ 8,605
Relocating Light Fixtures	3	EA	$ 1,200.00	$ 3,708	$ 3,819	$ 3,934
ADA Warning Strips	16	SF	$ 45.00	$ 742	$ 764	$ 787
Concrete Driveway and Aprons	200	SF	$ 35.00	$ 7,210	$ 7,426	$ 7,649
Sidewalk	625	SF	$ 12.00	$ 7,725	$ 7,957	$ 8,195
Pavement Markings	400	LF	$ 5.00	$ 2,060	$ 2,122	$ 2,185
Pavement Markings - Hand Work	100	LF	$ 20.00	$ 2,060	$ 2,122	$ 2,185
Signs	10	EA	$ 75.00	$ 773	$ 796	$ 820
Handicap Parking Signs	5	EA	$ 75.00	$ 386	$ 398	$ 410
Work Zone Traffic Control	20	DAY	$ 600.00	$ 12,360	$ 12,731	$ 13,113
Clearing and Grubbing	1	LS	$ 500.00	$ 515	$ 530	$ 546
Pedestrian Fence	160	LF	$ 340.00	$ 56,032	$ 57,713	$ 59,444
Elevator	2	EA	$ 250,000.00	$ 515,000	$ 530,450	$ 546,364
Major Utility Relocation - Allowance	1.00	LS	$ 100,000.00	$ 103,000	$ 106,090	$ 109,273
			SUBTOTAL	$ 760,854	$ 783,679	$ 807,190
			MOBILIZATION (4%)	$ 30,434	$ 31,347	$ 32,288
			CONTINGENCY (20%)	$ 158,257.59	$ 163,005	$ 167,895
			TOTAL	**$ 949,546**	**$ 978,032**	**$ 1,007,373**

ALTERNATIVE 2: CENTER CONNECTION						
Item	**Quantity**	**Unit**	**Unit Price**	**Cost**		
				2022	**2023**	**2024**
Retaining Wall	162.00	SF	$ 16.50	$ 2,753	$ 2,836	$ 2,921
Excavation & Disposal	300.00	CY	$ 50.00	$ 15,450	$ 15,914	$ 16,391
Excavation Protection	1000.00	SF	$ 7.00	$ 7,210	$ 7,426	$ 7,649
Asphalt Top	30.00	TONS	$ 140.00	$ 4,326	$ 4,456	$ 4,589
Base Course	30.00	TONS	$ 190.00	$ 5,871	$ 6,047	$ 6,229
Granular Fill	80.00	CY	$ 40.00	$ 3,296	$ 3,395	$ 3,497
New Concrete Curb, including removal	100.00	LF	$ 32.00	$ 3,296	$ 3,395	$ 3,497
Tree Removal	3.00	EA	$ 875.00	$ 2,704	$ 2,785	$ 2,868
Relocating Light Fixtures	1.00	EA	$ 1,200.00	$ 1,236	$ 1,273	$ 1,311
ADA Warning Strips	16.00	SF	$ 45.00	$ 742	$ 764	$ 787
Concrete Driveway and Aprons	200.00	SF	$ 35.00	$ 7,210	$ 7,426	$ 7,649
Sidewalk	500.00	SF	$ 12.00	$ 6,180	$ 6,365	$ 6,556
Pavement Markings	8500.00	LF	$ 5.00	$ 43,775	$ 45,088	$ 46,441
Pavement Markings - Hand Work	1600.00	LF	$ 20.00	$ 32,960	$ 33,949	$ 34,967
Signs	10.00	EA	$ 75.00	$ 773	$ 796	$ 820
Handicap Parking Signs	5.00	EA	$ 75.00	$ 386	$ 398	$ 410
Work Zone Traffic Control	30.00	DAY	$ 600.00	$ 18,540	$ 19,096	$ 19,669
Clearing and Grubbing	1.00	LS	$ 2,500.00	$ 2,575	$ 2,652	$ 2,732
Pedestrian Fence	160.00	LF	$ 340.00	$ 56,032	$ 57,713	$ 59,444
Elevator	2.00	EA	$ 250,000.00	$ 515,000	$ 530,450	$ 546,364
Elevator with new bank	1.00	EA	$ 750,000.00	$ 772,500	$ 795,675	$ 819,545
Major Utility Relocation - Allowance	1.00	LS	$ 75,000.00	$ 77,250	$ 79,568	$ 81,955
			SUBTOTAL	$ 1,580,064	$ 1,627,466	$ 1,676,290
			MOBILIZATION (4%)	$ 63,203	$ 65,099	$ 67,052
			CONTINGENCY (20%)	$ 328,653.37	$ 338,513	$ 348,668
			TOTAL	**$ 1,971,920**	**$ 2,031,078**	**$ 2,092,010**

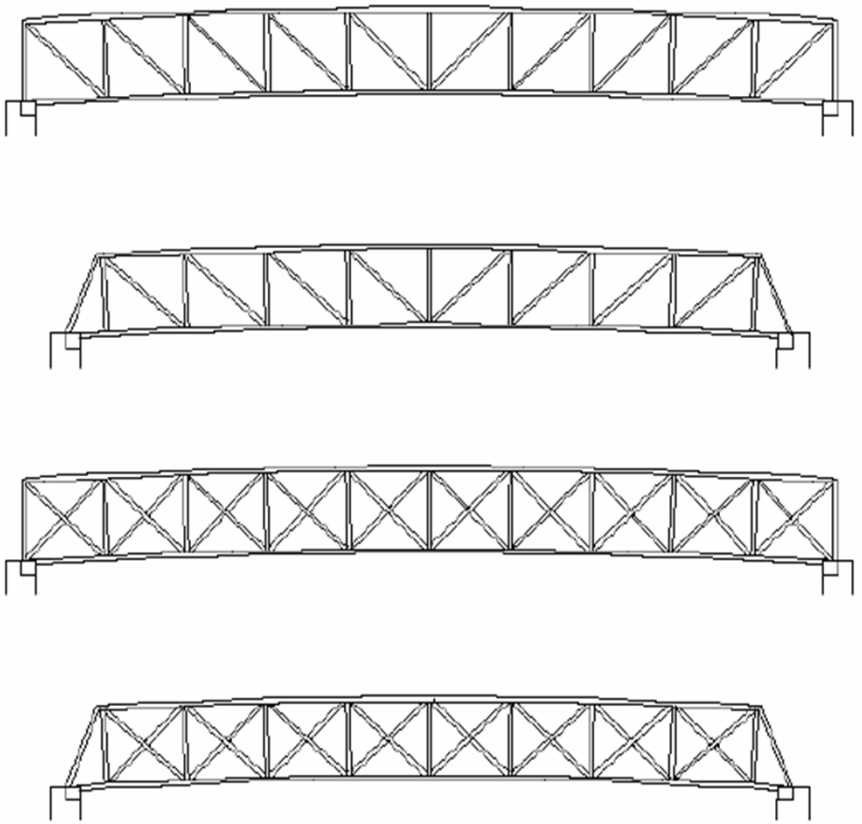
ALTERNATIVE 3: NORTH CONNECTION						
type or elements of item	**Quantity**	**Unit**	**Unit Price**	**Cost**		
				2022	**2023**	**2024**
Excavation & Disposal	115.00	CY	$ 50.00	$ 5,923	$ 6,100	$ 6,283
Removal of Superstructure (Pedestrian Bridge)	330.00	SF	$ 300.00	$ 101,970	$ 105,029	$ 108,180
Asphalt Top	30.00	TONS	$ 140.00	$ 4,326	$ 4,456	$ 4,589
Base Course	30.00	TONS	$ 190.00	$ 5,871	$ 6,047	$ 6,229
Granular Fill	70.00	CY	$ 40.00	$ 2,884	$ 2,971	$ 3,060
New Concrete Curb, including removal	125.00	LF	$ 32.00	$ 4,120	$ 4,244	$ 4,371
Tree Removal	1.00	EA	$ 875.00	$ 901	$ 928	$ 956
Relocating Light Fixtures	1.00	EA	$ 1,200.00	$ 1,236	$ 1,273	$ 1,311
ADA Warning Strips	16.00	SF	$ 45.00	$ 742	$ 764	$ 787
Concrete Driveway and Aprons	200.00	SF	$ 35.00	$ 7,210	$ 7,426	$ 7,649
Prefabricated Bridge - Steel (painted)	30.00	LF	$ 2,101.76	$ 64,945	$ 66,893	$ 68,900
Prefabricated Ramp with support - Steel	1	LS	$ 71,500.00	$ 73,645	$ 75,854	$ 78,130
Sidewalk	185.00	SF	$ 12.00	$ 2,287	$ 2,355	$ 2,426
Pavement Markings	200.00	LF	$ 5.00	$ 1,030	$ 1,061	$ 1,093
Pavement Markings - Hand Work	100.00	LF	$ 20.00	$ 2,060	$ 2,122	$ 2,185
Signs	10.00	EA	$ 75.00	$ 773	$ 796	$ 820
Handicap Parking Signs	10.00	EA	$ 75.00	$ 773	$ 796	$ 820
Work Zone Traffic Control	3.00	DAY	$ 600.00	$ 1,854	$ 1,910	$ 1,967
Elevator	2.00	EA	$ 250,000.00	$ 515,000	$ 530,450	$ 546,364
Elevator with new bank	1.00	EA	$ 750,000.00	$ 772,500	$ 795,675	$ 819,545
WITH a New Elevator at the Center Plaza			**SUBTOTAL**	$ 1,570,047	$ 1,617,149	$ 1,665,663
			MOBILIZATION (4%)	$ 62,802	$ 64,686	$ 66,627
			CONTINGENCY (20%)	$ 326,569.87	$ 336,367	$ 346,458
			TOTAL	**$ 1,959,419**	**$ 2,018,202**	**$ 2,078,748**
WITHOUT a New Elevator at the Center Plaza			**SUBTOTAL**	$ 797,547	$ 821,474	$ 846,118
			MOBILIZATION (4%)	$ 31,902	$ 32,859	$ 33,845
			CONTINGENCY (20%)	$ 165,889.87	$ 170,867	$175,992.56
			TOTAL	**$ 995,339**	**$ 1,025,199**	**$ 1,055,955**

		ALTERNATIVE 4: ENHANCED PEDESTRIAN CONNECTIONS									
					2022		2023		2024	
	Type or elements of item	Quantity	Unit	Unit Price	Item Cost	Sub-Alternative Cost	Item Cost	Sub-Alternative Cost	Item Cost	Sub-Alternative Cost
Alternative 4.1: South Alleyway Pedestrian Improvements										
4.1.1	**Improve existing ADA ramp**	Sidewalk	34.00	SF	$ 12.00	$ 420	$ 433		$ 446	
	Add signage	Handicap Parking Signs	2.00	EA	$ 75.00	$ 155	$ 159		$ 164	
		Signs	4.00	EA	$ 75.00	$ 309	$ 318		$ 328	
	Convert parking spots to ADA accessible	ADA Warning Strips	12.00	SF	$ 45.00	$ 556	$ 573		$ 590	
		Pavement Markings	100.00	LF	$ 5.00	$ 515	$ 530		$ 546	
		Pavement Markings - Hand Work	75.00	LF	$ 20.00	$ 1,545	$ 1,591		$ 1,639	
						$ 3,500		$ 3,605		$ 3,713
4.1.2	**Improve existing ADA ramp**	Sidewalk	34.00	SF	$ 12.00	$ 420	$ 433		$ 446	
	Add signage	Handicap Parking Signs	2.00	EA	$ 75.00	$ 155	$ 159		$ 164	
		Signs	4.00	EA	$ 75.00	$ 309	$ 318		$ 328	
	Convert parking spots to ADA accessible	ADA Warning Strips	12.00	SF	$ 45.00	$ 556	$ 573		$ 590	
		Pavement Markings	100.00	LF	$ 5.00	$ 515	$ 530		$ 546	
		Pavement Markings - Hand Work	75.00	LF	$ 20.00	$ 1,545	$ 1,591		$ 1,639	
	Install new elevator in existing elevator bank	Elevator	1.00	EA	$ 250,000.00	$ 257,500		$ 265,225		$ 273,182
						$ 261,000		$ 268,830		$ 276,895
Alternative 4.2: Center Alleyway Pedestrian Improvements										
4.2.1	**Improve existing ADA ramp**	Sidewalk	34.00	SF	$ 12.00	$ 420	$ 433		$ 446	
	Add signage	Handicap Parking Signs	2.00	EA	$ 75.00	$ 155	$ 159		$ 164	
		Signs	3.00	EA	$ 75.00	$ 232	$ 239		$ 246	
	Convert parking spots to ADA accessible	ADA Warning Strips	12.00	SF	$ 45.00	$ 556	$ 573		$ 590	
		Pavement Markings	100.00	LF	$ 5.00	$ 515	$ 530		$ 546	
		Pavement Markings - Hand Work	75.00	LF	$ 20.00	$ 1,545	$ 1,591		$ 1,639	
	Clear vegetation		1.00	LS	$ 600.00	$ 618	$ 637		$ 656	
						$ 4,041		$ 4,162		$ 4,287
4.2.2	**Improve existing ADA ramp**	Sidewalk	34.00	SF	$ 12.00	$ 420	$ 433		$ 446	
	Add signage	Handicap Parking Signs	2.00	EA	$ 75.00	$ 155	$ 159		$ 164	
		Signs	3.00	EA	$ 75.00	$ 232	$ 239		$ 246	
	Convert parking spots to ADA accessible	ADA Warning Strips	12.00	SF	$ 45.00	$ 556	$ 573		$ 590	
		Pavement Markings	100.00	LF	$ 5.00	$ 515	$ 530		$ 546	
		Pavement Markings - Hand Work	75.00	LF	$ 20.00	$ 1,545	$ 1,591		$ 1,639	
	Clear vegetation		1.00	LS	$ 600.00	$ 618	$ 637		$ 656	
	Replace dense vegetation with smaller plants	Tree Removal	3.00	EA	$ 875.00	$ 2,704	$ 2,785		$ 2,868	
		New Landscaping (Allowance)	1.00	LS	$ 2,000.00	$ 2,060	$ 2,122		$ 2,185	
	Add lighting	Maintenance Contracts	0.00	-	$ -	$ -	$ -		$ -	
						$ 8,804		$ 9,069		$ 9,341
4.2.3	**Improve existing ADA ramp**	Sidewalk	34.00	SF	$ 12.00	$ 420	$ 433		$ 446	
	Add signage	Handicap Parking Signs	2.00	EA	$ 75.00	$ 155	$ 159		$ 164	
		Signs	3.00	EA	$ 75.00	$ 232	$ 239		$ 246	
	Convert parking spots to ADA accessible	ADA Warning Strips	12.00	SF	$ 45.00	$ 556	$ 573		$ 590	
		Pavement Markings	100.00	LF	$ 5.00	$ 515	$ 530		$ 546	
		Pavement Markings - Hand Work	75.00	LF	$ 20.00	$ 1,545	$ 1,591		$ 1,639	
	Clear vegetation		1.00	LS	$ 600.00	$ 618	$ 637		$ 656	
	Replace dense vegetation with smaller plants	Tree Removal	3.00	EA	$ 875.00	$ 2,704	$ 2,785		$ 2,868	
		New Landscaping (Allowance)	1.00	LS	$ 2,000.00	$ 2,060	$ 2,122		$ 2,185	
	Add lighting	Maintenance Contracts	0.00	-	$ -	$ -	$ -		$ -	
	Construct elevator bank and install new elevator	Elevator with new bank	1.00	EA	$ 750,000.00	$ 772,500	$ 795,675		$ 819,545	
						$ 781,304		$ 804,744		$ 828,886
Alternative 4.3: North Alleyway Pedestrian Improvements										
4.3.1	**Improve existing ADA ramp**	Sidewalk	34.00	SF	$ 12.00	$ 420	$ 433		$ 446	
		Handicap Parking Signs	1.00	EA	$ 75.00	$ 77	$ 80		$ 82	
		Signs	3.00	EA	$ 75.00	$ 232	$ 239		$ 246	
						$ 729		$ 751		$ 774
4.3.2	**Improve existing ADA ramp**	Sidewalk	34.00	SF	$ 12.00	$ 420	$ 433		$ 446	
		Handicap Parking Signs	1.00	EA	$ 75.00	$ 77	$ 80		$ 82	
		Signs	3.00	EA	$ 75.00	$ 232	$ 239		$ 246	
	Install new elevator in existing elevator bank	Elevator	1.00	EA	$ 250,000.00	$ 257,500	$ 265,225		$ 273,182	
						$ 258,229		$ 265,976		$ 273,955

		2022	2023	2024
4.1.1 & 4.2.1 & 4.3.1 Basic Improvements - No Elevators	**SUBTOTAL**	$ 8,270	$ 8,518	$ 8,774
	MOBILIZATION (4%)	$ 331	$ 341	$ 351
	CONTINGENCY (20%)	$ 1,720	$ 1,772	$ 1,825
	TOTAL	**$ 10,321**	**$ 10,630**	**$ 10,949**
4.1.1 & 4.2.2 & 4.3.1 Moderate Improvements - No Elevators	**SUBTOTAL**	$ 13,034	$ 13,425	$ 13,827
	MOBILIZATION (4%)	$ 521	$ 537	$ 553
	CONTINGENCY (20%)	$ 2,711	$ 2,792	$ 2,876
	TOTAL	**$ 16,266**	**$ 16,754**	**$ 17,257**
4.1.2 & 4.2.2 & 4.3.2 Moderate Improvements - Elevators Only at Existing Banks	**SUBTOTAL**	$ 528,034	$ 543,875	$ 560,191
	MOBILIZATION (4%)	$ 21,121	$ 21,755	$ 22,408
	CONTINGENCY (20%)	$ 109,831	$ 113,126	$ 116,519.70
	TOTAL	**$ 658,986**	**$ 678,756**	**$ 699,118**
4.1.1 & 4.2.3 & 4.3.1 Moderate Improvements - Elevator Only at Center Plaza	**SUBTOTAL**	$ 785,534	$ 809,100	$ 833,373
	MOBILIZATION (4%)	$ 31,421	$ 32,364	$ 33,335
	CONTINGENCY (20%)	$ 163,391	$ 168,293	$ 173,341.50
	TOTAL	**$ 980,346**	**$ 1,009,756**	**$ 1,040,049**
4.1.2 & 4.2.3 & 4.3.2 Highest Improvements - Elevators at Three Locations	**SUBTOTAL**	$ 1,300,534	$ 1,339,550	$ 1,379,736
	MOBILIZATION (4%)	$ 52,021	$ 53,582	$ 55,189
	CONTINGENCY (20%)	$ 270,511	$ 278,626	$ 286,985.11
	TOTAL	**$ 1,623,066**	**$ 1,671,758**	**$ 1,721,911**

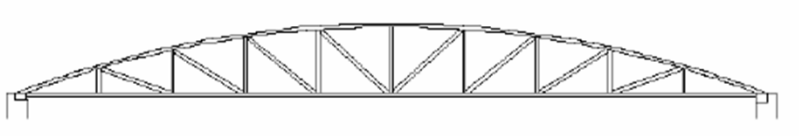
APPENDIX D – PREFABRICATED PEDESTRIAN BRIDGE MATERIALS AND FINISHES

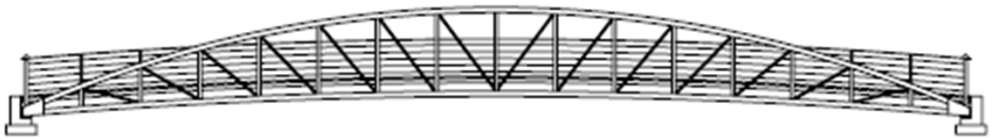
Prefabricated Bridge Types – Underhung Floor Beam



Prefabricated Bridge Types – Underhung Floor Beam (Cont.)

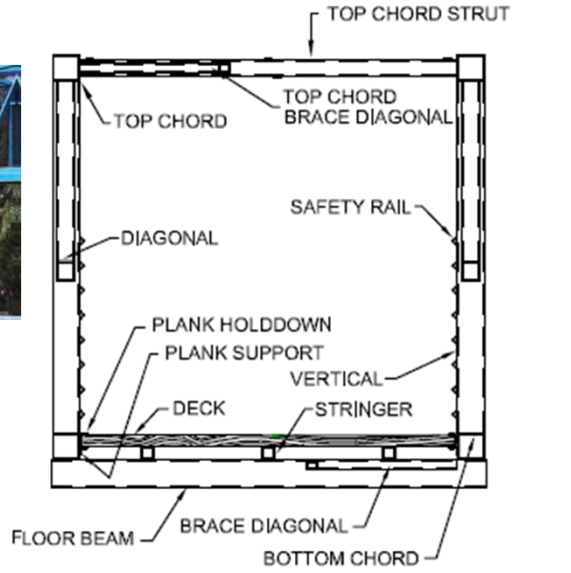
Prefabricated Bridge Types – Bowstring





Prefabricated Bridge Types – Modified Bowstring

Prefabricated Bridge Types – Box

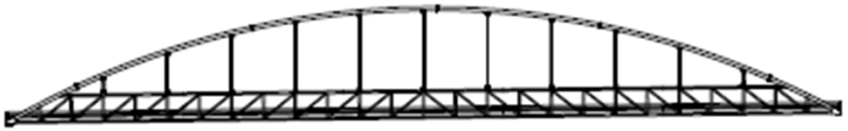


FULL THROUGH "BOX" TRUSS

WITH UNDERHUNG FLOOR BEAM

Prefabricated Bridge Types – Box

Prefabricated Bridge Types – Arch



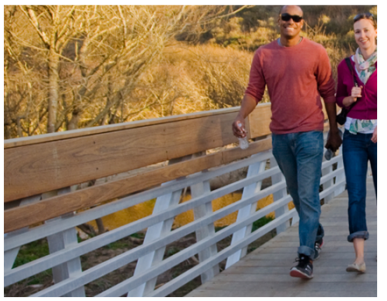
Materials and Finishes –
Steel – Weathering, Painted, Hot-Dip Galvanized, or Metalized

Materials and Finishes – Aluminum









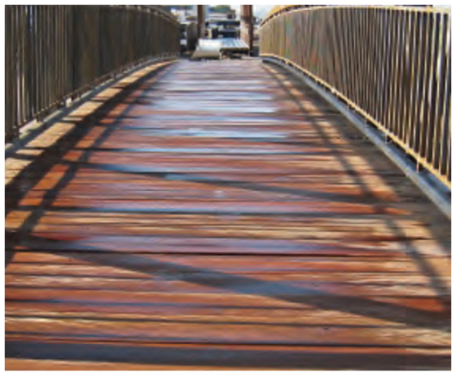
Materials and Finishes – FRP Reinforced Timber

Materials and Finishes – Deck - Concrete

Materials and Finishes –
Deck – Softwood or Hardwood







Materials and Finishes – Deck – Composite

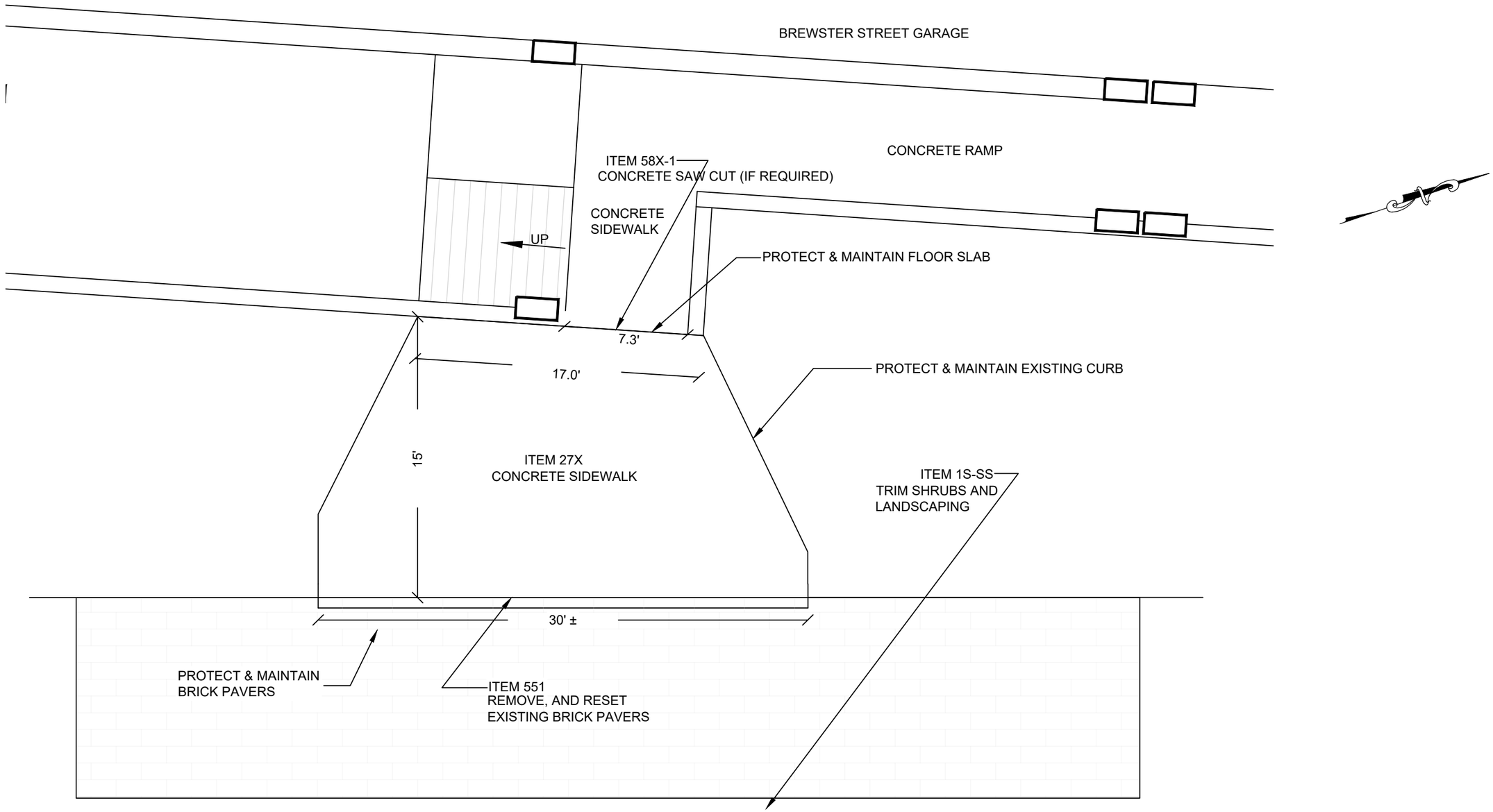


Materials and Finishes –
Deck – Fiber Reinforced Panels

Materials and Finishes –
Deck – Aluminum (Slip Resistant)

Materials and Finishes - Railing

Appendix E – Enhanced Pedestrian Connections Ramps Plan



CENTER RAMP PLAN
NOT TO SCALE

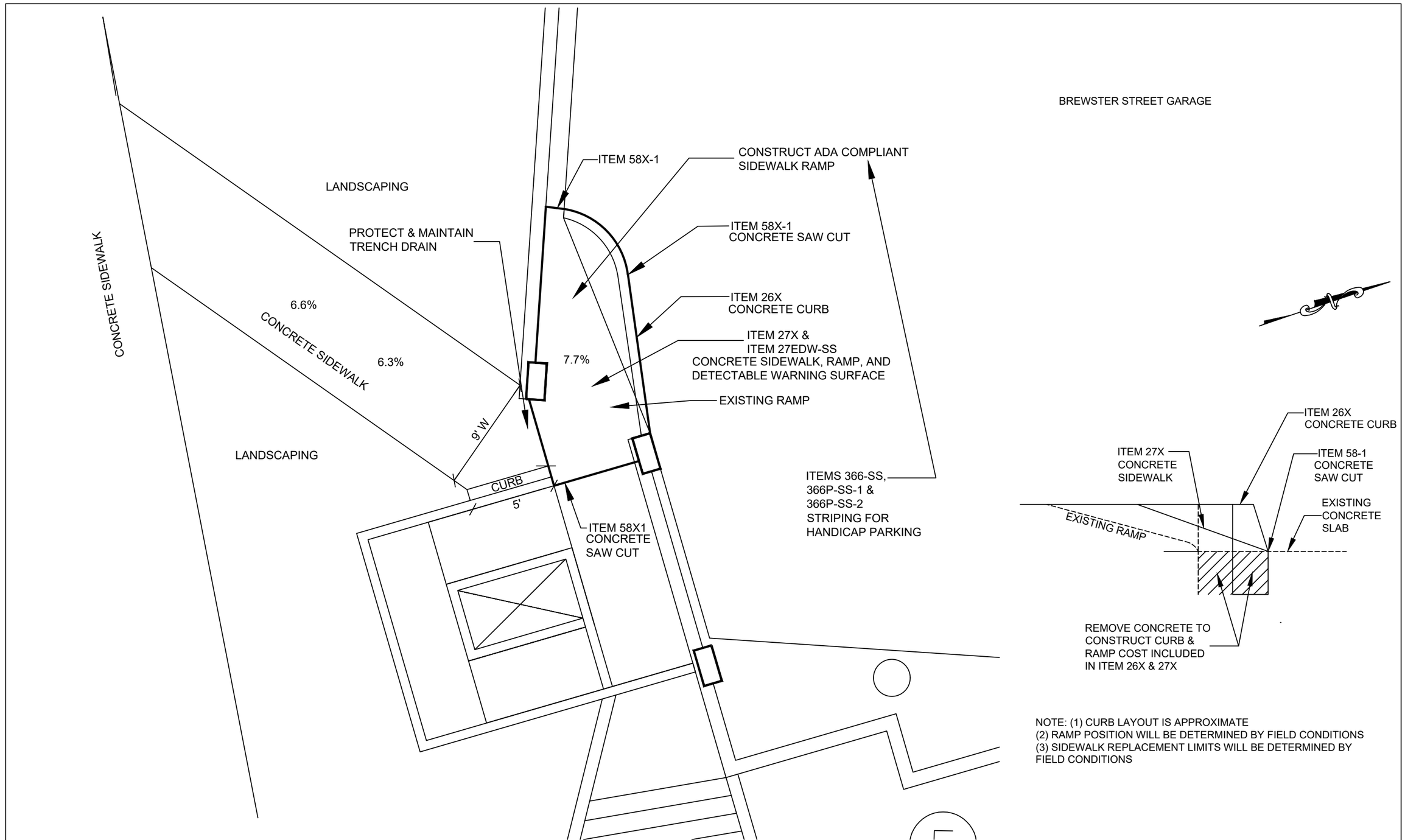
LiRo Engineers, Inc.
A LiRo Group Company
Mineola, N.Y. 516-746-2350[T]

ALTERNATIVE 4 - ENHANCED PEDESTRIAN CONNECTIONS RAMPS PLAN

CITY OF GLEN COVE
DOWNTOWN PARKING CONNECTIONS

DRAFTED BY:	JS
DESIGNED BY:	AG
CHECKED BY:	PS
PROJECT NUMBER:	
SCALE:	NOT TO SCALE
DATE:	July 2022
SHEET NO.	1C OF 1C

\\server05\design\Projects\2021\21-134-0078 City Of Glen Cove Downtown Parking Connections\1 Drawings\Sheets\Garage Project\GaragePlans HS.dwg(Alternate 4 Ramp Plan E) Last Modified: Jul 20, 2022 Plotted by ScanniH



SOUTH RAMP PLAN
NOT TO SCALE

NOTE: (1) CURB LAYOUT IS APPROXIMATE
(2) RAMP POSITION WILL BE DETERMINED BY FIELD CONDITIONS
(3) SIDEWALK REPLACEMENT LIMITS WILL BE DETERMINED BY FIELD CONDITIONS

LiRo Engineers, Inc.
A LiRo Group Company
Mineola, N.Y. 516-746-2350[T]

ALTERNATIVE 4 - ENHANCED PEDESTRIAN CONNECTIONS RAMPS PLAN

CITY OF GLEN COVE
DOWNTOWN PARKING CONNECTIONS

DRAFTED BY:	JS	SCALE:	NOT TO SCALE
DESIGNED BY:	AG	DATE:	July 2022
CHECKED BY:	PS		
PROJECT NUMBER:		SHEET NO.	1S OF 1S

APPENDIX F – STAKEHOLDER ENGAGEMENT

City of Glen Cove

Downtown Parking Connections

Stakeholder Outreach – 1 School Street

DATE: January 18, 2022

TIME: 11:00 AM - 12:00 PM

LOCATION: Microsoft Teams Meeting

City of Glen Cove and Glen Cove Community Development Agency (CDA) staff, engineering consultants, and stakeholders in attendance included:

- Ann Fangmann, AICP, Executive Director, Glen Cove CDA;
- Jocelyn Wenk, AICP, Grant Writer and Administrator, Glen Cove CDA;
- Abla Gennawey, PE, Project Manager, LiRo Engineers, Inc.;
- Tom Mazzola, PE, Thomas Mazzola Consulting (traffic consultants);
- Angelo DiMaggio, Owner of DiMaggio Realty Management LLC (1 School Street Property Manager), 1 School Street Condominium Owner, member of the Glen Cove Downtown Business Improvement District (BID) Board; and
- Stan Sommers, President of the 1 School Street Condominium Board, 1 School Street Condominium Owner, Owner of Hair Above.

The meeting began with introductions. Ms. Fangmann provided a project overview and shared draft figures prepared by LiRo Engineers, illustrating potential improvements at the southerly and central connection areas between School Street and the Brewster Street Garage (i.e., the two connection points that are adjacent to the 1 School Street building). Ms. Fangmann noted that in the short term, enhancements to pedestrian connectivity and amenities (e.g., landscaping, lighting, signage, and Americans with Disabilities Act (ADA) accessibility) would be most feasible. She indicated that implementation of a one-way vehicular access between School Street and the Brewster Street Garage in one of the three potential connection areas would potentially occur in a subsequent phase. Structural repairs to the garage would be needed before a vehicular access to the garage could be added from School Street. Ms. Fangmann explained that the purpose of the meeting was to obtain initial feedback from Mr. DiMaggio and Mr. Sommers regarding the potential alternatives for enhancing connectivity between School Street and the Brewster Street Garage.

With regard to the draft **Enhanced Pedestrian Connections Plan for the center alleyway** (central plaza) located between the 1 and 3 School Street buildings, Mr. Sommers stated “We’d love to see [the improvements].” It was noted that this park-like area is owned and maintained by 3 School Street.

The Brewster Street Garage **elevators** were discussed: the existing elevators are not functional, not up to current code, and would be costly to repair. The engineers noted that the most likely option for elevators, going forward, would be to construct a new shaft external to the existing garage building.

Regarding the draft **Vehicular Connections Plan for the south alleyway** located between 1 School Street and Village Square, Mr. Sommers and Mr. DiMaggio raised multiple concerns, including: RXR recently made improvements to this alleyway, and it would be preferable to not remove them; and there are underground utilities adjacent to the 1 School Street building. Adding to the latter point, the engineers indicated that in order to ensure that the utilities would remain accessible if the vehicular connection were to be created, extensive reconfiguring would be necessary, with astronomical relocation costs. The engineers also noted that a vehicular access in this location would only be possible by means of a driveway descending into the garage—with railings on both sides of the driveway—and the vehicular access would interfere with pedestrian connectivity, cutting off pedestrian access between School and Brewster Streets at the south end of the 1 School Street building and north end of Village Square.

Regarding the draft **Vehicular Connections Plan for the center alleyway**, the stakeholders raised a question regarding where the ramp access to the garage would be. The engineers responded that the only possible place to add the vehicular access is where the interior parking garage ramps currently ascend and descend, which would be complex. They further noted that adding a vehicular access in this location would necessitate the most structural work to the Brewster Street Garage (of the three alternatives).

Mr. DiMaggio asked about the **Vehicular Connections Plan for the north alleyway** located between 3 School Street and the AMC Theatre. Upon review of the draft figure illustrating this alternative, he noted that this seems like the best option given that a driveway is already there; Mr. Sommers concurred. The engineers were in agreement, although they described a few factors that would make implementation of this alternative complicated. Ms. Fangmann also noted that this alternative is still costly due to a needed relocation of the pedestrian bridge; the engineers concurred.

Additional upcoming stakeholder outreach plans were discussed, and CDA staff encouraged Mr. Sommers and Mr. DiMaggio to attend the BID Board meeting at which the project will be discussed in February 2022, as well as the public meeting that will be held later in the winter or spring. It was noted that the City and CDA will continue to reach out to the 1 School Street stakeholders as the project progresses.

City of Glen Cove

Downtown Parking Connections

Stakeholder Outreach – 3 School Street

DATE: January 19, 2022

TIME: 11:00 AM - 12:00 PM

LOCATION: Microsoft Teams Meeting

City of Glen Cove and Glen Cove Community Development Agency (CDA) staff, engineering consultants, and stakeholders in attendance included:

- Ann Fangmann, AICP, Executive Director, Glen Cove CDA;
- Jocelyn Wenk, AICP, Grant Writer and Administrator, Glen Cove CDA;
- Abla Gennawey, PE, Project Manager, LiRo Engineers, Inc.;
- Tom Mazzola, PE, Thomas Mazzola Consulting (traffic consultants);
- John Ciccarone, Vice President and Co-Founder of ECRC Management (3 School Street Property Manager), 3 School Street Condominium Owner;
- Lilin Ciccarone, Esq., President and Co-Founder of ECRC Management (3 School Street Property Manager); 3 School Street Condominium Owner; President of the 3 School Street Condominium Board; Principal Attorney, CMA Law Group, PLLC;
- Dr. Sheetal Desai, DPT, Owner of 1 and 3 School Street Condominiums; Treasurer of the 3 School Street Condominium Board; President/Owner, Dynamic Physical Therapy & Rehab Services PC; and
- Dr. Innis O'Rourke III, Owner of 3 School Street Condominium, member of the 3 School Street Condominium Board, pediatrician.

The meeting began with introductions. Ms. Fangmann provided a project overview and shared draft figures prepared by LiRo Engineers, illustrating potential improvements at the central and northerly connection areas between School Street and the Brewster Street Garage (i.e., the two connection points that are adjacent to the 3 School Street building). Ms. Fangmann noted that in the short term, enhancements to pedestrian connectivity and amenities (e.g., landscaping, lighting, signage, and Americans with Disabilities Act (ADA) accessibility) would be most feasible. She indicated that implementation of a one-way vehicular access between School Street and the Brewster Street Garage in one of the three potential connection areas would potentially occur in a subsequent phase. Structural repairs to the garage would be needed before a vehicular access to the garage could be added from School Street. Ms. Fangmann explained that the purpose of the meeting was to obtain initial feedback

from Mr. Ciccarone, Ms. Ciccarone, Dr. Desai, and Dr. O'Rourke regarding the potential alternatives for enhancing connectivity between School Street and the Brewster Street Garage.

Questions were raised regarding the Brewster Street Garage **elevators**, which are currently non-operational. Given how costly it would be to make the existing elevators functional again, the engineers noted that the most likely option for ensuring that the garage has a functioning elevator would be to construct a new shaft external to the existing building in a location that affords enough space.

Regarding the draft **Vehicular Connections Plan for the center alleyway** between the 1 and 3 School Street buildings, the engineers stated that while this alternative would be geometrically and structurally possible, construction would be complicated, involving invasive work to the garage structure. Additionally, there would be challenges to address in the location where the new ramp would meet the existing interior ramps (a ramp that currently goes up would have to go down instead).

With regard to the draft **Vehicular Connections Plan for the north alleyway** located between 3 School Street and AMC Theatre, the engineers noted that this option would be the most practical from a traffic and engineering perspective. If this alternative were implemented, the existing concrete ramp leading to the dumpster by the north end of the 3 School Street building would become the new vehicular access to the garage from School Street. Ms. Fangmann noted that this alternative is still costly due to a needed relocation of the pedestrian bridge; the engineers concurred. Several items were discussed regarding a potential vehicular connection in the north alleyway, including:

- The stakeholders were in agreement that if a vehicular connection were to be added, the northerly connection area seems like the best option of the three potential locations.
- Ms. Ciccarone noted that she "strongly supports" adding a vehicular connection in this location. Per Ms. Ciccarone, people coming to the 3 School Street building for the first time get lost when trying to park. Brewster Street is not a downtown thoroughfare; while native Glen Covers know to access the garage (and downtown) via Brewster Street, first-time visitors are unaware of this. She also noted that there is high parking demand in front of the AMC Theatre and Starbucks, with patrons of 3 School Street businesses among those who are attempting to park in the on-street spaces there; a new vehicular connection between School Street and the Brewster Street Garage would help allay this demand. Implementation of the project would be a positive for business patrons.
- The engineers noted that during preliminary design, they had made certain there would be room for a dumpster in the north alleyway. Ms. Ciccarone stated that the dumpster is important to 3 School Street and was pleased that this had been a design consideration.
- The stakeholders raised concerns regarding potential noise impacts—from new vehicular traffic into the garage—on tenants of the 3 School Street building. The engineers were responsive to these concerns and noted that if the project proceeds to the detailed design phase and preparation of plans for bidding, mitigation of noise impacts would be proposed. Vegetation could be used to mitigate noise impacts, and the existing retaining wall would remain and should help with noise mitigation. The engineers noted that if a new vehicular access were to be installed, it would have a low speed limit; additionally, the vehicular traffic would only flow one-way, with cars traveling from School Street into the Brewster Street Garage, which would lessen noise impacts compared with potential two-way operation. It was also noted that if the existing driveway were to be repaved to create a new vehicular access, the existing uneven pavement would be repaved

and made level, resulting in less noise (Mr. Ciccarone noted it is currently noisy when vehicles cross over a location in the driveway with metal, where the grade changes).

- Dr. O'Rourke was concerned that a new vehicular access in the north alleyway would create a visual obstruction to the lower-level tenant at the north end of the 3 School Street building. The engineers responded that the new vehicular access/ramp would have the same alignment and elevation as the existing driveway, and there would be no changes visually. The low courtyard and stairs by the entrance to the aforementioned unit also would not be affected.
- The impacts on utilities from a new vehicular connection in the north alleyway were discussed; the engineers anticipate they would be minimal and result in improvements overall.
- It was noted that negotiations would need to take place between the City of Glen Cove and 3 School Street regarding the right-of-way for a new vehicular access in the north alleyway; a transfer of property could occur or an easement could potentially be granted. Legal discussions may potentially take place in the future.

Regarding the draft **Vehicular Connections Plan for the south alleyway** located between 1 School Street and Village Square, there was consensus that the stakeholders oppose ripping up the newly refurbished alleyway to accommodate a vehicular connection. Utility conflicts in this location were also discussed. Additionally, it was noted that a new access in this location would be too close to a major downtown intersection, School and Glen Streets, which would potentially be unsafe.

Dr. O'Rourke questioned whether improvements to connectivity between School Street and the Pulaski Street Garage had been considered, which Ms. Fangmann addressed.

Ms. Ciccarone asked if solar panels could be added to the top level of the Brewster Street Garage. She suggested solar panels that would shade the cars parked beneath. Ms. Fangmann noted that the CDA is currently in discussions with the Glen Cove Department of Public Works (DPW) regarding potential locations for solar panels on municipally owned parcels and buildings, and would include this as a potential location, should solar be pursued.

Mr. Ciccarone asked if electric vehicle (EV) charging stations were planned for the Brewster Street Garage. Ms. Fangmann noted that they had been installed in the Pulaski Street Garage and that the CDA would likely be applying for grant funding for EV charging stations in the Brewster Street Garage, provided the new Mayor supports this grant application.

Dr. Desai strongly encouraged the City to enhance **lighting** in the Brewster Street Garage, especially on levels 1 and 2, which are currently too dark. She noted that her patients have difficulty seeing as they walk between the garage and her offices. In particular, seniors using walkers have a very difficult time, and lighting improvements are needed as soon as possible. Ms. Fangmann noted that this will be communicated to DPW, and that improvements to lighting were also being contemplated as part of the Downtown Parking Connections project.

Additional upcoming stakeholder outreach plans were discussed, and CDA staff encouraged Mr. Ciccarone, Ms. Ciccarone, Dr. Desai, and Dr. O'Rourke to attend the BID Board meeting at which the project will be discussed in February 2022, as well as the public meeting that will be held later in the winter or spring. It was noted that the City and CDA will continue to reach out to the 3 School Street stakeholders as the project progresses.

City of Glen Cove

Downtown Parking Connections

Stakeholder Outreach – Glen Cove Chamber of Commerce

DATE: February 23, 2022

TIME: 12:30 PM

LOCATION: La Bussola Restaurant in Downtown Glen Cove

The February 23, 2022 meeting of the Glen Cove Chamber of Commerce included Downtown Parking Connections stakeholder outreach as an agenda item. Ann Fangmann, AICP, Executive Director, Glen Cove Community Development Agency (CDA) attended the meeting to cover this agenda item. The attached PDF includes the business cards of Chamber members who attended the meeting.

Matt Nartowicz, Chamber President, introduced Ms. Fangmann. Ms. Fangmann began by describing the need for the project. Currently, the only access to the Brewster Street Garage is from Brewster Street, which is not in the Downtown Business Improvement District (BID). For drivers, especially those coming from outside Glen Cove, it can be challenging to find the garage and navigate to it. On-street parking is limited in downtown Glen Cove. The garage is a tremendous but underutilized resource.

The City has grant funding for a feasibility study to explore the potential for creating a direct vehicular connection and/or enhanced pedestrian connections into the garage from School Street. Ms. Fangmann noted that the Chamber provided a letter of support for the project when the City submitted its application for grant funding.

Ms. Fangmann shared draft figures prepared by the project engineer, LiRo Engineers, illustrating potential improvement(s): pedestrian and/or vehicular connection(s) at three potential connection areas between School Street and the Brewster Street Garage. The three potential connection areas include: between Village Square and 1 School Street, the plaza between the 1 and 3 School Street buildings, and between 3 School Street and the AMC Theatre. The engineers conducted a preliminary evaluation addressing several questions, including: What will fit? Where could motorists drive a car in? Where could better pedestrian connections be created? What is the feasibility?

The City has a $60,000 contract with LiRo Engineers for the Downtown Parking Connections project. LiRo has been tasked with preparing an analysis of alternatives and plans, to provide an idea of cost and feasibility. At this point in time, the study is preliminary and gives the City a foundation for pursuing option(s). The City/CDA are taking a look at the feasibility of the options, looking for the Chamber's feedback, and looking to see what the community supports.

A Chamber member asked how much the plaza between 1 and 3 School Street is currently used, questioning, "Is it used at all?" Ms. Fangmann responded that usership is fairly low.

A Chamber member inquired whether this study is completely separate from the garage renovations that are needed. Ms. Fangmann responded affirmatively, with the caveat that if the City were to pursue one of the vehicular connection alternatives, that would entail assessment of structural repairs needed in the section of the garage where construction would occur. Installing a vehicular connection would be predicated upon the garage's structural condition being adequate to allow for the connection. The City just completed $500,000 of waterproofing and repair work on the upper levels of the north side of the garage; another $150,000 was recently spent to address repairs on the lower levels. The Brewster Street Garage is in need of more than $4 million of additional structural repairs and updates, as last assessed in 2015. Creating a new vehicular access into the garage from School Street would be an intensive intervention. Ms. Fangmann noted that any of the potential pedestrian enhancements could be pursued independently of a vehicular connection, and proposed improvements could also be completed in phases.

Chamber members next examined the handout illustrating potential pedestrian connection enhancements in the alleyway between Village Square and 1 School Street. Ms. Fangmann noted that RXR, the real estate developer for Village Square, has already completed some pedestrian improvements in this alleyway, including installation of stamped concrete and pedestrian furniture. These improvements were made recently; therefore, pedestrian improvements proposed as part of the Downtown Pedestrian Connections project would add onto the existing improvements, rather than replacing them. A Chamber member noted that there is currently a handicapped ramp there. Ms. Fangmann concurred, further noting that while there is a handicapped ramp currently in place, the area where the ramp goes into the garage has a lip, so one of the actions recommended by LiRo is to smooth out the lip, thereby improving Americans with Disabilities Act (ADA) accessibility. In addition, the engineers recommend: converting non-ADA parking spaces to ADA accessible parking stalls, installing a new elevator (the elevator in the Brewster Street Garage near Village Square has been out of commission for a long time), adding additional signs for pedestrian connectivity and ADA access, and other minor improvements.

Chamber members next looked at the handout illustrating the potential connection area between the 1 and 3 School Street buildings. Ms. Fangmann provided a brief overview of proposed pedestrian enhancements in this location. She noted that the improvements would be similar to those recommended for the southerly alleyway, including: an elevator, smoothing out of the concrete lip of the existing ramp, furnishing of an ADA accessible ramp, new signage, and more ADA accessible parking spots.

Turning to the handout illustrating potential pedestrian enhancements in the alleyway between 3 School Street and AMC Theatre, Ms. Fangmann indicated that recommendations include improving the ADA accessible ramp at level 2 and installation of an elevator. There is an existing pedestrian bridge connecting the Brewster Street Garage and AMC Theatre.

A Chamber member asked about the functionality of the existing elevators in the Brewster Street Garage. Ms. Fangmann responded that there is not a functional elevator. Engineers have evaluated the elevators and are recommending that the elevators be repaired/refurbished. The City's engineers have prepared cost estimates, which are in the millions of dollars. The elevator closest to Village Square would likely require construction of a new elevator shaft because the elevator in that location cannot easily be repaired and meet code. While outside of the scope of the Downtown Parking Connections Feasibility Study, in order

to achieve full ADA accessibility in the garage, elevator(s) would need to be functional to make all levels of the garage handicapped accessible. Ms. Fangmann noted that the engineers are preparing order of magnitude cost estimates for the Downtown Parking Connections Feasibility Study, including cost estimates for elevators.

A Chamber member asked whether the engineers have commented upon how the Brewster Street Garage was originally constructed. Ms. Fangmann noted that the Pulaski Street Garage and Brewster Street Garage were constructed during urban renewal in the late 1970s / early 1980s. When repairs were recently underway in the Brewster Street Garage, CDA provided engineers with the original garage plans from the Agency's archives. LiRo Engineers, the project engineer for Downtown Parking Connections, is the same engineering firm that prepared a structural assessment of the garage in 2015. The City's Public Works Director (DPW Director) would like for an updated assessment of the garage to be prepared.

A Chamber member asked if there is a separate budget that the City could allocate for the garage, and separate monies that could be used for garage repairs, other than the grant. Ms. Fangmann noted that grant funding for the Downtown Parking Connections project covers the cost of the feasibility study, design plans for the selected alternative, and estimates. DPW has to do a separate assessment of the garage and will need a separate budget for that. This would not be through the Downtown Parking Connections grant but would be separately funded. Ms. Fangmann further noted that she programmed implementation/construction of one pedestrian connection from School Street into the Brewster Street Garage into Glen Cove's Community Development Block Grant (CDBG) funding request last year; therefore, at a minimum, the City will be able to proceed with an enhanced pedestrian connection at one of the three locations, by utilizing CDBG funding. A Chamber member asked whether those dollars could instead have been devoted to Brewster Street Garage repairs and structural improvements. Ms. Fangmann responded that because of her awareness that Glen Cove would be preparing the Downtown Parking Connections Feasibility Study, she had intentionally programmed one pedestrian connection into the CDBG to ensure that the City will achieve study implementation.

A Chamber member asked who operates the elevators within the Brewster Street Garage. He stated that he was previously employed by an elevator company and would be happy to look at them. Ms. Fangmann indicated that CDBG funding was previously used to hire Lizardos Engineering for evaluation of an elevator in the Pulaski Street Garage and the elevator closest to Village Square in the Brewster Street Garage, including provision of cost estimates. RXR also had their engineers evaluate the elevator in the Brewster Street Garage. For repairs to the Brewster Street Garage elevator, Lizardos and RXR's engineers produced cost estimates that were similar in amount.

Ms. Fangmann provided Chamber members with an overview of the potential vehicular connection alternatives between School Street and the Brewster Street Garage. Chamber members reviewed handouts prepared by LiRo Engineers illustrating potential improvements. Ms. Fangmann began by discussing the potential vehicular connection in the alleyway between Village Square and 1 School Street. She noted that the newly refurbished alleyway would need to be ripped out. A new ADA accessible ramp access and corridor would be created. A Chamber member inquired whether this would be a one-way access to the garage. Ms. Fangmann responded affirmatively, noting that a vehicular access in any of the potential connection areas would be one-way. She stated that from a traffic perspective, the engineers have indicated that the southerly connection point is not the best alternative (there are issues with angle, configuration,

and proximity to Glen Street). Additionally, underground utilities would need to be accounted for and potentially relocated in order to accommodate a new vehicular access in this alleyway.

Regarding the plaza between 1 and 3 School Street, while it would be possible to create a new vehicular connection in this location, there are challenges. The plaza would be lost. This alternative would be quite costly: in this location, two sections of the garage come together structurally, and the engineers have indicated that due to structural restraints the access would need have to be at a point on the ramps between the north and south levels. This will necessitate a reverse in the directional flow in the garage and introduces several additional complications.

A potential vehicular connection between 3 School Street and the AMC Theatre would also be costly, but the engineers have deemed this alternative most feasible from an engineering and right-of-way (ROW) perspective. There is an existing ramp that is wide enough for vehicles, which currently leads to a dumpster. To pursue this alternative, the City would need to discuss a potential easement with the property owners, but sufficient ROW width exists. The existing pedestrian bridge would need to be raised up one level to accommodate the new vehicular access, and a new bridge would need to be installed.

Ms. Fangmann concluded by stating that the City/CDA would be interested in hearing any additional feedback. She encouraged Chamber members to follow up with her after the meeting with more feedback. She noted that outreach has also been conducted previously, including with the Downtown BID, 1 School Street, and 3 School Street. The City/CDA will follow up with AMC Theatre and RXR, going forward. The Chamber has been supportive of the Downtown Parking Connections project: the project would increase access to parking in downtown Glen Cove and increase economic vitality.

Chamber members responded with applause and a chorus of “thank you’s.”

EXCERPT

Glen Cove Downtown DMA, Inc.

Board Minutes

Feb. 3, 2022

Board Members Present: Fred Guarino, Lou-Ann Thompson, Alvin Batista, John Zozzaro, Ann Fangmann, Danielle Fugazy Scagliola, Mike Piccirillo, Ylisa Kunze, Donna McNaughton and Angelo DiMaggio

Board Members Absent: Leonard Gleicher, James O' Grady, Charles Parisi, Tony Garcia, and Mary Cooper

Guests & Staff: Patricia Holman and Jill Nossa

The meeting was called to order at 12:02 pm by P. Holman.

Approval of Minutes: The January minutes were approved electronically.

[…]

Updates

[…]

CDA: A. Fangmann and Jocelyn Wenk from the CDA presented an update on the Downtown Parking Connections Plan and potential vehicular access to the Brewster Street Garage through a one-way corridor from School Street. Three different potential locations have been looked at: the alleyway near Village Square and 1 School Street; the plaza between 1 and 3 School Street, and the ramp next to the AMC Theater next to 3 School Street. Fangmann said the CDA was able to obtain a grant and hire consultants (LiRo Engineering) to do a preliminary study, looking at each of the locations for feasibility and cost. The study looks specifically at vehicular and pedestrian access, though she noted there are other issues with the garage itself that have been identified, and structural work might have to be done at any point in addition to the proposed improvements. The city may choose to go into any number of directions regarding this project.

Regarding **pedestrian access improvements**, next to **Village Square** and **1 School Street**, a new ramp was installed into the garage, though ADA accessibility can be

improved by smoothing the lip. There is an elevator in that area that is not working, and improving its functionality would improve access at all levels of the garage. RXR just installed a new pedestrian alleyway through this corridor, and the engineers have identified this location as likely best for pedestrian accessibility improvements, and not necessarily a vehicular connection.

Near the **3 School Street** plaza, there are opportunities to change the vegetation, add signage, increase visibility, and also add a pedestrian ramp at that location. The city can pick and choose what is most cost effective. A. Fangmann said they met with the property managers of 1 School Street and 3 School Street and will meet with stakeholders as well, and plan to have a work session open to the public.

In the area closest to the movie theater, between **3 School Street and AMC**, there's an opportunity to improve an ADA accessible ramp at that location, as well as at level 2 where the pedestrian bridge is, and the engineers are proposing the installation of an elevator at that location.

In terms of **vehicular access** at each of these locations, they all have their challenges, but they are all doable, Fangmann said. The vehicular connection between **1 and 3 School Street** is doable, however, it is incredibly expensive and would require structural improvements to the garage to allow for the work and a ramp would have to be installed to the lower level of the garage.

Next to **Village Square**, it is also feasible, however, there are a number of reasons why this would not be the preferred alternative. First, the beautiful new alleyway would have to be torn up; vehicular access would have to be installed and then pedestrian access would have to be reinstalled, and there are some utility conflicts that are quite considerable and costly for a ramp installation. And from a traffic, visibility and turning point radius perspective, this might not be access point the city wants to proceed with, according to the engineers.

The **3 School Street/AMC theater** location was deemed to make the most sense; there's an existing ramp at this location that could be converted to a right-of-way. The pedestrian bridge would have to be raised up a level, which would be costly. It's not an easy or inexpensive alternative, but is the most feasible, and also makes the most sense from a visibility and traffic control perspective.

She clarified these improvements can be done in phases, and as it progresses and more people provide feedback, we will get closer to the preferred alternatives and the city can start looking at grant dollars and other support towards implementing any of one of these alternatives. There CDBG dollars available towards implementing pedestrian improvements.

J. Zozzaro asked about the ramp between 1 & 3 School Street, and having the ramp go to the next garage. He also noted that the entrances are both very narrow on the Brewster Street side, allowing for only car at a time and asked if they could be widened. D. Fugazy-Scagliola asked about making School Street one-way, which Fangmann said had some difficulty but will need to be looked at again. F. Guarino noted he would like to see more signage for people to get into the Pulaski Street Garage, and said he thinks it would be a good idea to have access to the Brewster Street Garage from School Street. A. Fangmann said the way-finding kiosks are done and should be installed this spring by both garages and the police station. J. Zozzaro said he would like to see a study on making School Street one-way, and have slanted parking, which would gain space particularly because people are parking to use the new Chase ATM. If people can't park and walk around downtown, he said, they'll go somewhere else.

[…]

Jocelyn Wenk

From: Jocelyn Wenk
Sent: Tuesday, May 24, 2022 12:40 PM
To: Ann Fangmann; Louis Saulino; Gennawey, Abla; Tom Mazzola
Subject: Downtown Parking Connections - Input from ADA Compliance/Complete Streets Committee Member

Hi Ann, Lou, Abla, and Tom,

Please find below a forwarded email from Phyllis Burnett, a member of the City's ADA Compliance/Complete Streets Committee, regarding Downtown Parking Connections.

I thanked Phyllis for her feedback and insights about the history of the project area; I also mentioned that the City is considering an access ramp that would function as a one-way vehicular entrance to the parking garage from School Street.

We will keep you posted if we receive additional input from stakeholders prior to the 6/30 meeting.

Best regards,

Jocelyn Wenk, AICP, Grant Writer and Administrator
Glen Cove Community Development Agency
City Hall – 9 Glen Street
Glen Cove, NY 11542
Phone: (516) 676-1625 Ext. 100
Fax: (516) 759-8389
Email: jwenk@glencovecda.org

From: Phyllis O Burnett <pob076@gmail.com>
Sent: Friday, May 20, 2022 11:21 AM
To: Jocelyn Wenk <jwenk@glencovecda.org>
Subject: Re: Downtown Parking Connections – Invitation to Public Work Session at 12PM on 6/30 in the Main Chambers

In response to the connection of Brewster St. to School St. some of you may remember that there was a street there. It was closed to build the parking garage and to make the "mall" . I was on the planning board at that time and objected to the closure. Presently I do not think the idea of a vehicle connection will be wide enough for 2 way traffic. Making the present pass thru is too narrow, and an extension of the parking garage is WAY too expensive. But making that pass thru into handicap parking only, would be a great idea, people can still walk thru and the parking is close to School St.
Phyllis O. Burnett

On Wed, May 18, 2022 at 9:59 AM Jocelyn Wenk <jwenk@glencovecda.org> wrote:

> Dear ADA Compliance/Complete Streets Committee and Age-Friendly Glen Cove Outdoor Spaces, Buildings & Transportation Working Group:

Glen Cove is conducting a grant-funded study, the Downtown Parking Connections Feasibility Study, which evaluates the potential for creating a new vehicular access to the Brewster Street Parking Garage from School Street. The study also evaluates the feasibility of providing ADA access to the garage and enhancing the existing pedestrian access from School Street to the garage. The project area includes three potential connection points, shown here:

https://glencoveny.gov/wp-content/uploads/2022/05/Downtown-Parking-Connections-Project-Area.pdf

LiRo Engineers, the Project Engineer, have prepared a Preliminary Report, which you may access here:

https://glencoveny.gov/wp-content/uploads/2022/05/CGC-Downtown-Parking-Connections-Report-01-05-2022-FULL.pdf

The City will host a Public Work Session at 12:00 p.m. on Thursday, June 30th in the City Hall Main Chambers to solicit input from residents, businesses, and stakeholders regarding the Downtown Parking Connections project. We welcome you to attend the meeting and share your feedback. If you plan to attend, kindly RSVP by email to jwenk@glencovecda.org.

Please do not hesitate to reach out to us if you have questions or would like to share feedback with us directly.

Thank you and best regards,

~Ann Fangmann and Jocelyn Wenk~

Jocelyn Wenk, AICP, Grant Writer and Administrator

Glen Cove Community Development Agency

City Hall – 9 Glen Street

Glen Cove, NY 11542

Phone: (516) 676-1625 Ext. 100

Fax: (516) 759-8389

Email: jwenk@glencovecda.org

Jocelyn Wenk

From: Ann Fangmann
Sent: Thursday, June 23, 2022 12:14 PM
To: Pam Panzenbeck; gigi ferrante; Vincent Hartley (vcbh13@yahoo.com); Suzanne White; nelson@riveraagency.com; willisd02@gmail.com
Cc: Jocelyn Wenk; Camille Byrne
Subject: Downtown Parking Connections – Invitation to Public Work Session at 12PM on 6/30 in the Main Chambers

CDA Board Members-

Glen Cove is conducting a grant-funded study, the Downtown Parking Connections Feasibility Study, which evaluates the potential for creating a new vehicular access to the Brewster Street Parking Garage from School Street. The study also evaluates the feasibility of providing ADA access to the garage and enhancing the existing pedestrian access from School Street to the garage. The project area includes three potential connection points, shown here: https://glencoveny.gov/wp-content/uploads/2022/05/Downtown-Parking-Connections-Project-Area.pdf

LiRo Engineers, the Project Engineer, have prepared a Preliminary Report, which you may access here: https://glencoveny.gov/wp-content/uploads/2022/05/CGC-Downtown-Parking-Connections-Report-01-05-2022-FULL.pdf

As I mentioned at our Tuesday meeting, the City will host a Public Work Session at 12:00 p.m. on Thursday, June 30th in the City Hall Main Chambers to solicit input from residents, businesses, and stakeholders regarding the Downtown Parking Connections project. We welcome you to attend the meeting and share your feedback. If you plan to attend, kindly RSVP by email to jwenk@glencovecda.org.

Please do not hesitate to reach out to Jocelyn Wenk (copied) or I if you have questions or would like to share feedback with us directly.

Ann S. Fangmann, AICP
Executive Director, Glen Cove CDA & IDA
City Hall - 9 Glen Street
Glen Cove, NY 11542
Phone: (516) 676-1625
Fax: (516) 759-8389
email: afangmann@glencovecda.org

Jocelyn Wenk

From: Ann Fangmann
Sent: Thursday, June 23, 2022 12:11 PM
To: Pam Panzenbeck; Barbara Peebles; Kevin Maccarone; Joseph Capobianco; Marsha Silverman; Danielle Fugazy Scagliola; Jack Mancusi
Cc: Donna McNaughton; Jocelyn Wenk; Louis Saulino
Subject: Downtown Parking Connections – Invitation to Public Work Session at 12PM on 6/30 in the Main Chambers

City Council Members-

Glen Cove is conducting a grant-funded study, the Downtown Parking Connections Feasibility Study, which evaluates the potential for creating a new vehicular access to the Brewster Street Parking Garage from School Street. The study also evaluates the feasibility of providing ADA access to the garage and enhancing the existing pedestrian access from School Street to the garage. The project area includes three potential connection points, shown here: https://glencoveny.gov/wp-content/uploads/2022/05/Downtown-Parking-Connections-Project-Area.pdf

LiRo Engineers, the Project Engineer, have prepared a Preliminary Report, which you may access here: https://glencoveny.gov/wp-content/uploads/2022/05/CGC-Downtown-Parking-Connections-Report-01-05-2022-FULL.pdf

The City will host a Public Work Session at 12:00 p.m. on Thursday, June 30th in the City Hall Main Chambers to solicit input from residents, businesses, and stakeholders regarding the Downtown Parking Connections project. We welcome you to attend the meeting and share your feedback. If you plan to attend, kindly RSVP by email to jwenk@glencovecda.org.

Please do not hesitate to reach out to Jocelyn Wenk (copied), myself, or Lou Saulino if you have questions or would like to share feedback with us directly.

Ann S. Fangmann, AICP
Executive Director, Glen Cove CDA & IDA
City Hall - 9 Glen Street
Glen Cove, NY 11542
Phone: (516) 676-1625
Fax: (516) 759-8389
email: afangmann@glencovecda.org

Notice of Public Meeting

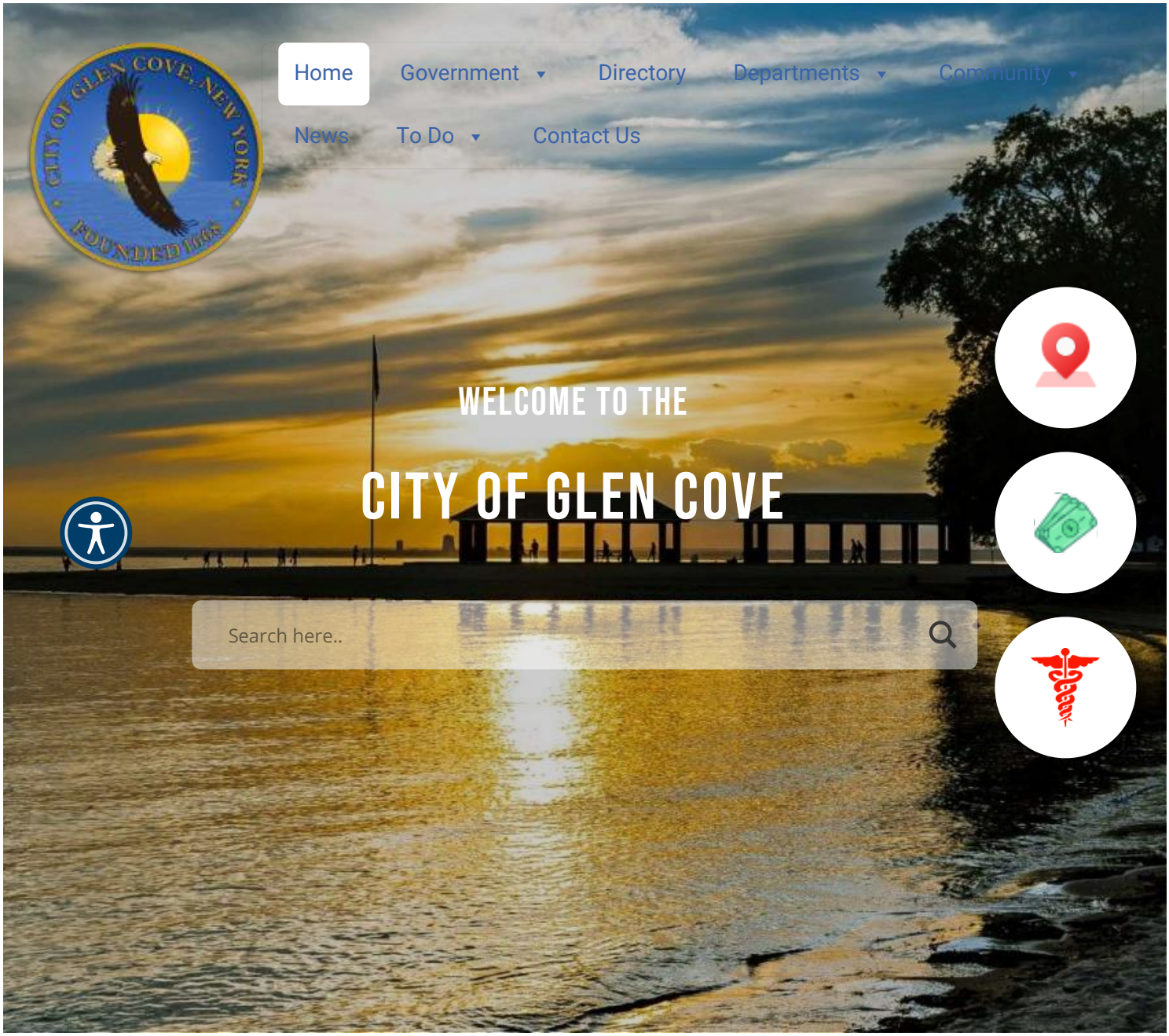
PLEASE TAKE NOTICE that the City of Glen Cove Department of Public Works (DPW) will hold a Public Work Session regarding the Downtown Parking Connections project at 12:00 p.m. on June 30 in the Main Chambers at Glen Cove City Hall, 9 Glen Street, Glen Cove, New York 11542.

The Downtown Parking Connections Feasibility Study evaluates the potential for creating a new vehicular access to the Brewster Street Parking Garage from School Street. The study also evaluates the feasibility of improving Americans with Disabilities Act access to the garage and enhancing the existing pedestrian access from School Street to the garage.

All persons having an interest in the study are invited to attend the Public Work Session and will be given an opportunity to ask questions or make comments concerning the study.

RSVP by email to jwenk@glencovecda.org if you plan to attend.

By: Louis Saulino, P.E., Director of Public Works, City of Glen Cove



Agendas and Meetings

Garbage Collection

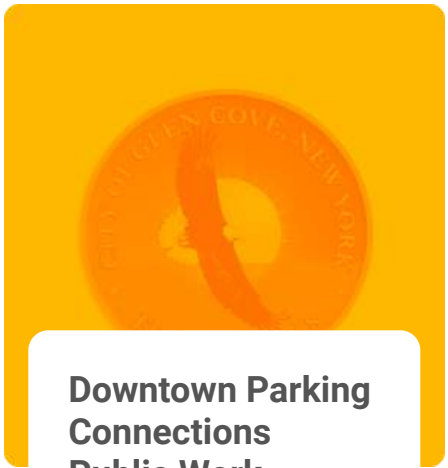
Bid & RFP

Frequently Asked Questions

NEWS & NOTICES

June 16th to June [illegible]-filled [illegible]nts

[illegible]AY



Downtown Parking Connections Public Work Session

Glen Cove residents, businesses, and

stakeholders are encouraged to attend a Public Work Session at...

Learn More →

UPDATE:Work now set to begin Tuesday, June 14th:Alley closure beginning Monday, June 13, 2022

UPDATE: WORK NOW SET TO BEGIN TUE June 14th:The City hired a contractor to...

PROJECTS & STUDIES

PROJECT UPDATES

Downtown Parking Connections

The City of Glen Cove is preparing a grant-funded study, the Downtown Parking Connections Feasibility Study, which evaluates the potential for creating a new vehicular access to the Brewster Street Parking Garage from School Street. The study also evaluates the feasibility of providing Americans with Disabilities Act (ADA) access to the garage and enhancing the existing pedestrian access from School Street to the garage. The project area includes three potential connection points, shown in this figure.

The Brewster Street Garage's connectivity to Glen Cove's downtown street network needs improvement: currently, drivers can only access the garage from Brewster Street, an arterial road that bypasses downtown, with limited visibility of downtown businesses. Pedestrian infrastructure between the garage and School Street lacks ADA accessibility. The Downtown Parking Connections study evaluates potential solutions to these challenges.

Click here to view the draft Downtown Parking Connections Feasibility Study Preliminary Report.

A Public Work Session regarding the project is scheduled for 12:00 p.m. on June 30, 2022 at Glen Cove City Hall in the Main Chambers. Click here for the public meeting notice, which includes RSVP information.

Empire State Development (ESD) has awarded grant funding for the project to the City of Glen Cove.

Please direct questions and comments regarding the Downtown Parking Connections project to the Glen Cove Community Development Agency (phone: 516-676-1625).

Posted on June 14, 2022, Edited June 14, 2022 by townweb

DOWNTOWN PARKING CONNECTIONS PUBLIC WORK SESSION

Glen Cove residents, businesses, and stakeholders are encouraged to attend a Public Work Session at 12:00 p.m. on Thursday, June 30 in the City Hall Main Chambers. Public input will be sought regarding enhancing connectivity between School Street and the Brewster Street Garage.

The City of Glen Cove is preparing a grant-funded study, the Downtown Parking Connections Feasibility Study, to evaluate the potential for creating a new vehicular access to the Brewster Street Parking Garage from School Street. The study also evaluates the feasibility of improving Americans with Disabilities Act (ADA) access to the garage and enhancing the existing pedestrian access from School Street to the garage.

We welcome you to attend the Public Work Session to learn more about the study and share your feedback. RSVP by email to jwenk@glencovecda.org if you plan to attend.

Posted in News & Notices

‹ UPDATE:Work now set to begin Tuesday, June 14th:Alley closure beginning Monday, June 13, 2022
June 16th to June 18th: Fun-filled community events this weekend! ›

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- Downtown Parking Connections Public Work Session
- UPDATE:Work now set to begin Tuesday, June 14th:Alley closure beginning Monday, June 13, 2022
- 2022 Assessment Changes
- Letter from Altice/Optimum regarding ongoing project.
- Downtown B.I.D. Wellness Day Saturday, June 25th 10am-6pm, Village Square
- PSEGLI release regarding Summer Preparedness

City of Glen Cove Office of the Mayor

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Marsha Silverman, Glen Cove City Councilwoman
Congratulations!

Like Reply 1d

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DOWNTOWN PARKING CONNECTIONS
Have you ever looped all the way around to Brewster Street to park in downtown Glen Cove? Or have you or a family member with disabilities struggled to get in and out of the Brewster Street Garage? Glen Cove wants to hear from you!
Glen Cove residents, businesses, and stakeholders are encouraged to attend a Public Work Session at 12:00 p.m. on Thursday, June 30 in the City Hall Main Chambers. Public input will be sought regarding enhancing connectivity between School Street and the Brewster Street Garage. NYS has awarded grant funding to the City of Glen Cove for a study to evaluate the feasibility of providing vehicular access to the Brewster Street Garage from School Street. The study also evaluates the feasibility of improving ADA access to the garage and enhancing the existing pedestrian access from School Street to the garage.
We welcome you to attend the Public Work Session to learn more about the study and share your feedback. RSVP by email to: jwenk@glencovecda.org if you plan to attend.


You, Ann Stephanie and 27 others

7 Comments 5 Shares

Love Comment Share

All comments

Write a comment...

Ian Siegel
I am going to try and be there. This is important for the downtown.

Like Reply 2d

Chris Simek
Would be great to have in/out access from school street to both parking lots. Actually... even just entryways would be great....

Like Reply 2d

Linda Scott-Ninesling
I never park there it is way to inconvenient. Hoping they can come up with a solution.

Like Reply 2d

Roberta Cerasi
thank you! you are making a difference!

Like Reply 2d

Lisa Cortesiano Kasparian
This is very much needed.

Like Reply 2d

Susanna Laruccia
Someone correct me if I am wrong, the parking garages were built with elevator shafts but have no elevators.

Like Reply 1d

Robert Budzenski
Susanna Laruccia correct and they are all rotted out now. They look terrible.

City of Glen Cove

Downtown Parking Connections

Public Work Session

DATE: June 30, 2022

TIME: 12:00 PM – 1:00 PM

LOCATION: City Hall Main Chambers

City of Glen Cove staff and elected officials, Glen Cove Community Development Agency (CDA) staff, engineering consultants, and community members were in attendance. The work session began with greetings and an introduction of the project. CDA provided an overview of the project and invited attendees to view project posters, ask questions, and provide feedback. The project posters illustrated potential vehicular and pedestrian connection improvements at the central, southerly, and northerly areas of the Brewster Street Garage from School Street.

The feedback received includes:

1. The most vocal of the public attendees were strongly opposed to vehicular connections and encouraged pedestrian improvements.

2. ADA-compliant ramps were requested, and the majority of public attendees agreed.

   CDA staff and the engineering consultants explained that all proposed improvements include ADA-compliant ramps.

   One participant expressed support for "better access to handicapped spaces."

3. There is a concern about losing parking spots. The community does not want a reduction in on-street parking. A participant also noted that there is "never enough handicapped parking."

4. One community member stated that there is no need for vehicular access from School Street to the Brewster Street Garage because most drivers nowadays use navigation and could easily find the parking garage entrance on Brewster Street if needed. CDA staff noted that the confusion for drivers was a concern of City officials and others at the time that the CDA/City applied for grant funding for the Downtown Parking Connections Feasibility Study.

5. A participant stated that no financial gain would be achieved from a vehicular access to the Brewster Street Garage.

6. The majority of public attendees are in favor of bike lanes, pedestrian improvements, aesthetic improvements to the concrete garage building, landscaping improvements, ADA ramps and accessibility improvements without reliance on elevators, and eco-friendly solutions.

7. A recommendation was made to replace the current elevators with glass elevators. CDA replied that a study had been conducted for one elevator at each of the municipal parking garages, including the Brewster Street Garage. Since the existing elevator shafts were deemed unusable, the study concluded that new elevator shafts would likely prove most cost-effective. If/when the elevators are replaced, glass may be considered.

8. The northern vehicular access, while found to be the most feasible, was not supported by several attendees because there is a concern that drivers don't always adhere to traffic control signs and traffic rules. There is the concern that the increased vehicular traffic on the existing vehicular ramp at the northern end would create pedestrian safety issues. Concerns were raised regarding potential vehicular-pedestrian conflicts if a new vehicular connection were created from School Street to the Brewster Street Garage in this location, particularly because of the frequency with which parents drop off and pick up their teenage children at the AMC Theatre.

9. A statement was made that the proposed improvements within the project do not help the other side of School Street. Alternatively, other meeting participants indicated that an improvement to the Brewster Street Garage connection from School Street would be helpful to all businesses within the vicinity. One participant noted that pedestrian improvements would bring "easier access" and "more business."

10. South connection for pedestrians and ADA: exterior elevators on the garage building visible to the public would encourage more people to use the building. The same improvements could be implemented at the north connection at a later phase.

11. Increased signage is important to direct the public to the easy access to shopping from the parking garage for pedestrians, and additional signs should be installed to direct drivers to the current ramp entrances.

12. The City's former Senior Center Director expressed strong support for the project from an age-friendly perspective.

13. Additional comments unrelated to the project included:

    a. Take out the sidewalk bump-outs on School Street, as feasible. The City's Public Works Director indicated that this has been studied under three alternatives and that an option with the least disruption to utilities and new ADA curb ramps is being considered.

    b. Replace pavers with colored concrete, to improve ADA accessibility in the downtown.

    c. Request to have the restaurants open later in the night.

d. Put pressure on restaurant owners to not extend their seating beyond certain limits that restrict pedestrian flow, especially in the alleyway next to La Bussola.

e. Continue to improve the downtown alleyways and make them more inviting and well-lit. In particular, the alleyway next to Staples between School and Brewster Streets is in need of improvement.

Most feedback was received verbally. Some feedback was received in notes left at the end of the session. Community members were encouraged to contact the City of Glen Cove with any future additional feedback.

CDA staff indicated that targeted outreach meetings were held with stakeholders previously, and feedback from this session will be taken into consideration in conjunction with the other feedback received. CDA staff noted that support for the pedestrian and vehicular connection into the garage had been expressed in the targeted stakeholder and property/business owner meetings.

It was also noted that the grant funds were designated for the study and that the Empire State Development (ESD) funds do not cover construction costs. The City is planning to use Community Development Block Grant (CDBG) funding to implement Downtown Parking Connections pedestrian improvements, at a minimum.

City of Glen Cove

Downtown Parking Connections

Stakeholder Outreach
Glen Cove City Council
Pre-Council Meeting

DATE: October 18, 2022

TIME: 6:30 PM

LOCATION: Second Floor Conference Room, Glen Cove City Hall

Glen Cove Community Development Agency (CDA) staff in attendance included:

- Ann Fangmann, AICP, Executive Director, Glen Cove CDA & Industrial Development Agency (IDA), and
- Jocelyn Wenk, AICP, Senior Grant Writer and Administrator, Glen Cove CDA.

Glen Cove City Council members in attendance included:

- Pamela Panzenbeck, Mayor, City of Glen Cove,
- Joseph Capobianco, Council member,
- Danielle Fugazy Scagliola, Council member,
- Kevin Maccarone, Council member,
- Jack Mancusi, Council member,
- Barbara Peebles, Council member, and
- Marsha Silverman, Council member.

City of Glen Cove staff in attendance included:

- Donna McNaughton, Deputy Mayor, City of Glen Cove,
- Michael Piccirillo, City Controller,
- Tip Henderson, City Attorney, and
- Tina Pemberton, City Clerk.

Members of the public were also in attendance.

Prior to the meeting, Council members were sent a link to the Downtown Parking Connections project website, with materials including the Preliminary Report prepared by the LiRo Engineers.

Downtown Parking Connections was the first item on the Pre-Council meeting agenda. At the beginning of the meeting, CDA staff distributed a project location map and handouts prepared by LiRo, which illustrate potential pedestrian and vehicular connections at the three potential connection points between School Street and the Brewster Street Garage. Ms. Fangmann began by discussing project goals, grant funding, and public outreach that had been conducted over the course of winter/spring/summer 2022. She also walked the Council members through potential improvements shown on the handouts.

Councilwoman Fugazy Scagliola asked for clarification regarding the alternatives that were being considered. Ms. Fangmann responded by further describing the potential alternatives for improving vehicular and pedestrian/Americans with Disabilities Act (ADA) access to the garage.

Councilman Capobianco raised a question regarding why improvements are proposed given the condition of the garage; Mayor Panzenbeck and several other Council members echoed these concerns. Ms. Fangmann responded that improvements will be made to pedestrian/ADA access—enhancing handicapped accessibility and pedestrian connectivity between the Brewster Street Garage and School Street—in the near-term, and these improvements can be made in spite of the garage's current condition. Pedestrian improvements do not involve structural changes to the garage. Ms. Fangmann noted that the City will not make improvements that would end up needing to be undone or ripped out.

Ms. Fangmann described recent repairs that the City has been able to accomplish at the Brewster Street Garage using grant funding from the Dormitory Authority of the State of New York (DASNY), and she referenced LiRo's 2015 garage structural/condition assessment. Per Ms. Fangmann, in the long-term, once further repairs have been made to the garage, it will likely be feasible to create a one-way vehicular connection from School Street into the Brewster Street Garage—representing the second Downtown Parking Connections implementation phase.

Councilman Capobianco inquired regarding the specifics of creating a new vehicular access at the northerly alleyway/connection point between School Street and the Brewster Street Garage. Ms. Fangmann noted that a future vehicular connection would likely utilize the existing driveway between 3 School Street and AMC Theatre. It would be a one-way access. The existing pedestrian bridge between the theatre and garage would be raised and replaced to enable vehicular access. Access to the dumpster, which business owners have deemed essential, would be retained.

Councilman Mancusi asked a bigger picture question regarding why new connections are needed between School Street and the Brewster Street Garage. Ms. Fangmann noted that drivers currently have to circle all the way around to Brewster Street in order to park and access businesses on School Street This issue partially informed the initial grant application, and this feedback was repeatedly heard during public outreach for the project. The Mayor, Councilman Maccarone, and Councilwoman Fugazy Scagliola responded by noting that the project will result in more convenience for downtown shoppers and business patrons. People who can't find on-street parking on School Street and then have to head out to Brewster Street sometimes just end up pulling out of the downtown Business Improvement District (BID) entirely, to the detriment of the downtown economy. Ms. Wenk noted that input was received from the 1 and 3 School Street condominium owners that patrons struggle to find parking, and people with disabilities have even greater difficulty parking and reaching the businesses/offices/medical offices in the buildings; during public outreach, City/CDA staff also heard that there is often insufficient parking on School Street and especially by Starbucks and the AMC Theatre.

While the benefits of a potential vehicular connection to the garage were understood, concerns were raised regarding the potential traffic impacts of a new connection. Ms. Fangmann noted that these could be addressed at the time when a new vehicular connection is created.

Councilwoman Silverman asked what would happen if the City did not implement the study. Ms. Fangmann described what the grantor agency's expectations are and noted that implementation of the study is critical from the perspective of Empire State Development (ESD). She ntoed that the Glen Cove City Council passed a resolution approving LiRo's proposal to provide additional survey and design services relative to improving pedestrian/ADA access into the Brewster Street Garage (and the elimination of curb extension bump-outs on School Street so as to provide additional on-street parking) in September 2022. Ms. Fangmann stated that her agency has set aside Community Development Block Grant (CDBG) monies to be used for implementation of pedestrian improvements, at a minimum. Additionally, Louis Saulino, P.E., the City's Director of Public Works, has incorporated Downtown Parking Connections Feasibility Study implementation into the City's upcoming roadway requirements contract / roadway program.

APPENDIX G – ENVIRONMENTAL, HISTORIC, AND SMART GROWTH REVIEW REQUIREMENTS

Short Environmental Assessment Form
Part 1 - Project Information

Instructions for Completing

Part 1 – Project Information. The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information.

Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.

Part 1 – Project and Sponsor Information

City of Glen Cove

Name of Action or Project:

Implementation of the Downtown Parking Connections Traffic Access Feasibility Study

Project Location (describe, and attach a location map):

Brewster Street Parking Garage in Glen Cove (Between Brewster Street and School Street)

Brief Description of Proposed Action:

The proposed work intends to improve the current pedestrian access and reconstruct ramps to be compliant with current ADA standards. This involves reconstruction of the existing concrete pedestrian ramps along with the adjacent portions of the sidewalk and curb.
Also included in the pedestrian improvements are the following:
1. Adding signs indicating the Garage Building location and entrances.
2. Additional lighting to improve pedestrian visibility.
3. Landscape work at the entrances to the garage building to increase visibility and safety. This includes replacing tall dense vegetation with short vegetation.

Name of Applicant or Sponsor:	Telephone: 516-676-4402
City of Glen Cove	E-Mail: lsaulino@glencoveny.gov

Address:

City Hall / 9 Glen Street

City/PO:	State:	Zip Code:
Glen Cove	NEW YORK	11542

	NO	YES
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation? If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.	☑	☐
2. Does the proposed action require a permit, approval or funding from any other government Agency? If Yes, list agency(s) name and permit or approval:	☑	☐

3. a. Total acreage of the site of the proposed action? 2.07 acres
   b. Total acreage to be physically disturbed? 0.10 acres
   c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 2.07 acres

4. Check all land uses that occur on, are adjoining or near the proposed action:

5. ☑ Urban ☐ Rural (non-agriculture) ☐ Industrial ☐ Commercial ☐ Residential (suburban)
   ☐ Forest ☐ Agriculture ☐ Aquatic ☐ Other(Specify):
   ☐ Parkland

	NO	YES	N/A
5. Is the proposed action,			
a. A permitted use under the zoning regulations?	☐	☐	☑
b. Consistent with the adopted comprehensive plan?	☐	☑	☐

	NO	YES
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?	☐	☑

	NO	YES
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area?		
If Yes, identify: _____	☑	☐

	NO	YES
8. a. Will the proposed action result in a substantial increase in traffic above present levels?	☑	☐
b. Are public transportation services available at or near the site of the proposed action?	☐	☑
c. Are any pedestrian accommodations or bicycle routes available on or near the site of the proposed action?	☐	☑

	NO	YES
9. Does the proposed action meet or exceed the state energy code requirements?		
If the proposed action will exceed requirements, describe design features and technologies: _____ _____	☐	☑

	NO	YES
10. Will the proposed action connect to an existing public/private water supply?		
If No, describe method for providing potable water: _____ _____	☐	☑

	NO	YES
11. Will the proposed action connect to existing wastewater utilities?		
If No, describe method for providing wastewater treatment: _____ _____	☐	☑

	NO	YES
12. a. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places?	☐	☑
b. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory?	☐	☑

	NO	YES
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency?	☐	☑
b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody?	☑	☐
If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____ _____ _____		

14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check all that apply:

☐ Shoreline ☐ Forest ☐ Agricultural/grasslands ☐ Early mid-successional

☐ Wetland ☑ Urban ☐ Suburban

	NO	YES
15. Does the site of the proposed action contain any species of animal, or associated habitats, listed by the State or Federal government as threatened or endangered?	☑	☐
16. Is the project site located in the 100-year flood plan?	☑	☐
17. Will the proposed action create storm water discharge, either from point or non-point sources?	☑	☐
If Yes,		
a. Will storm water discharges flow to adjacent properties?	☑	☐
b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)?	☑	☐
If Yes, briefly describe:		
18. Does the proposed action include construction or other activities that would result in the impoundment of water or other liquids (e.g., retention pond, waste lagoon, dam)?	☑	☐
If Yes, explain the purpose and size of the impoundment:		
19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility?	☑	☐
If Yes, describe:		
20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste?	☐	☑
If Yes, describe:		

I CERTIFY THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE

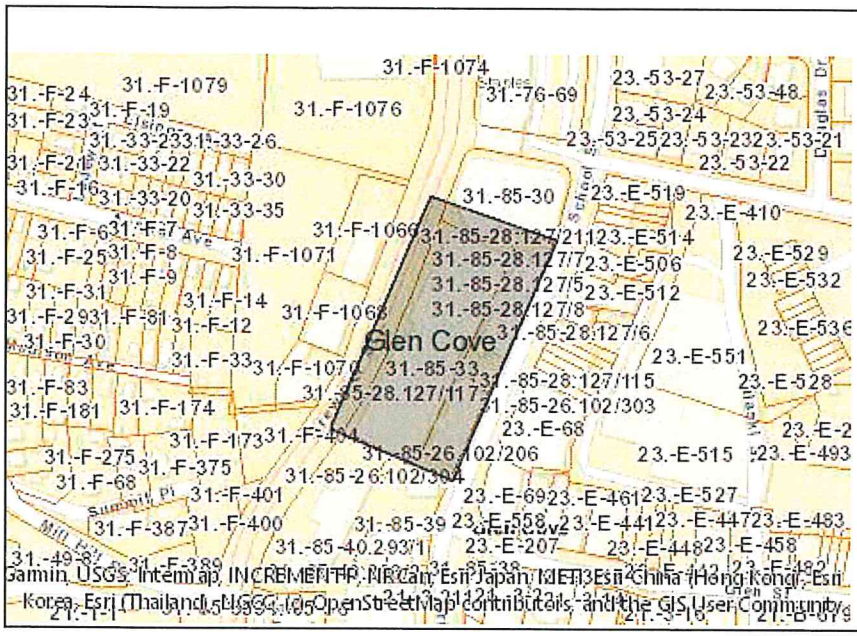
Applicant/sponsor/name: Louis Saulino Date: 10/13/2022

Signature: Louis Saulino P.E. Title: Director of Public Works

PRINT FORM

EAF Mapper Summary Report

Tuesday, July 19, 2022 3:21 PM



Disclaimer: The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.

Part 1 / Question 7 [Critical Environmental Area]	No
Part 1 / Question 12a [National or State Register of Historic Places or State Eligible Sites]	Yes
Part 1 / Question 12b [Archeological Sites]	Yes
Part 1 / Question 13a [Wetlands or Other Regulated Waterbodies]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
Part 1 / Question 15 [Threatened or Endangered Animal]	No
Part 1 / Question 16 [100 Year Flood Plain]	No
Part 1 / Question 20 [Remediation Site]	Yes

Stanco, Joseph

From: New York State Parks CRIS Application <cris.web@parks.ny.gov>
Sent: Friday, October 14, 2022 7:14 AM
To: Stanco, Joseph
Cc: Gennawey, Abla
Subject: [External] NY SHPO: Initial Consultation Submission MYRW8VS71CXC Accepted for Project 22PR07509 [Filed 14 Oct 2022 07:35]

Initial Submission Accepted

The New York State Historic Preservation Office (SHPO) has accepted the following initial submission and created a new project record.

> **Initial Submission Token:** MYRW8VS71CXC
>
> **New Project Number:** 22PR07509
>
> **Project Type:** Consultation
>
> **Project Name:** Professional Traffic and Structural Engineering Services for the Downtown Parking Connections, Traffic Access Feasibility Study
>
> **New Submission Number:** 22PR07509.001

If you contact SHPO about this project, please reference the Project Number.

New York State Historic Preservation Office
Peebles Island State Park, P.O. Box 189, Waterford, NY 12188-0189
518-237-8643 | https://parks.ny.gov/shpo
CRIS: https://cris.parks.ny.gov

Who sent this email?

This email is a notification from the New York State Cultural Resource Information System (CRIS). CRIS is an online service administered by the New York State Division for Historic Preservation, also known as the New York State Historic Preservation Office (SHPO), which is a division of New York State Parks, Recreation & Historic Preservation.

This message pertains to a submission for a consultation project. Please see SHPO's Environmental Review web page for more information about the consultation process.

Why did I receive this email?

The submission's contact list included your email address.

What do I need to do?

You do not need to take any action at this time. The initial submission is now under SHPO review as project submission 22PR07509.001.

What will happen next?

SHPO will review the submission. If SHPO sends comments or questions in response to this submission, the project contacts will receive an email notification with a link to SHPO's correspondence.

What else can I do?

Please see the following help topics for more information about managing projects in CRIS:

- How do I check the review status of my project?
- How long does SHPO take to review projects?
- Submit New Information for an Existing Project

Where can I get help?

Please visit the CRIS Online Help System: https://cris.parks.ny.gov/CRISHelp

If you still have questions about CRIS, please contact CRIS Help at CRISHelp@parks.ny.gov.

For any other questions, please call SHPO at 518-237-8643.

Stanco, Joseph

From: New York State Parks CRIS Application <cris.web@parks.ny.gov>
Sent: Wednesday, October 19, 2022 12:17 PM
To: Stanco, Joseph
Cc: Gennawey, Abla
Subject: [External] NY SHPO: Effect Finding Rendered for Consultation Project 22PR07509 [Filed 19 Oct 2022 12:20]

Effect Finding Rendered

The New York State Historic Preservation Office (SHPO) has rendered an effect finding for the following consultation project.

> **Effect Finding Link:** https://cris.parks.ny.gov/?type=PR&id=I7MCE6WHCO6X
>
> **Project Number:** 22PR07509
>
> **Project Name:** Brewster Street Parking Garage Pedestrian Access (ADA) Improvements
>
> **Effect Finding Token:** I7MCE6WHCO6X

New York State Historic Preservation Office
Peebles Island State Park, P.O. Box 189, Waterford, NY 12188-0189
518-237-8643 | https://parks.ny.gov/shpo
CRIS: https://cris.parks.ny.gov

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This message pertains to a submission for a consultation project. Please see SHPO's Environmental Review web page for more information about the consultation process.

Why did I receive this email?

The contact list for the project includes your email address.

What do I need to do?

1. Go to the effect finding page: https://cris.parks.ny.gov/?type=PR&id=I7MCE6WHCO6X
2. Sign into CRIS or proceed as a guest.
3. View or download the effect finding letter.

What will happen next?

If you submit additional information for this project, you will receive an “Unrequested Submission Received” email notification. SHPO will process the new information.

What else can I do?

Please see the following help topics for more information about managing submissions and projects in CRIS:

- View and Download Effect Finding Letters
- Submit New Information for an Existing Project
- Authenticated User Home Page

Where can I get help?

Please visit the CRIS Online Help System: https://cris.parks.ny.gov/CRISHelp

If you still have questions about CRIS, please contact CRIS Help at CRISHelp@parks.ny.gov.

For any other questions, please call SHPO at 518-237-8643.

New York State
Parks, Recreation and
Historic Preservation

KATHY HOCHUL
Governor

ERIK KULLESEID
Commissioner

October 19, 2022

Joeph Stanco
Civil Engineer
The Liro Group
235 East Jericho Turnpike
Mineola, NY 11501

Re: DEC
Brewster Street Parking Garage Pedestrian Access (ADA) Improvements
Brewster Street, Glen Cove, Suffolk County, NY
22PR07509

Dear Joeph Stanco:

Thank you for requesting the comments of the Office of Parks, Recreation and Historic Preservation (OPRHP). We have reviewed the project 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 OPRHP 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 (6 NYCRR Part 617).

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 be sure to refer to the OPRHP Project Review (PR) number noted above.

Sincerely,

R. Daniel Mackay

Deputy Commissioner for Historic Preservation
Division for Historic Preservation

rev: J. Betsworth

SMART GROWTH IMPACT STATEMENT

This Smart Growth Impact Statement is a tool to assist Empire State Development's (ESD) Smart Growth Advisory Committee in deliberations to determine whether an ESD-funded project is consistent with the State Smart Growth Public Infrastructure Criteria. Not all questions/answers may be relevant to all projects. **PLEASE TYPE ALL ANSWERS AND PROVIDE THE COMPLETED FORM AS AN MS WORD FILE.**

Date: *November 2, 2022*
Project Name: *Glen Cove Downtown Parking Connections Traffic Access Feasibility Study*
Project Number: *Project #133,322/CFA#94209*

Have any other entities issued a Smart Growth Impact Statement with regard to this project? (If so, attach same).

☑ Yes*, please see attached excerpt from 2019 Consolidated Funding Application (CFA) submission*
☐ No

1. **Does the project advance or otherwise involve the use of, maintain, or improve existing infrastructure?**

☑ Yes
☐ No
☐ Not relevant

Explain briefly:

The project is improving pedestrian accessibility and infrastructure between an existing street, School Street, and an existing public parking structure, the Brewster Street Garage, in downtown Glen Cove. The project is upgrading existing infrastructure to achieve compliance with Americans with Disabilities Act (ADA) standards. Downtown Parking Connections includes reconstruction of the existing concrete pedestrian ramps along with the adjacent portions of the sidewalk and curb. New directional signage will be added. Additional lighting will be installed to improve visibility for pedestrians. Existing landscaping in public spaces between the garage and School Street will be improved.

2. **Is the project located wholly or partially in a municipal center, characterized by any of the following: (check those that apply)**

☑ A city or a village
☑ Area of concentrated and mixed land use that serves as a center for various activities including, but not limited to:

- ☑ Central business districts (such as the commercial and often geographic heart of a city, "downtown", "city center")
- ☑ Main streets (such as the primary retail street of a village, town, or small city. It is usually a focal point for shops and retailers in the central business district, and is most often used in reference to retailing and socializing)
- ☑ Downtown areas (such as a city's core (or center) or central business district, usually in a geographical, commercial, and community sense).
- ☐ Brownfield Opportunity Areas (http://www.dos.ny.gov/opd/programs/brownFieldOpp/boasummary.html)
- ☐ Downtown areas of Local Waterfront Revitalization Plan areas (http://www.dos.ny.gov/opd/programs/lwrp.html)
- ☑ Locations of transit-oriented development (such as projects serving areas that have access to mass or public transit for residents)
- ☑ Environmental Justice areas (http://www.dec.ny.gov/public/911.html)
- ☐ Hardship areas (Projects that primarily serve census tracts and block numbering areas with a poverty rate of at least twenty percent according to the 2010 Census.)

Explain briefly:

The Downtown Parking Connections project area is within the City of Glen Cove's Downtown Business Improvement District (BID) boundary. The Downtown BID is Glen Cove's central business district, an area of concentrated and mixed land use that is the civic and commercial heart of the City. Glen Cove has two "Main Streets," one of which is School Street; the project will improve connectivity between School Street and the Brewster Street Parking Garage. The Downtown Parking Connections project is located within an area served by public transit: downtown is served by two Nassau Inter-County Express (NICE) bus routes and the City's Loop Bus service, and it is within walking distance of two Metropolitan Transportation Authority (MTA) Long Island Rail Road (LIRR) stations. The project site is also located within a Potential Environmental Justice Area (PEJA).

(Indicate if the project is located adjacent to municipal centers, in an area that exhibits strong land use, transportation, infrastructure and economic connections to an existing municipal center, or in an area designated for concentrated development in the future in a municipal or regional comprehensive plan.)

3. Is the project located wholly or partially in a developed area or an area designated for concentrated infill development in accordance with a municipally-approved comprehensive land use plan, a local waterfront revitalization plan, brownfield opportunity area plan or other development plan?

- ☑ Yes
- ☐ No
- ☐ Not relevant

Explain briefly:

The Downtown Parking Connections project area is wholly located within Downtown Glen Cove, which the City's 2009 Master Plan designates as an "Area of Change." According to the Master Plan, "Areas of Change include particular parts of Glen Cove that offer opportunities to accommodate future growth. …In these potential Areas of Change, new buildings or the rehabilitation of existing buildings could accommodate growth in a number of ways – filling in vacant lots, rebuilding… and improving economic vitality."

Improvements to physical infrastructure downtown, such as alleyways and parking, are supported by recommendations of the City of Glen Cove's Downtown Gateway to the Waterfront Phase I and II Studies.

The City of Glen Cove is currently embarking upon a new Master Plan process. Glen Cove's new Master Plan will incorporate Smart Growth and Sustainability principles (note: New York State awarded the City grant funding through the New York State Department of State (NYSDOS) Smart Growth Comprehensive Planning (SGCP) Program and the New York State Department of Environmental Conservation (NYSDEC) Climate Smart Communities (CSC) Program). Once the new Master Plan has been adopted, it is anticipated that the Downtown Parking Connections project area will continue to be located within an area designated for concentrated infill development.

4. Does the project preserve and enhance the State's resources, including agricultural lands, forests, surface and groundwater, air quality, recreation and open space, scenic areas, and/or significant historic and archeological resources?

- ☑ Yes
- ☐ No
- ☑ Not relevant

Explain briefly:

Yes – The Downtown Parking Connections project includes non-motorized transportation infrastructure enhancements, thereby increasing walkability, improving air quality, and reducing greenhouse gas emissions. The project includes landscaping improvements, which will enhance public open space areas within Downtown Glen Cove.

Not relevant – The project is not located within an agricultural, forested, recreational, or scenic area. The project will have no effect on surface and groundwater. In correspondence dated 10/19/22, the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP) stated, "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 [the Downtown Parking Connections] project."

5. Does the project foster mixed land uses and compact development, downtown revitalization, brownfield redevelopment, the enhancement of beauty in public spaces,

the diversity and affordability of housing in proximity to places of employment, recreation and commercial development and/or the integration of all income and age groups?

- ☑ Yes
- ☐ No
- ☐ Not relevant

Explain briefly:

Remedying the lack of connectivity between School Street (one of downtown's two Main Streets) and the Brewster Street Garage (a public parking garage) supports revitalization in an area characterized by mixed-use and compact development. Downtown Parking Connections addresses a concern repeatedly expressed by downtown business owners regarding the difficulty patrons face accessing businesses from the parking garage. Downtown Parking Connections enhances pedestrian and ADA infrastructure at the Brewster Street Garage, usage of which has been increasing due to ongoing downtown revitalization, the Village Square development, and redevelopment at the nearby waterfront.

Through landscaping and signage upgrades, the Downtown Parking Connections project will enhance beauty in the alleyways/public open spaces between the garage and School Street.

The project will improve pedestrian and ADA infrastructure in downtown Glen Cove, benefiting low-income residents, people with disabilities, and seniors—all of whom who make up a substantial share of the City's population. Median household income in Glen Cove is less than $80,000, much lower than Nassau and Suffolk County's median household incomes of $120,000 and $105,000, respectively. The City has a larger share of residents with disabilities and larger share of seniors than both Nassau County and the Long Island region.

6. Does the project provide mobility through transportation choices, including improved public transportation and reduced automobile dependency?

- ☑ Yes
- ☐ No
- ☐ Not relevant

Explain briefly:

The project improves walkability and handicapped accessibility in Downtown Glen Cove. Downtown Parking Connections makes it easier for residents, employees, and visitors to park their cars and then traverse downtown Glen Cove on foot, in a wheelchair, using a walker or cane, or pushing a stroller—easily traveling between the Brewster Street Parking Garage and School Street. The project improves parking garage and non-motorized transportation infrastructure, encouraging people to park and leave their cars behind while walking and spending time downtown.

7. Does the project demonstrate coordination among state, regional, and local planning and governmental officials?

- ☑ Yes
- ☐ No
- ☐ Not relevant

Explain briefly:

(Demonstration of coordination may include SEQR coordination with involved and interested agencies, district formation, agreements between involved parties, letters of support, SPDES permit issuance/revision notices, etc.)

Glen Cove City Council Resolution 6B dated 6/25/19 declares that the Downtown Parking Connections Traffic Access and Feasibility Study is a Type II Action which does not require further environmental review.

The City prepared an Environmental Assessment Form (EAF) for Downtown Parking Connections Traffic Access Feasibility Study implementation, determining that implementation is a Type II Action. Implementation includes reconstruction of existing concrete pedestrian ramps in the garage along with the adjacent portions of the sidewalk and curb, new directional signage, additional lighting, and landscaping improvements.

During the CFA process, the City submitted the project for review by the State Historic Preservation Office (SHPO) through the Cultural Resource Information System (CRIS). In correspondence dated 7/17/19, OPRHP stated the following, "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."

When the Downtown Parking Connections project reached the implementation phase, the Project Engineer submitted it to SHPO through CRIS. As noted above, the City of Glen Cove received correspondence from OPRHP on 10/19/22 stating that there will be no impact to archaeological and/or historic resources.

The CFA process included solicitation of letters of support for the project. CFA attachments included letters in support of Downtown Parking Connections received from the following governmental officials:

- *Thomas Suozzi, Member of U.S. Congress, 3rd District, New York,*
- *James Gaughran, Senator, 5th District, State of New York,*
- *Charles Lavine, Member of Assembly, 13th District, State of New York,*
- *Laura Curran, Nassau County Executive, Nassau County, New York, and*
- *Delia DeRiggi-Whitton, Legislator, District 11, Nassau County, New York.*

8. Does the project involve community based planning and collaboration?

☑ Yes
☐ No
☐ Not relevant

Explain briefly:

The Downtown Parking Connections project included a collaborative, community-based planning process. After ESD approved the Downtown Parking Connections Stakeholder Outreach Plan, the City and Community Development Agency (CDA) implemented the plan. The project included the following stakeholder engagement:

- *January 2022 meetings between the City of Glen Cove, Glen Cove CDA, Project Engineer, and the 1 and 3 School Street building stakeholders (the three potential connection points identified for Downtown Parking Connections are located adjacent to the 1 and 3 School Street buildings),*
- *Outreach at the February 2022 Glen Cove Chamber of Commerce and Downtown BID Board meetings, ensuring collaboration occurred with downtown businesses,*
- *Outreach to The DiNoto Group (TDG)/AMC Theatre in May 2022, to solicit input from businesses located at the northern end of the project area,*
- *Outreach to the Age-Friendly Glen Cove Outdoor Spaces, Buildings, and Transportation Working Group and the City's ADA Compliance/Complete Streets Committee regarding the project,*
- *June 2022 public meeting hosted at City Hall, giving members of the Glen Cove community the opportunity to learn about the project and share their feedback, and*
- *Presentation of the Downtown Parking Connections project by Glen Cove CDA staff at an October 2022 Pre-Council meeting, to solicit input from City Council members and provide another opportunity for public engagement.*

9. Is the project consistent with local building and land use codes?

☑ Yes
☐ No
☐ Not relevant

Explain briefly:

Implementation includes reconstruction of existing concrete pedestrian ramps in the garage along with the adjacent portions of the sidewalk and curb, new directional signage, additional lighting, and landscaping upgrades. These improvements will conform with the City Code.

10. Will the proposed project promote sustainability by strengthening existing and creating new communities which reduce greenhouse gas emissions and do not compromise the needs of future generations, by among other means encouraging broad based public

involvement in developing and implementing a community plan and ensuring the governance structure is adequate to sustain its implementation?

- ☑ Yes
- ☐ No
- ☐ Not relevant

Explain briefly:

The project promotes sustainability by improving walkability (with a corresponding reduction in greenhouse gas emissions) and contributing to revitalization of a mixed-use downtown center. The project included broad-based public involvement, as described above. The administrative structure of the City of Glen Cove is adequate to sustain Downtown Parking Connections implementation.

11. a. Is the project located in a flood hazard area?

- ☐ Yes
- ☑ No

b. If yes, will the proposed project mitigate future physical climate risk due to sea-level rise, storm surges and/or flooding based on available data predicting the likelihood of future extreme weather events, including hazard risk analysis data?

- ☑ Yes
- ☐ No
- ☐ Not applicable

Explain briefly:

(Please explain how your project demonstrates that future physical climate risk due to sea-level rise, storm surge and/or flooding has been considered. For example, have you demonstrated consideration of the flood risk applicable to your specific structure type? Explain how the siting and design have evaluated flood-risk considerations including but not limited to human health and safety, environmental effects, cost, funding-source requirements, feasibility and community impact. For information on future climate risks, consult New York's ClimAID report at https://www.nyserda.ny.gov/climaid and information on implementation of the Community Risk and Resiliency Act at http://www.dec.ny.gov/energy/102559.html.)

Although the Downtown Parking Connections project area is not located within a flood hazard area, the project is improving the City's physical infrastructure, making Glen Cove more resilient to weather and climate-related risks. By increasing walkability, the project helps mitigate future climate risk.

Project Name: *Glen Cove Downtown Parking Connections*
Project Number: *Project #133,322/CFA#94209*

ESD SMART GROWTH ADVISORY COMMITTEE FINDING

ESD's Smart Growth Advisory Committee has reviewed the available information regarding this project and finds: (check one)

☐ The project was developed in general consistency with the relevant Smart Growth Criteria.

☐ The project was not developed in general consistency with the relevant Smart Growth Criteria.

☐ It was impracticable to develop this project in a manner consistent with the relevant Smart Growth Criteria for the following reasons:

ATTESTATION

I, Chief Executive Officer of ESD / designee of the Chief Executive Officer of ESD, hereby attest that the project, to the extent practicable, meets the relevant criteria set forth above and, that to the extent that it is not practical to meet any relevant criterion, for the reasons given above.

_____
[signature]

_____
[print name & title]

_____
[date]

NYS Consolidated Funding Application
Legal Name of Applicant: City of Glen Cove
Project Name: Glen Cove Downtown Parking Connections
Application Number 94209
Registration Email: nshearman@glencovecda.org
File created July 24, 2019 - 05:02 PM
Application finalized on July 24, 2019 - 05:00 PM

Region

Long Island

Questionnaire Questions & Answers

Threshold

ESD - Strategic Planning and Feasibility Studies

Q_2404 Is the Applicant one of the following:

City
County
Municipality
Business Improvement District
Local Development Corporation
Not-for-profit Economic Development Organization

Yes

Q_2405 Is the project one of the following: 1) a strategic development plan for a city, county, or municipality or a significant part thereof OR 2) a study for site(s) or facility(ies) assessment and planning.

Yes

Q_2406 Does the Applicant's proposed project budget include a minimum 50% funding match, of which 10% is a cash equity contribution from the Applicant?

Yes

Q_2032 Have any of the expenses for this project (or, in the case of a multi-phase project, the phase of the project for which funds are being requested) been incurred or are expected to be incurred prior to an award of funding?

No

Location

Q_3527 US Congressional District where the project is located. (This questions value will be filled automatically, based on the project address, when the application is finalized.)

Environmental and Historic Preservation Questions

Q_5723
Does the project site involve or is it substantially contiguous to a property listed or recommended for listing in the NY State or National Registers of Historic Places? Consult the National Register Information System at http://www.nps.gov/history/nr/research/ to find out if a property is listed. The State Preservation Historical Information Network Exchange (SPHINX) tool at http://nysparks.com/shpo/online-tools/ can also be used to find out if a property is listed on the State Register. Indicate Yes, No, N/A. Click "Scoring Tips" for more information.

No

Q_5725
Is the project site wholly or partially included within an identified archeologically sensitive area? The Geographic Information System for Archeology and National Register tool can be used to identify archeologically sensitive areas. Indicate Yes, No, N/A. Click "Scoring Tips" for more information. Listed below please find the link for The Geographic Information System for Archeology and National Register.

Yes

Q_5726
If Yes, please list the geographic information for the archeologically sensitive areas.

(This question is associated with your answer selection in question: Q_5725)

The Study area is located within an archaeologically sensitive area buffer zone as depicted on NYS SHPO's online mapper. This project was submitted for SHPO consultation. Please see attached (Q_2334) for a NYS "Effect Finding Letter". Please note the City's CFA # changed following its consultation request, so the # listed on the letter is out-of-date. However, the letter pertains to CFA #94209.

Q_1043
Is the project owner/occupant/operator or any facilities which are under the supervision of the project owner/occupant/operator in violation of any federal, state or local environmental or other laws, or listed on the registry of Inactive Hazardous Waste Disposal Sites? Indicate Y/N/NA. If "Y", explain.

No.

Smart Growth

Smart Growth Questions:The NYS Smart Growth Public Infrastructure Policy Act requires that a project meet the relevant smart growth criterion to the extent practicable. Please respond to the questions below regarding smart growth criteria.

Q_1059
Does the proposed project use, maintain, or improve existing infrastructure? Y/N/Not Relevant. Please explain all responses.

Yes, this Study will evaluate the feasibility of creating a vehicle connection and enhance pedestrian connectivity between existing infrastructure, School Street and the Brewster Street Parking Garage. This new connection will help maximize the use of the parking garage, which in 2019 and 2020 the City is expected to invest $650,000.00 in capital repairs. The parking garage is a major physical asset for the City, the potential of which is not fully realized given its poor connection to the downtown street network. Limited street crossings between School Street and Brewster Street make the area a superblock. By eliminating this superblock and implementing streetscape improvements, the proposed connection will improve School Street's function as an economic center and gathering place in the City. The City anticipates increased use of the parking garage due to continued downtown revitalization, the Village Square development, and waterfront redevelopment. The proposed connection would be designed to enhance pedestrian infrastructure. The existing pedestrian alleyways between School Street and Brewster Street Parking Garage are underperforming in creating a unique sense of place and accessibility. In its Strategic Plan the LIREDC recognizes the key role parking garages play in the revitalization of downtowns like Glen Cove's, as a successful downtown needs adequate and accessible parking to accommodate patrons of downtown establishments and residents. Structured parking reduces the need for surface parking,

freeing up valuable real estate downtown for infill development instead of surface parking and supporting pedestrian activity that is so important to street life and an economically thriving downtown.

Q_1060
Is the proposed project located in a municipal center? Y/N/Not Relevant. Please explain all responses.

Yes, the Study area is located within Glen Cove's Downtown Business Improvement District, the City's primary municipal center. The Study supports the City's downtown revitalization and adjacent waterfront redevelopment area, another municipal center that will see an increase in mixed-use and activity with the completion of the Garvies Point development. The revitalization of the City's downtown and waterfront are anticipated to have tangential economic benefits to the Orchard Neighborhood and Sea Cliff Avenue Corridor Brownfield Opportunity Area (BOA), an economically distressed area of the City. The Orchard is connected to downtown via the Cedar Swamp Road-Glen Street corridor and is considered for future infill development, called for in the Orchard BOA nomination study adopted by the City. These centers are supported by three Long Island Rail Road train stations and two NICE bus commuter routes, which serve the greater New York Metropolitan Area and connect Glen Cove to other regional municipal centers. They will also be served by the future ferry service at the Glen Cove Ferry Terminal. The project Study area is located within a Potential Environmental Justice Area as mapped by NYSDEC.

Q_1061
Is the proposed project located in a developed area or an area designated for concentrated infill development in a municipally approved comprehensive land use plan, local waterfront revitalization plan and/or brownfield opportunity area plan? Y/N/Not Relevant. Please explain all responses.

Yes. This project supports downtown revitalization and the Village Square development project located in the Glen Cove Downtown Business Improvement District. Glen Cove's 2009 Master Plan recommends investment in downtown revitalization, the redevelopment of Village Square, and identifies other opportunities for downtown urban infill downtown. Improved connections downtown will help the City meet its parking demand, increase the vitality of the area's streetscapes, and support the City's ability to accommodate future mixed-use/infill development downtown. Improvements to physical infrastructure downtown, such as alleyways and parking, and redevelopment of Village Square are also supported by the recommendations of the City's Downtown Gateway to the Waterfront Phase I and II studies. This Study also supports the success of the Garvies Point redevelopment project on the Glen Cove Creek waterfront, adjacent to downtown. The New York State Department of State's Long Island Sound Coastal Zone Management Program has designated the Glen Cove Creek area as one of only six areas along the Long Island Sound's 304-mile New York coastline where concentrated waterfront redevelopment should occur. The Glen Cove Creek Revitalization Study (performed in partnership with NYSDOS) and the Garvies Point Urban Renewal Plan designate the north side of Glen Cove Creek to be the focus of comprehensive redevelopment efforts. The waterfront redevelopment is also described in Glen Cove's 2009 Master Plan, which incorporated the findings of the previously prepared Glen Cove Local Waterfront Revitalization Plan.

Q_1062
Will the proposed project protect, preserve and enhance the State's resources, including agricultural land, forests, surface and groundwater, air quality, recreation and open space, scenic areas, and significant historic and archeological resources? Y/N/Not Relevant. Please explain all responses.

Yes, this Study advances smart growth development in a regionally significant downtown. The mixed-use and compact development this Study supports, and the land use patterns that this development is helping to create in the City, have myriad environmental benefits. This includes the Village Square development downtown and Garvies Point development at the waterfront. These projects will include a combined approximately 28 acres of public open space that will increase recreation opportunities in the City and residents' access to nature and the waterfront. Amenities include a waterfront esplanade, parks, playgrounds, an ecology pier, and marinas. Such developments encourage walking, biking, and transit use, which have positive impacts on air quality and greenhouse gas emission mitigation. This Study complements pedestrian improvements the City is implementing downtown through a New York State Transportation Alternatives Program (TAP) and the Congestion Mitigation and Air Quality Improvement Program (CMAQ) grant with a goal of increasing walkability to improve air quality and reduce greenhouse gas emissions. These environmental advances align with the LIREDC's Strategic Plan goal of preserving and protecting Long Island's natural assets, as well as the State's goals of reducing its greenhouse gas emissions across all sectors of its economy to net-zero levels by 2050.

Q_1063
Will the proposed project foster mixed land uses and compact development, downtown revitalization, Brownfield redevelopment, the enhancement of beauty in public spaces, the diversity and affordability of

housing in proximity to places of employment, recreation and commercial development and the integration of all income and age groups? Y/N/Not Relevant. Please explain all responses.

Yes, this Study will support critical parking infrastructure downtown, aiding the City's efforts to drive economic development and accommodate new mixed-use and compact development. The proposed one-way street would be designed to enhance the beauty of School Street's streetscape and its role as a vital downtown public space that supports revitalization. This enhancement will support the success of the Village Square and Garvies Point projects, which help implement the City's 2009 Master Plan. The Plan calls for compact and mixed land use in the City's downtown, on 56 acres of waterfront brownfield redevelopment sites, and park space on the Glen Cove Creek waterfront. Village Square and Garvies Point will add approximately 28 acres of new public space to the City and walking/biking infrastructure, connecting to existing parks in and north of downtown. This will make Glen Cove more livable for all income and age groups, enhance the beauty and function of public spaces, and help meet the community's recreation needs. The developments will also include commercial spaces that will support job creation downtown and create new places of employment on the waterfront. Village Square is expected to generate approximately 650 direct/indirect jobs during construction and approximately 40 permanent jobs after completion. Village Square and Garvies Point combined will create 124 workforce housing units.

Q_1064

Will the proposed project provide mobility through transportation choices including improved public transportation and reduced automobile dependency?Y/N/Not Relevant. Please explain all responses.

This Study supports the improvement of parking garage and transportation infrastructure intended to encourage people to park their cars and walk/spend time downtown. The proposed one-way street would be a complete street which prioritizes pedestrian safety and mobility, including ADA compliance. This project supports the success of Village Square and Garvies Point, which will include pedestrian and bike infrastructure improvements and connect to the City's Ferry Terminal. This infrastructure and future ferry connection provide Glen Cove residents transportation choices that can reduce automobile dependency. Two Nassau County inter-County Express (NICE) bus lines and the City of Glen Cove Loop Bus provide bus service to and within downtown Glen Cove. The Glen Cove and Glen Street LIRR train stations are located less than a half mile from the downtown. The Sea Cliff LIRR station is located less than three-quarters of a mile from the downtown. The above mobility options prevent air pollution caused by automobile use, including climate change-inducing greenhouse gas emissions which are detrimental to the environment.

Q_1065

Will the proposed project involve coordination between state and local government and inter-municipal and regional planning? Y/N/Not Relevant. Please explain all responses.

Yes. This Study supports public infrastructure investment by the City of Glen Cove, a local government. The consultant selected for this Study will be tasked with identifying anticipated permitting and approvals for the selected alternative and the preparation of documents necessary to comply with the State Environmental Quality Review Act (SEQRA). Identification of permitting/approvals identification and SEQRA compliance tasks may involve coordination with State and local agencies. The mixed-use development that this project supports is a product of local and state collaboration, as the City's waterfront redevelopment has been recognized as a Project and Site of Regional Significance by the Long Island Regional Economic Development Council and the Long Island Regional Planning Council. The City's CDA/IDA is involved with both regional groups on a Working Group level and provides regular updates as the redevelopment progresses.

Q_1066

Will the proposed project involve participation in community based planning and collaboration? Y/N/Not Relevant. Please explain all responses.

Yes. The City and the consultant selected for this Study will conduct stakeholder engagement to outreach to the owners of 1 and 3 School Street, the Glen Cove Downtown BID Board, Chamber of Commerce, Age Friendly Community Advisory Board, downtown property owners/establishments directly impacted by the project. This task is included in the project work plan. The City has met with representatives of the 3 School Condo Association Board. The Board favorably views creating a new one-way street to support downtown establishments and businesses within their own building, which are negatively impacted by lack of a parking connection from School Street. Letters of support from members of the Board are included in this application. The City has reached out to the Condo Association Board of 1 School Street requesting a meeting to discuss the Study and is awaiting a response. This project supports the implementation of the City's 2009 Master plan, which was the first for the City in over fifty years and was prepared with a locally unprecedented level of community input. The public was involved throughout the process, through surveys, access to all information via the website with a forum for the submission of feedback on the plan, and comments solicited on the accompanying Draft Generic Environmental

Impact Statement (DGEIS) which assessed the environmental, social, and economic implications of the proposed Master Plan. The resulting document laid the foundation for the City's future, and the downtown revitalization occurring today.

Q_1067 Will the proposed project ensure predictability in building and land use codes? Y/N/Not Relevant. Please explain all responses.

Not relevant, as the project is a Traffic Access and Feasibility Study for a connection between a downtown street and municipal parking garage.

Q_1068 Will the proposed project promote sustainability by strengthening existing and creating new communities which reduce greenhouse gas emissions and do not compromise the needs of future generations, by among other means encouraging broad based public involvement in developing and implementing a community plan and ensuring the governance structure is adequate to sustain its implementation? Y/N/Not Relevant. Please explain all responses.

This Study supports smart growth development projects, downtown investment, and land uses that will improve current environmental conditions in Glen Cove and will sustain the City's environmental into the future. The proposed connection between School Street and Brewster Street Parking Garage would be a complete street that prioritizes pedestrian infrastructure. Complete streets support walkability, creating opportunities for greenhouse gas emission reductions and alternatives to automobile dependency. As discussed in questions 1060, 1062, and 1063 of this application, mixed-use development underway will encourage environmentally-friendly active transportation and transit use, create new open space, repurpose brownfield sites, increase economic activity, and improve local quality of life. Greater active transportation and transit use, such as with the ferry, can reduce car use. Potential associated reductions in fossil fuel consumption and greenhouse gas emissions can help mitigate climate change and meet the environmental needs of future generations. The City of Glen Cove is a designated Clean Energy Community. In 2017 it installed and opened to the public an electric vehicle charging station in a public downtown parking garage (Pulaski Street Garage) as one of the high-impact action items towards Clean Energy Community designation. The City also completed three other high-impact action items towards designation and has installed solar panels on its Fire Department and Senior Center buildings.

Q_6256 Will the proposed project mitigate future physical climate risk due to sea-level rise, and/or storm surges and/or flooding, based on available data predicting the likelihood of future extreme weather events, including hazard risk analysis data, if applicable?

As a waterfront and coastal community, Glen Cove is at risk for the effects of future sea-level rise, storm surges, and flooding. This Study supports the City's efforts to improve its physical infrastructure, which makes the City more resilient to weather and climate related risks. The proposed one-way street as a complete street connection will increase walkability downtown, thereby supporting action to mitigate climate change.

Certification

General Certifications

Q_2180 By entering your name in the box below, you certify and agree that you are authorized on behalf of the applicant and its governing body to commit the applicant to comply with the requirements of Article 15-A of the New York State Executive Law: Participation By Minority Group Members and Women With Respect To State Contracts by providing opportunities for MBE/WBE participation. You further certify that the applicant will maintain such records and take such actions necessary to demonstrate such compliance throughout the completion of the project.

Nicolas Shearman

Q_4182 By entering your name in the box below, you certify and agree that you are aware that your award will be reduced in proportion to the reduction of jobs and/or total project costs. Furthermore, you understand