

**EDWARD M. GRUSHKO**

29 Lotus Street  
Cedarhurst, New York 11516

██████████ (Telephone)  
██████████ (Facsimile)

Email: ██████████

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December 22, 2020

John Perrakis, Planner II  
Nassau County Department of Public Works - Planning Division  
1194 Prospect Avenue  
Westbury, New York, 11590

RE: Comment to Willow View Draft  
Environmental Impact Statement

Dear Mr. Perrakis:

I am a resident of Hempstead and live within 71 feet of the proposed Willow View Estates 284-Lot Subdivision. I previously corresponded with the Nassau County Department of Public Works, Planning Commission in its capacity as the Lead Agency under the SEQRA process with respect to the proposed subdivision.

Attached hereto please find the following copies of our previous correspondence (without duplication), which are incorporated herein by reference:

1. Letter from Edward M. Grushko to John Perrakis dated July 15, 2019
2. Letter from Edward M. Grushko to John Perrakis dated August 27, 2019
3. Letter from Edward M. Grushko to John Perrakis dated September 9, 2019
4. Letter from Sean Sallie to Edward M. Grushko dated September 13, 2019
5. Letter from Edward M. Grushko to Sean Sallie dated September 20, 2019
6. Email from John Perrakis to Edward M. Grushko dated September 24, 2019
7. Email from Edward M. Grushko to John Perrakis dated September 27, 2019
8. Letter from Edward M. Grushko to Sean Sallie dated November 12, 2019
9. Letter from Edward M. Grushko to Sean Sallie dated February 19, 2020

The failure of the Planning Commission to substantively respond to my numerous correspondence, except for one time, was disappointing. Now, a failure to address actual instances of significant deficiencies in the SEQRA process imperils the residents of the South Shore and exacerbates a failure by a government agency to comply with New York State law.

The correspondence annexed hereto are to be deemed as newly made comments to the Draft Environmental Impact Statement ("DEIS").

Without derogating from all of the subjects covered in the attached correspondence, particular attention is drawn to the substantive issues raised in the letter of July 15, 2019, with respect to "Child Safety" and "Side Street Access". The DEIS does not address modifications to traffic signals and cross-Broadway crossings which should be considered for the proposed development to meet even minimum safety standards. Nor does the DEIS, in any way at all, adequately discuss or describe the impact of opening access, on quiet, presently dead-end streets, to 284 new homes, and the impact of even intermittent additional traffic on these streets; not only during destruction and construction, but also after completion of the proposed development. By failing to even address easily foreseeable environmental impact, the DEIS does not satisfy the requirements of the Final Scope.

The deficiencies of the SEQRA process regarding misinformation in the developer's submissions are already set out in the correspondence incorporated herein. The implications of disseminating false information about applicable zoning regulations is described in the attached correspondence. The import of the misinformation is that the SEQRA process has not been adhered to (see attached letter dated September 9, 2019) and therefore tainted the entire SEQRA process. The failure to provide residents with accurate information about the development at crucial times during the SEQRA process impacts their ability to meaningfully participate at different stages of the SEQRA process and has denied residents of their legal rights under 6-CRR-NY § 617.9. Non-timely information is not a substitute for accurate and timely information.

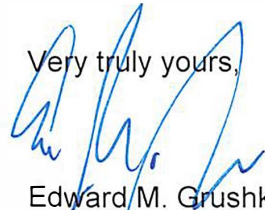
As such, the entire SEQRA process has been tainted. The impact of the taint may require evaluation by an independent decisor, such as the Supreme Court of the State of New York, to determine remediation. The Planning Commission is able, even at this late date, to bring the process into compliance without outside intervention.

The developer was fully aware of the deficiencies in the SEQRA proceedings and cannot claim surprise. In fact, it was the developer who provided the faulty maps relied on by the Planning Commission and public.

On February 1, 2019, a Preliminary Subdivision Map was distributed by the Planning Commission to all Involved Agencies and was posted on the Nassau County website for the public to view.<sup>1</sup> The Preliminary Subdivision Map contained a material error, as described in the attached correspondence. The map was amended as of December 4, 2019, to correct the map's inaccuracy regarding town and village border locations (as described in my letter of August 27, 2019), and perhaps other changes were made, as well.<sup>2</sup> The originally filed inaccurate Preliminary Subdivision Map was replaced by the December 4, 2019 updated version with no disclosure made, nor attention drawn that the previously posted map had been changed, so as to at least alert residents that there is something that deserves a second look. An investigation should be conducted into how the faulty map previously disseminated on the Nassau County website for reliance by residents, was removed from the website; when it was removed; and, most importantly, why was no disclosure made in order to alert the public of the change to the map so as to be able to assess the change and comment in a meaningful way. A further matter calling for investigation is whether any other unannounced changes and substitutions were made to documents available on the Nassau County Willow View Estates Subdivision SEQR website.

Request is made that the Planning Commission review and revisit the SEQRA process of the Woodmere Club development and determine if action is required in order to comply with the law, before irreversible damage is done to the environment and thousands of residents – without requiring the involvement of the judicial system.

Very truly yours,



Edward M. Grushko

EMG:al

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<sup>1</sup> <https://www.nassaucountyny.gov/4705/Willow-View-Estates-Subdivision-SEQR>

<sup>2</sup> See bottom right of Preliminary Subdivision Map

**EDWARD M. GRUSHKO**

29 Lotus Street  
Cedarhurst, New York 11516

(Telephone)  
(Facsimile)

Email: [REDACTED]

July 15, 2019

John Perrakis, Planner II  
Nassau County Department of Public Works - Planning Division  
1194 Prospect Avenue  
Westbury, New York, 11590  
[willowvsagr@nassaucountynv.gov](mailto:willowvsagr@nassaucountynv.gov)

Dear Mr. Perrakis:

I am a resident of Hempstead, residing in the unincorporated area of Cedarhurst in Nassau County. I have lived on Lotus Street for more than 33 years. Because I live in the unincorporated part of Cedarhurst I look to the representatives of the Town of Hempstead and Nassau County to protect my rights and interests. I am writing this letter to share my concerns with the Planning Commission about the proposed development of the Woodmere Club. I agree with the near unanimous opinion of my neighbors that the development as presently proposed would be disastrous with respect to the quality of life on the south shore of Long Island and pose health hazards, tremendous ongoing inconvenience, diminution of quality of life, and loss of value to the principal asset owned by the residents of the areas surrounding the proposed development and beyond. Current residents have a right to rely on their expectation that the bucolic nature and small-town atmosphere surrounding our homes would continue to abide. Your obligation as the Planning Commission is to protect the interests of the residents you represent and not only the mercenary interests who have no concern or regard for the impact they will have on neighborhoods and the thousands of people affected by purely economic considerations. Had we wanted to live in a congested urban area and sit in traffic jams we certainly would not have selected the south shore of Long Island.

In order to properly evaluate the impact the development would have I am requesting that the Planning Commission investigate and consider the following items.

**Roadways**

In addition to the traffic studies that are going to be conducted, it is relevant to take into account the impact the additional traffic will have on the condition of the roads. I do not recall road conditions in the Five Towns ever being as bad as they are now. Up until about 15 years ago potholes were promptly repaired, deteriorated road sections were replaced, and nonemergency upgrades such as more visible street signs, mid-road reflectors, and street grooving's were done. Now, driving down Broadway and nearly every side street is a bone jarring experience. Some potholes have remained unrepaired for so long that they appear on WAZE as road hazards. The deterioration around manhole covers is so severe in some areas that residents swerve around them as a matter of course. The entrances to many many side streets off of Broadway are so deteriorated that gravel and large rocks accumulate in the holes and depressions and come shooting out when driven over. I personally have had the front end of my car wrecked on a pothole at the intersection of Iris Street and Sherwood Lane. Fortunately, the folks who live on that street, after many years of pleading were able to have Iris Street resurfaced; though the quality of the resurfacing

would have been unacceptable to anyone other than a government agency. The addition of trucks used in the construction process of hundreds of homes, the addition of hundreds of cars, more street traffic, school buses, garbage trucks, delivery trucks and additional traffic on the roadways will exacerbate an already bad condition.

#### Child Safety

Broadway is the main thoroughfare which will be burdened by the additional vehicular use of the roads by virtue of the proposed development. Children who live on the south side of Broadway must cross over Broadway in order to get to school, playgrounds, synagogues and churches and the commercial parts of Lawrence, Cedarhurst, Woodmere and Hewlett. For safety reasons parents instruct their children to walk along Broadway to a traffic light before crossing over Broadway. Many elderly residents prudently do the same. Traffic lights, for much of residential Broadway are not installed at each intersection. Unsupervised children often cross at intersections that do not have traffic lights, and elderly residents unable to walk to a traffic light, do the same. Children and the elderly are compelled to dodge traffic coming around blind curves. Additional traffic on Broadway enhances the risk and will impose a life-threatening situation for our children and the elderly.

#### Traffic Congestion

There are many schools, synagogues and children's programs all along Broadway, including nurseries, kindergartens, studios and after school and toddler crafts programs. Many more of these and churches and schools for special children and teens at risk are located on Central Avenue and the side streets adjacent to Broadway and Central Avenue. Traffic studies should be conducted from at least the 878 to Rockaway Avenue on Broadway and Central Avenue from not later than 6 AM until 9:30 PM each day of the week. These studies should be conducted to cover periods when schools are in session, day camps are operating, and beach traffic is present. The roadways in the Five Towns are used at these times by and for school buses, mail delivery, trash pickup, package delivery, thru traffic, public transportation and in connection with schools, synagogues, churches, after school programs, beach access and mundane residential and commercial purposes. Unquestionably, the health, safety and convenience of residents and passers-by will be impacted by the proposed development. The Planning Commission must evaluate and quantify the negative impact of the development and weigh it against the economic inconvenience to the developers who knew or should have known from the outset that the proposed development would entail serious consequences vis-à-vis the current uses and configuration of the south shore and would engender strong community opposition and even antipathy. Traffic congestion won't be limited to a single street or route if the development is built as proposed. Consideration should also be given to the impact the project will have on the already overburdened West Broadway and Peninsula Avenue. The alternatives of traffic lights or stop signs on each corner is not acceptable. The myriad idling vehicles waiting for traffic lights to change and the stopping and starting of the vehicles on each corner will cause an unhealthy condition due to the pollutants that will be discharged by, what is likely to be, ever present stopped and slow-moving vehicles. Even without the proposed development, the current high volume of traffic results in gridlock. The addition of a single stopped school bus with flashing lights and deployed stop signs will bring traffic to an extended standstill. All of the above will be exacerbated by the recently approved Lawrence railroad area development, which will affect the same roads and have an exponential negative impact.

#### Coastal Evacuation Route

Particular attention should be given to the impact that additional hundreds of vehicles will have on congestion on the coastal evacuation routes. Coastal evacuation routes will be employed at a time when conditions are already not ideal. Additional vehicles using the existing coastal evacuation routes will have compounded negative influence on congestion and could vitiate the utility of coastal evacuation routes during an emergency.

### Water, Gas and Sewer Services

Water pressure in the Five Towns is in many places at the minimum permitted level that the local water utility can get away with. It is not unusual to hear residents complaining that the use of sprinkler systems in the vicinity of their homes reduces water pressure in their homes. During the early evening of July 14, 2019, the local water company tested the water by opening a fire hydrant at the corner of Tulip Street and Ivy Street. Water pressure in the surrounding houses diminished to a level that was so low that some water fixtures had no water pressure at all. It is apocryphal and perhaps true that new restaurants are permitted in the Five Towns only if they are replacing an existing restaurant due to the impact additional restaurants will have on the sewer system. Many homes on the south shore have installed gas powered electric emergency generators. The pace at which these generators have been installed since Hurricane Sandy has increased dramatically. I had been considering installing a gas powered generator which would rely on gas supplied by the local gas utility through existing transmission lines. I was told that I would be better served in an emergency with a gasoline powered generator because the underground gas pipes serving our community do not have the capacity to provide gas at the same time to all of the generators already installed in our neighborhood if the generators would all be engaged at the same time to deal with an emergency. If our water and sewer systems are so fragile that they cannot handle an additional restaurant; and if the gas lines are already incapable of providing an adequate supply of gas in a communitywide emergency, then it is incredible that a 285 home development would even be considered feasible. Serious consideration should be given in advance to the impact the development will have on water, gas and sewer services. If not taken into account before the development is built then the alternatives facing south shore residents and businesses will be to either live with unreasonably low water pressure and an overburdened and unsanitary sewer system, or to abandon their homes and businesses, or pay what is likely to be an exorbitant amount to restore water, gas and sewer services to an acceptable level.

### Side Street Access

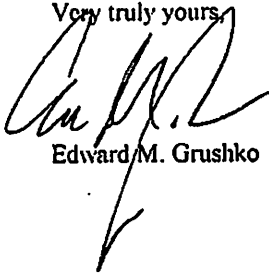
The developers have proposed opening access roads to the proposed development through private, rustic, quaint side streets. Really!? Consider what the constant flow of traffic would mean to folks who have lived on quiet lanes and are accustomed to suburban traffic. A *cul de sac* is a street closed at one end. Is it appropriate, fair or right to allow people who made their biggest lifetime investment to have that decision upended for mercenary interests and then be compelled to keep their children indoors for fear of traffic and air pollution? One such proposed street opening is at the closed end of Tulip Street. At that point Tulip Street is a mere 50 feet wide. Street parking is available to and used by the homeowners on Tulip Street. Traffic will not be able to flow into the development area through Tulip Street if homeowners on Tulip Street park cars on opposite sides of the street as they presently do. Certainly, street parking which has been available for nearly a century will not be diminished or restricted so that a developer can squeeze more houses into a congested piece of land. The result of attempting to direct traffic through an opened-up Tulip Street will be traffic backups into and out of the proposed development with idling cars sitting for much time in the street in front of people's homes. There will be no access to or from the proposed development when a garbage truck or school bus is on Tulip Street. This poses a hazard for residents of the proposed development and people on Tulip Street. These dangerous conditions are not limited to Tulip Street. The same conditions apply up and down Lotus Street. The additional traffic will not merely be a nuisance. Emergency vehicles will be unable to access much of Lotus Street, Rose Street, Tulip Street and Ivy Street. Ambulances and fire trucks will have little or no direct access to significant portions of the streets.

### Conclusion

There has been much speculation about what may be permitted to be built and even more talk about the relative rights of the developers and the residents and businesses that have thrived and developed and evolved in the Five Towns over the many years. The Planning Commission has the unenviable task of actually making decisions and deciding between competing rights. Politicians have

been taking sides; some thinking that their partisanship to the developers has gone unnoticed. It hasn't. The Planning Commission is required to be fair and reasonable and has wide discretion. That discretion should be applied fairly. I am asking that the Planning Commission apply the same standards it applies when a homeowner goes through the legal process of trying to get a permit to build a deck or exceed even by a miniscule amount the permitted footprint for a home extension. Homeowners are put through the ringer before they are permitted to even open a new window or doorway. The same standard should be applied to developers despite their vast economic resources and influence. The Planning Commission should do what is right; not what is politically expedient. Make believe that you live where I do.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Ed M. Grushko', written over the typed name.

Edward M. Grushko

**EDWARD M. GRUSEKO**

29 Lotus Street  
Cedarhurst, New York 11516

██████████ (Telephone)  
██████████ (Facsimile)

Email: ██████████

August 27, 2019

Via Federal Express and  
Email: [willowsegr@nassaucountyny.gov](mailto:willowsegr@nassaucountyny.gov)

John Perrakis, Planner II  
Nassau County Department of Public Works - Planning Commission  
1194 Prospect Avenue  
Westbury, New York, 11590

RE: Proposed Willow View Estates Subdivision

Dear Mr. Perrakis:

I previously corresponded with you on July 15, 2019 about the proposed Willow View Estates subdivision. A copy of that correspondence is attached hereto.

Upon further investigation and consideration of the proposed subdivision, I hereby bring to your attention a serious flaw in the proposal which makes it inappropriate and illegal for the Nassau County Department of Public Works – Planning Commission to proceed with any scoping plan or for the project to presently receive any consideration for any approval from any Nassau County governmental agency.

The maps filed by the developers with your Commission and other Nassau County and Town of Hempstead agencies are materially inaccurate and incapable of retroactive cure or remediation. Due to the material inaccuracy, the subdivision proposal is not ripe for consideration by the Planning Commission or any other Nassau County or Town of Hempstead department. As such, the subdivision plan as it is presently constituted must be rejected. The confusing and inaccurate maps submitted by the developer and redistributed by the Planning Commission do not satisfy the notice provisions of the governing jurisdictions.



Material Misinformation

Attached please find a copy of the Subdivision Plan posted on the official website of the Nassau County Department of Public Works Planning Commission. The map which is an integral and required component of the developer's submission and required to be distributed for public comment is incorrect and confusing and does not give affected residents sufficient notice to know their rights and exercise their right to comment on a proposal of such significant impact to their quality of life and economics.

Please take note of the border divisions at proposed lots 223, 224 and 241. At that area of the site map, the area to the left and above the marking line which identifies the villages having jurisdiction over the designated areas is identified as being the Village of Lawrence. The area to the right and below the line is identified as being in the Village of Woodsburch.

As you move along the marking line to proposed lots 235 and 236, the area previously identified at proposed lots 223, 224 and 221 as being in the Village of Woodsburch is here identified as being in the Village of Lawrence. Similarly, the area previously identified as being in the Village of Lawrence is here demarcated as being in the Village of Woodsburch.

The demarcated land cannot be in both the Village of Lawrence and the Village of Woodsburch. The submitted map does not accurately depict the subject land and cannot be relied on as giving proper notice of the proposal. Residents were not given the notice required by law.

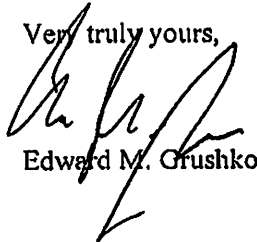
As the entire proposed subdivision relies on significant zoning rules, density and other restrictions and permits that differ from village to town to village, it is impossible for residents to accurately assess and comment on the impact of the proposed subdivision. This is especially so because residents are unable, from the map, to determine which zoning rules and other laws apply to different areas of the map. This constitutes an incurable lack of notice that irrevocably invalidates the developer's submissions to the affected villages, towns, the Planning Commission and other Nassau County and Town of Hempstead agencies. Lack of proper notice to those entitled to notice cannot be cured and will invalidate government consideration of the proposed subdivision at any stage of the approval process.

I trust that the Planning Commission will abide by the law without the need for citizens and residents to seek judicial intervention.

Page -3-  
August 27, 2019

I invite and implore you to make the right and just and legal decision to stop the approval process now, without judicial compulsion and without wasting taxpayer resources. The alternative is for you to stand with rapacious carpet-bagging developers who don't care at all about the communities they will destroy and who are motivated by purely mercenary considerations.

Very truly yours,



Edward M. Grushko

EMG:al

cc: Howard J. Kopel (via email: [REDACTED])  
Todd Kaminsky (via email: [REDACTED])  
Laura A. Gillen (via email: [REDACTED])  
Jeff Bessen (via email: [REDACTED])  
Rena Saffra (via email: [REDACTED])  
Andrew Dube (via email: [REDACTED])  
Mario Joseph (via email: [REDACTED])



29 Lotus Street  
Cedarhurst, New York 11516

██████████ (Telephone)  
██████████ (Facsimile)

**Email:** [REDACTED]

**Via Federal Express and**  
**Email: [willowsegr@nassaucountyny.gov](mailto:willowsegr@nassaucountyny.gov)**

**RE: Proposed Willow View Estates Subdivision**

Dear Mr. Perrakis:

This letter is a follow-up to my letter to you of August 27, 2019. I have not received a direct response from you, but have heard (indirectly from a member of the Civic Association who repeated a statement made by Mr. Bessin of the Nassau Herald as having been made by a member of the Planning Commission and from a recent Nassau Herald article) that you are considering whether proper notice was given to residents with respect to SEQRA.

Leaving aside the *ad hominem* attack and glaring factual error in the developers' statements quoted in the Nassau Herald article, I again request that the Planning Commission responsibly fulfill its mandate and abide by the law. I am asking that you specifically consider and address the following two relevant sections of 6 CRR-NY.

Section 617.3(d) General Rules: “The lead agency will make every reasonable effort to involve project sponsors, other agencies and the public in the SEQR process. Early consultations initiated by agencies can serve to narrow issues of significance and to identify areas of controversy relating to environmental issues, thereby focusing on the impacts and alternatives requiring in-depth analysis in an EIS.” (emphasis added)

Section 6.17.8(d) Scoping: “**Scoping must include an opportunity for public participation.** The lead agency may either provide a period of time for the public to review and provide written comments on a draft scope or provide for public input through the use of meetings, exchanges of written material, or other means.” (emphasis added)

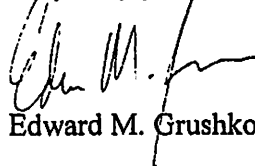
Grushko to Perrakis  
Page -2-  
September 9, 2019

Dissemination of misleading and factually materially incorrect maps that overtly misinform and confuse the public about the parameters of the plan and applicable zoning rules and regulations which actually affect the size and impact of the development are in no way compliant with reasonable efforts to involve the public in mandatory scoping and negates public participation. The Planning Commission has reasonable discretion as to the material to be distributed to the public for comment as part of the SEQRA process. The Planning Commission does not have discretion to disseminate inaccurate information about material aspects of the proposal which effectively deprives the public of meaningful participation. Zoning information included in the proposal which relies on incorrect village boundaries is overtly misleading.

The Planning Commission has the opportunity to reasonably cure the impact of the misinformation which likely originated with the developers; and should take the further opportunity to verify the accuracy of all information it is passing on to the public that originated with the developers.

Kindly respond to this letter directly to me.

Very truly yours,



Edward M. Grushko

EMG:al

cc: Howard J. Kopel (via email: [REDACTED])  
Todd Kaminsky (via email: [REDACTED])  
Laura A. Gillen (via email: [REDACTED])  
Jeff Bessen (via email: [REDACTED])  
Rena Saffra (via email: [REDACTED])  
Andrew Dube (via email: [REDACTED])  
Mario Joseph (via email: [REDACTED])  
Howard Avrutine, Esq. (via email: [REDACTED])

Laura Curran  
*County Executive*

Kenneth G. Arnold  
*Commissioner*

Sean B. Sallio  
*Deputy Commissioner*



## Nassau County Department of Public Works Planning Commission

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Marty Clennon  
*Chair*  
Jeffrey H. Greenfield  
*Vice-Chair*  
Leonard Shapiro  
*2nd Vice-Chair*  
Neal Lewis  
*3rd Vice-Chair*  
Jerome Blue  
Ronald J. Ellerbe  
Rick Shaper  
Lisa Warren

September 13, 2019

Edward M. Grushko  
29 Lotus Street  
Cedarhurst, NY 11516

### Re: Proposed Willow View Estates Subdivision

Dear Mr. Grusko:

Reference is made to your correspondence to the Nassau County Planning Commission (the "NCPC") dated August 27, 2019 and September 9, 2019 regarding the proposed Willow View Estates Subdivision (the "Subdivision").

As you are aware, the Subdivision is undergoing a Full Environmental Review pursuant to State Environmental Quality Review Act ("SEORA"). As Lead Agency, the NCPC has followed the SEORA process by involving the public. The NCPC has created a website (<https://www.nassaucountyny.gov/4705/Willow-View-Estates-Subdivision-SEOR>) to inform the public concerning the progress of the SEORA process. The NCPC held a Public Scoping Hearing pursuant to SEORA on June 26, 2019. All Involved Agencies (Federal Emergency Management Agency, Nassau County Department of Health, Nassau County Department of Public Works, Nassau County Sewage District, National Grid, NYSDEC, PSEGLI, Town of Hempstead Town Board, United States Army Corps of Engineers, Village of Cedarhurst Board of Trustees, Village of Lawrence Planning Board, and Village of Woodburgh Planning Board) and Interested Parties (Lawrence School District, Woodmere Fire Department, Lawrence - Cedarhurst Fire Department, Nassau County Police Department, and the Nassau County Legislature) were notified of the Draft Scope via Certified Mail, as required by law. In addition, local newspapers and civic associations were notified via email and published in the NYSDEC Environmental News Bulletin (ENB) also pursuant to law. As per public request, the NCPC asked that the Applicant extend the Public Scoping Period for an additional thirty (30) days. This request was granted and the Public Scoping Period was extended for an additional thirty (30) days to August 14, 2019. For your reference, attached to this correspondence you will find a color coded map identifying all municipal boundaries. This map was made available to the public for viewing at all public meetings where the Subdivision was discussed. Please be advised that the "incorrect maps" that you reference in your letter dated September 9, 2019 are in draft form. These draft maps are not being approved by NCPC for the Subdivision. Village boundaries will be verified, and revised on the map, if necessary, as part of the ongoing environmental review (EIS) process.

Thank you for your comments on the Subdivision. We look forward to your continued participation in the ongoing SEORA process for the Subdivision and do not hesitate to contact John Perrakis at 516-571-9484 or [jperrakis@nassaucountyny.gov](mailto:jperrakis@nassaucountyny.gov) if you have any further concerns or questions.

Sincerely,



Sean B. Sallie, AICP  
Deputy Commissioner

Cc: Marty Glennon, Chairman  
Robert O'Brien, Counsel  
Patrick Gallagher, Counsel  
John Perrakis, Planner II

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**EDWARD M. GRUSHKO**

29 Lotus Street  
Cedarhurst, New York 11516

(Telephone)  
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Email: [REDACTED]

September 20, 2019

Sean E. Sallie, AICP  
Nassau County Department of Public Works - Planning Commission  
1194 Prospect Avenue  
Westbury, New York, 11590

RE: Proposed Willow View Estates Subdivision

Dear Mr. Sallie,

Thank you for your letter dated September 13, 2019, responding to my letters dated August 27 and September 9, 2019. For your convenience, a copy of your letter is enclosed herewith.

Your extensive description of actions taken by the Nassau County Planning Commission with respect to SEQRA is appreciated and further establishes that SEQRA was not complied with. In your letter, you refer to an attached color-coded map identifying all municipal boundaries and state that the "map was made available to the public for viewing at all public meetings where the Subdivision was discussed." (*The map was not enclosed with your letter. Kindly send a copy to me by email.*) You further state that the "incorrect maps" to which I referred in my letter of September 9, 2019, "are in draft form."

Your statement that the draft maps "are not being approved by NCPC for the Subdivision" does not address the requirements of 6 CRR-NY Section 6.17.8(d). At the stage the materially incorrect maps were made available to the public, the law requires that the public have an opportunity to participate in the scoping process. The temporary display at public meetings of maps that are different and conflict in a material way with the maps officially disseminated by the NCPC to the broader public and which are constantly available online exacerbates the confusion for members of the public who attended the public meetings and also viewed the maps online; and is in no way helpful to members of the greater public audience who avail themselves of online access to the NCPC's official notice. The distribution of inarguably inaccurate maps deprived the public of meaningful participation in the scoping process. I note that the NCPC did not take the position that the mistake in misidentifying village boundaries was not material.

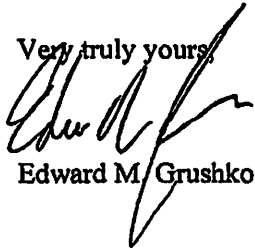


Grushko to Sallie  
Page -2-  
September 20, 2019

The NCPFC can comply with SEQRA and provide the public its right to participate in the scoping process by distributing factually correct information and reopening the comment period.

I respectfully request that if you share my correspondence with the Applicant that you also make it available online for the public.

Very truly yours,



Edward M. Grushko

EMG:al

cc: John Perrakis, Planner II (via email: [REDACTED])  
Howard J. Kopel (via email: [REDACTED])  
Todd Kaminsky (via email: [REDACTED])  
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Rena Saffra (via email: [REDACTED])  
Andrew Dube (via email: [REDACTED])  
Mario Joseph (via email: [REDACTED])  
Howard Avrutine, Esq. (via email: [REDACTED])

## Edward Grushko

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**From:** Edward Grushko  
**Sent:** Friday, September 27, 2019 12:57 PM  
**To:** willowseqr; Grushko Mittman; Kopel, Howard; [REDACTED]; IgillenEXTRNL; [REDACTED]  
**Cc:** Sallie, Sean E; Gallagher, Patrick R; [REDACTED]; Edward Grushko  
**Subject:** RE: Prosed Willow View Estates Subdivision

Mr. Perrakis,

Thank you for providing the map referred to in Deputy Commissioner Sean Sallie's letter of September 13, 2019. Please note that the village border delineations and colors on the map are inconsistent with the words on the map identifying village locations. The overlay of colored sections on the incorrect map, which was initially produced by the developers, instead of curing the problem of misinformation, exacerbates and highlights the mistake. It appears that each map available to the public intended to identify village borders is materially inaccurate. Kindly respond in writing to my letter of September 20, 2019, and let me know if the Planning Commission intends to provide the public with an accurate map and an opportunity to comment on the proposed development based on accurate information.

Edward Grushko

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Edward M. Grushko

Attorney at Law

---

Grushko & Mittman, P.C  
515 Rockaway Avenue  
Valley Stream, New York 11581  
Tel: [REDACTED]  
Mobile: [REDACTED]  
Israel Mobile: [REDACTED]

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**From:** willowseqr <willowseqr@nassaucountyny.gov>  
**Sent:** Tuesday, September 24, 2019 4:51 PM  
**To:** Grushko Mittman [REDACTED]; willowseqr <willowseqr@nassaucountyny.gov>; Kopel, Howard <[REDACTED]>; [REDACTED]  
**Cc:** Edward Grushko [REDACTED]; Sallie, Sean E [REDACTED]; Gallagher, Patrick R [REDACTED]  
**Subject:** RE: Prosed Willow View Estates Subdivision

Edward,

Please see the attached map you requested.

Thanks,

John Perrakis  
DPW – Planning  
1194 Prospect Avenue  
Westbury, New York 11590  
Phone: [REDACTED]

From: Grushko Mittman [REDACTED]

Sent: Friday, September 20, 2019 1:54 PM

To: willowseqr <willowseqr@nassaucountyny.gov>; Kopel, Howard [REDACTED];  
[REDACTED];  
[REDACTED];

Cc: Edward Grushko <[REDACTED]>

Subject: Prosed Willow View Estates Subdivision

Attention: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Please see attached copy of a letter to Mr. Sean E. Sallie, AICP, at Nassau County Department of Public Works – Planning Commission. The original is being mailed to Mr. Sallie.

-----  
Edward M. Grushko

Attorney at Law

-----  
Grushko & Mittman, P.C

515 Rockaway Avenue

Valley Stream, New York 11581

Tel: [REDACTED]

Mobile: [REDACTED]

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**EDWARD M. GRUSHKO**

29 Lotus Street  
Cedarhurst, New York 11516

(Telephone)  
(Facsimile)

Email: [REDACTED]

November 12, 2019

Via Email: [REDACTED]  
And First Class Mail

Sean E. Sallie, AICP  
Nassau County Department of Public Works - Planning Commission  
1194 Prospect Avenue  
Westbury, New York, 11590

RE: Proposed Willow View Estates Subdivision

Dear Mr. Sallie,

This letter is a follow-up to my letters to you dated August 27, September 9, and September 20, 2019, and my email responding to Mr. Perrakis' email sent to me on September 24, 2019. You were copied on the email to Mr. Perrakis. I acknowledge your letter dated September 13, 2019.

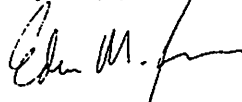
Neither your letter of September 13, nor Mr. Perrakis' email adequately addressed the principal issue I raised in my letters. I had informed you and provided sufficient details to establish that the maps made available online by the Nassau County Department of Public Works-Planning Commission and at public meetings conducted by the Planning Commission were factually incorrect in a material way and unreliable for the purpose of giving the public an opportunity to meaningfully participate in the scoping process as required by law. Nevertheless, on September 26, 2019, the Nassau County Planning Commission as 'Lead Agency' approved the Final Scope Draft Environmental Impact Statement for the Proposed Residential Subdivision of the Woodmere Club, without having corrected the misinformation disseminated to the public and relied on by the public when evaluating the proposed subdivision. Meaningful comments about significant aspects of the proposed subdivision were prevented because, in part, the publicly disseminated maps failed to accurately identify the borders of the jurisdictions governing and impacting the different areas of the proposed subdivision, making it impossible to determine and evaluate applicable zoning laws. Among others, the public was unable to determine the amount of buildable square feet of the proposed subdivision because the different applicable zoning requirements impose significantly different buildable square feet allowances. In short, the SEQRA review will be inadequate because it is based on inaccurate information.

Grushko to Sallie  
Page -2-  
November 12, 2019

Prior to the adoption of the Final Scope by the Planning Commission I had requested several times that the Planning Commission distribute and make available accurate maps and allow the public to review and comment on the proposed subdivision based on accurate information. The developers were also made aware of the deficiencies of the scoping process. The Planning Commission failed to accept my reasonable request which would have avoided tainting the scoping process. The developers also had an opportunity prior to the adoption of the Final Scope to request that accurate information be distributed to the public.

I am renewing my request that the scoping process be reopened and the public be accorded its legal right to participate in the scoping process based on accurate information. If the Planning Commission fails to avail itself of this opportunity, the final SEQRA determination will be subject to challenge in an Article 78 proceeding as a result of the Planning Commission's failure to abide by procedures governing the scoping process and also because its ultimate determination will be premised on inaccurate information. It would be unfortunate for the taxpayers to endure the additional and unnecessary costs of another entire scoping process.

Very truly yours,



Edward M. Grushko

EMG:al

cc: John Perrakis, Planner II (via email: [willowseqr@nassaucountyny.gov](mailto:willowseqr@nassaucountyny.gov))  
Howard J. Kopel (via email: [REDACTED])  
Todd Kaminsky (via email: [REDACTED])  
Laura A. Gillen (via email: [REDACTED])  
Rena Saffra (via email: [REDACTED])  
Andrew Dube (via email: [REDACTED])  
Mario Joseph (via email: [REDACTED])  
Howard Avrutine, Esq. (via email: [REDACTED])

**EDWARD M. GRUSHKO**

29 Lotus Street  
Cedarhurst, New York 11516

(Telephone)  
(Facsimile)

Email: [REDACTED]

February 19, 2020

Via Email: [REDACTED]  
And First Class Mail

Sean E. Sallie, AICP  
Nassau County Department of Public Works - Planning Commission  
1194 Prospect Avenue  
Westbury, New York, 11590

RE: Proposed Willow View Estates Subdivision

Dear Mr. Sallie,

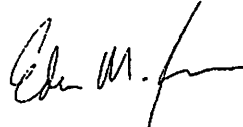
I did not receive any response from you nor Mr. Perrakis to my email correspondence of November 12, 2019, a copy of which is annexed hereto for your convenience.

This email shall serve as additional notice to you, all the other recipients of this email and the developers that the SEQRA process was fatally flawed and will be required to be repeated with proper regard to New York State law. Until the final determination is made on the proposed development plan an Article 78 proceeding would be premature. It is highly unlikely that the final determination could be deemed reliable inasmuch as, the public and affected residents did not have a meaningful opportunity to comment on the proposed redevelopment because of the materially inaccurate information provided by the developers and disseminated by the Planning Commission. The inadequacies in the SEQRA process as conducted by the Nassau County Planning Commission as Lead Agency were brought to your attention and made known to the developers prior to the adoption of the flawed Final Scope. Please refer to my previous correspondence for detailed descriptions of the deficiencies.

Grushko to Sallie  
Page -2-  
February 19, 2020

Any equitable defense or argument that the Planning Commission and developers were unaware of the deficiencies in the SEQRA process will be vigorously opposed. The Planning Commission and developers have an additional opportunity to jointly restart the SEQRA process and distribute accurate information for consideration and comment by the public.

Very truly yours,



Edward M. Grushko

EMG:al

Enclosures

cc: John Perrakis, Planner II (via email: [willowseqr@nassaucountyny.gov](mailto:willowseqr@nassaucountyny.gov))  
Howard J. Kopel (via email: [REDACTED])  
Todd Kaminsky (via email: [REDACTED])  
Laura A. Gillen (via email: [REDACTED])  
Rena Saffra (via email: [REDACTED])  
Andrew Dube (via email: [REDACTED])  
Mario Joseph (via email: [REDACTED])  
Howard Avrutine, Esq. (via email: [REDACTED])  
Jeff Bessen (via email: [REDACTED])  
Larry Gordon (via email: [REDACTED])

Steven Kramer  
531 Cedarwood Dr.  
Cedarhurst, N.Y. 11516

VIA: Email and First-Class Mail

John Perrakis, Planner II

Nassau County Department of Public Works – Planning Division

1194 Prospect Avenue

Westbury, New York 11590

willowseqr@nassaucountyny.gov

December 21, 2020

**Re: Comment to Willow View Estates Draft Environmental Impact Statement**

Dear Mr. Perrakis:

My name is Steven Kramer, and I am a resident of Nassau County and reside in the Town of Hempstead. For the following reasons, the Draft Environmental Impact Statement (“DEIS”) for the Willow View Estates, accepted by the Planning Commission on May 14, 2020, must be rejected by the Planning Commission. The Final Scope, adopted on September 26, 2019, by the Planning Commission requires the developer to provide a “[d]escription of the location of the subject property, the municipalities, *and zoning districts* in which the subject property is situated . . .”<sup>1</sup> (emphasis added). The Final Scope also requires a “[d]escription of the proposed subdivision, including zoning and build-out data”<sup>2</sup> and requires the developer to provide the “[c]haracteristics of these zoning districts, including permitted uses, dimensional standards and minimum lot size . . .”<sup>3</sup> The “[m]unicipal zoning maps for each of the respective municipalities will be used [in the DEIS] to determine the surrounding zoning.”<sup>4</sup>

The Planning Commission states in the Final Scope that “the zoning laws that are in effect are applicable to the Subject Property.”<sup>5</sup> However, as of the date the DEIS was submitted and through the date of this letter, the DEIS does not address nor relate to the actual zoning regulations<sup>6</sup> applicable to the Woodmere

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<sup>1</sup> *Positive Declaration and Final Scope*, page 14.

<sup>2</sup> *Id.*

<sup>3</sup> *Id.* at 23.

<sup>4</sup> *Id.*

<sup>5</sup> *Id.* at 28.

<sup>6</sup> Coastal Conservation District - Woodmere Club (CCWC), § 76.17 Building Zone Ordinance of the Town of Hempstead.



Club.<sup>7</sup> The DEIS proposes a 284-lot subdivision of the Woodmere Club in which the developer states that “[e]ach of the proposed 284 single-family residential lots adheres to prevailing zoning requirements” and “would be developed as-of-right under existing zoning, with no variances necessary.”<sup>8</sup> This is false. Under the currently in effect zoning regulations, which the developer acknowledges, the developer will only be able to build 41 single-family homes in the Town of Hempstead, 18 single-family homes within Woodsburgh, and no single-family homes in Lawrence.<sup>9</sup> Major zoning variances would be required for the builder to be able to legally construct 284 residential homes. The DEIS describes circumstances that would not apply even as a contingency based on any foreseeable zoning modifications that remotely adhere to the currently-in-effect zoning regimen. Asking for public comment on an irrelevant and hypothetical DEIS which does not even remotely comply with the requirements of the Final Scope and applicable zoning requirements is unreasonable. At the very least the Planning Commission should suspend the DEIS process until a non-hypothetical DEIS worthy of consideration by the Planning Commission and residents is submitted and available.

Sincerely,



Steven Kramer

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<sup>7</sup> See *Draft Environmental Impact Statement*, Proposed 284-lot subdivision.

<sup>8</sup> *Id.* at ii.

<sup>9</sup> Complaint at 39, *Wg Woodmere Llc v. Town of Hempstead* (1:20cv3903).

29 Lotus Street  
Cedarhurst, New York 11516

Email: [REDACTED]

<sup>2</sup> Or, perhaps longer, until 2022. See DEIS at page 214 and Appendix C to the DEIS at page 58.

The second paragraph of Section 3.11.2 of the DEIS at page 277 states, in part, "During this time, construction-related noise may temporarily affect the surrounding community; these impacts may result from both on-site activities and construction truck traffic on area roadways." Admission by the developer that there is a negative environmental impact does not excuse the negative impact nor ameliorate it. The developer's own estimate is that construction is expected to take between six and seven years. A construction project that will take between six and seven years can by no means reasonably be described as having only a temporary impact.

Oddly, page 214 of the DEIS and page 58 of Appendix C to the DEIS contemplate a 2022 date, "when the proposed Willow View Estates project is expected to be completed and operational."

In any event, the time frame of six to seven years for demolition and construction is employed by the developer throughout the DEIS to minimize adverse impacts to the environment, but does not comport with what might be a more accurate environmental assessment based on an admitted 2022 completion date. The Planning Commission and residents have no way of knowing which time frame is accurate and applicable making meaningful review and comment impractical. As such, the DEIS fails its most basic legal requirement.

The first paragraph on page 286 of the DEIS describes truck-generated noise but does so without any context. It states in part, "There would be up to 10 daily truck trips, however since the truck passbys are relatively brief events lasting only approximately 10 seconds, the overall noise exposure from the trucks is substantially less than the stationary equipment." A comparison of truck-generated noise to the noise produced by stationary equipment by no means mitigates truck-generated noise, it only leads to the conclusion that the noise from stationary equipment will be even worse than truck-generated noise.

The brief description of the daily truck trips on page 286 is presented differently and more starkly on page 277 of the DEIS. There, the background for the 10 daily truck trips is explained as bringing in an anticipated 250,000 cubic yards of landfill throughout the five year build out phase of the project.<sup>3</sup> Based on the assumptions stated in the DEIS, the developers calculated that this would equate to 10 trucks accessing the site each workday for five years. What the DEIS disingenuously omits is that each of these trucks will also leave the site each day, doubling the amount of projected heavy truck traffic for the sole purpose of bringing in landfill.

An error so basic calls into question either the competency or honesty of the drafter of this important component of the DEIS and militates against relying on any part of the DEIS related to this subject matter. This sugar-coated description of landfill delivery does not take into account that landfill delivery won't necessarily be limited to these twenty (not ten) daily trips, as there is no stated daily limit for landfill deliveries. The use of averages in the DEIS does not create a maximum amount of truck trips per day, nor over the duration of the construction, nor that there could be days of non-stop landfill deliveries making conditions unhealthy and life unbearable to all those affected by the truck traffic.

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<sup>3</sup> Even this amount of earthwork is only an estimate. The amount of landfill could be dramatically greater. The developers hedge their projections to avoid liability for misstatements. See footnote 3 at page ix of the DEIS.

The DEIS also diminishes the impact of the dump trucks on the South Shore of Long Island and its inhabitants. These dump trucks are not the only heavy equipment that will be accessing the construction site on a regular basis each day. Dealing with them in an isolated fashion without taking into account other already known and foreseeable truck and equipment traffic and equipment can be viewed as nothing less than intentional concealment of required disclosure. There is no accounting in the DEIS for other vehicular construction equipment; delivery of other supplies, all of which must be trucked to the worksite; construction worker vehicles; removal of materials<sup>4</sup> and rubbish; and everything else that can be brought and removed from the site only by roadway hogging, noise and air pollution producing vehicular traffic. These construction vehicles would, again pursuant to the DEIS, enter the construction site via Broadway and reach Broadway from either the Nassau Expressway or Rockaway Turnpike<sup>5</sup>. Efforts may be made to restrict vehicular traffic to the so-called main roads and avoid residential side streets, but there is no agreement guaranteeing such restriction nor any legal impediment for trucks to travel on side streets. Regardless of the access route, our neighborhoods will be subjected to heavy construction equipment, supply vehicles and construction worker vehicles all compelled to travel along Broadway as the sole access point to the construction site for a significant distance. Nor is Broadway itself a non-residential road. The entire expanse of Broadway beginning at the 878 through and beyond Woodmere Boulevard is wholly residential. Lumping Broadway with the 878 and Rockaway Turnpike in the DEIS does not alter the reality of Broadway being a residence-lined street for its entirely affected expanse. This construction related traffic will be in addition to all the other traffic occupying the same roadways, which are already over-burdened.

The description of "up to 10 daily truck trips" is not a realistic nor an honest description of the construction truck traffic. Equally less than accurate is the tendentious description that each truck passby is relatively brief and lasts only approximately 10 seconds, as if a 10 second interruption is itself insubstantial.<sup>6</sup> The description of the impact of truck noise is artfully described to minimize the real effect it will have on the residents of the Five Towns. Although a passby may endure for 10 seconds, the truck will be passing through wide swaths of the affected neighborhoods, and passing many people and homes for a cumulative amount of time far in excess of 10 seconds. Also consider the increase in traffic and decrease of visibility for cars that have to drive behind or alongside the trucks for way in excess of 10 seconds.

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<sup>4</sup> Appendix J at page 10, details the amount of trees that are going to be destroyed and presumably removed from the development site. Five hundred and twenty-six trees are to be destroyed. No allowance at all is made in the DEIS for the noise and pollution and traffic that will result from the destruction of the trees and the trucking away of tree debris. The DEIS fails to adequately account for traffic leaving the worksite.

<sup>5</sup> DEIS Pages xli and 312

<sup>6</sup> See DEIS at Pages 286 and 316. The Planning Commission should, as part of its consideration of this issue, determine the speed at which both full and empty dump trucks need to travel to have only a 10 second impact on a stationery viewer. Also consider the functional equivalent of a 10 second foghorn blast on a telephone conversation, or sleeping baby, house of worship or school classroom. The occurrence of the disturbance is destructive in and of itself, regardless of duration.

Every single person and roadway occupant subjected to a truck passby is affected by it. The description in the DEIS of the truck passbys also conceals the impact of the trucks on noise and air pollution that accompany heavy trucks as they approach the observer and linger after the trucks depart. Air pollution does not disappear after ten seconds and trucks can be disturbing to a stationary observer during the entire duration of their approach and departure. Even if we were to accept that the maximum amount of noise abides for only ten seconds, the less than maximum noise will still be disturbing and extend the duration of the truck traffic impact well beyond ten seconds. Truck noise has the impact of a crescendo, not an instantaneous event. Aggravating the misleading description of construction-related truck traffic is an omission in the DEIS, either negligently or intentionally, that the trucks must stop at stop signs, make turns, get stuck in traffic, be blocked by school buses, garbage trucks, street sweepers, and double parked cars and backed up behind other trucks waiting to access the construction site. An idling diesel truck is inarguably unhealthy. Ten idling diesel trucks is exponentially more unhealthy. Consider the impact of a diesel dump truck rumbling by as someone is sitting on her front porch or walking with a sleeping baby in a stroller. Now consider the impact of at least twenty such idling dump trucks over the course of a single day.

The so-called "temporary" noise related to the installation of 250,000 cubic yards of landfill might very likely be condensed to occur in greater proportion during the 12 to 18 month infrastructure phase of the development. This is likely the case because the infrastructure which requires landfill permeates the development site. The developer would have the Planning Commission and residents believe that landfill would be accomplished based on an average of landfill evenly applied over the anticipated construction period, as opposed to the reality that landfill must be deposited over large contiguous areas and is not governed by averages. The Planning Commission does not need public comments to acknowledge the near total lack of complete and accurate disclosure regarding landfill.<sup>7</sup> The DEIS is too vague when describing when different aspects of the development will be conducted and too vague for the public to meaningfully review and comment on the DEIS and too vague for the Planning Commission to make a fact-based informed decision about the adequacy of the DEIS and its compliance with the requirements of the Final Scope. The DEIS does not provide a true nor accurate description that construction-related vehicular traffic will have on the roadways and residents and is therefore deficient.

Not surprisingly, the DEIS also minimizes and does not adequately account for the noise that is going to be generated by the actual construction equipment to be employed over the six to seven year project.<sup>8</sup> As an example, except for passing generic mention in Tables 28 and 29 of the DEIS, no mention is made in the DEIS of the impact on traffic or noise generated by concrete mixers which are a necessary component of the construction project.<sup>9</sup>

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<sup>7</sup> Example: The landfill is likely not intended to be spread evenly over the entire development area. No disclosure has been made with respect to the impact of several feet high landfill on trees slated to survive the development.

<sup>8</sup> Or perhaps longer. See footnote 2.

<sup>9</sup> Additionally, no mention is made of the foreseeable and likely probability that piledrivers will be employed to drive piles to support homes built within a mere few feet of the water table.

One type of equipment which receives some mention, but muted description, is the vibratory compactor which will be necessary to compact the projected 250,000 cubic yards of landfill which will be trucked into the site. The DEIS does not disclose how many vibratory compactors will be employed at the same time, nor for how long, nor does it state that these vibratory compactors will likely be employed at the very same time as other heavy earth moving equipment; cumulatively adding to the noise generated at the construction site.

Table 28 on page 278 of the DEIS quantifies the maximum sound level at 50 feet generated by various identified stationary construction equipment. The use of the table gives the impression that each piece of equipment will be used by itself and not at the same time as any other equipment and will not be moving and that the noise will miraculously disappear after traveling 50 feet.<sup>10</sup> The DEIS does not adequately account for nor describe the types of actual heavy equipment that will be necessary for the proposed development, nor how many units of each type of equipment will be used at the same time and the proximity to each other and other equipment.

The DEIS fails to take into account the cumulative impact of all the noise generating equipment, machinery and vehicles operating at the same time. Table 29 at page 279 of the DEIS and the descriptive introduction to Table 29 identify seven pieces of construction equipment, Lmax at 50 feet (dBA) and the dBA at various periods of construction. Three of the four construction phase hypothetical dBAs are at 86 and the fourth is at 85 dBA. The website for the National Institute on Deafness and Other Communication Disorders states that long or repeated exposure to an average sound level of 85 dBA or more can cause hearing damage.<sup>11</sup> Louder noise levels cause damage over even shorter durations. Even if the misleading presentation in the DEIS were accepted as true and accurate, there will be a material adverse health impact on the residents of the affected areas. Upon adding up the cumulative impact of multiple noise sources, the Planning Commission must arrive at the inescapable conclusion that the noise level from construction of the development, even on a bogusly described six to seven year temporary basis, will have a serious deleterious health impact on the residents of the Five Towns, and not merely interfere with their quality of life on a temporary basis.

"The World Health Organization has identified eight categories of adverse health effects of noise pollution on humans.

1. Interference with Speech Communication
2. Noise-Induced Hearing Impairment
3. Sleep disturbance effects
4. Cardiovascular and psychophysiological effects
5. Mental health effects
6. Effects on performance
7. Annoyance responses
8. Effects on social behavior"<sup>12</sup>

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<sup>10</sup> Maxwell Sonant's "cone of silence" has yet to be perfected.

<sup>11</sup> [nidcd.nih.gov/health/noise – induced-hearing-loss](https://nidcd.nih.gov/health/noise-induced-hearing-loss)

<sup>12</sup> <https://cc.howardcountymd.gov/LinkClick.aspx?fileticket=CouEppb46vQ%3D&portalid=0>

There are many other aspects of the construction of the proposed development, which, when piled on the problems described above, will have a cumulative effect and exponentially aggravate the described problems and health issues. One such example is the aggregate noise level produced when a lumbering passenger jet is flying overhead. Under normal circumstances in the Five Towns, conversation comes to a halt when a passenger jet is in the air nearby. The DEIS should, but doesn't, take this into account. Table 25 of the DEIS is a chart of Common Outdoor and Indoor Sound Levels. The first item on Table 25 is "Jet Over-Flight at 300m", which has a stated sound level of 110 dBA. In and of itself, that is a dangerous and unhealthy sound level. An ambulance, police car or fire engine siren has a dBA of 110-129.<sup>13</sup> The impact of higher noise levels does not have a straight-line impact, but rather exponential effect. The DEIS, in boiler-plate disclosure, concedes that an increase of only 10 dBA is a ten-fold increase in acoustic energy, but is perceived as a doubling in loudness to the average person.

The cumulative effect of frequent jet traffic, occasional sirens, and likely constant construction noise (even at the generic understated values included in the DEIS) without taking into account idling school buses, street-sweepers and garbage trucks, could, unfortunately, easily result in noise induced hearing loss. The NIH website states:

However, long or repeated exposure to sounds at or above 85 dBA can cause hearing loss. The louder the sound, the shorter the amount of time it takes for NIHL to happen. (NIHL is Noise Induced Hearing Loss)<sup>14</sup>

A glaring omission from the DEIS noise assessment is lack of disclosure about the noise and dust that will be generated in connection with the destruction of mature trees. At least 526 mature trees are slated for destruction and removal<sup>15</sup>. It is reasonable to anticipate that very loud noise producing cutting and shredding equipment will be used including chainsaws. The CDC measures the noise generated by a chainsaw at 110 decibels.<sup>16</sup>

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<sup>13</sup> See US Department of Health & Human Services, National Institute of Health at [nidcd.nih.gov/health/noise-induced-hearing-loss](https://nidcd.nih.gov/health/noise-induced-hearing-loss)

<sup>14</sup> <https://www.nidcd.nih.gov/health/noise-induced-hearing-loss#:~:text=However%2C%20long%20or%20repeated%20exposure,takes%20for%20NIHL%20to%20happen.&text=Your%20distance%20from%20the%20source,factors%20in%20protecting%20your%20hearing>

<sup>15</sup> DEIS, Schedule J at page 10. Also see footnote 27.

<sup>16</sup> [https://www.cdc.gov/niosh/topics/noise/infographics/pdfs/7\\_Noise\\_Level\\_By\\_Decibels.pdf](https://www.cdc.gov/niosh/topics/noise/infographics/pdfs/7_Noise_Level_By_Decibels.pdf)

Another source put chainsaw noise at 110 dBA and for an allowed time of 1-1/2 minutes.<sup>17</sup> A pneumatic chipper was rated at 100 dBA.<sup>18</sup> The developer was able to include precise information and justification in favor of tree removal. All aspects of the impact of tree removal should be identified and disclosed, not only those favoring development.<sup>19</sup>

Another major defect in the DEIS relates to the disclosure about the use of diesel-powered engines. The DEIS, when discussing air quality, states, "In general, much of the heavy equipment used in construction has diesel-powered engines..."<sup>20</sup>

The Executive Summary section of the DEIS and the Noise section of the DEIS both state, using the same exact words:

Of the various types of construction equipment, diesel engines can be the most significant noise source. The contractor will ensure that all equipment is operating properly and is fitted with the appropriate noise-reducing features such as exhaust mufflers and engine compartment shields.<sup>21</sup>

Table 25 of the DEIS at page 271 ascribes a noise level of 90 dBA to a "Diesel Truck at 15 m", (i.e. 49 feet, 2.551 inches). A single diesel truck will generate 90 dBA, which according to the National Institute of Health, in and of itself can cause Noise Induced Hearing Loss. There will also be ambient sounds and other construction sounds and, likely, multiple diesel powered vehicles operating at the same time. This unhealthy and dangerous situation should have been fully addressed in the DEIS. Nevertheless, the only mitigation offered by the developer in the DEIS is,

As more detailed information on the construction equipment and methods become available as the project design advances, the contractor shall prepare a noise control plan to further evaluate the potential for construction noise impact and identify specific mitigation measures that will be implemented.<sup>22</sup>

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<sup>17</sup> Webfiles.ehs.ufl.edu/noise/ful.pdf

<sup>18</sup> <https://www.preprints.org/manuscript/201608.0236/v1/download>

<sup>19</sup> The consideration of the discussion regarding tree removal should take into account that Schedule J to the DEIS deals primarily with the removal of mature trees, but there are also many not yet mature trees that will be removed and require disposal.

<sup>20</sup> DEIS at page 313

<sup>21</sup> DEIS at pages xxxviii and 318. It should be noted that diesel trucks come equipped with mufflers and engine compartment shields as standard equipment and presumably the reported noise levels of diesel trucks already factor in and are tempered by this sound damping equipment. The developer's proposed mitigation is a meaningless chimera that has no positive impact.

<sup>22</sup> DEIS at Pages xxxviii, 290 and 319



It is not sufficient, nor in conformity with the requirements of the Final Scope, for a known serious problem to be given short shift and pushed off to some future date when "more detailed information on the construction equipment and methods become available..." Only then does the developer propose to prepare a noise control plan. The developer is required to make these determinations before destruction and construction are done and the lives of residents are upended for at least six to seven years with disturbingly unhealthy levels of noise generated from morning until evening. It is less than credible that the developer is unable to determine even the smallest detail about the construction equipment that will be employed. Foreseeable environmental impacts are required to be disclosed. It appears that the developer has no difficulty prophesying and minimizing negative construction impact on the environment when convenient to do so, but when inconvenient, cannot even determine construction equipment and methods until sometime in the future. The DEIS fails to do so.

These issues and events are calculable now. If the developer is unable to provide precise information and details and mitigation about deleterious causes which are readily known and knowable to them now, then the developer is apparently incapable of assessing the impact of the development and should be prevented from sticking a shovel in the ground until the developer honestly and fully assess and disclose the potentially life changing impact of their mercenary project on innocent neighbors.

The DEIS further unsuccessfully attempts to conceal the impact of the noise levels that it was compelled to admit would be present, by stating that, "Construction activities will be limited to non-sensitive time periods as defined by each local municipal ordinance."<sup>23</sup>

Combining the non-sensitive permitted work periods of the noise ordinances of Hempstead, Lawrence, and Woodsburgh allows construction to take place at least Monday through Friday from 8AM to 6PM throughout the development.<sup>24</sup> Distinct areas of the proposed development subject to greater "non-sensitive" time periods would be subject to enlarged work times. Woodmere allows weekday work to begin at 7 AM and extend to 6 PM, creating a noise period of 11 hours each weekday. Two of the three relevant noise ordinances allow for certain construction work to be done on either or both of Saturday and Sunday.<sup>25</sup> Referring to this time period as "non-sensitive" provides no comfort to neighbors who will be subjected to high and unhealthy levels of noise every weekday, continuously for at least ten hours straight from as early as 8AM until 6PM, for at least six to seven years, and perhaps longer.

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<sup>23</sup> DEIS at Pages xxxviii, 290 and 318

<sup>24</sup> See DEIS at Pages 272-274

<sup>25</sup> DEIS at Page 278

Nor does the noise impact section of the DEIS address the impact of noise generated in the future after the proposed development is completed. The DEIS merely states that the development noise "would be essentially the same as the existing ambient noise conditions in the surrounding residential areas."<sup>26</sup> The Final Scope Adopted by the Nassau County Planning Commission on September 26, 2019, at page 13, requires, "With respect to post construction conditions, this section will consider the compatibility of the proposed residential use with noise that typically occurs in residential areas, including the communities surrounding the Subject Property." Concentrated high levels of noise affecting the limited bottleneck entrance and exit routes after the development is completed are not addressed. The traffic generated by the occupants and visitors of the proposed 284 homes, school buses, delivery trucks, utility trucks, landscapers and the myriad others who will, in the normal course, enter and exit the development from a mere few chokepoints, will have a focused and overwhelmingly negative impact on current residents along the routes of entrances and exits. The DEIS merely dismisses these concerns out of hand with unsupported conclusory statements and does not adequately address them. Residents of the surrounding areas are likely, in the normal course, to have all sorts of traffic roaring by their homes frequently, if not constantly, preventing them from allowing their children to play around their homes and enjoying the quiet and healthful enjoyment they expected when they bought their homes and to which they have become accustomed and which should be protected by the lead agency.

The DEIS fails to account for the impact of the planned elimination of many mature trees, including clusters of mature trees, as described in Appendix J to the DEIS.<sup>27</sup> Also, the impact of the replacement of vegetation with hard surfaces has not been adequately addressed in the DEIS.

The proposed development area is surrounded by homes that border upon it and are therefore much closer than 50 feet from where construction might take place. Many homes are merely a driveway's width removed from the proposed construction site and have front yards, backyards, and side yards abutting the development site. Many, many residents of the South Shore will have to put up with destruction and construction noise, which, at the developers own estimate, will last from six to seven years.<sup>28</sup> Even the six to seven year estimate does not take into account delays from natural and economic causes. The developer, in the DEIS, merely estimates time frames because the developer cannot provide firm time periods for any phase of the construction.

The Planning Commission has not been given reasonably reliable information upon which to base a decision that will have real impact on the environment and how it affects thousands of residents of the Five Towns. And the affected residents entitled by law to full disclosure have, likewise, not been afforded their legal right to comment on a DEIS that complies with legal requirements.

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<sup>26</sup> DEIS at Page 287

<sup>27</sup> At page 10 of Appendix J to the DEIS, the developer buries the fact that in Lawrence, Woodmere and Woodsburgh, respectively, 49.29%, 46.15% and a whopping 81.45% of mature trees will be removed.

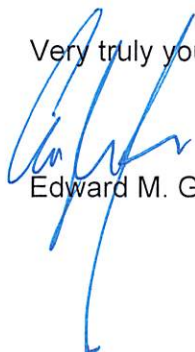
<sup>28</sup> Or as disclosed at DEIS page 214 add Appendix C to the DEIS at page 58.

Additionally, the DEIS does not comply with the instructions on page 17 of the Final Scope, which required that certain information be included in the Appendix of the DEIS and not the body of the DEIS. The Final Scope required, "However, at a minimum, the following should be provided as appendices to the DEIS". The list of items to be included in the appendices include "Noise analysis supporting data". The developer did not include this data in an appendix, but instead included it in the body of a 342-page document, which is itself dwarfed by an additional 3,766 pages of appendices, thereby sneakily diluting the impact of required adverse information. Failure by the developer to properly disclose information is not only inconsistent with the requirements of the Final Scope, but also make the DEIS more difficult to understand by the people who have a legal right to an honest presentation of information. The DEIS does not satisfy its required purpose.<sup>29</sup>

The noise impact section of the DEIS is further deficient and not in compliance with the requirements of the Final Scope. In addition to relying on generic disclosures that are not applied to the facts on the ground and in the air in Hempstead, Lawrence and Woodsburgh, the hodge-podge duplicated boilerplate disclosure is confusing and does not allow for an "apples to apples" comparison and application of the data to the actual or hypothetical circumstances. One example of this relates to technical noise disclosure. There are two measurements employed in the DEIS when assessing noise. They are dB and dBA. The definitions of these measurements are included in the text of the DEIS,<sup>30</sup> though only one of them is included in the glossary.<sup>31</sup> The Executive Summary at page xxxvi, the table/chart on page xxxviii, and pages 271 and 272 of the DEIS employ data based on dB, yet nearly everywhere else in the DEIS dBA is the employed defined term. This mish-mash of terms impairs the noise disclosure portions of the DEIS.

For all of these reasons, the DEIS and, particularly, the noise and traffic sections and disclosures of the DEIS should be disregarded in their entirety and the Planning Commission should require that these sections and the entire DEIS be presented in a meaningful way, consistent with the Final Scope and law.

Very truly yours,



Edward M. Grushko

EMG:al

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<sup>29</sup> This is not the only area in which the presentation of the DEIS is faulty. For example, there is also some confusion in references to Appendices J and K.

<sup>30</sup> DEIS at Page 270, and amplified at page 271

<sup>31</sup> DEIS at Page 340

Titan Golf, which seeks to develop the Woodmere Country Club, also owns the Tam O'Shanter Country Club in Brookville where I have been a member since 2016. They acquired the club in 2019 and it has deteriorated drastically in the two short years of their ownership. They have not lived up to their promises to keep the club in the same condition as pre-acquisition and as a result members have been leaving in droves. Based on their performance at Tam O'Shanter, I would be highly skeptical of any promises they might make with regard to Willow View Estates. These are not trustworthy people, in my opinion.

Andrew Silver

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To whom it may concern,

I am a resident of Woodmere, New York and I live about 10 minutes walking distance from the former Woodmere Golf Club. With so little open space around here it would be a real shame to build literally hundreds of houses on one of the last unoccupied areas in the neighborhood. Just think what it would be like to have walking and biking trails on those grounds and with them a chance to enjoy a quiet environment.

If you are in this neighborhood any weekday after 3 PM you'd see that all of the east west roads, Broadway, West Broadway and Peninsula Boulevard are all packed. Most households now come with two cars and we shouldn't be adding any more traffic to the already chaotic mess. I hope that the planning commission will consider how open space would serve the greater community.

Regards,  
David Diner

154 Woodmere Blvd.  
Woodmere, NY 11598

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Good evening

I was just wondering if you read the recent stories about the monolith discovered in the Utah desert.

If you haven't , you should , it's quite Interesting.

Well , the monolith has since disappeared. Witnesses to the removal of the monolith were told that now that it was discovered , there would be a lot of foot and car traffic and would potentially cause disastrous results to the natural beauty of the desert.

Well , I hope you see what I am getting at This sixth town development would be disastrous to all of nature That lives on this golf course The artist did the hard , but right , thing by removing it.

Let's remove the " monolith " about to be built here.

Best  
Perl

Sent from my iPhone

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Tonight's reason comes from former Zappos CEO Tony Hsieh

May he rest in peace

"..... we are both very customer focused companies - we just focus on different ways of making our customers happy .."

Let's emulate the ways of Tony

Have a blessed day

Perl

Sent from my iPhone

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Nassau County Planning Commission,

During the Webinar Public Hearing held on November 17<sup>th</sup>, I had the opportunity to hear from the many residents who voiced their opposition to the proposed development of the Woodmere County club. They were articulate and quite clear in the reasons they oppose it. They live there and truly understand the impact this will have on the quality of their lives and the values of their homes.

This neighborhood is populated by many seniors and young families. The traffic along Broadway can be intense and since this is the road that will be the main thoroughfare accessed by the over 250 homes that are being considered, traffic will be at a standstill at various times of the day. As this road is one lane in each direction without the ability to be widened to accommodate more vehicles, this must be an important argument to be considered especially as it can impede rescue vehicles such as ambulances and fire trucks and possibly slow their response time.

Aside from the very important safety factor, many residents expressed their concern that this open space serves as a barrier protecting their community from flooding. As we know, water levels are rising and every effort should be made to protect our communities along waterways. Their fear is that this development will be raised to protect the new homes while leaving the established properties vulnerable.

There were other issues which supported their opposition and I urge you to side with these residents and put a stop to this overdevelopment.

Sincerely,



Denise Ford  
Legislator, LD4

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I am writing to strongly oppose the proposed construction of 284 single family homes on the Woodmere Club. The developers who, I have heard, live in New Jersey, are selfishly looking to make a huge profit and care nothing for what they will do to this community.

As has already been stated, the traffic on Broadway will be a nightmare especially during rush hours and before Shabbat. Cars will then congest Central Avenue and even West Broadway to travel in an east/west direction. Cars will be double parked on the streets since parking will be more difficult, if not impossible to find, further creating chaotic traffic jams on these streets. Ambulances and school busses will be stuck in traffic.

Secondly, the land is necessary to absorb the water from increasingly violent storms and rising sea levels. The golf course acts as a green sponge. Where will all this water go?

Third, the community needs its open areas. That's why most people move here in the first place. Manhattan has Central Park. What will the Five Towns have if these developers get their way? They are not interested in negotiating a scaled down plan. They want to make a ton of money and run back to New Jersey or wherever they are from with their millions. They won't have to deal with the traffic, the parking, the pollution, the crowding and the flooding they will have helped to create.

I sincerely hope the Judge in these lawsuits recognizes the damage and chaos this plan will create. The developers want to build a Sixth Town- Gertzbergville and/or Weissville. This is an outrageous, audacious and selfish plan that should not be allowed to materialize. These two men are the Potters of our time. Their "Pottersville" will destroy this community. It will not be a "wonderful life" living here.

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As a lifetime resident and worker of the five towns, this would bring more traffic to a district where the traffic is already horrendous in each town and the congestion of people is already WAY more than a district should have to deal with. I have lived and worked here for more than 60 years and there is NO consideration for the thousands of people who HAVE and continue to PAY the HIGHEST TAXES IN THE COUNTRY!!! WE THE PEOPLE SHOULD have a say in what goes on in the communities that we LIVE and PAY for.

This is a BAD idea and should be the WILL of the PEOPLE, NOT the CORPORATIONS who do NOT pay taxes or live here in this community!

Sincerely  
Barbara Callahan

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To whom it may concern,

My name is Mia Rosenberg. I live at 91 Woodmere Blvd South, Woodsburgh .

When I first heard of the prospective development I was shocked and dismayed. Why weren't the residents surrounding the property notified of a pending sale? Maybe Woodsburgh and our neighboring towns would have found a solution that would make sense and better the community not hurt it.

There are so many issues that involve this prospective development. Many and most were mentioned at the webinar meeting on November 17th 2020.

I've lived here for a little over 30yrs. We were a young couple, hoping to have a family to raise here. I chose this house because I loved the small community feeling, the old charm and size and the school system (SD14). I also loved the fact that there was a country club and golf course to keep the area less populated. The property taxes were very high and still are, but we understood that living in a village with its personal feeling and excellent school system is why.

My children have grown up, having a top notch public school education. As children I felt it was safe walking the streets to their friends. I always loved the serenity and nature. This will all end if there will be an entire community adding over 250 homes. It's not even possible or conceivable. I can't fathom how much traffic there will be, and pollution. How will our older sewer system deal? I've had waste in my basement several times from back ups due to storms. I've had water in my basement from the past storms. This will most definitely worsen and has worsened over the years.

Woodmere Blvd was never a very busy street until several years ago. It has become a short cut to avoid the horrible mid day traffic on Broadway. Broadway at certain times is so backed up, it makes it hard to go one block and pull into CVS because of the back up. Adding over 250 homes would be a shame! That's adding more than 250+ cars (2 or even 3 a household makes it way over 500!) . The property value of my home would plummet! Is the developer willing to pay us all the amount we will lose when it's time to sell? I don't want to have to move. I like my home, I have an elderly mother nearby that I need to be near and a sibling and her family in Woodsburgh who are all very upset. They moved here 28yrs ago for the same reason I did.

Another concern of mine: When it rains there is always a flood in front of my home. So bad that it comes up to my property line and driveway, my fear is a car in my driveway will float away. Many observant Jewish people have moved to this neighborhood over the 30yrs I've been here. They don't drive from sundown Friday till sundown Saturday. Those are the days the traffic is normal. I can actually pull out of my driveway without waiting for cars to pass. A traffic assessment should be performed on days other than those. My street has become a shortcut to avoid the Broadway traffic going east. Drivers are constantly going through the stop sign at my corner and there have been many accidents. With this new prospective development the traffic, the short cut, the added cars, added school busses would all be a horrible outcome.

With a prospective adding of over 250 homes, just going to the local pharmacy would be daunting. I have so many other concerns and I can go on and on. I heard many at the meeting.

I needed to write this to hopefully be heard and voice for those who feel like me. I do not think there is one resident in Woodsburgh or Lawrence or Woodmere who are for this prospective development.

Thank you for your time,

Mia Rosenberg

Sent from my iPhone

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Hello Mr Perrakis

I hope you're enjoying today's beautiful weather!

At 2:45 pm I needed to make a left turn From my street white drive onto broadway. Due to tremendous traffic, I absolutely could not. I had to make a right turn INstead and go out of my way . What will happen when there are 600-1000 more cars on broadway. I won't even be able to make a righT turn :( I hope that this commission makes all the RIGHT decisions Have a good wknd Perl

Sent from my iPhone

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Dear Sir,

I am writing to you today concerning the future of the Woodmere Club.

I have been living in the Lawrence for over 35 years. I and my family moved here because it was a beautiful quiet suburban community. A truly nice place to raise a family. As time went on members of my family married and moved into their own homes in Lawrence so they could raise their families in the same way. In the last few years though the lifestyle I and my family had hoped and worked so hard for has been challenged. When the Broadway Traffic circle was removed and the introduction of the 878 highway was laid the noise levels quickly went rampant with sirens of emergency vehicles running through all hours of the day and night. As the amount of traffic began to increase it became more and more difficult for me to leave my driveway as the flow of traffic is constant and often at time with speed. While it once took just a few minutes for me to drive into Cedarhurst to do my shopping and to visit my friends and family that part of suburban life has vanished. In the past few years the concentration of traffic has become painfully frustrating. It often takes over 20 minutes for me to drive to my brothers who only live a mile away. I've been forced to travel with an insulated ice box in my car during the spring and summer because frozen items melt as I am forced to crawl with the slow flow of traffic down Broadway or Central Ave. Many people have told me they have had to resort to going all the way to Rock Hall road or West Broadway to Burnside Ave just to avoid the Broadway and Central ave. traffic congestions. Admittedly I have increased my bicycle use to be able to bypass all the traffic but even that has its issues. The streets are two narrow especially with the increased traffic for bikes to squeeze between the traffic and parked cars. There have been numerous time I have had close calls with frustrated drives trying to maneuver out of and around traffic without looking and anticipating bikers.

The increased traffic one could and should expect from the increased housing from the proposed Woodmere Club housing project would totally destroy our community. The increase of multi car families, demand for increased school buses, teachers, schools, places of worship, visiting home health professionals etc. would totally over stress the limitations of our beloved community.

I urge you to reject the housing proposal planned for the Woodmere club.

I thank you in advance.

Shalom Golombeck

1 Lord Ave.

Lawrence, NY 11559

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Good evening Mr Perrakis

These accidents occur on Broadway , way too often

What will happen when 600-1000 new cars are added to broadway ?



Thank you  
Perl

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Hello Mr Perrakis

I attended tonight's Zoom meeting and thought it went well. Thank you and your board for their time and effort in running it Tonight's reason why this development should be curtailed :

These developers have no heart. They have no feelings They couldn't care less about the impact on this community. They live safely ensconced in Englewood with little to no traffic or congestion. Their quality of life will not be impacted. Except for the millions of dollars they stand to make. They are the only ones who will benefit from this At our expense.

They will sleep blissfully at night We won't

It's not fair

They have no heart

Please show them that you do

Best

Perl Ash

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Good evening.

As a resident who backs the woodmere golf course, I see the way the golf course turns into ponds and lakes during heavy rainstorms. I also know how easily flooded our streets get during those storms- I can only imagine the horrific flooding that would destroy our neighborhood if that permeable land were to be developed. I am scared for the safety and security of my home and the whole neighborhood.

In addition, I live just off of Broadway on Sherwood lane. I am gratto have a traffic light at my corner or it would be nearly impossible for me to get out of my block during the workday hours as the traffic is often a seemingly neverending trail of vehicles.

I firmly believe that developing the woodmere golf course only benefits the developer, but negatively impacts every resident.

Thank you for listening.

Chana Chrein

30 Sherwood lane

Off of Broadway

Town of Hempstead

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Attn: John Perrakis

As a direct neighbor to the Woodmere Club - the only other property bordering the coast line - I wish to offer my perspective at today's hearing:

I have serious concerns that allowing construction at the scale proposed in the developers plans will result in irreversible damage to the fragile ecosystem.

Over the last four years my children and I have been making regular kayak trips to clean the channel coastline and surrounding wetlands of pollution. We have made a dent in removing the number of debris and see more native wildlife in the area now than when we first began our efforts.

Lengthy development scale construction noise and pollution from wind strewn debris will make the area untenable for shore birds and the many native animals that make their home in the area, including Blue Herons, Egrets, Ospreys, Yellow Crested Night Herons, turtles, muskrats, rabbits, blue crabs and more. The last 4 years have seen a marked return of the horseshoe crabs who used to use this area as an annual mating grounds decades ago, but disappeared due to pollution.

Woodmere Channel is one of a handful of natural jewels in the Five Towns area, and protecting its wildlife and the coast that protects them is critical to maintaining its authenticity and longevity. I urge the committee to proceed with the plan to protect the coastal area by minimizing construction impact and applaud your efforts in this regard.

Sincerely,  
Abraham Muchnick  
319 West Ivy Hill Road  
Woodsburgh, NY

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I will submit my comment in writing.

Essentially, I'm baffled as to why this hearing is being held at all in light of the fact that the Town changed the zoning to a Coastal Conservation Zone, and the initial plan that was filed should be rendered invalid. Even considering that the zoning change is currently being litigated by the Club's developers, this hearing should be suspended, pending the outcome of that lawsuit.

Thank you

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Please add my voice to all who object to this development. It will cause environmental problems, traffic congestion and flooding to name a few of the horrors of such a disaster. Thank you, Margaret Carpenter. ( I may not be able to attend this meeting virtually. )

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As a resident of Woodsburgh and a lifetime resident of the Five Towns area, I have seen the traffic increase incrementally over the last ten years or so in our neighborhood to the residents' and environment's detriment. All one needs to do is to try to drive down Broadway on any weekday (Fridays in particular) between 7:30 am and 9:30 am, or between 3:00 p.m. and 5:00 p.m, in either direction, sit in the usual bumper to bumper traffic, wait 2 or 3 turns to get through many traffic lights and he/she will know firsthand that the addition of 284 homes (or any substantial number of homes) and the corresponding addition of motor vehicles will have a severe environmental impact on the area and negative impact on quality of life of the residents. To make matters worse, most of the homes in the development on the grounds of the Woodmere club will need to access Broadway for ingress or egress. Broadway is one of the main thoroughfares, and already one of the most traffic impaired thoroughfares, in our neighborhood.

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To Whom it May Concern

I wish to add my voice to the many who are opposed to any changes to the already agreed upon zoning plan. New plans by the builders in defiance to the agreed upon plan should not be entertained.

Our way of life as Woodsburgh Residents should not be compromised because of the avarice, and greed of a few persons wanting to get rich.

Come to the area after any major rainfall and you will see the flooding. Come and attend any gathering in the neighborhood to see the impassability of the narrow roads.

Please save our neighborhoods and our way of life.

What we need in the area are more parks and open spaces. If the protected wildlife could write, they would agree.

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Hello . Hope all are well

This is today's reason why this housing project should be sharply curtailed To me it's the most important one Have you ever traveled on broadway in the morning , or anywhere in the afternoon from 3:30pm on ?? Have you experienced The traffic , the Inability to safely make a left turn on broadway , even a right turn ??

Have you ever seen an ambulance or fire truck stuck on broadway in an emergency, because it is only one lane either way , and cars can't move out of the way to let them pass I have Many times And my heart goes out to the people in need of medical assistance and can't get it on time because of the traffic Just think of what adding exponentially more traffic on broadway would do In that situation I'm starting to lose sleep over this I hope everyone else is as well Thanks for you time. Thanks so much Perl Ash  
30 white drive  
Cedarhurst

Sent from my iPhone

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Traffic, storm surge flooding, coastal flooding, environment, protected species, sea level rise, ecology, emergency services such as fire, police and EMS, overburdened infrastructure such as electricity and sewers, utilities such as gas, electricity and water, municipal services such as sanitation and snow removal, parking, property values, taxes, aesthetic resources, concerns about years of construction traffic, debris, noise and air pollution, and overall quality of life concerns.

Sent from my iPhone

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*"We strenuously object to the Draft EIS hearing going forward at this time. As a result of the zoning changes, the subdivision map filed by the property owner with the NCPC proposes to create parcels of property which are not compliant with the new applicable zoning. The proposed subdivision map is no longer viable and no further action should be taken by the Commission unless and until a new zoning compliant map is filed".*

Sent from my iPhone

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To whom it may concern,

I have significant concerns about the Willow Estates development. This development will cause increased traffic, storm surge flooding, overburdened infrastructure such as electricity and sewers, utilities such as gas, electricity and water, municipal services and will significantly effect our overall quality of life.

Thank you,  
Rebecca Gottlieb

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Hi. This development has given me much concern and worry about what will become of our neighborhood. The open land absorbs so much water and really helps save or neighborhood from tremendous flooding. The traffic on Broadway is already crazy especially during peak hours. I cant imagine an emergency vehicle needing to get through with an added 350+ cars to this road. Just the infrastructure alone, is a huge ordeal . Living across the street, worries me greatly about the time, noise, mess, Danger, random workers... that will be brought to my view and be exposed to my young children. These issues effect everyone. Let alone the issues that effect me directly as my house faces the golf course. I lose my view, my property value goes down. I purposely bought my house not too long ago for it's beautiful and unique setting which will be taken away. Please take these concerns to heart.

Thank you,  
Shani fuchs

Sent from my iPhone

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Dear Sir,

As a life long resident of the 5 towns I strenuously oppose the appalling plans to develop several hundred homes on the Woodmere Club property and urge you to suspend any planning or operations toward that end. Sincerely,  
James P. MacGuire

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Comments for the hearing:

Hi. I live on Rose Street in Cedarhurst, our street is off the golf course and we benefit greatly from the quiet it provides.

I have been a commercial real estate developer for over 25 years and I'm at a loss as to why the NCPC would even consider an application that is completely non compliant to the current zoning, it's out of character for the commission and should not be processed until the appropriate map has been filed. I strenuously object to the Draft EIS hearing going forward at this time. As a result of the zoning

changes, the subdivision map filed by the property owner with the NCPC proposes to create parcels of property which are not compliant with the new applicable zoning. The proposed subdivision map is no longer viable and no further action should be taken by the Commission until a new zoning compliant map is filed.

If for whatever reason the commission will continue with the proposed hearing, I want to state my objection to the street cutout that will allow traffic onto Tulip street. Tulip is a small Dead-End block that was not built for through traffic. Tulip Street leads onto Lotus Street, another small street that was never intended or built for through traffic. It would be a huge nuisance and a danger to the existing neighborhood to open those street as thru traffic for the benefit of the new development. Those streets are quiet dead-end streets that have been that way since the development was built in 1926 - when considering the site plan please take the neighborhood's quality of life into consideration (along with all other possible dangers associated). Please do not allow the opening of the Tulip street cut through. If the commission feels strongly that they must open Tulip Street I ask that they require the developer to run the traffic count on Tulip Street and implement this into a new traffic study specifically geared to the impact on Tulip and Lotus Streets.

For the record - every homeowner on Tulip, Ivy, Lotus, and Rose Streets are opposed to this development.

Thank you,  
David Elkouby

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Dear Sir/Madam,

I strenuously object to the Draft EIS hearing going forward at this time. As a result of the zoning changes, the subdivision map filed by the property owner with the NCPC proposes to create parcels of property which are not compliant with the new applicable zoning. The proposed subdivision map is no longer viable and no further action should be taken by the Commission unless and until a new zoning compliant map is filed.

Furthermore, I have serious concerns about the amount of additional traffic congestion that will result from any large scale development in the area. Our local roads and thoroughfares are already increasing in traffic at an alarming rate. Parking spaces in the business and shopping districts are also increasingly hard to come by. In short, our existing infrastructure is finite and strained. It would be a flat out disaster for the community to allow further large scale development.

Sincerely,

Michael Dachs  
821 Oliver St  
Woodmere NY 11598

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Good morning,  
My wife and I will try to join tomorrow night on the ZOOM, but we wanted to make sure our concerns are heard.

We strenuously object to the Draft EIS hearing going forward at this time. As a result of the zoning changes, the subdivision map filed by the property owner with the NCPC proposes to create parcels of property which are not compliant with the new applicable zoning. The proposed subdivision map is no longer viable and no further action should be taken by the Commission unless and until a new zoning compliant map is filed.

We live 1 block from the club in Woodsburgh with 5 children, the impact this will have on our lives will be

disastrous, we moved here for the beauty and tranquility of the neighborhood. Adding more traffic will impact the children living around the area in a huge way, the safety issue will be more than a lot of people can handle.

The flooding we get now is unbearable, adding more homes to the golf course, which is a natural buffer would destroy everything.

I hope you can see this is project is a detriment to everyone involved except the greedy developers.

Thank you

Michael Jacobs  
pond lane  
Woodsburgh, NY

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My wife, Judith, and I are vehemently opposed to the plan under consideration. We are both long term residents of the Five Towns and specifically Lawrence. Our home is located on Atlantic Avenue, Lawrence bordering and immediately south of the golf course.

This beautiful property should be preserved to the greatest extent possible with minimal addition of dwellings to avoid the enormous negatives which will be caused by the proposed plan. The additional traffic is only part of the problem for our neighborhood. The construction period will be horrendous for us and the loss of the visual which we both grew up with, will disappear. Environmental considerations, like the effect on sewage and on wildlife, are being ignored, and that is sad.

Sincerely,

Arthur and Judy Murray  
572 Atlantic Ave  
Lawrence, NY 11559

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I would like to express my support for the Coastal Conservation District plan, which would allow 59 houses and provide much needed open space.

We must protect the community and not allow over-development that will threaten the health and safety of residents, who already suffered through Sandy, and need regulators to look ahead on how to best protect us from adverse environmental impacts.

I am glad to see that the Town of Hempstead is taking the right approach -- rejecting a city of new homes for a much more logical plan.

Karen Freifeld  
336 Argyle Road  
Cedarhurst NY 11516

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Attn: John Perrakis

As a direct neighbor to the Woodmere Club - the only other property bordering the coast line - I wish to offer my

perspective at today's hearing:

I have serious concerns that allowing construction at the scale proposed in the developers plans will result in irreversible damage to the fragile ecosystem.

Over the last four years my children and I have been making regular kayak trips to clean the channel coastline and surrounding wetlands of pollution. We have made a dent in removing the number of debris and see more native wildlife in the area now than when we first began our efforts.

Lengthy development scale construction noise and pollution from wind strewn debris will make the area untenable for shore birds and the many native animals that make their home in the area, including Blue Herons, Egrets, Ospreys, Yellow Crested Night Herons, turtles, muskrats, rabbits, blue crabs and more. The last 4 years have seen a marked return of the horseshoe crabs who used to use this area as an annual mating grounds decades ago, but disappeared due to pollution.

Woodmere Channel is one of a handful of natural jewels in the Five Towns area, and protecting its wildlife and the coast that protects them is critical to maintaining its authenticity and longevity. I urge the committee to proceed with the plan to protect the coastal area by minimizing construction impact and applaud your efforts in this regard.

Sincerely,  
Abraham Muchnick  
319 West Ivy Hill Road  
Woodsburgh, NY

---

To whom it might concern!

My family and I reside in the Village of Lawrence and we are very concerned about The potential development of the Woodmere Country Club land.

Read the environmental study put forth and it is clear that a rezoning of the Woodmere Country Club grounds will have a huge impact on the surrounding wetlands and the Environment in our community. We already have a flooding issue in this area and By adding more impervious surfaces that problem will become an even bigger problem.

Increase in population will result in added traffic and it will put a stain on the already awful Traffic pattern in this area.

You're creating a precedence if approving this development. What will stop other country clubs from developing their land. You are potentially looking at 2 other country clubs in Lawrence That would be able to develop their land and therefore the amount of new homes in the area could Reach almost 900.

Please help this community by not approving this development.

Best regards,  
Hanne E. Donovan

---

To whom it may concern,

This is a terrible proposal. Neither Woodmere nor Lawrence can support this influx of people and cars. We reside in the back of Lawrence, and feel that this will affect us horribly. Please stop the developer who is trying to push this through, i beg of you. There will be devastating effects for pre-existing homeowners and the environment too if this actually happens.

Thank you for your help.

Sincerely,

Sarah Strader

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To Whom it May Concern,

I am a resident of the Village of Lawrence and I have thoroughly read the environmental impact study. I strongly opposed to the proposal to rezone the Woodmere Club Property for development.

Not only are the roads in the neighborhood already severely overcrowded and the municipal systems unable to service the existing residents, but the Nassau County water table is polluted from too many homes and too much development and inadequate/nonexistent sewer systems. There is simply not adequate infrastructure to support additional homes, and certainly not 284 additional homes.

Additionally, Reynolds Channel remains polluted due to the Bay Park sewer outflow pipe. Until the bypass is fully completed to connect to the outflow pipe further into the ocean, our waterways simply cannot handle more waste burden.

Finally, since its origin the Woodmere Club Property has been home to wildlife and migratory animals and its green spaces and trees have fed our air and contributed to the beautiful environment that drew us to Lawrence in the first place. Additionally, after Hurricane Sandy, it is also clear that our area is at risk and should there be another storm combined with a water surge, the water needs someplace to go. Open areas like the current Woodmere Club provide such a place for a storm surge and protect the surrounding homes. Should you develop this land, you will put at risk all of the existing homes in the vicinity.

It seems clear that development of the Woodmere Club Property would so meaningfully harm the local environment and overwhelm the local municipal infrastructure that it seems unconscionable to consider this under any circumstances. I strongly oppose this proposed development and humbly suggest that instead of building any homes, the developers donate the land to the Village of Lawrence to be deeded "Forever Wild", take the tax write-off on their investment and move on.

Sincerely,

Kelley Gott

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To Whom it May Concern,

I have read the environmental impact study for the development of the Woodmere Club. Clearly this plan is deeply flawed



This would significantly strain all facilities in the area. As a resident of this area for decades I cannot believe we have not learned from the mistakes of the past. Not only are the roads in the neighborhood already severely overcrowded and the municipal systems unable to service the existing residents, but the Nassau County water table is polluted from too many homes and too much development and inadequate/nonexistent sewer systems. There is simply not adequate infrastructure to support additional homes, and certainly not 284 additional homes.

Additionally, Reynolds Channel remains polluted due to the Bay Park sewer outflow pipe. Until the bypass is fully completed to connect to the outflow pipe further into the ocean, our waterways simply cannot handle more waste burden.

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It seems clear that development of the Woodmere Club Property would so meaningfully harm the local environment and overwhelm the local municipal infrastructure that it seems unconscionable to consider this under any circumstances. I strongly oppose this proposed development and support the proposal to instead have the developers donate the land to the Village of Lawrence to be deeded "Forever Wild", take the tax write-off on their investment and move on.

Sincerely,

Donna Haight Ganson

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To Whom it May Concern,

I am a resident of the Village of Lawrence and I have thoroughly read the environmental impact study. I strongly opposed to the proposal to rezone the Woodmere Club Property for development.

Not only are the roads in the neighborhood already severely overcrowded and the municipal systems unable to service the existing residents, but the Nassau County water table is polluted from too many homes and too much development and inadequate/nonexistent sewer systems. There is simply not adequate infrastructure to support additional homes, and certainly not 284 additional homes.

Additionally, Reynolds Channel remains polluted due to the Bay Park sewer outflow pipe. Until the bypass is fully completed to connect to the outflow pipe further into the ocean, our waterways simply cannot handle more waste burden.

Finally, since its origin the Woodmere Club Property has been home to wildlife and migratory animals and its green spaces and trees have fed our air and contributed to the beautiful environment that drew

us to Lawrence in the first place. Additionally, after Hurricane Sandy, it is also clear that our area is at risk and should there be another storm combined with a water surge, the water needs someplace to go. Open areas like the current Woodmere Club provide such a place for a storm surge and protect the surrounding homes. Should you develop this land, you will put at risk all of the existing homes in the vicinity.

It seems clear that development of the Woodmere Club Property would so meaningfully harm the local environment and overwhelm the local municipal infrastructure that it seems unconscionable to consider this under any circumstances. I strongly oppose this proposed development and humbly suggest that instead of building any homes, the developers donate the land to the Village of Lawrence to be deeded "Forever Wild", take the tax write-off on their investment and move on.

Sincerely,

Kate Reilly Piccard

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To Whom it May Concern,

My husband and I and our sons are residents of Lawrence and live very close to the Woodmere Club just off Ocean Avenue. We have read the environmental impact study. We strongly oppose the proposal to rezone the Woodmere Club Property for development.

Not only are the roads in the neighborhood already severely overcrowded and the municipal systems unable to service the existing residents, but the Nassau County water table is polluted from too many homes and too much development and inadequate/nonexistent sewer systems. There is simply not adequate infrastructure to support additional homes, and certainly not 284 additional homes.

Additionally, Reynolds Channel remains polluted due to the Bay Park sewer outflow pipe. Until the bypass is fully completed to connect to the outflow pipe further into the ocean, our waterways simply cannot handle more waste burden.

Finally, the Woodmere Club Property has been home to wildlife and migratory animals and its green spaces and trees have fed our air and contributed to the beautiful environment that drew us to Lawrence in the first place. Additionally, after Hurricane Sandy, it is also clear that our area is at risk and should there be another storm combined with a water surge, the water needs someplace to go. Open areas like the current Woodmere Club provide such a place for a storm surge and protect the surrounding homes. Should you develop this land, you will put at risk all of the existing homes in the vicinity.

It seems clear that development of the Woodmere Club Property would so meaningfully harm the local environment and overwhelm the local municipal infrastructure that it seems unconscionable to consider

this under any circumstances. We strongly oppose this proposed development and suggest instead that the developers donate the land to the Village of Lawrence to be deeded "Forever Wild", make it a park or at least make a good part of it a park for all residents to enjoy. That will enable the owners to write-off their investment for tax purposes.

Sincerely,

*Nancy E. Havens-Hasty*

Nancy Havens-Hasty & J. Dozier Hasty  
221 Polo Lane  
Lawrence, NY 11559

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To Whom it May Concern,

I am a resident of the Village of Lawrence and I have thoroughly read the environmental impact study. I strongly opposed to the proposal to rezone the Woodmere Club Property for development.

Not only are the roads in the neighborhood already severely overcrowded and the municipal systems unable to service the existing residents, but the Nassau County water table is polluted from too many homes and too much development and inadequate/nonexistent sewer systems. There is simply not adequate infrastructure to support additional homes, and certainly not 284 additional homes.

Additionally, Reynolds Channel remains polluted due to the Bay Park sewer outflow pipe. Until the bypass is fully completed to connect to the outflow pipe further into the ocean, our waterways simply cannot handle more waste burden.

Finally, since its origin the Woodmere Club Property has been home to wildlife and migratory animals and its green spaces and trees have fed our air and contributed to the beautiful environment that drew us to Lawrence in the first place. Additionally, after Hurricane Sandy, it is also clear that our area is at risk and should there be another storm combined with a water surge, the water needs someplace to go. Open areas like the current Woodmere Club provide such a place for a storm surge and protect the surrounding homes. Should you develop this land, you will put at risk all of the existing homes in the vicinity.

It seems clear that development of the Woodmere Club Property would so meaningfully harm the local environment and overwhelm the local municipal infrastructure that it seems unconscionable to consider this under any circumstances. I strongly oppose this proposed development and humbly suggest that instead of building any homes, the developers donate the land to the Village of Lawrence to be deeded "Forever Wild", take the tax write-off on their investment and move on.

Sincerely,

Edward G. Reitler

102 Berkshire Place

Lawrence, New York 11559

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To Whom it May Concern,

I am a resident of the Village of Lawrence and I strongly opposed to the proposal to rezone the Woodmere Club Property for development.

The roads in our neighborhood are overcrowded (the number of times the traffic on Broadway is moving much slower than a person walking are too many to count) and the systems are already overtaxed serving the existing residents. Given that the Nassau County water table is polluted from too many homes and too much development and inadequate/nonexistent sewer systems, the infrastructure simply cannot support 284 additional homes.

Additionally, Reynolds Channel remains polluted due to the Bay Park sewer outflow pipe. Until the bypass is fully completed to connect to the outflow pipe further into the ocean, our waterways simply cannot handle more waste burden.

Finally, since its origin the Woodmere Club Property has been home to wildlife and migratory animals and its green spaces and trees have fed our air and contributed to the beautiful environment that drew us to Lawrence in the first place. Additionally, after Hurricane Sandy, it is also clear that our area is at risk and should there be another storm combined with a water surge, the water needs someplace to go. Open areas like the current Woodmere Club provide such a place for a storm surge and protect the surrounding homes. Should you develop this land, you will put at risk all of the existing homes in the vicinity.

It seems clear that development of the Woodmere Club Property would so meaningfully harm the local environment and overwhelm the local municipal infrastructure that it seems unconscionable to consider this under any circumstances. I strongly oppose this proposed development.

Sincerely,  
Ann McGowan

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To Whom it May Concern,

I am a resident of the Village of Lawrence and I have thoroughly read the environmental impact study. I strongly **opposed** to the proposal to rezone the Woodmere Club Property for development.

Not only are the roads in the neighborhood already severely overcrowded and the municipal systems unable to service the existing residents, but the Nassau County water table is polluted from too many homes and too much development and inadequate/nonexistent sewer systems. There is simply not adequate infrastructure to support additional homes, and certainly not 284 additional homes.

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It seems clear that development of the Woodmere Club Property would so meaningfully harm the local environment and overwhelm the local municipal infrastructure that it seems unconscionable to consider this under any circumstances. I strongly oppose this proposed development and humbly suggest that instead of building any homes, the developers donate the land to the Village of Lawrence to be deeded "Forever Wild", take the tax write-off on their investment and move on.

Sincerely,



Carol Vencil  
5 Livingston Place  
Lawrence, NY 11559

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To whom it may concern,

I am a resident of the Village of Lawrence and I have thoroughly read the environmental impact study. I strongly opposed to the proposal to rezone the Woodmere Club Property for development.

Not only are the roads in the neighborhood already severely overcrowded and the municipal systems unable to service the existing residents, but the Nassau County water table is polluted from too many homes and too much development and inadequate/nonexistent sewer systems. There is simply not adequate infrastructure to support additional homes, and certainly not 284 additional homes.

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It seems clear that development of the Woodmere Club Property would so meaningfully harm the local environment and overwhelm the local municipal infrastructure that it seems unconscionable to consider this under any circumstances. I strongly oppose this proposed development and humbly suggest that instead of building any homes, the developers donate the land to the Village of Lawrence to be deeded "Forever Wild", take the tax write-off on their investment and move on.

Sincerely,

George A. Graham  
562 Atlantic Avenue  
Lawrence, NY 11559

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To whom it may concern,

I am a resident of the Village of Lawrence and I have thoroughly read the environmental impact study. I strongly opposed to the proposal to rezone the Woodmere Club Property for development.

Not only are the roads in the neighborhood already severely overcrowded and the municipal systems unable to service the existing residents, but the Nassau County water table is polluted from too many homes and too much development and inadequate/nonexistent sewer systems. There is simply not adequate infrastructure to support additional homes, and certainly not 284 additional homes.

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It seems clear that development of the Woodmere Club Property would so meaningfully harm the local environment and overwhelm the local municipal infrastructure that it seems unconscionable to

consider this under any circumstances. I strongly oppose this proposed development and humbly suggest that instead of building any homes, the developers donate the land to the Village of Lawrence to be deeded "Forever Wild", take the tax write-off on their investment and move on.

Sincerely,

Jennifer Wallace

---

Dear Sir:

I find it hard to believe that no soil characterization analysis has been performed. The environmental site assessment seems to indicate expected contamination (see below).

Thank you

Appendix D - Phase I Environmental Site Assessment

page 17.

"6.2 Hazardous Substances A storage container housing fertilizers, pesticides, herbicides and equipment associated with those applications was noted immediately south of the maintenance garage. **Due to the extensive use of fertilizers, pesticides and herbicides throughout the Site, soil characterization may be required in the event soil excavation is part of any redevelopment plans for the Site.**"

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Dear Mr. Perrakis,

I hope this finds you and your family healthy and well.

I live in Lawrence and walk every day. My walk takes me along the The Woodmere Country Club. To contemplate redeveloping that beautiful property into 200 plus houses is beyond belief.

That property is primarily an ecological habitat and sits on a low flood plain. The proposed development would have an impact on increased flooding. There would be a huge increase in traffic and parking, would ruin existing community character and arguably have a negative impact on current residential property prices.

My biggest objection is the total ruination it would have on the wildlife and ecological habitat further increasing pollution. Whether one believes in global warming or not, no one can deny since lockdown, the birds are singing and the sky and air is clearer. Hasn't humanity done enough damage to our planet? We need to coexist with nature, not destroy it. If we continue to build on ecological habitats, what resemblance of nature will there be for the next generation? There is abundant evidence that Covid 19 hit densely populated neighbourhoods much harder than more remote ones and perhaps spread much faster given where it originated from due to its population density.

The developer of The Woodmere Country Club appears to have no regard for maintaining what little pieces of nature that exist locally, preferring to make a huge profit at the expense of all of us who live here.

I urge you to refuse planning and to consider the TOH proposal.

With many thanks,

Hilary Northrop

Sent from my iPad

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We are not in favor of any large scale development of the Woodmere Club property. It will change the suburban feel of our neighborhood & increase already burgeoning traffic. We also oppose using our dead end streets of Lotus & Tulip as access routes. The thought of years of construction & it's accompanying noise & traffic is horrendous.

Dr. & Mrs. Gustavo Rodriguez

Sent from my iPhone

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As a former Far Rockaway resident with 2 children living in the 5 Towns, I can only say that this is an absolute disaster. Non-local developers, come in to make a fortune on something that is going to destroy the local quality of life. The flooding is going to increase, the traffic which at certain times is horrific now, is only going to get worse, and the parking on Central Ave, and in the municipal lots, which is already difficult, is going to become impossible.

How can any responsible local official have allowed this to happen?

Reva Faska

a former local with a current vested interest, as I still spend a significant amount of time in Lawrence and Cedarhurst.

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Re: Willow View Estates Subdivision DEIS Comments

Dear Mr. Perrakis,

On behalf of the South Shore Audubon Society, thank you for the opportunity to comment on DEIS for Willow View Estates. We are a local chapter of the National Audubon Society representing approximately 1300 households in southern Nassau County. The mission of the South Shore Audubon Society is to promote environmental education; conduct research pertaining to local bird populations, wildlife, and habitat; and to preserve and restore our environment through responsible activism, for the benefit of both people and wildlife.

Local residents report an increase in the number and variety of birds using the area of the golf course since the closing of the Woodmere Club. New bird surveys are necessary to assess the impact of Willow View Estates on birds. It is unlikely that displacement will be temporary, as the DEIS claims.

According to the National Audubon Society's report Survival by Degrees, two-thirds of North American birds, or 389 species, are vulnerable to extinction because of climate change and



habitat loss. As reported in the journal Science, one- third of North American birds, or 3 billion birds, have been lost since 1970. The birds at risk include those found in local parks and suburban settings, and it underscores the urgency of preserving even small amounts of habitat.

The extensive tree removal for Willow View Estates will have a significant negative impact on both birds and people. Trees capture carbon, cleanse the air, and provide shade as well as habitat. The native plantings proposed by the DEIS will not compensate for the loss of trees. Further, the tree removal will change the character of the neighborhood and reduce the benefits that green space provides for our physical and mental health—benefits that have been highlighted by the COVID-19 pandemic.

With coastal resilience becoming a national priority, it is mind-boggling that coastal development like Willow View Estates is allowed to proceed: this is disaster capitalism run amok. The bioswales and retention pools proposed by the DEIS are feeble measures against the intensifying storms and sea level rise of our climate crisis—the equivalent of using a pea shooter to stop a tank. The added impervious surface will exacerbate flooding. The only effective solution is marsh restoration. U.S. coastal wetlands provide \$23.2 billion of storm protection every year by slowing down wind and wave energy, and reducing erosion and flood damage. Living shoreline measures have lower replacement costs, can grow with sea level rise, improve water quality by filtering pollutants, and support fisheries as well as at-risk shorebirds.

Birds are an indicator of the health of our environment, and we are imperiled too. Five of the most destructive hurricanes in the last hundred years have occurred since 2005—Katrina, Sandy, Harvey, Irma, and Maria combined not only caused \$497 billion in damage, but also thousands of deaths, millions of evacuees, and extreme loss of habitat, the tragedy of which is incalculable in monetary terms. If these tragedies can be traced to climate crisis and coastal development, then those truths can be traced to climate denial and profiteering.

Building on a floodplain is a risky and reckless gamble by a developer who will be bailed out by taxpayers to rebuild when properties are flooded. The time is now to stop further coastal development and start building natural defenses. Willow View Estates will also fuel our climate crisis by prolonging our dependency on natural gas. Adding 285 houses will put stress on our sewer system and water supply, and threaten our sole source aquifer.

Stop the insanity and build a park for the community.

Brien Weiner  
President  
South Shore Audubon Society

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Dear Mr. Perrakis,

Attached are comments from the South Shore Audubon Society on the DEIS for the Willow View Estates Subdivision. The increased bird population on the property since the closing of the Woodmere Club is evidence that nature will rejuvenate itself if given the chance. At a time when coastal resiliency is a priority, further development on a floodplain, which will exacerbate flooding and strain resources, should be avoided. Nature-based measures of flood mitigation are our best defense against the rising

sea level and intensifying storms of our climate crisis. We urge you to allow the property to be restored to a natural state.

Thank you for considering the attached comments.

Sincerely,

Brien Weiner  
President  
South Shore Audubon Society

---

Hello, I am a neighbor of the Woodmere Club project, and am writing to tell you how much I object to their plan to build hundreds of homes on this property. I have been living in the area for over 30 years, and can tell you without a doubt that the infrastructure of the neighborhood cannot handle this.

To allow a project that just benefits the developer without ANY benefit to the community is simply wrong.

Thank you

Stuart Samuels  
900 Barberry Lane  
Woodmere

---

The Woodmere Club Development as currently designed is unworkable for the area. There would be a negative environmental impact and would hurt the standard of living of the people in the area. Please stop this development.

Marlyn Press

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To Whom It May Concern:

I fully support the proposed Coastal Conservative District for the Woodmere Country club. It will provide a tremendous service to the community and allow the developers to develop some houses as well.

If the developers are allowed to build close to 300 homes the entire landscape of the community will change and the traffic it will create on Broadway and Central will be disastrous. It would be a tremendous mistake and disservice to the community to allow the developers to develop almost 300 homes. Please don't allow our community to be destroyed by these developers.

David Samuels

---

I've lived in the five towns for 15 years. The community has become more congested over this time. Driving, parking, even walking is sometimes prohibitive. Developing the woodmere club in the way the developers plan will be detrimental to the way of life here. Environmentally, this will be devastating. Also a strain on our police, fire and sanitation services. Please take this in consideration When making your decision. Thank you Sherri Harari

Sent from my iPhone

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My name is Marcel Scheinman and I live in 828 Jefferson Street, Woodmere, NY and have my private office in Lawrence, NY.

I fully endorse the proposal of TOH and village of Lawrence limiting the number of residences that could be developed in the area.

The impact in our quality of life far outweighs the additional taxes revenue that would be generated by 244 properties.

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To the Nassau County Planning Commission.

I am a resident of Woodsburgh. I have a lot of money invested in my home, as do most of the residents in this town. We moved our families here so that we could enjoy a better life style and we saw the character of Woodsburgh as the perfect solution.

The proposal by the developers is plain out not fair to any of us who currently reside here. It will destroy the character of the neighborhood, and our life styles will be impacted big time, not to mention the terrible impact it will have on the already impossible local traffic problems. And of course, the large \$\$ we invested in our homes and properties will be destroyed.

For what? So that the developers will make profit? Again, NOT fair and NOT right for all of us here in Woodsburgh.

Please vote to turn down the proposal of the developers.

**Please accept The TOH proposal as submitted**, with studies supporting a total of 59 homes over 25% of the property.

Thank you for your consideration.

Neal

*Neal J. Nissel CPA  
835 Barberry Lane  
Woodsburgh, NY 11598*

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Hello,

We live on Ivy Street in Cedarhurst.  
I would like to bring another comment related to cars and parking.

Assuming Lotus St will become an outlet for Willow dev. we are just wondering where will all the cars that are currently parked on the street go ?  
I assume resident will not have the right to park their cars on the street anymore (as the street is way to narrow to accommodate 2 way cars).

How can this narrow street become an outlet while there is not even enough room for the street residents to park their cars in the their own driveways?  
As you might be aware, each family has now a min of 3 cars !!

On top of that, as you might know, Lotus St serves as a Parking lot for Temple Emanuel every time they hold an event in their social hall... where will those cars be parked if the few spots left on Lotus aren't available? On Broadway ?

It might be a little detail ... for us its our everyday that will become a real pain to access Ivy, Tulip street....

PLEASE TAKE OUR COMMENTS IN CONSIDERATION !  
DO NOT LET THEM DESTROY PEACEFUL AND CLEAN ENVIRONNEMENT FOR GREED !!!!

S KAPETAS

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Salomon

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I am writing as a very concerned Lawrence resident.  
There are countless reasons for not allowing this development to take place.  
To my mind, the most important consideration is traffic.  
At this time, it is already nightmarish trying to drive on Broadway or on Central Avenue during peak traffic times.  
Adding several hundred additional cars to these over-congested streets would be catastrophic.  
Please use your powers to avoid making our neighborhood unlivable.  
Yours truly,  
Fred and Jeffrey Galler  
18 Copperbeech Lane  
Lawrence

---

In response to this email I received, I would like to know why Nassau County is allowing invalid traffic surveys to be conducted and relied upon for their final determination.

To clarify my point, I have personally witnessed multiple traffic surveys being conducted on Saturdays. For those who may not be aware, the five towns, specifically, Woodmere/Woodsburgh area is comprised of predominantly Orthodox Jewish households. This means they do not operate any vehicle from sundown on Friday- sundown on Saturday. I have personally witnessed traffic surveys being done on Saturday afternoons. This clearly skews any data being gathered during this time period. Whether it's being averaged out throughout the week-thereby requiring a division of 6 days not 7, or being used in any other way is blatantly WRONG and providing MISLEADING results about the local population.

I have also witnessed surveying being done this week, during the COVID crisis, when almost all New Yorkers are being told to stay home. This is also NOT AN ACCURATE traffic survey for the area.

This area is exploding with people and cars. There are too many people here to begin with. Lest we even remind the Nassau County Board about the horrific results brought by Hurricane Sandy only 8 short years ago due to lack of drainage. This area can not sustain additional housing, certainly not 258 homes. There are multiple apartment complexes in the 11598 area code. Tell the developers to find another area in Hempstead. Might I suggest Hempstead itself, there are plenty of open plots there. Leave the overcrowded, traffic nightmare, impossible to park five towns alone.

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It will be detrimental to existing community. Do not approve!!!

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