

Town Board Meeting – September 28, 2022

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<p>SPECIAL IMPROVEMENT DISTRICTS AND THE ASSESSMENT ROLLS OF THE BELGRAVE WATER POLLUTION CONTROL DISTRICT, THE GREAT NECK WATER POLLUTION CONTROL DISTRICT AND THE PORT WASHINGTON WATER POLLUTION CONTROL DISTRICT FOR THE YEAR 2023.</p>	
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TOWN OF NORTH HEMPSTEAD
TOWN BOARD SPECIAL PUBLIC HEARING
TOWN HALL
September 28, 2022 7:01 p.m.

COUNCIL MEMBERS PRESENT:

JENNIFER DESENA	- Supervisor
ROBERT J. TROIANO	- District 1 Councilman
PETER J. ZUCKERMAN	- District 2 Councilman
DENNIS J. WALSH	- District 3 Councilman
VERONICA A. LURVEY	- District 4 Councilwoman
DAVID A. ADHAMI	- District 5 Councilman
MARIANN DALIMONTE	- District 6 Councilwoman

ALSO PRESENT:

RAGINI SRIVASTAVA - Town Clerk
MARGARET MALITO - Deputy Town Clerk
JOHN CHIARA, ESQ., Town Attorney
MICHAEL LEVINE -- Planning Commissioner

SUPERVISOR DESENA: Good evening, everybody, we're going to get started. Welcome to town hall, and if everybody will please stand, we'll start with the pledge.

(Pledge of Allegiance.)

SUPERVISOR DESENA: Okay, Madam Clerk, would you call the roll?

CLERK SRIVASTAVA: Good evening, everyone. Town of North Hempstead special town board meeting, Thursday, September 29, 2022. Councilman Troiano.

COUNCILMAN TROIANO: Present.

CLERK SRIVASTAVA: Councilman Zuckerman.

COUNCILMAN ZUCKERMAN: Here.

CLERK SRIVASTAVA: Councilman Walsh.

COUNCILMAN WALSH: Here.

CLERK SRIVASTAVA: Councilwoman Lurvey.

COUNCILWOMAN LURVEY: Here.

CLERK SRIVASTAVA: Councilman Adhami.

COUNCILMAN ADHAMI: Here.

CLERK SRIVASTAVA: Councilwoman Dalimonte.

COUNCILWOMAN DALIMONTE: Here.

CLERK SRIVASTAVA: Supervisor DeSena.

SUPERVISOR DESENA: Here. We have a lot of people here and we're also being limited to the number of people who can be in the building, so once we're under way, we're going to ask everybody to please stick to three minutes, and also after you have spoken, to please exit the building so that someone else can come in because I believe we have people waiting outside. You would be able to watch this by video from home if you speak and then exit the building. Councilwoman Dalimonte, do you want to open the hearing?

COUNCILWOMAN DALIMONTE: She's got to read the resolution.

SUPERVISOR DESENA: Oh, okay. Madam Clerk, would you call the hearing?

CLERK SRIVASTAVA: Item No. 1, a public hearing to consider the draft environmental impact statement for the premises known as West Shore Residences and is designated on the Nassau County Land and Tax Map as Section 6, Block 53, lot 1005 A.

COUNCILWOMAN DALIMONTE: Good evening, everyone, and thank you for attending tonight's hearing in the draft environmental impact statement, the DEIS for 145 West Shore Road. I asked Commissioner Levine of our Planning Department to explain what will be taking place at tonight's hearing.

MR. LEVINE: I'm just going to take one minute to go over what happens tonight, format-wise, and then one minute to discuss what happens afterward. So, as you're heard, tonight is the hearing on the draft environmental impact statement. It's the first of what we expect to be two public hearings related to this project. The second will be on the petition to rezone itself, it will

come later on as I'll explain in a minute. While the SEQRA regulations do allow us, in fact, encourage us to consolidate the hearings into a single proceeding, I found the practice doesn't work that well. First the formats are different, second all legal notice requirements are different, but also, if we did that there'd be a very long interval between the hearing and when the Board ultimately comes to vote on this project without an opportunity for further public comment, that didn't really work well for us so we did decide we're going to split it up into these two sessions. So for today, what will happen, the applicant will be given roughly 10 to 15 minutes to give a presentation of their document, and their presentation is limited only to their document. Following that, we did get a request from a coalition representing several of the community groups and homeowners organizations. They've asked, can their counsel do also about a 10 to 15 minute set of comments, so we've agreed to that. Following that, the clerk will then read the cards in the order that they were received for three minute comments. Now, we're doing this a little bit different than -- if you attended hearings on site plan reviews or special use permits, it's more of a give and take. Under the state rules for an EIS hearing, there's not a lot of two-way dialogue or much opportunity for what I'll call cross-examination-type of questions, so while some questions, simple factual questions might be answered on the spot, most of the speakers, when you conclude, the response from the Board is going to be those issues will be considered by the applicant in their final EIS, so I just want everybody to know that's not the Board being dismissive of your comments, that's, under state guidelines, how these hearings are run. So what happens at the close of today's hearing, the public comment record will remain open for written comments until October 31st. Written comments have equal weight to those given to us here in person, and then sometime in November, the town will provide to the applicant a compilation of all pertinent comments received tonight and over the next month, really for the whole duration of the comment period, along with the town's own -- because remember, in parallel, the town is doing its own evaluation of the EIS, and they will be directed to prepare what's called, in SEQRA statute, a final environmental impact statement. Now, I don't necessarily like the terminology that's used in the state statute because normally a draft and a final -- a final is normally, you'd expect, a refinement, an improved version of the same document. In SEQRA, the draft and final acts are two completely different documents with no commonality or common content. The final is the applicant's response to all of the issues, comments that are raised tonight, including deficiencies pointed out. When the final is received, it will be like the draft, the town will get first crack at any corrections, it will be released publicly. We will then schedule the next public hearing, this will not be on the final EIS as a document, but it will be on the petition to rezone. That hearing will require notice to property owners in a 300-foot radius, as all rezoning hearings do. This one did not, so there are differences in the format requirements for the two. Following that hearing, the town will issue what's called a finding statement, and if you recall from my remarks at the scoping session in '21, the finding statement is really the first time the town gives any indication as to what its position is on the application, on what's been presented so far. That's where we set the parameters for development and that leads to the ultimate decision. So the public hearing will be continued, final statement released, and then finally board convenes and votes the project up or down, in whole or in part. It's not a fast process, it's probably the middle of '23 before we reach that point, it's really how long it will take the applicant to prepare the final. If successful, and of course, it's always an if at this stage, then if the project is still of a size that requires variances, then the applications to the Board of Zoning Appeals would happen. If that is successful, then it would be back in front of the town board for

site plan review. Every stage at that point is dependent on their success at the prior stage. Also, as indicated -- one of the meetings last month, if there are approvals needed from state and federal agencies, those applications would typically happen in the interval between the town board reviewing the rezoning and the applications to Board of Zoning Appeals and town board at that stage. That's really all I would have to say. At this stage, I'll turn it back over to the Supervisor.

COUNCILWOMAN DALIMONTE: I would just like to remind everyone, I have a newsletter - and I have a newsletter; also I do have a designated part for 145 West Shore Road, so if you are very interested in this project, I ask that you please sign up for my newsletter, you can go to the Town of North Hempstead website and click on my name and go to the bottom and scroll, or you can go outside and you can scan and sign up for my newsletter. I think it's very important, if you're interested in this project or anything that's happening in District 6, you sign up for the newsletter. Now, I would like to ask the applicant to start their presentation.

MS. DICKSON: Good evening. From the law firm of Forchelli Deegan Terrana, 333 Earle Ovington Boulevard, Uniondale, New York, here on behalf of the applicant, Southern Land Company for the West Shore Road residences. First I want to thank the town board and particularly, Councilwoman Dalimonte, and the planning department for conducting this hearing, I think it's very efficient to have an exclusive hearing so that all of the comments can be received and responded to and digested by the applicant as well as by the Board. I also want to thank all the members of the public who have shown up tonight, taken time out of their busy lives to be here to give their input on it this project, which we know is an important and transformative project in the area. Some of what I'm going to say is a repeat of what Commissioner Levine said, as you know, the application process was started by filing an application for a change of zone in November of 2020. That was nearly three years after starting our community outreach, going out to various stakeholders and meeting with them to hear feedback on the project. The proposal is for permit the construction of luxury, multifamily apartments and public amenities, and it involves an extensive environmental cleanup on the site at 145 West Shore Road in the Hamlet of Port Washington. This and all of our documents, all of our EIS documents are referred to as the proposed action for the purpose of SEQRA. So the proposed action at this point is the zoning change, from the R triple-A residence, triple-A zoning district to multiple residence district, and then the proposed action will, if it passes the change of zone phase, will possibly go on for variances and will have a site plan review and there will be other public processes relating to some of the waterside public amenities including a proposed marina. The plan, as most people here know, is to clean up the site and develop a 176-unit luxury residential building with a 10 percent affordable component and public marina along with other publicly accessible amenities. The property is located on the western side of Hempstead Harbor, which is on the east side of the Port Washington peninsula. The property is currently, and has historically, been the site of many industrial uses, which have been dependent on the use of the entire site, which consists of approximately 2.7 acres of upland area, and four-and-a-half acres of land underwater. We want to note that the applicant has removed lot 1005B, which is the underwater lot from the change of zone application. However, the analysis, it's still included in the EIS analysis. This is because the sites have been joined together and used together for over a century and they are still used that way and it would be irresponsible to fail to consider that property and the uses and that property's condition as we evaluate the proposed project. The property presently contains several structure debris deposits that have been associated with the industrial uses over the decades. These debris piles and incompatible structures will be removed and the property will be the

subject of an intensive and thorough environmental clean up. After the application was filed, the town board was established as lead agency for SEQRA purposes, and it issued a Positive Declaration, which indicates that there could be a potential for environmental impacts on the site. With that Positive Declaration, that began this DEIS process. Thereafter, the applicant submitted a draft scope to define the parameters of the environmental review in order to delineate the areas that are most crucial for study. A public scoping hearing was held on March 23, 2021, and that was by Zoom, if you recall. The town's Planning Department issued the final scope on April 15, 2021, and over the following 16 months, Southern Lands Environmental at VHB studied each of the areas of potential environmental impact defined in the scope and did a really deep dive on each and every one of the dozens of issues that were included in the scope. It culminated in the submission of the draft environmental impact statement, or the DEIS, on August 2nd, 2022. So tonight's meeting as Commissioner Levine and Councilwoman Dalimonte correctly stated, is to ensure that the public is provided a continued opportunity to participate in the environmental review process, and to allow discussions of public concern and to permit the inclusion of substantive public issues in the final environmental impact statement. The applicant is going to be listening tonight, we're going to be taking notes, we're going to be paying attention and will be prepared to respond. After the comment period closes, we'll have all of the comments that have been submitted to the town from August 2nd through October 31 or later if the date extends, but for a full three-month period, I know that there have been comments, both pro and con, coming into the town, so we will respond to each and every one of the substantive comments, submit them to the town, and that will culminate with your FEIS, the final environmental impact statement, which ultimately has to be approved by the town board, and that will be the basis for this town board's finding and the decisions on the project. As the commissioner mentioned, there will be at least one more public hearing on this relating to the change of zone itself, there will probably be other public hearings as well, and tonight's meeting is of limited purpose, really to hear comments on the environmental review that has been done. With that, I would turn it over to the project's environmental consultant, David Wortman, from VHB Engineering, which is the engineering company, environmental company that prepared the draft EIS to hit some of the highlights and walk you through the process of the DEIS itself. Thank you.

MR. WORTMAN: Can you hear me okay? Great. Thank you, Kathleen, thank you, Madam Supervisor, Members of the Board, my name is David Wortman, I am the senior environmental manager for VHB, and as already introduced, we are here tonight for the purpose of gathering public comment on the draft environmental impact statement, or DEIS, dated August 2022, that was prepared by VHB, which was previously circulated to all involved agencies and made available for public review as required under the regulations, and that includes via the town's website since approximately early August. It was formerly accepted by this Board on September 1st. Before I continue, I'd just like to briefly describe the DEIS that's before the Board is the result of an extensive planning process, as Ms. Deegan Dickson mentioned, it's been occurring the order of years. It's been an inclusive process that has involved the input of the public and various stakeholders, such as through the public scoping process we discussed, as well. The DEIS itself comprehensive, it includes all of the components that were required pursuant to the final scope promulgated by this Board. The analyses presented in the DEIS address a broad range of environmental topics and include a detailed description of the proposed action, a summary of the purpose, need and benefits of the proposed project, including the proposed environmental cleanup of the harbor front, improved waterfront access to the public,

among others. The DEIS also addresses potential impacts to soil and topography at the site, subsurface conditions and existing contamination; impacts on water resources, including groundwater, stormwater, tidal wetlands, floodplain management, et cetera. The DEIS presents analyses of the impacts, both positive and negative, upon ecological resources, such as resulting from the proposed expansion of the wetland, which is in that benefit, and other effects of potential impacts on Hempstead Harbor. It analyzes zoning, land use and community character, as well as consistency of the project, with the relevant comprehensive planning documents that the town has issued and the county over the years. A major component includes a traffic impact study, which was extensive and analyzed ten area intersections stretching throughout the surrounding community, it analyzed off-street parking requirements and anticipated needs of the development. It also analyzed impacts upon community facilities and services, including emergency services, impacts on local schools, et cetera. Noise and air quality are both analyzed within the DEIS, potential impacts of the proposed building from the prospective of shadows on the surrounding area are analyzed, specifically regarding sunlight sensitive resources, et cetera. The project analyzed with respect to coastal resiliency, greenhouse gasses and energy use, all required under the regulations and pursuant to the final scope. Potential visual impacts are also evaluated through a variety of ways in the document. Impacts on cultural resources related to the proposed architecture, ground disturbance, et cetera, are considered. Architectural renderings and simulations of the proposed development are presented from a variety of viewpoints throughout the are to assist potential visual impacts on the surrounding community, including from the harbor and from the adjacent Beach Park. The potential for economic impacts to local taxing jurisdictions are described. Finally, a potential -- an analysis, excuse me, of the potential impacts of various alternatives to the proposed action are presented, a total of five of them to be specific, and they're compared versus the qualitative and quantitative impacts of the proposed action to put those in context. Once again, we're here today to really listen to the public, receive their comments on the DEIS. We look forward to the opportunity to coordinating and cooperating with the town to assemble these and be sure that all substantive comments raised tonight are adequately addressed within the final EIS. And without final adieu, unless there are questions -- I think there are a lot of folks from the public that would love the chance to speak tonight. Thank you for your time.

COUNCILWOMAN DALIMONTE: Thank you. I do ask, and I'm very sorry if I pronounce this wrong, I do ask that Mr. Frank Piccininni from SMPIL Consulting, and Nicholas Rigano, from Rigano, LLC, who are representing Coalition to Save Hempstead Harbor make their presentation as well.

MR. RIGANO: Good evening, Madam Supervisor and town board. Thank you very much for the opportunity to speak today. I represent a consortium of community groups. Mr. Piccininni, and actually Dr. Christopher Gobler and I are going to split our time, I believe we have 15 minutes so I'm going to take around five and then yield the rest of my time to them. Thank you very much for your presentations today. I'm an environmental attorney, I represent towns throughout across Long Island, I've been the Chair of the Environmental Committee for the Nassau County Bar Association, I'm involved with the New York State Bar Association, as well. My firm has decades of experience with respect to SEQRA and environmental issues on Long Island, and I could tell you that this DEIS is grossly deficient, is for several reasons. I can't hit all the reasons here today in five minutes, we will submit comments after the fact in writing, but I wanted to go through some of the highlights for the benefit of the town board and also the developer from our standpoint. The most compelling deficiency that I see involves tidal

wetlands. DEC has jurisdiction within 300 feet of land neighboring a tidal wetlands body. Here, the developer says that DEC'S jurisdiction is cut off because of the elevation of the property exceeds 10 feet, pretty much on the property boundary. I've been before DEC on many occasions on this very issue, where fill is placed on a property and that is what causes the elevation to exceed 10 feet, DEC does not give credit for that, that's an enormous issue. Within their DEIS on page 66, they actually say that 14 feet of fill covers the property at various points. If you do the math, that effectively leaves the property topography elevation at less than 10 feet, leaving DEC with jurisdiction, pretty much over the whole property. What does that mean? That means within 75 feet of the property boundary, they can't build any impervious structure. An impervious structure includes a building, a roadway, things like that; anything other than grass or pervious pavers, where water can actually seep into the ground. After the 75 feet from the waterway, they can only build 20 percent within the DEC adjacent area. It effectively covers the entire site, rendering their site plan really very much so in question, I'm not sure how they could build in light of that. That's an enormous issue and it has not been explained by them, other than they saying they expect to receive a no jurisdiction letter from DEC. My experience with DEC suggests they're not going to get that, so I'm not exactly sure how they're going to obtain that. Secondly, an enormous deficiency here is, they did what's called a limited phase two environmental assessment, they did that after doing a phase one environmental assessment. That phase one environmental assessment really only identified primarily one environmental condition, and that related to petroleum. So what they did in their phase two environmental assessment, is only look for petroleum contamination in the groundwater, they did not sample, for example, for PFAS contamination, or TCE, or PERC, contaminants that could be and likely are, frankly, present in the groundwater at this property in light of the historical uses as being a ship maintenance facility, as well as a sand and gravel storage facility for fill. Fill often contains several of these types of contaminants. So the actual environmental assessment that was conducted in groundwater, in my mind, no question, is deficient. In fact, in their EIS, the site to a document called DER10, that's page 74, that is DEC'S, let's call it gospel of how to investigate a site and what you have to follow. That document states you have to investigate for the full screen of contaminants in groundwater, soil and soil vapor; they didn't do that. They also didn't sample soil vapor at all, and that's very important. You can sample soil for a contaminant, but when you do that you're really sampling for a needle in a haystack, you need to have contamination in that molecule of soil to find contamination. When you sample for soil vapor, what you're doing is you're actually sampling the air between soil particles, and these contaminants volatilize, evaporate, another word. So when you're sampling the air, you're sampling a much wider area it's done all the time in the environmental field to detect contamination. They didn't sample soil vapor at all. We don't know what the contamination looks like at this site because they did a very, in their words, limited phase two environmental assessment. Why is that important? It's important for two reasons; one, we don't what the remediation is going to look like, and if you don't know what the remediation's going to look like, you don't know where the remedial structures need to be placed in order to do the remedial work, so how could you possibly consider a site plan without knowing that? Two, obviously we're obviously trying to protect public health and the environment, and before you develop, you need to really know where the contamination lies. In addition, they're saying, later on we're going to figure out if we can enter into the Brownfield Program. They actually don't even say "if." They suggest it's a fait accompli. That's not correct. Under DEC, there's various eligibility requirements to satisfy the Brownfield regulations. One of those eligibility

requirements is if the property or the site is subject to an existing enforcement action under the solid waste law, you are not eligible. They admit in their EIS that there is a current consent order regarding a construction and demolition debris, it's being carted off-site, et cetera, that is solid waste, that is a solid waste action with DEC. I am not certain that this matter would fall under the Brownfield Cleanup Program. There are several other issues as well, obviously they're here considering underwater land as part of their site. To me, I'm not exactly sure how that could possibly be considered as part of the property when they're talking about five acres of land that is submerged in water, that they cannot build on. The fact that they're looking to build out on the entire property, taking that into account. They admit in their EIS that there is not enough parking, and also in their methodology, when they consider the alternatives, they talk about different costs and how much the alternatives would cost them and why they're not economically feasible. There's no indication of how they calculated those alternatives, why they are not economically feasible and how they arrived at those conclusions. They're conclusory statements. With that said, I'll yield the rest of my time to Mr. Piccininni and Dr. Gobler. Thank you very much for your time today.

MR. PICCININNI: Thank you, Supervisor DeSena, Members of the Town Board, I appreciate the opportunity to speak tonight. I'll try to keep it brief. There are a lot of issues that I would like to cover, but in the interest of expediency and the facilitation of this meeting, I'll go quick and we'll submit, again, written comments. I'm Frank Piccininni from Simple Consulting here on a broad coalition of civic groups, the coalition of --

COUNCILMAN WALSH: I'm sorry, I missed your last name, I'm sorry.

MR. PICCININNI: Frank Piccininni --

COUNCILMAN WALSH: Thank you.

MR. PICCININNI: -- from Simple Consulting. I'm here tonight to ensure that development proceeds, if at all, in a more sustainable and conscientious manner. I'm the co-founder of Simple Consulting, we work with environmental groups, we work with public entities and we also work with developers to ensure just that. Also, the president of Spadefoot Design and Construction, we do stormwater management infrastructure, invasive species removal and native plant community planting. If you read through the environmental -- the DEIS, it will have you believe that it's a complete wasteland, the wildlife no better. Our ornithologist who have been on site -- I'm just going to read you a quick list of wildlife species that were identified; wild turkeys, ruby throated hummingbirds, bald eagles using the subject property multiple times, five different species of warblers, common yellow throats, American redstarts. Nearby benthic surveys reveal 34 species of fish, squid, mantis shrimp; Coalition to Save Hempstead Harbor have whales and dolphins and all kinds of crazy wildlife that you wouldn't expect in northwest Nassau, living right here on our shoreline. And unfortunately, in our opinion, there's a broad gap in the data here. In fact, representatives from Southern Land Corp in a recent periodical mentioned a fish hatchery, I'm not really sure what they're referring to, but certainly the cormorants would agree that always hang out on the piers over there, they would certainly agree with the prospect of the fish hatchery. And I'm not saying that work can't be done in and of this area, however, there's been no benthic surveys and no real discussion about what a massive hardening of the shoreline is gonna do to the wildlife populations in that area, and no discussion about, you know, the excavation work, short term and long term issues. Again, just very quickly, and this is really a 20-minute presentation here, stormwater is another huge issue. Their whole

plan centers around leaching galleys, below ground, subsurface infrastructure, and as part of the scoping, it required that we should review the engineering limitations. P.W. Grosser and VHB both recognize the clay layer that's existing below ground, so all I did is I took the soil borings, and without discussing what inverse distance wading is, basically, it's a heat map, so red spots are high and blue spots are low, and you could see throughout this site, there's a clay layer that's variable, but at points, five feet below the ground. Where is the stormwater going to go? We don't know. To further that point, unfortunately, when they're calculating how much stormwater is coming on site, they're looking at the subject property only, ignoring the fact there's a massive wall of sheet flow coming from across the street, the Hempstead woods that ultimately emanate to the site. Essentially they are providing, let's say 1,000 gallons of water into a five gallon bucket, they're undersized, and that bucket is going to be submerged most of the time. Again, where is the stormwater gonna go? I'm just going to changes images here and these diagrams will be in our written comments for everybody who can't see. You can just see the flooding here on this clay layer that's existing on the site. They claim a comprehensive stormwater system, however, there's just no place for the stormwater to go. Another broad gap in the DEIS is the fact that they mention that there's zero stormwater infrastructure on the site. That is demonstrably false, there's a cut-off -- the Old Shore Road cuts off a lot of this sheet flow that comes down onto the subject property and drains right into Hempstead Harbor through municipal storm sewers. When they alienate the parkland next door to create their parking and presumably subsurface infrastructure for drainage, again, where is that going to go, we don't know. They're also going to be alienating this existing stormwater infrastructure on the site. How do these two things work together? I'm not saying it's impossible, there may be some engineering magic that gets you there. However, it is incumbent upon the town board, and really, the community to make sure that we take a hard look at this. And I've heard that we have to get to the FDIS because that's the next stage in the process. In fact, the drafters of SEQRA understood this, we cannot kick this stuff down the can down the road and hope at different hearings we might flesh this stuff out. You have the broad authority, and I would say the legal requirement to slow this down, get the answers that we need on the real environmental impacts on the site that were not addressed, and I'll yield the rest of my time. Thank you, I do appreciate it. Thank you. Dr. Gobler?

DR. GOBLER: Good evening, Dr. Chris Gobler, professor at Stony Brook University, endowed chair of Coastal Ecology and Conservation in the School of Atmospheric Sciences, I'm also the director of the New York State Center for Clean Water Technology. I've been studying Long Island coastal waters and water quality for three decades, and I'm here today to talk about sewage, talk about the 50,000 gallons of sewage this system will be generating every single day and trying to address the question, where will that sewage go? If you look at the draft environmental impact statement, what you'll find is there is not an answer. They're listing that potentially it could go to the Port Washington Sewer District or it might go somewhere else. That either or, or it goes is extremely important, because the next two closest plants that could be considered, there's only three you can really consider in this region, is Glen Cove and beyond the Glen Cove plant, the Great Neck Water Pollution Control District. None of these locations are located close to this facility, meaning that in all situations, what this is going to require is miles of pipes to transport sewage from this location to somewhere else, but we don't know where that's going to be. The precise location will dictate how many miles of road are going to be dredged up. But beyond that, what's even more important, that each of these plants are differentially effective at treating sewage. They're not all equally effective, and, very

importantly, they don't remove all of the nitrogen and all the contaminants from this sewage. For those of you that don't know, the part of Long Island Sound where we're talking about, and Manhasset Bay and Hempstead Harbor are all collectively known as dead zones. These are areas that all summer long have no oxygen in their bottom waters, and if you didn't know, all summer long this summer, there were fish kills throughout Manhasset Bay and Hempstead Harbor, and those fish kills are because there's no oxygen, and there's no oxygen because there's excessive nitrogen coming from the coastal waters into service waters. In addition, the excessive levels of nitrogen are causing something known as harmful algal blooms, one of which is known as dinophysis that creates something called okadaic acid, which is a biotoxin, that means it's a public health threat. Now, for all these reasons, during the past five years, Nassau County and the Department of Environmental Conservation have worked very hard to come up with management plans to reduce the amount of nitrogen going into coastal waters, to try to protect public health, to prevent these biotoxins from entering, for example, seafood, and to protect the environment so that we don't have dead fish washing up on our shorelines. Those two plans were called the Nassau County subwatershed study, and were also called the nine element plan for Nassau County. Those plans call for a 40 percent reduction in the nitrogen loading to Hempstead Harbor and to Manhasset Bay. This project will generate -- in addition to that 50,000 gallons of sewage per day, equates to 10,000 pounds of nitrogen each year, and we can think it's going to go to a sewage treatment plant and be treated, and that's correct, but even under the best plan; I told you, there's only three options, even the best plan will reduce that nitrogen to somewhere around 2,000 pounds of nitrogen per year that will be discharged into service waters. That nitrogen, as I've already explained, will have ill effects, both on fisheries, on levels of oxygen and on public health. So this plan is incomplete. There's 50,000 gallons of sewage per day, you don't know where that's going, I don't know where that's going, and we can't begin to assess what the environmental impacts are until we know that. Because once we know, then we can at least begin to assess what the damage will be. And like I said, these waters are already sensitive to nitrogen, even the best sewage treatment plan, the levels of nitrogen that come out of that sewage treatment plant are almost two orders of magnitude greater than the water in service waters, and what that mean, therefore, is that nitrogen is going to have a cascading effect towards fish kills, low oxygen, as well harmful algal blooms and a public health threat. And again, I'll just restate, in addition to not knowing where it's finally going to be discharge and how it's going to be treated, we also need to know how many miles of road will be needed to be torn up in order to put in pipes in order transport the sewage from this location to one of the three potential plants; is it going to be Great Neck, is it going to be Port Washington, is it going to be Glen Cove? We don't know, and if you think about the distances, in some case we're talking about ten miles away. But, like I said, in all cases, that sewage will find its way to either Manhasset Bay or Hempstead Bay, and will have a negative effect on the ecosystem and will be counter to the plans that just have been put forth by Nassau County and the to protect these ecosystems. So, in closing, this is an incomplete plan, we don't know where the sewage is going, and because of that we can't really say what the environmental impacts are. We need answers to those things in order to make sure that this plan is going to be protecting public health and also protecting our cultural waterways. Thank you.

COUNCILWOMAN DALIMONTE: Thank you. So, Madam Clerk, I'd like to read into the record, I received this, these are not my words, I want everyone to know this is from the Port Washington Water District. The board has asked me to read this into the record, I do have a copy for everyone and the Clerk. "The sustainability of its water system is of the utmost

importance to the Port Washington Water District. Any project along the scale proposed by Southern Land requires extensive analysis and some improvements to our water system. Therefore, our evaluation of the request for water availability includes an analysis, capacity, feasibility and distribution alternatives. We expect this evaluation to be completed in the next several months. Thank you." Madam clerk, I have a copy for you. So, now I'd like to open it to the public comment period. But as a reminder, as the Supervisor said, please provide your name and your address for the record and for three minutes. So, Madam Clerk, can you please call the first card?

CLERK SRIVASTAVA: Kyle Strober.

MR. STROBER: How are you, Supervisor, and how are you, distinguished Board Members? I'm here on behalf of the Association for a Better Long Island. We are an economic development advocacy organization, we stand here in support of this project because it addresses a critical need, a housing crisis that we have on Long Island, and this project will not only allow us to maintain and attract a young, vibrant work force, but it will also allow us to have our seniors age in place, something that this Board and this town has received national accolades for their efforts to allow our seniors to stay here. I would be remiss not to address what was said before me, certainly there is public concern and we have to acknowledge that. I've been to many meetings and there always is public concern and the testimony that the professor gave was important, but I've met with the Danny (phonetic) family and I've met with Joe Rossi, and they are here to listen at the counsel said. We are at the start of this journey for this project and what's first proposed is not always ends up being built, but when it is built, it does address a critical need, and I just want to end with a sort of personal story about my mother, Gertrude Lanigan. Gertrude Lanigan was a strong, Irish woman who grew up in Boston and raised me out in Merrick, Long Island, and we lived in a colonial house where on the second floor are the bedrooms, if you know, and the first floor is the living space and the basement is where the washer and dryer is, and if you asked her up to five years ago, she would say, I am never going to leave this house. Quite frankly, one, I think the thought of packing up 40 years of her life scared her. The second was, there's a stigma sometimes when you sell your house and you have to, you know, downsize to something else, but after a knee replacement and a hip surgery, the time came that, you know, she needed to find other options, and these projects like 145 West Shore Road provide her alternatives where she can stay within the community, pick up my young children from preschool or kindergarten and babysit them and not have to move somewhere else, and for those reasons, I really do encourage you to go through the process, find a solution that works to help address our housing options and see it through. Thank you.

CLERK SRIVASTAVA: Thank you. Next is Arin Lanis.

MR. LANIS: Good evening, my name is Arin Lanis, I live on Longview Road in Port Washington and I've been there for over 30 years. About 25 years ago, my wife and my daughter were almost killed on Longview Road because of traffic rushing down the hill. There was an effort to evaluate what was going on there, and an independent study that was done for the traffic 25 years ago found there is too much traffic in Beacon Hill to accommodate what's going on there. The town came and offered us the stop sign. It reduces a little of the traffic, the speed, but now there is bumper to bumper, I repeat, bumper to bumper throughout the day stopping at the sign to go through. There is no time of the day that I can come out of my driveway without bumping into a car coming downhill or uphill. I cannot believe that their study that they did on traffic accommodated and explained that it would be okay during rush

hour. The problem is, the rush hour is all day. It's not in the morning only, it's all day. Traffic is zooming on these streets. 180 apartments to add to that, on top of the golf course, on top of the retirement fiasco that the town approved a few years ago that now is going bankrupt already. There's no way they can accept and explain all this traffic. What we are looking here is a population that is older and a population that is coming in with young children, both of them need the time to get out of the driveway, they need time to load the children in the busses. Here, we're looking at making money, making money compared to our life. That is a decision that you have to make. I'm sorry I'm so emotional, but it's our life, it's our children's life that depends on it, and no money in the world can buy a life of an elderly or a life of a child, no money in the world, and this is a decision that you have to make, and I give my time to the rest of the people. Thank you.

CLERK SRIVASTAVA: Robert Dremluk.

MR. DREMLUK: Good evening, Supervisor and Council members. My name is Robert Dremluk, I've lived in Port Washington for 39 years, and as that philosopher and critical thinker Yogi Berra said, this is deja vu all over again, because the last time I was doing this kind of stuff we were involved with trying to figure out whether we were going to fill an incinerator and create an ash fill in the sand pits, and today, I think you'll find that we've got something that's a little bit better than that. So by way of background, I was on the executive board of Residents for a More Beautiful Port Washington for many years, not only did we work on the Harbor Links and other projects, but we removed some barges from Hempstead Harbor and we showed off the landfill, the methane that was emanating from that landfill and created a safer environment for the people who live in our community. So what am I here to talk about today? Population, population density. And so, I've lived here for 39 years and I can tell you personally that the density of population in our peninsula has increased to a point where I think we're reaching or have reached the saturation point. The Port Peninsula consists of about 11 miles of land, but Sand Point consists of about four acres of that -- I'm sorry, square miles of land, Sand Point consists of about four square miles leaving the Port Washington remaining area of about seven, six to seven-square miles. The -- one of the arguments for population, increasing population may come from our commercial friends who view more bodies as more opportunity for them to be able to sell their merchandise and services. The actual reality is that it's not going to happen that way, and I think for those of us who live in Port Washington who realize that you don't want to go to shop on Main Street on Saturday because you'll be caught in traffic from bumper to bumper for hours. So rather than do that, it's easier to buy stuff online. I just wanted to dispel the notion that more bodies creates more opportunities for our business community; our business community needs to figure out other ways of enhancing what they're doing and not just increasing population. So we did a little math in the documents that we submitted to the Board, and I wanted to just highlight something regarding population density of Port Washington when compared to Nassau County and when compared to the Town of North Hempstead. So the density of Port Washington relative to Nassau County, we are 14 percent greater density than the Nassau County --

CLERK SRIVASTAVA: Your time is over.

MR. LANIS: I yield my time to him.

MR. DREMLUK: I've only got 30 seconds more.

SUPERVISOR DESENA: Just wrap it up.

CLERK SRIVASTAVA: Please complete.

MR. DREMLUK: The comparison of Port Washington to the Town of North Hempstead, Port Washington is approximately 26 percent greater. So those numbers may not seem to be remarkable to you until you think about the fact that we live on a peninsula, so the density, relative density of our community to Nassau County and North Hempstead is a substantial problem for our existing residents and I would leave the Board with that thought, and I have to answer my phone, so, thank you very much.

CLERK SRIVASTAVA: Thank you. Nancy Lanis.

MS. LANIS: Good evening, my name is Nancy Lanis, living at 37 Longview Road. I want to say good evening to all of the town residents and my neighbors behind, and also to all of the -- honorable Supervisor and town council members. I stand here before you pleading that this consequential and monumental, and as the speaker before said, transformative decision, be made with thorough consideration of the importance of the quality of life and safety in Port Washington and be based on fair objective advice of independent safety experts. A recent Port Washington new article mentioned that SLC had traffic studies done, including West Shore Road, Beacon Hill Road, Longview Road, several other roads and intersections. Where are the copies of these studies? I formerly request a copy and that they all be made fully public to members of the community, and that the comment period be extended until well after they are made public to allow the public to review and understand and comment on the data. The newspaper noted that the data supported, that the SLC project would generate a minimal amount of peak traffic, but that is certainly the wrong point to address. What we all need to understand is, what are the current safety conditions on the roads to be most affected by the proposed project? Particularly in the Beacon Hill area, Beacon Hill Road and Longview Road, being used as the main arterial routes in and out of town, to and fro the east where the project will be. Even without any SLC project, the current conditions, the traffic patterns need to be relooked [sic] at with a holistic, objective expert in safety, considering the design and use of the roads and accidents experiences. I have recently looked at accident reports on the road I live on and Port Washington Boulevard where Longview Road meets it, and found that the accident rate exceeds seven per year on this narrow residential road, seven this year, with only three-quarters of the year through complete completed, and this is an unacceptable rate, and any additional burden will only aggravate already unsafe conditions, and both pedestrians and bicycles use the road with no road shoulders or sidewalks. Some time ago, as mentioned, an independent expert concluded that there was need to redesign the traffic flow due to undue burdens on road design. Conditions have only worsened with post-COVID traffic, and Waze, Google and Apple apps influencing traffic patterns in our town. This issue needs to be revisited with an independent traffic safety expert with no ties to SLC or any particular constituent in the matter, whether in the past, currently or currently contemplated in the future. SLC should pay for this study and the committee of various -- and a committee of various constituents, including representatives of key, impacted roads, should be involved with the selection and the factors considered to assure a fair outcome for all and due consideration by this Board before any decision. Our future and our children's futures are in your hands, and we beseech you to assure our various concerns are thoroughly reviewed, including with an independent safety expert prior to any decision being made, and that all operations of the town are open, transparent, and fairly based on objective expert advice. We must go back to the drawing board to assure the right solution as the decision is too important to handle otherwise. We urge you to vote no on the SLC current proposal, thank

you all.

CLERK SRIVASTAVA: Thank you. Genaro Gelarico.

MR. GELARICO: Thank you everybody for the opportunity of speaking here tonight. I am a Port Washington resident, but also full disclosure, I am an investor in this project. The only thing I'm asking for tonight is for the truth, whether the truth means that we have to continue doing environmental impact studies and traffic studies that my neighbors require, or whether the truth is whether we have to keep digging to find out if this is a good project for the community. What I am also asking is that we stop creating this fear, putting signs up like stop the high-rise, save our waterfront; it's not really truthful. First of all, not to get into a battle of semantics, that building is not a high-rise by definition, and also I would like to say to my neighbors, if we are really, really concerned about saving the waterfront, then we should focus on the entire waterfront. I don't see the same outrage or anger with the same minors that are bringing tugboats and dump trucks at all hours of the night. I don't see the same concern with --that need the money to repair our public parks, such as Hempstead Beach Park and so forth. If we're really truly concerned about saving the waterfront, why would we want to stop a project that would turn the waterfront, a waterfront that hasn't available to the public since 1947, a project that has the potential of cleaning up the waterfront, a project that also has a lot of benefits for the town, for the police department, for the fire department, also for our schools. I'm not asking you here, as crazy as this sounds, I'm not asking you here to support a project that you don't believe in, but what I'm asking you for is to keep an open and a truthful mind. To get on the internet and make all types of accusations against myself, my family, I'm not here to defend that but that's also a little bit sophomoric. Our background is we're pizza-makers and chicken parmigiana makers, that's how we started here in Port Washington. I sell weddings for a living, that's all we do. Nothing is glamorous as some of my neighbors have posted on Facebook, but we won't get into that right now. All I'm asking for is an open mind and to present questions and concerns and give us the opportunity, like a night like tonight, to address those questions and concerns. I'm also asking that, let's be truthful. The building is not a high-rise and when it comes to saving our waterfront, if you want to save our waterfront, then tonight we should all take our checkbooks out and we should stop the sand miners next door and we should all put some money into repairing Hempstead Harbor Beach. Thank you.

CLERK SRIVASTAVA: Thank you. Carlo Zaskorski.

MR. ZASKORSKI: Members of the Board, Town Supervisor DeSena, thank you for the opportunity to speak. My name is Carlo Zaskorski, I live at 22 Beacon Hill Road, I've lived there for the past 35 years and I am an architect by profession. I'd like to reiterate the comments certainly about automobile traffic. I walk to the Long Island Railroad five days a week and I see the traffic, and I've noticed this morning, particularly, that it's gridlock. Same thing on Saturdays and sometimes on Sunday. So to see that the zoning requires 428 cars, that would be reduced to 300 cars is completely inappropriate. I see the Amsterdam shuttle arrive at the train station and there's nobody on it. So the idea that there will be a shuttle provided I don't think is going to work, everybody gets in the car, and so that's a very serious issue. Also I'd like to talk about from an aesthetic point of view, the issue of increased density. Right now in Hempstead Harbor -- it's Hempstead Harbor, by the way, not Hempstead Bay, it's Manhasset -- and so I've been sailing small boats in Hempstead Harbor for 30 years. The current industrial facility and what remains is invisible, it's absolutely -- you don't see it, nobody sees it. The cormorants and the ospreys love it because they roost on the rusting trusses, and it isn't as objectionable as you

may think. But a six story building that has a 700-foot front on the coast will be objectionable visually. I believe the scale of this project is frankly outrageous. It is just simply too big, there's no reason for it. It could be scaled down. There is nothing in Port Washington that is of this size, and there are developments that are reasonable; Mill Pond is a development with a higher density, one-story buildings; the development in Tom's Point, which was some time ago, is reasonable, it's three stories, two stories; Dolphin Green is a medium-density development, it's three stories. Dolphin Green when seen from the waterfront, Dolphin Green when see from the street fits in, it makes sense. This is a monstrosity. Also, in our business, in the architecture and planning business we say --

CLERK SRIVASTAVA: Time.

MR. ZASKORSKI: You can do anything on paper. If you look at the renderings, there is not one rendering on that site that shows the project from Shore Road. There's not one, everything is shown from other viewpoints. Keep that in mind. In conclusion, I think the size of the project is just too big. Thank you.

CLERK SRIVASTAVA: Thank you. Margaret Galbraith.

MS. GALBRAITH: Good evening, my name is Margaret Galbraith, I'm a resident of Port Washington and the president of Transition Town, Port Washington. One of my favorite things to do in Port Washington is take a walk in the Hempstead Harbor woods or along the Hempstead beach and shoreline trail. I visit them regularly to get fresh air, enjoy the trees and marshes and soak up the uninterrupted view of our shoreline. A seven story high-rise apartment would forever limit my ability to enjoy these natural areas as it would not only create an eye sore, but would bring crowds, noise, pollution, it would harm the existing wildlife. I'm not alone. In 2005 vision plan for the Long Island, residents expressed interest in creating a greener, more walkable community. The same was overwhelmingly expressed in the North Hempstead Beach Park Plan, nature trails were the top of the list priorities. In fact, it's hard to imagine a structure that would be more out of line to what the authors of the plans have in mind, instead of a greener, more walkable peninsula, the Southern Land Development would irrevocably deteriorate one of the last green corridors on our peninsula. Not only that, if constructed, this building would set a precedent for zoning changes that could lead to development of adjacent properties and perhaps even the entire shoreline. This proposal is part of an alarming trend of overdevelopment on the Hempstead Harbor. There are now over 1,500 new approved investments, housing units, along the Hempstead Harbor and over 1,000 additional proposed, all of which negatively impact water supply, create damaging stormwater runoff, waste, traffic, and a loss of our natural habitat. With sea level rising, increasing severe storms and alarming rate of habitat loss, the last thing we need is a luxury development on our waterfront. Instead, we need to naturally fortify our shoreline with wetlands that will help buffer us from storms and clean our waters. We need to follow the example of towns like Brookhaven, East Hampton and Southold. We need to protect their environmentally vulnerable land through land trust so their community is more resilient for years to come. In fact, if the Town of North Hempstead were to reject this proposal and work to acquire land, there is funding to remediate, such as a Long Island stewardship fund and others. This could be done at a much lower cost because they would not be unearthing contaminants by excavating two stories down for parking garage. And instead of a state-mandated walkway that would have to be squeeze-necked to the high-rise as required for all large developments, residents could enjoy a natural walkway along an uninterrupted coastline with rehabilitated marshland, or the town could simply reject the proposal and property and the property can be

sold as a zoned triple-A residence, or left to its current use and potentially beautified via landscaping and screening, an estimated cost of \$150 - \$300,000. Either of these would be more compatible with our town character and planning, as they do not destroy our waterfront views, use our public parks for private parking and deliveries, nor would they bring 400 cars into Motorboat Marina and further pollute our waters and destroy our natural areas. Much is missing in the DEIS, including the impacts of global warming, stormwater drainage and the plan for sewage. Before considering the approval of the DEIS, the town council must demand that a full environmental impact of such a development be submitted and investigated. To do less would be negligent and would lead to an irrevocable harm to our community and environment. Thank you.

CLERK SRIVASTAVA: Thank you. Heather Clark.

MS. CLARK: Thank you, Heather Clark, I live at 42 Herbert Avenue in Port Washington. Thank you so much for your time tonight. I wanted to speak -- I mean, the impacts on the population are unquestionable, but the impacts on our wildlife are intense, as well. As Margaret mentioned, this is one of the last green corridors on our peninsula, between the park we have across the street for mountain biking, filled with wildlife, the West Shore Road hiking trail, I was just there on Sunday, I saw two varieties of snake species, one which is rare on Long Island, I saw countless bunny rabbits, tons of water fowl, as well as other birds that I don't see around the peninsula outside of that area. These animals will all be impacted. I also have a lot of concern for our trees, which Council Member Veronica Lurvey has worked so hard to protect in our peninsula and in our town at large. There are 200, approximately, trees on this site already, 50 percent of them are native trees, they are essential for our wildlife and a habitat that cannot be replaced, and speaking of the trees, they are another line of defense in terms of dealing with stormwater runoff. The removal of these trees is going to exacerbate a problem that already exists. It will put greater strain on the infrastructure around the site. I have concerns for the road; as we said, it's a highly used trafficked roadway, what happens when this stormwater backs up on to it as it already does on Shore Road on the other side of the peninsula? It will create serious problems for our population and serious problems for the animal population, as well. So I ask you to really look deeply into this DEIS, consider its deficiencies and consider its impacts on our wildlife, our flora and our fauna. Thank you so much.

CLERK SRIVASTAVA: Diane Valentine.

MS. VALENTINE: Good evening, I hadn't expected to speak, but I've been moved by all I've heard. My name is Diane Valentine, I live in Port Washington at 53 Beacon Hill Road, which is the road which leads straight down to Shore Road. Right now, without any additional traffic, it's impossible to get out of my driveway most of the day. But besides that, this development, seven stories, 176 apartments, it's not what our community has always been about. It doesn't fit the character of the surrounding communities and it certainly is unsuitable for a two-acre parcel of land directly on the waterfront. There are homes, individual homes that are an acre, and Sand Point, even more. And I just realized by listening today that Southern Land Company is asking for variances for setbacks for lot size, for lot coverage, for parking, it's a lot of variances. And the change in zoning from residential to multi-residence, in addition to encouraging other developers and to pull similar things and the town will be able to say no, all you have to do is stand down on Shore Road near Hempstead Harbor Beach and look across at Hempstead Harbor and see those huge monstrosities that are in Glen Cove that are straight across, Glenwood Landing. I would hate to see Port Washington look like that. There are other companies who

have said no to sell the land, and we should do the same. And the bottom line is, I have lived in this town for 40 years and raised my family here. This development is not in character with the town that I have lived in and loved so much and I would hope that you would not allow this development to continue. Thank you.

CLERK SRIVASTAVA: Annie Beaman.

MS. BEAMAN: Can everyone hear me okay? I'm Annie Beaman, I work with an organization called Out Children's Earth Foundation and I'm here on behalf of our members who live, work and recreate near the project site, especially Port Washington residents. We are an environmental and citizens advocacy organization, two of our core programs are governmental accountability and environmental enforcement, which we achieved through engaging with permitting processes like this one, as well as through the court system through litigation. I agree with so much of what's been commented on already, especially the comments around community safety, community character and environmental harm, and our organization will be submitting detailed written comments on many of these topics next month. During my short time today I wanted to focus on a bigger picture SEQRA requirement that we feel is inadequately addressed in the DEIS, and that's generally the public purpose of this project and how it outweighs the environmental impacts. As drafted, the West Shore Road proposal is really lacking in its description of the clear public need or purpose. This is an essential requirement and it's really glossed over in the 345 page document. The applicants mentioned this briefly in their earlier presentation, but what the DEIS really lacks are details pertaining to how the claimed public benefits outweigh the environmental impacts. The SEQRA handbook states that where public need and benefit cannot be shown to outweigh the environmental impacts of a project, the agency, the lead agency may be compelled to deny approvals for the action. Furthermore, the DEIS should show how the proposed action can serve a public use benefit or purpose and the discussion of the public need should be given a greater level of detail in their potential adverse impacts that cannot be reduced or eliminated. This is essential because it's the public who will bear the burden of the environmental impacts caused by the action. The town has obviously already determined that there will be significant environmental impacts, which is why we're here creating an EIS, so now it's your duty under state law to determine whether the public benefits truly outweigh those impacts. The DEIS does not give this important requirement enough attention, certainly residents are extremely concerned about and interested in this issue, amongst other concerns that people have been speaking about tonight, so I encourage you as the lead agency to require much more information from the developer on the matter of public purpose or deny approvals for this project. Thank you.

CLERK SRIVASTAVA: Etta Ramsdell.

MS. RAMSDELL: Good evening, Supervisor DeSena, town council members, my name is Etta Ramsdell, I live in Port Washington, and in the interest of transparency, on Beacon Hill Road. If anyone wants to accuse me of trying to protect my backyard or nimbyism as it's sometimes called, be my guest. In 47 years, I've seen and continued to witness a myriad of accidents, constant flagrant regard for the speed limit, cars and huge trucks backed up from West Shore Road to Port Boulevard, fender benders, serious crashes, and one horrific accident in front of my house that ended the life of a nine-year-old little girl. Some may say that that incident was long ago, and to the best of memory, there have been only three fatalities on Beacon Hill Road. Well, long ago does not count for that child's bereaved family, for her two nine-year-old friends who narrowly escaped the speeding car, or from my then teenage son and his friend who tried

unsuccessfully to keep her alive until medical help arrived. Neighbors on the road, many of whom still live here are haunted by that tragedy. In the interest of safety, health and environmental concerns, I fervently oppose the tenancy-based Southern Land Company's DEIS and respectfully present carefully researched facts contrary to the DEIS claims regarding the health and safety of Port Washington residents. As was mentioned before, there are two easterly roads to enter and leave the Port Washington peninsula, West Shore Road and Port Washington Boulevard. SLC proposes to build on a location that is a FEMA DEC wave action zone, requiring evacuation in a crisis flood or major storm. Imagine, if you will, the chaos and fear of those trying to evacuate 145 during a hurricane, or even a major storm, such as the one that occurred here in July that flooded West Shore Road, backing up traffic from there, down Beacon Hill Road to Port Washington Boulevard. SLC's traffic studies are fundamentally flawed as they were conducted in the summer of 2021, when COVID-19 lockdown was in force, and schools and summer camps were closed. They are incredibly underestimated. Furthermore, the DEIS does not include information about emissions, noise, and safety on impact shortcut roads from West Shore Road to Port Boulevard --

CLERK SRIVASTAVA: Your three minutes are over, please.

MS. RAMSDELL: -- including Longview, Bedford, Stratford, Hampton, Crescent, Summit and Orchard Farm Roads. In 1995, the Town of North Hempstead Board asked S. Bacher and Associates to conduct a traffic study in the Beacon Hill section of Port Washington. It was approximated at that time that 12,000 cars a day traveled Beacon Hill Road, West Shore Road, and 3,000 a day travel on Longview. Since 1995, the volume of traffic has significantly increased due to additional vehicles from new residents, delivery trucks, not to mention the threat of numerous tractor trailers, barreling down, just barreling down Beacon Hill Road, largely un --

CLERK SRIVASTAVA: Ma'am you have to respect the other speakers. Time is --

MS. RAMSDELL: Despite posted signs prohibiting traffic. No traffic light can be installed at the entrance to the proposed development at 145. Residents at John Bean townhouses attempted to get one installed at their entrance and were told by Nassau County there cannot be a traffic light as it was not part of an intersection. Neither is 145 West Shore Road relocated at an intersection.

CLERK SRIVASTAVA: Thank you, can call the next speaker, please? David --

MS. RAMSDELL: I have just one sentence. The goal of 5,500 signers of our Change.org petition and to remind the Board that SLC was unsuccessful in the town's of Huntington, Smithtown, and most recently, Merrick. We urge the board to reject the DEIS and to put the residents, your resident population first. Thank you.

CLERK SRIVASTAVA: Thank you. David Joaquin.

MR. JOAQUIN: Members of the Board, thank you for allowing me the opportunity to speak this evening. My name is David Joaquin, I'm a Port Washington resident of 30 years. I've an MS in environmental science and I am an ecologist that has been studying Hempstead Harbor natural area for ten years. I've been working with the Town of North Hempstead Board of Directors as an environmental advisor on this area since 2013. I'm the primary research contributor to the Town of North Hempstead Beach Park master plan of 2019. The subject property is part of the Hempstead Harbor shoreline corridor. It's part of a mosaic of 800 acres of diverse florists, meadows, fresh water marshes and salt marshes with springs, seeps and

streams that flow into Hempstead Harbor. The region along the bay supports hundreds of species of plants, hundreds of species of birds and other wildlife. It's a refuge for many species of sensitive water birds, such as herons egrets and cormorants aforementioned, and for large animals like coyote, deer and fox that travel along the shoreline corridor and require great undeveloped tracts of land. To protect Hempstead Harbor, it is critical to ensure that ecological communities are linked to each other across the landscape, rather than set aside as small, fragmented and isolated pockets of habitat. Protecting habitat at 145 West Shore Road is part of protecting greater Hempstead Harbor. I've conducted field surveys of the subject property on three occasions in 2021 and 2022. There are over 70 large tree specimens, and the great majority of these trees are native species. The site's tree composition is grossly misrepresented in the DEIS, which states that the trees are, in quotes, "dominated by non-native invasive species." The ecological community supports trees, saplings, shrubs, wildflowers and grasses early in their development, with over 110 species observed to date. This vegetation is composed roughly of 50 percent native species and 50 percent introduced species, contrary to statements in the DEIS. This habitat area is classified as "an early successional old field habitat," based upon the New York State Department of Environmental Conservation classification system. Of greatest concern, the DEIS omits the presence this or any significant ecological community on the site. Furthermore, the DEIS claims, and I quote, "no significant adverse impacts to plant species or ecological communities are anticipated due to the removal of existing features on limited vegetation." Finally, the proposed development will demolish this significant early successional old field and its trees and associated wildlife. This ecological community needs to be included in the planning process as it has not been considered to date. I want to remind the Board that it has the discretion to not proceed with final environmental impact statement, and to require more information from the draft environmental impact statement about the ecology of the site, pollution, and other critical environmental matter on the site. Thank you.

CLERK SRIVASTAVA: Thank you. Alice Chong.

MS. CHONG: Supervisor DeSena and Council Members, my name is Alice Chong and I'm a resident of Port Washington and a mom of two young kids. I have been an investment banker for over 15 years, advising corporations, municipalities and sovereign governments, and I'm here today to talk about the financial impacts of the proposed development. Tennessee-based Southern Land Company is seeking a \$29 million tax break over at least 20 years from Nassau County IDA. They claim they that will be providing affordable housing, jobs and public projects, but these reasons aren't accurate. Southern Land will have 17 affordable units, but this will actually be available to individuals making up to \$190,000 a year, so this may not even help families in need. The remaining units will be priced so high that they simply will not be affordable to the average family in North Hempstead, particularly for those who have reached a retirement age. For example, they're planning to charge over \$6,000 for a two-bedroom apartment. Southern Land also claims that they will be creating jobs, but the reality is that they will only be creating nine jobs in the long term, and the pay will be so low according to their own DEIS that these individuals will need to be on food stamps. Southern Land says that they will be helping our town by building public projects, but they won't even have enough parking for their own residents and guests. They are going to be short over 115 parking spaces for their own residents, that's why Southern Land is trying to illegally turn our publicly owned park into parking spaces. Why should our community, all the taxpayers in the Town of North Hempstead give this private developer a tax break for building projects that will really only benefit their renters? Also, the public marina they are building will only have one public slip and the

remainder will be for the benefit of Southern Land Company. School taxes will also go up for Port Washington as a result of this project. In their draft DEIS, Southern Land states that they think there will only be 14 kids that will live in their building of 176 units. However, they used an irrelevant research paper that surveyed apartment buildings that are 55 and over communities, buildings primarily in Suffolk County and buildings in poorly rated school districts to justify their low head count estimates. Then to keep their municipal cost estimates low, Southern Land assumed that no new teachers will need to be hired and no capital projects will need to be built to support these additional kids. However, when that inevitably happens and potentially a hundred more children are enrolled in Port schools, existing Port homeowners will be subsidizing Southern Lands renters. Even if Southern Land were to pay their full share of property taxes, just like everyone else already does in this room, they only expect to pay \$3 million on their property worth over \$830 million, which is equivalent to a \$1 million house only paying \$3,200 in property taxes. If this project is approved, the residents of the Town of North Hempstead will suffer higher property taxes and will be funding Southern Land Company's profits for the next generation. Please say no to taxpayer-funded handouts to private corporations, and I say this as a mom of two young kids in Port, please say no to overcrowding our schools. Thank you.

CLERK SRIVASTAVA: Thank you. Leslie Cress.

MS. CRESS: Good evening, my name is Leslie Cress, I've been a resident at 41 Summit Road for 26 years. My intent is to explain about park alienation and how Resolution 454-2008 will affect the residents of North Hempstead in a negative capacity and that this resolution violates New York State law. Park alienation is defined by the Park Alienation NY State Handbook, 2017, occurs when a municipality in New York State wishes to sell, lease or discontinue the use of municipal parkland. To convey parkland to a nonpublic entity or to use parkland for another purpose, the municipality must receive prior authorization from the New York State Office of Parks, Recreation and Historic Preservation, in the form of a park alienation bill. A park alienation bill must have a legislator bring the bill to the Senate and the assembly and be signed by the Governor. There is no record of a park alienation bill in the DEIS. The use of parkland by a municipality for a non-park purpose is considered an alienation, even if the use has public benefit or purpose. Examples of non-park uses include public works facilities and storage space, parking for municipal vehicles, housing, public and private, a private multi-residence building using Town of North Hempstead land as a private parking lot. Since the Town of North Hempstead, Beach Park has received both federal and state funds, it is subject to restrictions on use and conveyance. It also had a legal obligation to obtain an alienation bill, provide substitute parkland or obtain approval from the state comptroller and attorney general. The presence of federal funding may also require a parkland conversion process. Other violations that have occurred are that New York State Department of Environmental Conservation considers a municipal resolution requesting parkland in legislative action under SEQRA, Act 66. The initial decision to sell, lease, convey or change the use of parkland is also a part of the action, subject to SEQRA. Since this is a Type I and has had significant adverse impact on the environment, it required an environmental impact study. Secondly, citizens were never given an opportunity to express their views in writing or speak at a public meeting regarding Resolution 454. This is very upsetting and violates the trust of people who voted for council members. No mention of the hearing or SEQRA process in the DEIS, also. Two more way that is this proposed development will be violating the park alienation bill are, according to the DEIS, they developer plans to use lot 1035 to store equipment for building during the construction for 24 to 30 months. The loading dock of the building will also have to be accessed through the park, even though it

will be on their property. Even if Resolution 454 was legal, the developer is still short on parking. I'm almost done. As a resident, I feel the DEIS is incomplete and in addition, Southern Land Corporation is not entitled to use this public land according to the New York State handbook on park alienation as there is no public benefit in creating a private parking lot for a developer. Thank you very much.

CLERK SRIVASTAVA: Thank you.

COUNCILWOMAN DALIMONTE: I just would like to make it clear that no one on this Board was here when --

CLERK SRIVASTAVA: Paul --

COUNCILWOMAN DALIMONTE: -- excuse me, Clerk. I would like to make it clear that Resolution 454, no one on this board was here.

AUDIENCE MEMBER: That's not true.

COUNCILWOMAN DALIMONTE: I was not here.

AUDIENCE MEMBER: You were not.

CLERK SRIVASTAVA: Paul Merkelson.

MR. MERKELSON: The DEIS is an important critical part of the development process, and I appreciate the opportunity to comment on it at this time. I'm Paul Merkelson, I've lived in Port Washington at 43 Park Avenue for 39 years. I'm a board member of Transition Port Washington, and I'm active with other local organizations as well. I've also spent 30 years of my career working in corporate real estate development, with responsibility, much of that time, for high-rise office buildings around the world. I understand the importance of site selection and the approval process. Now, corporate real estate development and speculative development both have to be sound investments. But there's a difference. Corporate real estate is built for owner-occupiers, primarily for employees and the business. It's in their interest to be good neighbors for the long term. Speculative development does not occupy. They are not neighbors. Large developers like Southern Land can afford a high-risk project with high potential gain in their investment portfolio, but there's no high gain for the community in a high-risk project. Waterfront property, like 145 West Shore Road, would not be considered a good site for an owner-occupier long term. Climate related disasters could jeopardize safety, beneficial use and occupancy in the long term and possibly sooner. Environmental impact review needs to take a broad approach to risk. This DEIS does not do that. DEP document, Climate Change in Coastal Communities states, and I quote, "to be climate ready," means to have completed a risk-based climate change vulnerability assessment and have taken any necessary action so there are no high risks from climate change stressors. This DEIS does not support this development as climate-ready as defined by the EPA. In an emergency, 145 West Shore Road would take priority over many of the other areas on the peninsula. It will have a large population and limited access and it's on the waterfront. What about my neighbors and my family in the park section? We're not as many people? Emergency responders are going to go where more people are and are more at risk. So this DEIS needs to consider, also, the impact on the rest of the community in terms of emergency response. Now, decisions that are made today affect the future, the impact of future legislation also needs to be considered. At the state level, the Climate Leadership and Community Protection Act, one of the most, if not, the most in fact impactful pieces of climate legislation nationally and perhaps globally, is in the scoping phase. It's expected that the final

plan will set new parameters for waterfront development, as well as buildings and transportation and land use. The DEIS does not take this into account. It's not enough to just meet the letter of the law in 2022. Long-term development needs to consider future conditions including climate events that are likely to effect the local environment. We need you to act on this. We need you to protect us, we need you to consider all of the impact on the community, and the DEIS is an important document but it needs to be a complete document. Thank you.

CLERK SRIVASTAVA: Thank you. Nancy Reddler.

MS. REDDLER: I first would like to express my gratitude for being able to be here and for everyone else to be here to express ourselves under our first amendment rights. I have lived in Port Washington for 45 years, for many of those years, I served on the board of residents for a More Beautiful Port Washington. I had come tonight with a speech in my mind that I was going to give, a short one, but as I've listened to person after person speak, I decided to look up the meaning of the word ethics. Ethics refers to well-founded standards of right and wrong that prescribe what humans ought to do, usually in terms of rights, obligations, benefits to society and fairness. So as I've sat here this evening, I really have a gut feeling that this whole project is unethical. I would like to thank you the four gentlemen who spoke about the environmental impact of this, because what they said was a hundred percent factual, and to quote Justice Brandeis, sunlight is the best disinfectant, so it's important for all of us to air our thoughts. I have a little tiny addendum, and that is this: Something in my gut is telling me that Southern Land Company is presenting a seven-story building, but they're really thinking, you know what, we're going to come back with a five-story building because that will make the other side happy. That's just my gut. Thank you.

CLERK SRIVASTAVA: Thank you. Catherine Chester.

COUNCILWOMAN DALIMONTE: Can you just spell the last name, maybe?

COUNCILWOMAN DALIMONTE: Catherine Chester, I didn't see -- I didn't even see her.

CLERK SRIVASTAVA: Next is Andy Schafer.

MR. SCHAFER: My name is Andy Schafer, I've lived in Port Washington for 23 years, and before that, Manhasset for ten years. I chose this community for its beautiful neighborhoods, water views, its schools and the people who live here. My children went to school here, I was a scout master at one of your boy scout troops for many years, ran one of your Sunday schools, I've paid a lot of taxes and I've invested in this community. Out of the blue we're faced with a development that proposes a seven story, 176-unit apartment building along the shoreline around the corner from my house. A development that will bring more traffic, more people, more density, changing the character of the community that I'm so heavily invested in, and just as a quick aside, this business with the traffic, I live at Longview in Port Washington Boulevard and it's even worse than anybody here has even said. I'm at home for two years looking out that window, I see it every single day of my life. It's bumper to bumper traffic all day long, and there's a certain sound a car makes when a car hits another car, and I hear it every day. Every day there's a little bump, I look out -- and check your police records, there's, like --there's two cars, there's guys talking to each other, often the cops have to come down. Sometimes it's worse, there's a car that flew through the front gate of my house, right through my fence, that piece is gone now. Got a call from my kids with a photograph of a car in my front yard. Another time I was out there putting a blanket on a woman laying in the street. If they didn't do a traffic study

specifically there, you haven't got your traffic study, it's just not right. They want to go to about 70 feet with this building, 73 feet, maybe. Even with the zoning, with the zoning change they want, they allow 45 feet, they want to cover, like, 64 percent of this little two-acre parcel. With a zoning change, even then you'd get only 35 percent. They're way off the mark with this building. And the thing that I was going to talk about here is -- has already been discussed is the business of the park alienation. They want to use park land for their parking lot. Their plans don't show a single surface-level parking space that isn't on park land. They can't even get to the loading dock without going through the park. This board has received a letter from Reid Super, an attorney we engaged to help us fight this, outlining how this amounts to illegal alienation of parkland. You can't just give the park away because they're going to build a promenade or a sidewalk along the water, you can't do that. Mariann, you mentioned that you weren't around for 454-2008, none of you were here for that. As near as we can tell, it was illegal in the first place, so, resolution, let's get rid of that, because it's a temptation for guys like this to come in and think they can take our park and make it a parking lot. Zoning laws are supposed to protect us from this kind of intrusion. I shouldn't have to worry my community is under attack from developers, and when I see the developers have hired a former public official who once represented this community, what am I supposed to think? I guess that's okay, but it doesn't look right, it doesn't feel very good to see that. My time is up, I guess. One last thing, please don't accept this as final because you don't have to, as I understand it, and this business of packing this hall with construction workers, with dozens of people locked outside who actually live here; my wife didn't get in here, thanks for that. These guys don't play right. Don't listen to them. Thank you.

CLERK SRIVASTAVA: Steven Catrell.

MR. CATRELL: Hello, Board, I'm Steven Catrell. Please allow me to speak from my heart. I've lived in Port Washington, specifically the park section almost 30 years. I'm not a lawyer or a scientist, nor do I have a financial stake in this project. I'm here today because I love Port Washington. I feel this project is so obscene, it's so over the top. The building is just too big for this sliver of land. It's like 20 pounds of baloney in a 10 pound bag. If approved, I feel like it change the character of our charming town with the small town vibe forever. I spent a lot of time at our beaches, couple days a week at Bar Beach as I recuperated from a recent sickness. I look into the distance, I can only imagine how a seven-story building would just destroy the aesthetic of our beach, it would loom large over everything. The proponents point to the unsightly mound of sand and gravel, but honestly, it never bothered me. As a fan of Port's history, it always filled me with pride that a piece of our history, sand gravel was still moving in and out. I also have driven down West Shore Road and never thought, oh, what an eyesore. An eyesore to me would be an oversized tall building only a few feet from the road that block the unvarnished view of our beaches and looked like it belonged in Long Island City. Look at the shorter building across the harbor in Roslyn, when it went up I was like, oh, my God, what's wrong with these people? So greedy that they would is tarnish the shoreline, they are such selfish neighbors that we in Port would have to look at that stupid building from across the harbor. I was like, thank God, at least I live in Port. We're smarter than that; but are we? Now we are here, we're faced with the prospect of a seven-story building being built on our harbor. I'm told, I might be wrong, it might be one of the tallest buildings in the Town of North Hempstead. I don't want it and evidently a lot of people agree with me, that is why we have almost 5,500 signatures on our petition any why so many of our neighbors are here in opposition to this project. I personally view this as a referendum, and if the actual residents were allowed to

vote, straight up and down on this project, this project would be voted down and voted down by a large margin. I respectfully ask the town board as representatives of the people to reject this project and tell Southern Land -- tell Tennessee Southern Land, no high-rise in Port Washington. Thank you.

CLERK SRIVASTAVA: Thank you. Lynn Johnson.

MS. JOHNSON: Good evening, my name is Lynn Johnson, I live at 5 Grove Place in Port Washington. I'm currently the Co-President of P.W. Green, a board member of the Cow Neck Peninsula Historical Society, and a former board member of the Science Museum of Long Island. My wife and I moved to Port Washington in 1970, that's 52 years ago when she got a job as a teacher at Manorhaven School. We came to know in our wildest dreams we could not imagine a better place to live and raise a family. Through all these active years, we had our careers, bought a home, raised kids and then we retired here. My wife and I, among countless other community members, have been continually advocating for common sense issues that help us keep Port's natural beauty and charm and against issues that don't. I think the Town of North Hempstead and our villages on the peninsula have a fairly good environmental record in the decisions they've made over the years. The former sand pits was transitioned from Nassau County to the town several years ago in partnership with the town council and P.W. Green, the C.L.I.M.B Organization has created beautiful Hempstead Harbor woods biking and hiking trails. Through efforts of many Port North and beyond, we now have the bay walk. After numerous tries over the years, the town has now got a working plan to start renovating and improving Hempstead Harbor Park. Grassroots effort over many years have transformed a seven-acre dump site in the beautiful Manorhaven preserve, with its community gardens and native plants. Main Street School escaped the wrecking ball through efforts of many, now we have a community center, a Pre-K school, low income housing and a world class entertainment venue. There is a renewed respect for our precious trees through the reestablishment of the tree advisory committee. The town must continue to do the right thing, say no to the proposed building at 145. This polluted waterfront site should be restored to its original natural landscape with the sake of wildlife biodiversity, as well as a buffer for rising seas. Funds for the purchase and restoration are available from federal, state and county grants. A behemoth building on this site does not benefit the public one bit. It only enriches the contractors and the owners. The negatives are too numerous to count. The positives are zero. To paraphrase an old Joni Mitchell song, we don't want the paved paradise and put up a parking lot. Thank you.

CLERK SRIVASTAVA: Thank you. Scott McDonald.

MR. MCDONALD: First I'd like to say thank you for having the opportunity to speak, my name is Scott McDonald, and I've been a homeowner at 135 Sand Point Road for over ten years. Tonight I'd like to comment as to why the DEIS is deficient from a public purpose and planing perspective. Point one, it's out of synch with the town's own master plan. On page 15, the DEIS claims its proposed action would be consistent with the general trends and recommendations made in the Town of North Hempstead's master plan. Yet, when reviewing the master plan, it's abundantly clear that the DEIS fails to meet three out of the four land-use goals, including failure to maintain the small-scale suburban character of North Hempstead, failure to preserve open space and failure to ensure new development is in keeping with existing neighborhood character. Point two, the DEIS, it's completely out of synch with the shared vision plan for Port Washington. Although the DEIS consistently references the shared vision plan for Port Washington peninsula as justification for this project, it couldn't be moire antithetical to the

vision, spirit and intent of the residents who collectively spend thousands of man hours completing it. For example, the DEIS consistently references the development and remediation of a private plot of land as another way it aligns with the town's shared vision plan. While it's true that the vision plan does encourage the pursuit of grayfield and mixed use development, it's also true that such development comes with a long list of conditions and suggested uses. For example, the plan recommends that any new development be compatible with the surrounding area in terms of use, aesthetics and zoning, and seek to preserve open space, and the plan specifically lists the types of development residents would like to see in and around the North Hempstead Beach Park area, which include the following: Playing fields for soccer, lacrosse, baseball and football, new amenities such as outdoor cafes, an enhanced boathouse, an indoor pool, walking trails, a gymnasium, a recreational center, kayak launches, coffee shops, a dog run, bike trails, a plant bar, a skateboard park, and other food amenities. What it does not include is any mention of a private luxury apartment building. As the jingle from Sesame Street goes, one of these things just doesn't belong. Point three, problems with resolution and parkland alienation. When the town assigned parkland in North Hempstead Beach Park to a private party in 2008, they failed to seek approval from New York State as required by the Parkland Alienation Act, thereby making Town Resolution No. 454-2008 legally void. Given the sufficiency and the need for additional alienation of parkland to support dock loading facilities, the applicant must review the DIS to include alienation, authorization from the New York State Legislature and Governor, and take no action to approve the project until the state legislature has been approved - - and approval has been obtained. Point four and my final point, as of this hearing, it is our understanding that the applicant has yet to resolve how they will pay for the pump station, pipes and excavation necessary to connect the proposed building to Port Washington Water Control District. Given how essential sewage infrastructure is --

CLERK SRIVASTAVA: Three minutes are over, it's time.

MR. MCDONALD: -- and that a build out for such infrastructure typically costs millions of dollars, this issue must be resolved before the DEIS can move forward. The last sentence, the potential to externalize these costs onto taxpayers is too great for the lead agency to accept the DEIS as complete, especially when SLC has never said they intend to foot the bill. Thank you for your time and consideration.

CLERK SRIVASTAVA: Maurice Meed --Maurice, M-A-U-R-I-C-E.

SUPERVISOR DESENA: Maurice.

CLERK SRIVASTAVA: Yeah, M-E-E-D.

SUPERVISOR DESENA: Can you call the next card?

CLERK SRIVASTAVA: Cynthia Magazine.

MS. MAGAZINE: I want to thank you all for allowing me to speak tonight --

SUPERVISOR DESENA: Pull the microphone a little closer, please.

MS. MAGAZINE: Hi, I'd like to thank you all for allowing me to speak tonight. I had a prepared statement, which has already been spoken about many times, I just want to say that I lived in Port Washington for 50 years, probably more than most people together here, and we brought our children up in this community and we love the community because of its diversity and because it has special things that the community does for us; our beaches have been one of

the important things. I'd like to say that I've also been a relator for 40 of those years, and during that time, we were never allowed to do things that were against the rules of that particular municipality, and so we tried to follow the rules and we tried not to change any of the rules to do something that the community was very much against. I have to say, I'm against this building, I'd like to think that our community could do better things for us at some point in time, and I want to thank you for allowing me to speak. Thank you.

SUPERVISOR DESENA: Thank you.

CLERK SRIVASTAVA: Claire Brezel.

MS. BREZEL: I'm going to pass because much of what I wanted to say has already been said.

(AUDIENCE PARTICIPATION.)

SUPERVISOR DESENA: No, we can't do that. No, please, please --

CLERK SRIVASTAVA: We have to move on to the next speaker. Hilary Himpler.

MS. BREZEL: I'm being told to read this.

CLERK SRIVASTAVA: Hilary --

MS. BREZEL: I'm Clair Brezel and I live at the tippy top of Beacon Hill Road. Okay, so I'm reading this. "The Army Corp of Engineers, in conjunction with numerous state and federal agencies including the DEC just released the draft integrated feasibility report and tier one environmental impact statement. The 145 West Shore Road property is specifically highlighted as being in an area where they suggest inducing flooding features." Is that all I need to say?

SUPERVISOR DESENA: Okay, thank you.

MS. BREZEL: And have to be considered. Thank you.

CLERK SRIVASTAVA: Hilary Himpler.

MS. HIMPLER: Almost all that was talked about has already been discussed, but I'm going to put it in a different frame of reference called infrastructure and pollution, okay? My name is Hilary Himpler, I'm a chemist and fourth generation Port Washington resident. We rarely think about the impacts of infrastructure unless a pipe breaks or the water from the faucet is brown and rusty. But beneath the roads and traffic congestion is the town-built infrastructure in Port Washington, of 185 miles of water and sewer mains. Some of those sewer mains, or lines, are over 100 years old. I think the water and sewer districts do a good job trying to maintain and upgrade the systems they manage, and their cost to the public is moderate, but they're both fighting a very tough battle against pollution, and as Dr. Gobler already told you, he put it into one big category of nitrogen, I'm going to sort of break it out. It's nitrogen in all its forms, nitrates, nitrites, nitrous oxides, which deplete the ozone layer at a faster rate than carbon dioxide, and even nitrogen in the air. Stormwater runoff, industrial pollution in humans are all huge sources of excess nitrogen. This can be managed but only if we rebuild the infrastructure and get rid of septic tanks and improve our sewage treatment facilities to handle the volume. No small task. Tonight -- we're talking about all the same stuff. I wanted to just comment specifically on -- the developer keeps referencing in their DEIS, the area of interest as a Brownfield. Although there has never been manufacturing at that site, no determination has been made by any government agency that this is an actual Brownfield. They call it a Brownfield so they can promise to clean it up, but that's just green washing, exaggerating a situation to make

yourself look good. I have family pictures of cars parked on a frozen Manhasset Bay with people walking and skating on ice on winter days. We will never see that again because we're all drowning in a sea of pollution with too many people for our 11-square mile peninsula. We just want to be your good neighbors, they said, over and over. Well, okay, be good neighbors. Recognize your multimillion dollar development doesn't belong on our coastline, that our fragile environment and infrastructure could not handle a project of this size and impacts. Do what good neighbors do, go home.

CLERK SRIVASTAVA: Thank you. Alan Kennemer. A-L-A-N.

MR. KENNEMER: Good evening, my name is Alan Kennemer, I'm representing the Long Island Builders institute tonight. I did submit --

SUPERVISOR DESENA: Pull the microphone up a little more.

MR. KENNEMER: I'm here to represent the Long Island Builders Institute, I gave you a formal statement, I'm going to summarize some of that, Mitch Bailey is sometimes long-winded. So the Long Island Builders Institute, the largest residential trades association in New York State, supports the rezoning and permit approvals needed for the 145 West Shore Road project. It is very rare on Long Island for a development project that will provide significant environmental benefits to the local community, as well as provide new and exciting housing options for our residents. The redevelopment of 145 West Shore Road, next to the North Hempstead Town Park and Bar Beach provides the opportunity for the town and community to pursue three specific goals; first it is cleaning up a very hazardous site with private funds. Second, the redevelopment will bring in not only residential, but mixed use as well. Third, the redevelopment of the site will increase the amount of real property tax paid school district other jurisdictions by \$27 million over 20 years. And including of that is \$13 million going to the school district. As such, we urge you, the town board and your colleagues to approve this project. Thank you.

CLERK SRIVASTAVA: Dorothy Betta.

MS. BETTA: Council members, Supervisor DeSena, my name is Dorothy Betta, I live in the harbor side, the Continuing Care Retirement Community which is just off West Shore Road near the Harbor Links Golf Course. I go to town using West Shore Road and then Beacon Hill Road down to Main Street to get whatever I need. Unfortunately, Beacon Hill Road is the only way I can go down to Main Street. I return coming up Beacon Hill Road where I'm going 25 miles per hour as requested, because I used to live there and I have respect for the people on that street and all the traffic they put up with. Speed limit increases to 35 miles an hour just past the intersection of Longview and Beacon Hill Road. At that point, I might be going 40 because it's downhill and it's open, it looks like it's a good place to go 40. So I'm going downhill, and then around a rather abrupt, but big and smooth curve. Once I go a little bit further down the hill, the speed limit changes to 45, which most people interpret as 50 at a minimum. So, let's say I've come back from running my errands, and my groceries are defrosting, and 50 seems like a good speed to me to do coming around that big curve and down the hill. Suddenly, I see one of the hundreds of cars from the Southern Land development coming out onto West Shore Road, making a left turn into my lane. Due to the curve, I wasn't able see them until I'm on top of them, and it's very likely I'm going to hit them, and there we are, one less grandma, me, and perhaps a whole family that's coming out from the Southern Land development. This flawed DEIS as it relates to traffic is tragedy waiting in the wings. On behalf the of the residents of Port Washington and Roslyn, as well as anyone who travels these roads, I beseech the Board to reject the DEIS and vote in

favor of safety. One more point, I dropped off with the Planing Department, a petition opposing the building at 145 West Shore Road. 73 of the residents at the Harbor side signed the petition. I hope you did all receive that petition. Thank you.

CLERK SRIVASTAVA: Thank you. Debbie Michan.

AUDIENCE MEMBER: She left, she had to leave.

CLERK SRIVASTAVA: Laurie Magnus.

AUDIENCE MEMBER: She left.

CLERK SRIVASTAVA: Nick Rigano. Nick Rigano. No? Doug Wood.

COUNCILWOMAN DALIMONTE: He's coming.

MR. WOOD: Good evening, Members of the Board, my name is Doug Wood and I am a lifelong resident of Port Washington. I grew up swimming in Manhasset Bay, playing in the woods behind Wade's Pond. I am the associate director of Grassroots Environmental Education, a national environmental health nonprofit based in Port Washington. I was instrumental in helping the town formulate its tree policy and revision of its code for various regulations. I'm here tonight to talk about what goes down the drain, or more specifically, how the proposal to build a gigantic apartment building on the edge of the water on Hempstead Harbor, not only violates our existing codes and our blueprints for the future, but how it will exacerbate and not remediate our environmental problems. Most of us pay little attention to what goes down the drains in our homes, where chemicals and consumer products, microplastics and Pharmaceuticals from our own bodies make the water toxic. Some of these chemicals are intentionally added in the manufacturing process, others are produced unintentionally. Treating waste water and rendering it fit for discharge into our surrounding waters is difficult, expensive, and getting more expensive every day, as we learn more about chemical toxins impact our health, even at parts per billion or per trillion. And wastewater treatment facilities struggle to try to remove these toxins from the water. The folks who manage our wastewater are doing the best they can with the money they have, but it's become a losing battle. A giant apartment building produces a lot of this toxic waste water, the DEIS predicts 45 to 50,000 gallons of wastewater per day, and yet, given the gigantic potential impact of this environmental problem, the developers haven't figured out how they're going to handle it. The draft environmental impact statement conveniently ignores what is arguably one of the biggest environmental impacts of the whole project. There are no water pollution facilities nearby, so the treatment and disposal of this massive amount of water will require significant infrastructure. Where will the water go? What new sewer lines will be constructed? Who will pay for them, and what community will bear the burden of noisy disruptive construction? Everyone knows what will happen if you greenlight this project, there will be more applications, more construction, more congestion, higher taxes to deal with more pollution. It's an endless spiral of problems that begin when we go out of our way to change the code to accommodate the construction of buildings that shouldn't be built in the first place. The environmental impacts of this project are huge, so huge, even the developers can't figure them out. On behalf of all the residents of Port Washington and our children who will inherit all of our environmental problems, I urge you to reject this incomplete environmental impact statement and the project it contemplates. Thank you very much.

CLERK SRIVASTAVA: Patti Wood. Patti Wood. P-A-T-T-I, Patti.

MS. WOOD: Good evening, thank you very much, my name is Patti Wood, I'm a lifelong

resident of Port Washington, the founder and executive director of Grassroots Environmental Education, which is a national environmental health nonprofit and a visiting scholar at Adelphi University, where I lecture on environmental exposures and human health. I would like to just limit my comments tonight to water availability and development on our peninsula. This is an extraordinary time for our planet when it comes to fresh water availability, a critical resource that is essential to life itself. As most of you know, climatologists around the world are sounding the alarm about water shortages caused by unprecedented droughts, catastrophic weather events and lack of significant conservation efforts. Because we rely on a sole source aquifer on Long Island, or more accurately, three aquifers comprising our ground water that were left at the ends of ice ages, we are entirely dependent on rainfall and snow melt to replenish or recharge these aquifers. This summer has been unusually dry and predictions are for more climate change disruption of normal weather patterns as the years go on. The proposal to build 176 apartments housing almost 400 people in a massive building on the edge of Hempstead Harbor is antithetical to critical management to our public water supply. Like many Long Island communities, Port Washington's water demand is exceeding supply. Overpumping our aquifers creates pressure that slowly but inevitably draws in salt water from our surrounding bodies of surface water. People living in apartments use just as much water as people in single-family homes, and according to the DEIS, the residents of the proposed building will use 45,000 pounds of fresh water every day, while another 4,500 gallons of fresh water will be used for irrigation. The would-be developers of the property at 145 West Shore Road do not yet have a water availability letter from the Port Washington Water District, but if and when they do get the letter, it cannot guarantee or address the existential issue; Will we have enough water? The would-be developers promised the DEIS would analyze, quote, "the capabilities of the district to accommodate this demand," end quote, but there is no such analysis in the DEIS. Recently the Port Washington Water District has been engaged in an aggressive public education campaign, urging residents to conserve water. How is building a large apartment complex with sinks, toilets, bathtubs, showers and washing machines helping to conserve our fresh water supply? It's not. It's actually jeopardizing the drinking water of the entire peninsula. On Long Island, we have the highest per person rate of water use of any coastal region from North Carolina to Montauk.

CLERK SRIVASTAVA: Three minutes are over.

MS. WOOD: People living in the area who are already affected by fragile water supply will tell you that water rationing is something you want to avoid, so don't add large housing developments that will exponentially increase demand. These are uncertain times for sure and we need the Town of North Hempstead to be counted as a forward thinking, responsible governing body that preserved and protected water sources for future generations. Lastly, this debate is not so much about the pros and cons of a building project as it is about what we value. I think the crowds outside --

CLERK SRIVASTAVA: Thank you.

MS. WOOD: -- and those sitting here and speaking tonight are evidence that we value protecting our natural resources and our undeveloped waterfront. Thank you.

CLERK SRIVASTAVA: Thank you. Hildur Palsdottir.

DR. PALSDOTTIR: My name is Dr. Hildur Palsdottir and I'm here on behalf of my children who are fifth generation Port Washington residents, and I live near the water, and I echo everything that has been said here tonight. Every environment has its carrying capacity, and

like many urban/suburban communities, we have crossed the ecological thresholds here on this peninsula, we're actually beyond capacity. We are fearing infrastructure issues, I'm a Webber (phonetic) mom, two middle schoolers are braving traffic, sometimes on bikes without bike lanes. And there was recently a community meeting to discuss the problem to - - the risks --we have to resolve the traffic congestion at the high school and middle school in Port Washington, and so with reference to that, this is the entry point into town for anyone travelling from Beacon Hill, and at present, it seems like can't accommodate it anymore, so until we improve public transportation, add bike lanes and improve walkability, I think we can just table this proposal for now. Also due to salt water intrusion, I'll shorten my share here as these issues were addressed by Patti and Doug, but we have been asked to use less water and we're dealing with serious merging contaminants that were our -- interest has to be right now, and we have degrading state of our aquifers, I cannot see how we can add more residents to that. I'm especially concerned about the lack of reference in the DEIS to the hydrologic cycle overall, especially with reference to the sewage treatment and I will be sending in my comments on that. I'm an enthusiastic advocate for ecosystem restoration, I don't think adding an enormous building is part of ecosystem restoration or bioremediation. On behalf of our vanishing natural shoreline, I'd like to point out two key factors endangering our living coastline in Nassau, over development and rising sea levels, something that's not mentioned at all in the DEIS is the tract of rising sea levels, and this is something we can't look away from. We know about polar amplification -- well, I know because I'm from Iceland and we just see our glaciers are melting. There is actually four times the warming effect at the poles that's now causing unprecedented behaviors with -- you may have heard about the doomsday glacier that's -- may become dislodged and added to the rising sea levels. We can expect because of global warming and this polar amplification, we can expect more intense precipitation, extreme flash floods together with rising sea levels, and we need to look no further than Florida to see that we're living in changing times and we'd better respond appropriately, and with that, restore the coastline, that's our best support in this time for buffering the rising sea levels. Thank you, everyone, and I love this community, I love that we get to have this conversation that everyone is here, and I especially want to thank the investors in this project for staying with us and listening. Thank you.

CLERK SRIVASTAVA: Vincent Sombrotto.

MR. SOMBROTTO: Yes, good evening, I appreciate being able to be heard here tonight. What a great country that we have this opportunity to get up and speak about what may be the things we hold in common or the things we feel different about. Obviously the people that are in this room and outside in the hall, very passionate about what's going on in their community. I am a life long resident of Port Washington, I'm one of seven kids, I currently live in Soundview, my family has 14 Houses in Soundview, so obviously we love this peninsula, we love this town, we love everything about it. That being said, there are things that, you know, people who have aged out in terms of homes, I was lucky enough to be able to buy a home and my family, as I just said, but many people in Port Washington who grew up in the town that I grew up with are no longer here, because things became unaffordable. So I don't know what the impact of what you're calling a high-rise, whether it's a high-rise or not, but, everybody has a right to their opinion, particularly the people -- I remember, you know, one of the first gentleman who got up, he talked about Longview Road traffic, I remember when they even tried making Longview Road a one-way street, they tried that for a while, some of you may remember that. Whatever happened to that, I don't know, but he's not wrong. Now you got Amazon delivering every day, you got landscapers on the street, it's a two-way street, it's very difficult to get down that street,

but that was going to be difficult whether this high-rise project's there or not. There has to be some other solutions. Listening to this DEIS and what people have said about it, very educated people who've been there their whole life, and I appreciate them coming because I want to learn, it's always good to try to learn. But I did hear somebody use the term for the D, it's draft, so I don't know if that's a final thing or if this company is going to present something in addition to this or be able to amend this or be answer the questions that came up tonight, but I hope they do, because I'm not opposed to this project because I know there needs to be places to live in the town, because there's been very limited building in that sense in terms of single-family homes, and with the price of what the homes are, not to say that it's going to be easy for anybody to afford living in this because of what I'm hearing the prices are. But, that again being said, the one thing I don't like is when I hear things like obscene or unethical or those kinds of things. We shouldn't be taking shots at people who want to do business, and in their view, want to do a lot of good for the town, whether it's for the schools, whether it's for the police department, the fire department and all the things they've tried to work with. So I think that everybody has to calm down a little bit, look at the big picture, and eventually, whether it's legal or not, or the board is going to see fit to change it and vote on it, that's going to be up to the people that -- our elected representatives, but everybody should keep that open mind. Thank you.

CLERK SRIVASTAVA: Thank you. George Autz.

MR. AUTZ: Hello town board, hopefully everyone could hear me. First, I want to thank you, thank the town board, Supervisor DeSena, Council member Dalimonte, who I've known for quite a while now. I do want make a few comments regarding the DEIS, and I apologize some of these have already been made, but some may be slightly different. The development proposal constantly refers to the vision plan of the Port Washington peninsula from 2005 as if the proposal is in synch with the vision. However, many community members, many of whom are involved in crafting the vision would strongly disagree with that. First, the development proposal takes snippets from the shared vision plan but leaves out important segments. An example, residents want to expand the shoreline and promote water dependent and water related uses along the waterfront. That's the part we saw in the document. Here's the rest of it in the same sentence; yet, ensure that it is protected from being overdeveloped. That's the part that is left out. The proposal is for a bulky oversized building on two small a lot with inadequate parking that requires using town property in perpetuity to fulfill parking requirement. These variances include maximum height, minimum landscape buffered area, minimum front yard, side yard and rear yard setbacks, minimum plot area and floor area, minimum recreational area, maximum lot coverage and parking. The variances required are so large and numerous that they seem to be the prime example defining overdevelopment. Two, the proposed development is completely out of character with the surrounding community in terms of structure and function. All other housing in this surrounding area is hidden from view along the West Shore Road corridor. None of the other housing obstructs the open water views that are present, 145 West Shore Road will be the only one. Three, the subject property is one parcel of three adjacent properties, with all three having similar appearance and function. If the development is approved by the town board, this would represent a precedent setting change for this localized industrial area along the waterfront. I bring this up because on page 310 of the DEIS, it says, each individual application for a change of zone would require its own environmental review and each would be reviewed and evaluated on its own merits, thus, the granting of one individual request for change of zone would not have a growth inducing impact on the area with regard --

CLERK SRIVASTAVA: Time.

MR. AUTZ: --to additional residential development. I would strongly disagree with that. This could be precedent setting, this could make it much easier for the --

CLERK SRIVASTAVA: Thank you.

MR. AUTZ: -- adjacent properties to be developed. I just want to finish with one little bit, please. The town board did this for the Port Washington business waterfront district on Manhasset Bay. You looked and analyze a section along the waterfront and you looked at the entire section and you can do the same thing for this vital shoreline along Hempstead Harbor. Thank you.

CLERK SRIVASTAVA: Thank you. Shahnaz Autz.

MS. AUTZ: Good evening, thank you for this opportunity, my name is Shahnaz Aut z

COUNCILWOMAN DALIMONTE: Just speak into the mic, please.

MS. AUTZ: My name is Shahnaz Autz, I am here representing the Mitchell Farms Neighborhood Association, we represent the lower Main Street and waterfront area, and I would like to -- many of the points that have been made already have been made much better than I could make them, I just would like to say that the membership at the MFNA are against any change to the zoning code in the area that the 145 is located at. In our opinion, there is a code already, the AAA residential, and that should be the actual choice and option for this property development, and anything else more than that is going to be an overdevelopment. That is our position. And of course this might not be as highly profitable as the owners wish it, but that is best for our community. At the MFNA, we understand the danger of overdevelopment and spot zoning, as it was mentioned already, we just work in cooperation with other stakeholders in a steering committee headed by our Councilwoman, Mariann Dalimonte, to change the code for our magnificent Manhasset Bay waterfront, to a uniform zoning code that will protect the waterfront properties and bring some public use there that would be beneficial to us. I'm certain that the Board and this body in general is going to protect what we have been cherishing for all these years, and I have trouble with some of the claims that were in the DEIS. I don't have enough time to go through everything because it's already been mentioned, but I would like to just bring you to this crucial point. Years of hard work, long discussions, community efforts and highly engaged residents and their representatives, government grants, local investments and our hard earned tax dollars were the seeds to create our amazing inviting beachfront for swimming with parks, gathering places for wonderful festivals and community events, picnic tables and playgrounds for our families, I can walk past green, expansive lands filled with wildlife with open breathtaking views.

CLERK SRIVASTAVA: Time.

MS. AUTZ: I'm out of time, but what I would like to say is that that was the vision that the residents of Port Washington and their official and government representatives had in mind. We did not anticipate such development to come along, and as I said, we don't think that anything past the code --

CLERK SRIVASTAVA: Thank you.

MS. AUTZ: -- that is already there is acceptable and/or beneficial to our community --

CLERK SRIVASTAVA: Thank you.

MS. AUTZ: -- anything after that is overdevelopment. Thank you.

CLERK SRIVASTAVA: Grant Newberger.

MR. NEWBERGER: Hi, how are you, Grant Newberger on behalf of the Nassau/Suffolk Building Trades, we represent the 36 different unions and the construction industry here on Long Island, and we have a total membership of 65,000, all local residents. I just want to be very clear that we are in favor of 145 West Shore Road. It is unequivocally local jobs for local people. The Building Construction Trades Council is really the definition of economic development, and let me just give you an example; if we have 19 apprentices on a job site making \$75 an hour, 40 hours a week, 48 weeks a year, that's \$2.7 million. If you don't give them a raise for 30 years, that's total spend of \$80 million and \$80 thousand. Now, we have 65,000 members, we are the true economic driver for Long Island and for our communities. I, myself grew up on Forest Drive here in Sand Point, and I truly see the need, both for the local jobs and for the additional housing. Now, the Building Trades, we actually train and graduate more apprentices than all private colleges in the country combined. Furthermore, our safety record is second to none, this developer has committed to a hundred percent union on this job site. Believe it or not, a construction worker in the State of New York dies once every five days. That's unacceptable and that's why we need to build now, we need to build it union. When we talk about our apprentice program, building into the pipeline for the building trades, they're not jobs, we offer careers, and it truly is that, with the foremost focus on diversity and inclusion. Under our new president, Matthew Aracich, the president of the Building Construction Trades Council, in the last four years as unionization across the country has shrunk, our build trades council has grown ten percent as a direct result of his diversity and inclusion initiatives and we're very proud about that. I've seen the presentation from Southern Land on what that site looks like now and the environmental cleanup they're going to do, especially with the pylons in the water, and I am entirely confident it's going to be an environmental cleanup of no less than \$15 million, and, you know, I can't wait to see the direct result that we have on how clear our water is going to be as a result. They're really, you know, going to make a silk purse out of a burlap sack, and once again, I stand here on behalf of all of our unions in support. Thank you.

COUNCIL WOMAN DALIMONTE: Mr. Newberger, I have a question for you. Are you for this project because they're going to be using union workers?

MR. NEWBERGER: So the developer has committed to sign a project labor agreement, which will guarantee a hundred percent union density on the construction site here.

COUNCIL WOMAN DALIMONTE: All right, thank you.

CLERK SRIVASTAVA: Brian Nigro.

MR. NIGRO: Good evening, my name is Brian Nigro, I represent Sheet Metal Workers Local 28, approximately 4,000 Long Island sheet metal workers, many that live here in North Hempstead. At this early stage, I just want come up here on the mic and say Local 28 supports this project. That's really the end of my comments.

CLERK SRIVASTAVA: Thank you. Angela Ferrante.

MS. FERRANTE: Hi, good evening, my name is Angela Ferrante, I live at 112 Huntington Road in Port Washington. I, unlike many, have only lived here about six years, it doesn't mean I

don't love it here. I have a long history of this kind of involvement. When I lived in Brooklyn, I was the president of the Atlantic Avenue Local Development Corporation, and during my tenure, we had development projects that we were kind of for and against on both side of that avenue. One was Brooklyn Bridge Park and the other was Atlantic Yards. Atlantic Yards was a devastating, huge, horrible development. There were many reasons to oppose it, we opposed it very hard. And we won some and we lost some, but it's not what they wanted. Brooklyn Bridge Park, many people opposed because of the housing on the park. It is a beautiful park because of that housing. The taxes paid and continue to pay for that park. You cannot get certain things unless there's money, and that's the actual reality of how life works. Right now, I have heard the testimony presented, and I would agree that the site needs remediation and the environmental impact is thoroughly considered and should be addressed. But, it is apparent that the very few that have spoken against the project, that very few, I should say, that have spoken against the project have actually been there. I have walked the site, my children have rowed in the water, I have rode in the water myself. It is nothing short of suburban blight. Southern Land will pay for the cleanup. There seems to be many misconceptions. It is not seven stories, but five from the street. Five stories is not a high-rise. It's blocking no one's views, the plan provides for public access, they will pay for any impact on the school, they will pay for any impact on surrounding infrastructure, including the police department and the fire department, there are 150 units contemplated. How could 100 cars be leaving at the same time? I appreciate the concerns around the development, but it is in a location that will not negatively impact the community. Cleanup is expensive. I fear without this development the site will remain the blight it is for many, many more years. Thank you.

CLERK SRIVASTAVA: Michael O'Donnell.

MR. O'DONNELL: Michael O'Donnell, 15 Nugent Street, North New Hyde Park. Good evening, council members. In 22 years attending these town board meetings, this is the second largest crowd I've ever seen at a town board meeting. In the 70's, I attended a board meeting here for the quad in New Hyde Park-Lake Success, this is Union Turnpike and New Hyde Park Road. We came to the meetings, we heard the same thing as that lady was saying. The biggest contention when you're building all those now medical buildings off of Union Turnpike was, oh, it's only five stories. It was five stories from the highest point on Union Turnpike, which made it with the subbasements or you go in the underground in the hole that is, it's eight stories, these lots. Now we have a wall. If anybody goes up New Hyde Park Road from Union Turnpike to the expressway, you see all these buildings, all medical. When I first came here almost 55 years ago, it did not exist, none of this. And developers created this North Hills community, which now you see along the expressway all these eight to six story apartment buildings, condos, whatever you want to call them. You build a wall and that's what's going to happen here. You're going to build a wall that, if you know the North Shore Towers right on the Queens/Nassau border, they tried to build a wall on both sides. It was stopped on our side, on the county side. You have to consider this. Regardless of what they say, it was five stories, four stories, it depends on the point or the highest point of the roads outside. One of the other issues I heard no one bring up, a flight plan. You have all these planes come in and out, I haven't -- I'm on the direct flight to Kennedy Airport, they come in regularly, low at times, sometimes 200 feet above my house. I can wave to the pilot. That hasn't been addressed, and I do take severe umbrage to the fact that there's a possibility to allow developers to rent parkland, parking lots. This Board allowed a bus company to temporarily use town property. You remember back, not that long ago. All right, you allowed it for a while and had to be reminded to check on these

people. Time to move out. Temporary construction I can understand, but delaying allowing a developer or their people to use it, is a no go. There's many issues you have to reconsider before you allow this to continue on, because I know it has been done. You look at New Hyde Park, Lake Success area and you see. Thank you.

CLERK SRIVASTAVA: Thank you. Ellen Cohen.

MS. COHEN: Thank you for this opportunity. I'm quite sure that by now you're now familiar with all the facts concerning this petition for zoning change and variance, and it is a petition. SLC has gone to great lengths to convince the Board and the public that this proposal is good for Port Washington. Although by law, the proposal must be considered, I cannot fathom how anyone voting on this can see past all the loopholes in SLC's petition. They claim that the parcel is seven acres and five of them are underwater. Isn't that enough to say no? They don't have enough parking and want the public to cede our parkland so that they can build this monstrosity on our harbor. In fact, their deliveries must traverse our land on a daily basis. Isn't that enough to say no? In the current zoning, a builder would be able to build on 38 percent of the two-acre parcel that is not submerged. SLC wants to build on 68 percent of that land, nearly double, and forever obscure the view of the harbor and sky for every citizen who lives in Port Washington, or drives to and from work via West Shore Road. And if that's not enough, they want a variance on top of zoning change to build to 95 feet in our air. That's more than double the 45 allowable feet with the zoning change. That should be enough. You all know the tax burden carried by the citizens in Nassau County and SLC wants a \$29 million tax break for ruining our shoreline? I say no. My family is in Port Washington for over 30 years and my husband and I raised our three children here in Beacon Hill just steps from the land parcel in question. Whenever, and call me weird and crazy, whenever I approach that bend in Beacon Hill Road, where the sun and sky come into view over the water in Hempstead Harbor, I said to them, look at the water, it's so beautiful, look. And in the fall, look at the trees and the water. I did that every single time we went to Roslyn. We are blessed to live on a peninsula surrounded by water and I wanted my children to appreciate the view and not ever take it for granted. These reasons and many others are enough to say no. The environmental impact from the additional humans, the unbearable traffic, and surely our precious water supply will undoubtedly be unsustainable. The thought that my representative Board members would see anything but the smoke and mirrors presented by SLC is disheartening and very upsetting, so I implore you to see the smoke and mirrors, understand that the citizens of North Hempstead are overwhelmingly opposed to this petition and vote no to the request for zoning changes and variances. Thank you.

CLERK SRIVASTAVA: Lisa Cashman.

MS. CASHMAN: Good evening. My name is Lisa Cashman and I am here representing the Coalition of Save Hempstead Harbor. I have brief statements here and a more complete statement I submitted. The coalition would like to thank Supervisor DeSena, the town council for the opportunity and your attention this evening. Although the town required the applicant to describe how it would mitigate environmental impacts listed in the DIS, CSHH finds the responses inadequate. Specifically a long time concerns the question of adequacy and safety of the water supply to support new multiunit developments. Water districts often give the approval for new connections based on whether there is physical capacity to pump the water, not on consideration of whether the supply is adequate, nor whether over pumpage could result in saltwater intrusion or increased pollution risk to the aquifer. Long Island, as mentioned, has one source of potable water, which means extreme precautions must be observed to protect the entire

supply. CSHH has commissioned a water supply sustainability report investigating the potential impact on local water suppliers of the many development projects along Hempstead Harbor. Despite the DEC 2016 directive to all water suppliers to reduce water demand by 15 percent, most local water districts fail to even get close to achieving that reduction. In several instances, water use increased. Sufficient, safe, potable water is a local issue. A Newsday article just posted four days ago on the health impacts of newly emergent contaminants found in our local water supply. The Port Washington Water District reduced their pumpage and asked residents to reduce their water use by 20 percent as they attempt costly upgrades to force three of its facilities offline, a real time reminder of the limits of our natural resources and their vulnerability to environmental threats. We'll be submitting our water sustainability report and more detailed comments in October. Hempstead Harbor is a significant coastal fish and wildlife habitat as designated by the New York State Department of State. The harbor is a productive nursery and habitat for a wide variety of marine life. The applicants plan to follow protocols for minimizing the impact is not guaranteed permanent protection once these habitats are disturbed and replaced with a proposed active marina. CSHH very much supports the proposed cleanup of the property, but we submit that the current owners of the property are already obligated to perform this cleanup. We note that no action alternative in the DEIS would allow only four single-family houses to be built on the upland property under the current zoning. For 36 years, the Coalition to Save Hempstead Harbor has been documenting the health of the harbor through our award winning water monitoring program, and working toward restoring what was one of the most polluted bodies of water on the north shore of Long Island. The result is a harbor that once again supports a diversity of marine life, birds and other wildlife including a growing place of ospreys and bald eagles.

CLERK SRIVASTAVA: Time.

MS. CASHMAN: Projects have been undertaken to help ensure that conditions continue to improve, and it is working. 2,500 acres of shellfish beds are open for harvesting at our harbor.

CLERK SRIVASTAVA: Time, please.

MS. CASHMAN: I just have two more statements. CSHH objections are focused on the potential degradation of Hempstead Harbor's water quality. Our goal is to ensure that gains we have made over the last 36 years are not threatened by inappropriate land-use development. We have participated in every major commercial and/or multiunit residential proposal along the harbor since the early 1990's. In our informed experience, so many of the mitigations and technological fixes that are proposed by developers, when put into practice, don't perform as expected. Even now in the face of more frequent and severe storms, the harbor and adjacent creeks and ponds are overwhelmed by inadequate stormwater retention.

CLERK SRIVASTAVA: Thank you.

MS. CASHMAN: Okay --

CLERK SRIVASTAVA: John Mayer.

MS. CASHMAN: Last thing, we urge caution and thorough consideration of the cumulative impact. Thank you.

CLERK SRIVASTAVA: John Mayer.

MR. MAYER: I ask the board to please vote no to SLC's petition for rezoning. I want to

protect Hempstead Harbor and the surrounding green space corridor of public beaches, wetlands, nature preserves and wildlife habitats for community enjoyment and the benefit of future generations. The numerous zoning variances needed will enable the developers to evade the protective intention of our zoning laws and open the floodgates to mega projects to follow. This change in zoning will set a precedent as has been previously mentioned. Hempstead Harbor was opened to shellfishing only in recent years after concerted action resulted in cleaner water in the bay. This and other aspects of the marina and ecology of Hempstead Harbor would now be under threat with this and other potential developments. So I ask the board to please, vote no to SLC's petition for rezoning. Thank you.

CLERK SRIVASTAVA: Joanne Walsh. Joanne Walsh. Regina Goutevenier.

MS. GOUTEVENIER: My is Regina Goutevenier and I live at 3 Longview Road in Port Washington. Tonight I'm coming to read remarks from Nancy Wright, who is my neighbor in Beacon Hill and was unable at the last minute to come. She lives in Beacon Hill at 2 Stratford Road, and the reason I'm speaking tonight is to ask this town board to reject out of hand DEIS submitted by Southern Land Company to construct a seven story rental apartment building at 145 Shore Road. As a resident of Port Washington for over 50 years, my family and I have seen many changes, many, such as the increasing diversity and cultures of the community are positive and welcomed. This misguided proposal, however, is a quintessential opposite. It blatantly ignores the character, beauty and historic nature of Port, as well as endangering the health and safety of our residents by substantially increasing pollution in our water, soil and air. It will destroy our irreplaceable beaches, nature preserves and wildlife habitats. In 2021, SLC, that's Southern Land Corporation, invited board members at the Beacon Hill Residents Association to meet with their representatives at the site. The first thing they said to us, and I paraphrase, if you don't want us here, we, SLC, don't want to be here. Siting the reasons I mentioned, the unanimous response was, we do not want you here. Of course, Mr. Rossi and his colleagues proceeded to ply us with bagels while extolling the benefits the project would bring to Port Washington, and mentioning several incentives to Beacon Hill specifically. Much as incentives that were offered to other organizations and districts in Port Washington, including a toilet for the Port Washington Rowing Club. For some incomprehensible reason, the Town of North Hempstead did not immediately reject SLC's proposal, as did the elected boards of Smithtown and Huntington, who, at the urging of their respective residents, said an emphatic no to SLC. I will mention here, Smithtown had a petition as do we. Smithtown had approximately 700 signatures. Our petition now numbers 5,500. It seems that SLC has put a map of Long Island on the wall and is throwing darts with Port Washington as their latest bullseye. Please send them back to Tennessee where they can regroup and claim an ignorance to understand the culture and character of other small and unique communities.

CLERK SRIVASTAVA: Thank you. Richard Raskin. Richard Raskin.

AUDIENCE MEMBER: He left.

CLERK SRIVASTAVA: Dawn Serignese.

MS. CLASS: Hi, I'm Trish Class, the executive director at Residents Forward, I'm going to read part one of our statement, and Dawn, my colleague, will read the second part, we just kind of swapped our cards if that's okay. Is that okay?

CLERK SRIVASTAVA: That's okay, please go ahead.

MS. CLASS: Residents Forward is a nonprofit focused on protecting and advancing the vibrancy, resiliency, sustainability and beauty of the Port Washington peninsula. For over five decades, we have been an integral community stakeholder in the comprehensive planning of the greater Port Washington peninsula, including the 2005 Port Washington shared vision and the 2016 visioning of North Hempstead Beach Park. Most recently, Residents Forward served as a community stakeholder in the planning of the waterfront business zone along Manhasset Bay. Through the process, we studied best practices for the waterfront development around the world. We are looking at this project through that lens because we believe with the revisioning of North Hempstead Beach Park, our waterfront promises to be a world class and beauty, sustainability vibrancy and resiliency. We hope that our comments help the applicant to, one, understand key areas where their deviates from longstanding community goals, and two, areas that require further clarification. We have identified seven areas of concern. One is public access. The proposed development's public access is not consistent with the visioning plan for North Hempstead Beach park, and any waterfront zoning within the Town of North Hempstead. The proposed promenade is not wide enough, does not allow for bicycles and pedestrians and does not extend along the entire waterfront. Essentially, it's simply a path to the marina, which is not the intention of a public promenade. We advocate for a proper public walkway that can accommodate baby carriages, bicycles and pedestrians. These exterior routes must also be made of material that is permeable, stable, firm and slip resistant. We advocate for locating the handicapped parking on an accessible route to the facilities. Scale, the applicants's plans for this parcel do not conform to the Town of North Hempstead's RM zoning code, unites per for acre for the RM zone is 29 units per acre. The applicants proposed number of units 179 on 2.76 acres, or 64 units per acre is dramatically higher under than what is allowed for the RM zoning code. Additionally, if you look at recent codes established on the peninsula, including the BW zone, 15 units per acre, and the Main Street Overlay District, 18 to 24 units per acre, you can see this is exponentially higher. In terms of the applicant's shadow study, there are no figures --

CLERK SRIVASTAVA: Thank you. Jill Morrison.

COUNCILWOMAN DALIMONTE: Could we have Dawn Serignese follow? We're just going to have Dawn Serignese follow and then you'll be next, thank you.

MS. SERIGNESE: Thank you our Supervisor and council members. In terms of the applicant's shadow study, there are no --

COUNCILWOMAN DALIMONTE: Please speak into the mic.

CLERK SRIVASTAVA: Please, repeat your name, please.

MS. SERIGNESE: Dawn Serignese, 104 Bayview Avenue, Port Washington.

CLERK SRIVASTAVA: Thank you.

MS. SERIGNESE: There are no figures that show the extent of shadows that would be cast on to the Hempstead Harbor. The text states that it would have a minimal impact but does not provide the backup to support such a claim. Finally, Residents Forward advocates that the proposed development comply with existing town zoning eliminating the need for variances. Parking. The applicant's basis for the partial use of the Town of North Hempstead Beach Park, 175 West Shore Road, Port Washington, is Town Resolution No. 454-2008-2. To our knowledge, the town has not agreed to grant access to this adjoining parcel. It is designated parkland, it is our understanding under New York State law, it is illegal to use parkland for

commercial purposes. Subservice conditions analysis. The DEIS states that the applicant will apply to the Brownfield's cleanup program in Section 2.3, but in other places in the DEIS, it says the applicant the enter the BCP or conduct remediation in accordance with applicable regulations. Actions the applicant will take to mitigate the impacts from site contaminations should be clear and consistent through the document. The phase two states that the soil and groundwater contamination identified at the property are indicative of a petroleum spill. The applicant should include if the petroleum spill has been reported to the New York State DEC, as required by regulation. Resiliency. We ask the town to consider if five inches is enough for on-site stormwater management due to more intense storms in the wake of climate change. The applicant's concern is inches of rain water and our concern is multiple feet of storm surge. We advocate for as much green infrastructure as possible to collect, filter and recycle stormwater. We advocate for a natural shoreline as opposed to metal bulkhead, as it would have less impact on surrounding properties. Public transportation. The DEIS contains assumptions about parking at the Port Washington Long Island Railroad station that pertain to the use of mass transit during a pandemic, hence, this section is lacking in a comprehensive analysis of the impact of the proposed project in the build year. It is recommended that this section be amended to include analysis of Long Island Railroad infrastructure using pre-pandemic parking demand, and the forecasted demand for Long Island Railroad service to both Penn Station, as well as Grand Central Madison. Traffic generated traffic volumes. The forecasted entry/exit volumes analyzed in the DEIS are extremely low -- I'll just say my concluding statement. It is our hope that the applicant revisit key areas raised tonight, public access, parking, resiliency and scale, in order to propose a project that will enhance, not detract from the beautiful, sustainable, vibrant and resilient waterfront we aim to achieve. Thank you.

AUDIENCE MEMBER: Thank you. Jill Morrison.

MS. MORRISON: Good evening and thank you for allowing me to speak and everybody else here. I'm Jill Morrison, my family has been here since the 1930's. They came here from England for my grandfather's business and he was able to travel quickly to New York City by the express train, the Long Island Railroad in the 30's. So, anyway, I'm going to underscore -- oh, and for me, I'm involved in a lot of different organizations that preserve and protect different things on Long Island, currently I'm the president of the Oyster Bay Historical Society and I've been on other boards and other groups, people know me here and my involvement. So, anyway, to underscore what's already been said, if 145 West Shore Road is approved, the zoning and variance changes go through, it will have a very tremendous negative impact on not only to Port Washington, Roslyn and other parts of Nassau County and surrounding areas in the environment and ecological systems, and it cannot be undone. Once it's done, it's done, no matter what. It will also impact people's living because of the traffic and other things going on with the pollution. As well, it will set a precedent for more condos along West Shore Road to pop up. Once you change the zoning, it will set a precedence; correct? More people will say, "oh, you can do this too," and it's all about money. The cleanup for what people are calling the blight may be - -should be researched for grants for the state and federal areas; right? I don't know if that's been done yet, but it should be if it's not, or the current owners as somebody else mentioned should be responsible. As well -- I really can't say much more because it's already been said, but I know other people want to speak, but I will implore you to please reject this project for all the -- everything everybody has already said. So I thank you very much -- and one last visual, when I saw the picture of what this is supposed to be, all I could think of was -- and the small little space that they have for it, all I can think of is a giant can of sardines,

everything being squashed into this little space, and that's crazy, it doesn't belong in Port Washington. This is a beautiful community and we need to keep it that way and we don't need all these other people and projects to come in and crowd it all up. That's it.

CLERK SRIVASTAVA: Thank you. Nancy Solomon.

COUNCILWOMAN DALIMONTE: She left.

CLERK SRIVASTAVA: Trish Class.

COUNCILWOMAN DALIMONTE: She spoke.

CLERK SRIVASTAVA: Matthew Siegel.

MR. SIEGEL: Democracy is great. I guess I can see why some political leaders wished they worked in a monarchy. Anyway, I don't think that anyone who has driven on Shore Road over the past however many years has said, you know what, what this town really needs is an obstruction of this view, it's such a beautiful view to have it obstructed is just a terrible thing, and for what? We have well thought out comprehensive zoning laws part of a comprehensive zoning plan, and it's there to protect us, to protect that view, and that's why Southern Land is coming in and saying, we need exceptions, we need variances, we need givebacks and so forth, and why? It's our view, it's our land, and, no, we don't -- obviously we don't want to give it to them. I don't know if you're aware of all the hundred or so people that couldn't even make it in today because they were so anxious to come in here and say what they had to say. We have those zoning laws, they're there for a reason. People were talking about the draft environmental impact study. It's very clear that what's going to happen is the increased sewage. The sewage is already at capacity in all the towns in this area, all you have to do is look at the water in Hempstead Harbor or Manhasset Bay after a serious landfall --rainfall. It's disgusting, it looks like coffee and this project is only going to make that worse. Everyone knows, you know as well as anyone, this town just doesn't have enough water. If I want to water my lawn, I'm going to get a visit from one of those little blue pickup trucks if it's not on the right day, because we already don't have enough water now we're talking about, you know, a few hundred extra people drinking the water. We know that there's no parking, we know that they're asking for public land to be used as parking, and what are we getting in return? High priced housing, there's some talk about cleaning up the water, pulling out rotting pilings, pulling out crumbling retaining walls; that doesn't make the water cleaner, that disturbs the shoreline that makes the water worse. What clears up the water is reducing stormwater run off, and this project is just going to increase stormwater run off. I think I forgot to mention my name and address, Matthew Siegel, 39 Chestnut Road, I've lived here for over 20 years, been boating in Hempstead Harbor for over 40 years. You've never seen how many clambers there are. There's 40 or 50 clambers that are out there every day recently, and it would be just a crime to disturb that. We have such a fragile end of the harbor with the waterfront there, it would be a shame to disturb it. Thank you.

CLERK SRIVASTAVA: Thank you. Rob Rich.

SUPERVISOR DESENA: Excuse me, Madam Clerk, how many more cards are there? I'm wondering if we should take a quick break.

COUNCILMAN TROIANO: Second.

SUPERVISOR DESENA: I mean, our court stenographer has been sitting --so let's take a very quick break, ten minutes or less. Thank you.

(Whereupon, a recess was taken at 10:13 p.m.)

(TIME NOTED: 10:27 p.m.)

CLERK SRIVASTAVA: We are starting now. Rob Rich, the next speaker.

SUPERVISOR DESENA: Just call out who the next two speakers are so that they're ready. The next two. Okay, we can call the next speaker.

CLERK SRIVASTAVA: Okay. The next speaker, Rob Rich. Rob Rich. Don Mariana. Done Mariana. No? Greg Rosengarten. G-R-E-G. Speakers left, we can wait for them. Scott McDonald.

AUDIENCE MEMBER: He spoke earlier.

CLERK SRIVASTAVA: He spoke earlier? The number is 57. Joel Ziev.

SUPERVISOR DESENA: He left.

CLERK SRIVASTAVA: He left, all right. Karyn Marks, K-A-R-Y-N. Karyn Marks. No? Pam Monfort, P-A-M.

COUNCIL WOMAN DALIMONTE: Pam Monfort?

SUPERVISOR DESENA: I think she left.

COUNCIL WOMAN DALIMONTE: It looks like she left.

CLERK SRIVASTAVA: Tony Soh.

MR. SOH: Good evening, everyone. Thank you for giving me the opportunity to speak tonight. I'm a resident here, I moved here seven years ago, I live on Roger Drive near the Lion's field, and one of the perks, I definitely say I moved to Port Washington because of the commute, not for the prettiness, but that is a major factor I am willing to fight for in keeping this town beautiful and everything that is about this town that makes it beautiful. Now, given on the news hurricane is happening right around the corner south of us, and I've heard stories in Sandy that the flood, the water came all the way up to the ball field and given along the lines of where you want to propose to build, I'm pretty sure it's in a flooding zone. Now the biggest thing, let's say we okay this project, but looking at your portfolio on your website, it doesn't seem like you guys -- Southern Land have experience in any of these projects in the past, building waterfront properties that are sensitive to flooding. They've built in Philadelphia, Texas, many different parts but no waterfront properties. We don't want to be the first test subject for something to go wrong. As you know, flooding happens really easily. Now the other thing I want to say is, there are many people -- I, myself, came five minutes late, I happened to get into the door but there are fifteen others that are outside who couldn't get in who would love the opportunity to speak. I think they -- Southern Land been packing the house with their big supporters and not allowing the town to be heard. They're not playing by the rules, they're asking for old variances, 30 percent more of the land, meanwhile, I, myself, can't even get an extra square foot variance in my own house. But given that, I think there are also -- with our most recent concern is the LIRR and everyone knows have voiced their opinions on the LIRR, we're adding an extra train line, losing parking space. It's already overcrowded on the trains, and the parking is overcrowded. Adding this will increase the amount of commuters that are going in. And most importantly is our school systems, our school systems are the number one reasons why our taxes are so high, but it's also the number one reason why we also moved into this town. Our schools are amazing and it's

very pricey, so having a condo and not paying their fair share of the taxes on -- not paying the same amount of taxes for each student will raise the debt for all of us. And for you guys, the biggest thing is for you, it's just another project, for us it's a life change for us, so thank you very much.

CLERK SRIVASTAVA: Thank you. Matthew Wilson. Lois Detz. L-O-I-S D-E-T-Z. Lois Detz. No? Anthony Charles. Anthony Charles. No? Pall Low.

MR. LOW: I think I'm last. Thank you for letting me speak. Just by way of introduction, I'm the president of the Beacon Hill bungalow colony, we are 41 units that area adjacent. I'm a 40-year resident of Port Washington, I spent about 20 years sitting on the Board of Zoning Appeals of this town, so I've spent a lifetime really with the development of Port Washington and worrying about it, and tonight I come as a representative of my community, who I'm president of, and I have 41 shareholders that are very concerned. When I look at the project and I look at this -- we're here on an environmental impact statement and what this environmental impact statement should do is allow us to weigh the benefits and the pros and the cons, and unfortunately, I don't think the document adequately does that. One of the things that I think people have to understand is that while there is industrial use in the harbor, which is a nuisance, this project will not eliminate that industrial use. Buchanan Tilcon will still be there, the barges will still be there, the mounds of gravel will still be there, the industrial use of this harbor, unfortunately, even if we approve this will still be there unless the other parcels are similarly zoned, which is, I think, one of the things that we asked for to be studied and wasn't. So this project, which is about two acres, is a question of what they consider the area underwater to be land, but if you look at this as a development, and as zoning lawyers, we also understand that we're setting precedent. My own community was zoned in 2004 as a planned waterfront community when May Newberger was Supervisor, I think Councilman Troiano, you were the Board then --

COUNCILMAN TROIANO: Not that old.

MR. LOW: But we were about, what happened in our community was a very carefully balanced -- it was a precedent. I deal with this all the time with people come in who want to build large houses, we have to them no, you're limited to 1,500-square feet, you're limited to two bedrooms, we're limited to 41 units because the vision of the planned waterfront community was to have residents on the water but to have in a certain density that would keep the character in the area and be a buffer from the pure residential that's involved. Unfortunately, this is something that is drastically different. One of the things that we asked for and hope was to look at the various alternatives, which is not just, I think, developing this as, AAA which I don't think is realistic, but look at this as if you were to develop all of these lots, not just this lot, but the Buchanan site and the Tilcon site, and if you were to develop them with alternatives, one of which we think should be the planned waterfront community, because that's the way zoning is supposed to work. Zoning is not supposed to be spot zoning, and when we look at this, we're in a dilemma because if we were to approve this, then my concern is I'm not looking at 171 units, I'm not looking at 500 people, I'm looking at -- if I could just go a little more, I'm looking at 500 people here, and if I triple that, I'm talking about 1,500 people in this little area. And some of the concerns that we didn't think were adequately -- one is septic, we had to go through an elaborate system because all this area is not connected to a septic system. The draft environmental impact statement doesn't explain how we're going to provide septic. Is it going to come from Roslyn? Is it going to come from Port? They say it's going to -- they don't say how. Water, if we don't

have enough water, we don't have enough water. We're the one's right there. We need to look at the water. Traffic, I have two entrances --

CLERK SRIVASTAVA: Your three minutes are over.

MR. LOW: Okay, I'll try to finish up. We have two entrances, there was no study on the impact of our entrances and exits, which are not signalized, and I have people coming out. So finally, water use, we have, in our community, we have boats, we have a dock, we have a beach, so we're talking about putting people in there, we're talking about a marina, we're talking about potentially jet skis, we're talking about people coming on in the community, and quite frankly, on the water and our beach, and people coming to the first attractive area which is our beach, and quite frankly for our community where we have a very real property because we're not a gated community, I don't have employees, if I put that number of people in my community, what's the impact in my community where people and trespassers can come onto this community? So all of our concerns, most of our concern, many of which were put into scoping, weren't done and from our point of view, we're not coming here saying -- I mean, most of my residents are very much opposed, but I'm not coming here to say at this stage, it's yes or no. We need to make sure we carefully study the impacts, because this is going to be a massive change and if we put this kind of density, if you think about the densities at Glen Cove, that is a massive change of character of the community, which unfortunately is not studied. So what I would ask, and I will provide some more detail comments, I would ask for the environmental impact statement to really take a hard look, which is required to do at all of these concerns. Thank you and thank you for staying late.

CLERK SRIVASTAVA: Thank you. We're done with our cards; speakers.

SUPERVISOR DESENA: Is there anyone else in the audience that would like to be heard? Maybe we called your name when you weren't here?

(No response.)

COUNCILWOMAN DALIMONTE: There were people outside. From what I was told that everyone has been let into the building. Some went home.

(AUDIENCE PARTICIPATION.)

SUPERVISOR DESENA: We've been hearing everybody who is here. This is how long it takes.

(AUDIENCE PARTICIPATION.)

COUNCILMAN WALSH: We don't need to be arguing over this. Come on, this is it.

SUPERVISOR DESENA: Go ahead, Councilwoman, go ahead.

(AUDIENCE PARTICIPATION.)

COUNCILWOMAN DALIMONTE: Listen --excuse me --

COUNCILMAN WALSH: Excuse me, in the back over there, come on.

(AUDIENCE PARTICIPATION.)

SUPERVISOR DESENA: No, no, that's okay, we've got it from up here, thank you. Go ahead, Councilwoman.

COUNCILWOMAN DALIMONTE: One of the main reasons why I absolutely love Port

Washington is because Port Washington does come out and they tell you how they feel and they let everybody know their voice. Whether it's the Long Island Railroad, or it's 145 West Shore Road, and I really thank each and every person that came out tonight that took time out of their day, out of their evening from their families to come here. I want everyone to understand, there's no vote tonight, I don't know if anyone realizes that because some of the e-mails that we've been receiving have been basically, please vote no tonight, or vote yes tonight. There is no vote tonight taken. This was a public hearing for the draft environmental impact study. So now what happens is, that period stays still open. It stays open till October 31st. Those e-mails, anyone can send e-mails to the planning --correct, it's just planning@northhempsteadny.gov until October 31st at midnight. Then they are evaluated through the Planning Department. So I just want to make sure -- I don't want anyone thinking that they are -- if they were not heard tonight, they can be still heard until October 31st. This public hearing closes tonight, but the period is still open till October 31st. So with that, I offer to close the public hearing, keep the comment period open until October 31st, 2022, midnight, and move for it's adoption.

CLERK SRIVASTAVA: Councilman Troiano.

COUNCILMAN TROIANO: I just want to ask -- sorry, so if e-mails that are sent to the comments thing or to us individually, we can forward to Planning and those will still count; right?

COUNCILWOMAN DALIMONTE: Yes. If they are sent to comments, comments automatically sends them to the town board and to the Planning Department. Anything, and correct me if I'm wrong, Madam Clerk, anything that was given to you this evening will also be copied and scanned and given to the Planning Department, because I did see there were photos delivered to you, I gave you the Port Washington Water District and I saw a couple of people hand things to the clerk.

CLERK SRIVASTAVA: Yes.

COUNCILWOMAN DALIMONTE: Yes. Okay, thank you for clarifying that.

(AUDIENCE PARTICIPATION.)

COUNCILWOMAN DALIMONTE: We made a motion so we have to take a vote.

CLERK SRIVASTAVA: Councilman Troiano.

COUNCILMAN TROIANO: Aye.

CLERK SRIVASTAVA: Councilman Zuckerman.

COUNCILMAN ZUCKERMAN: Aye.

CLERK SRIVASTAVA: Councilman Walsh.

COUNCILMAN WALSH: Aye.

CLERK SRIVASTAVA: Councilwoman Lurvey.

COUNCILWOMAN LURVEY: Aye.

CLERK SRIVASTAVA: Councilman Adhami.

COUNCILMAN ADHAMI: Aye.

CLERK SRIVASTAVA: Councilwoman Dalimonte.

COUNCILWOMAN DALIMONTE: Aye.

CLERK SRIVASTAVA: Supervisor DeSena.

SUPERVISOR DESENA: Aye.

CLERK SRIVASTAVA: Thank you.

COUNCILWOMAN DALIMONTE: As I Stated earlier in the evening, I have a newsletter that literally I set up and I went through it with the Planning Department and the town attorney's office. It gives you step by step instructions of what's going to happen. We probably will not be voting on this until mid-next year; correct?

CLERK SRIVASTAVA: Can we move on?

STATE OF NEW YORK)
) SS. :
COUNTY OF NASSAU)

Henry Krukowski, being duly sworn, deposes and says that on the 12th day of September, 2022, he posted the attached Notice of Hearing to collect public comment on a Draft Environmental Impact Statement prepared by SLC Development, LLC regarding the development of a 7-floor, 176-unit multiple residence on a property located at 145 West Road in Port Washington, New York and designated on the Nassau County Land and Tax Map as Section 6, Block 53, Lot 1005.A, at the following locations:

- Town Clerk Bulletin Board
- Port Washington Post Office
- Harbor View Homes Clubhouse
- West Shore Rd and Fairway Dr
- Entrance to Hempstead Harbor Beach



Henry Krukowski

Sworn to me this
12th day of September, 2022



Notary Public

DONNA R. CURCI
NOTARY PUBLIC-STATE OF NEW YORK
No. 01CU6119852
Qualified in Nassau County
My Commission Expires December 06, 2024

NEWSDAY AFFIDAVIT OF PUBLICATION

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200 PLANDOME ROAD
TOWN CLERK
MANHASSET, NY 11030-2326
STATE OF NEW YORK)

Legal Notice No. 0021745208

:SS.:
COUNTY OF ERIE)

The undersigned, being duly sworn, says that such person is a duly authorized custodian of records of Newsday LLC, the publisher of Newsday, a daily newspaper published in Melville, County of Suffolk, State of New York, and circulated in Nassau, Suffolk, and Queens Counties, and that the Legal Notice of which the annexed is a true copy, was published in the following editions/counties of said newspaper on the following dates:

Wednesday September 14, 2022 Nassau

By: *Ciara Woodin*

Print Name: Ciara Woodin

Authorized Designee of Newsday LLC, Publisher of Newsday

SWORN to before me this
14 Day of September, 2022.

Sarah Perez
Notary Public

Sarah Perez
Notary Public – State of New York
No. 01PE6397402
Qualified in Erie County
Commission Expires 09/03/2023

Ad Content

**Legal Notice # 21745208
NOTICE OF HEARING**
PLEASE TAKE NOTICE that a public hearing will be held by the Town Board of the Town of North Hempstead on September 28, 2022, at 7:00 p.m. in Town Hall, 220 Plandome Road, Manhasset, New York, to collect public comment on a Draft Environmental Impact Statement prepared by S.L.C. Development, LLC regarding the development of a 7-floor, 176-unit multiple residence on a property located at 145 West Road in Port Washington, New York and designated on the Nassau County Land and Tax Map as Section 6, Block 53, Lot 1005.A.

PLEASE TAKE FURTHER NOTICE that copies of the Draft Environmental Impact Statement may be viewed by the public at the Office of the Town Clerk, 200 Plandome Road, Manhasset, New York, between the hours of 9:00 A.M. and 4:30 P.M. and are also available on the Town's website at www.northhempsteadny.gov under the tab for the Department of Planning and Environmental Protection.

Dated: Manhasset, New York
September 1, 2022

**BY ORDER OF THE TOWN
BOARD OF THE TOWN OF
NORTH HEMPSTEAD RASINI
SRIVASTAVA TOWN CLERK**

NEWSDAY PROOF

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SUPERVISOR DESENA: Madam Clerk, will you call the agenda.

CLERK SRIVASTAVA: Item No. 2 --

SUPERVISOR DESENA: Give it one minute, Town Clerk.

CLERK SRIVASTAVA: Item No. 2, we are moving to the resolutions. A resolution accepting the receipt of --

SUPERVISOR DESENA: Excuse me, wait, wait. We have a couple more items, so you're welcome to speak in the lobby, we'll shut the door, we should be finished pretty quickly. Thank you.

CLERK SRIVASTAVA: Item No. 2, a resolution accepting the receipt of the tentative budget of the Town of North Hempstead together with the budgets of all special improvement districts and assessment rolls of the Belgrave Water Pollution Control District, the Great Neck Water Pollution Control District and the Port Washington Water Pollution Districts for the year 2023.

SUPERVISOR DESENA: I offer the resolution and move for it's adoption.

CLERK SRIVASTAVA: Councilman Troiano.

COUNCILMAN TROIANO: I just need a little bit of help, maybe we can ask the Deputy Supervisor to come to the mic, just for a second.

SUPERVISOR DESENA: This is accepting receipt of the tentative budget, so --

COUNCILMAN TROIANO: I understand, I just want to -- I'm looking for the town board budget, and I just want to make sure it's in here before I accept receipt, I want to make sure it's complete.

DEPUTY SUPERVISOR SCALERO: I'm sorry, the question?

COUNCILMAN TROIANO: Where can I find the town board budget?

DEPUTY SUPERVISOR SCALERO: Not to sound facetious, I don't know the page number off hand, it's under town board. It is in there it's under town board.

COUNCILMAN TROIANO: I think I'm getting there.

DEPUTY SUPERVISOR SCALERO: It's under the departments listing, the town board subcategory.

COUNCILMAN TROIANO: Can I just ask, how was the information that's in here, how was that information generated?

DEPUTY SUPERVISOR SCALERO: I'm not sure I know what you mean; what do you mean by "generated?"

COUNCILMAN TROIANO: Well there are values here, and I'm not sure where they --who supplied those values?

DEPUTY SUPERVISOR SCALERO: Most of those come out of the comptroller's office, most of them are the current levels.

COUNCILMAN TROIANO: My understanding is that, for example, the parks department prepared a budget.

DEPUTY SUPERVISOR SCALERO: Yes.

COUNCILMAN TROIANO: Public safety prepared a budget.

DEPUTY SUPERVISOR SCALERO: Yes.

COUNCILMAN TROIANO: Who prepared the town board budget?

DEPUTY SUPERVISOR SCALERO: We took that from the existing budget, there's no change to it.

COUNCILMAN TROIANO: You mean from last year's budget?

DEPUTY SUPERVISOR SCALERO: Yes, there was no change to it. If you're looking for, like, staffing for example?

COUNCILMAN TROIANO: I'm sorry?

DEPUTY SUPERVISOR SCALERO: You're looking for -- for example, staffing?

COUNCILMAN TROIANO: I'm really running at this point. The values are very different from a year ago, but I'm just wondering, typically, the -- I believe the parks commissioner would --

SUPERVISOR DESENA: Page 32.

COUNCILMAN TROIANO: I found it. Typically the parks commissioner would develop the budget for parks, public safety commissioner would develop the budget for public safety, and so on. The town board budget, I would have thought would be developed by the council members, and I don't think that that's the case here, so I'm just wondering who did do that?

DEPUTY SUPERVISOR SCALERO: We took that from the existing budget.

COUNCILMAN TROIANO: I'm sorry?

DEPUTY SUPERVISOR SCALERO: We used the existing budget for that, there is no town board department, per say, so there's no department submission.

COUNCILMAN TROIANO: I'm feeling very insulted by that, Joe.

DEPUTY SUPERVISOR SCALERO: No, but you get to as part of the budget process, you can amend that as you see fit, and that's what the month-long process is --

COUNCILMAN TROIANO: I do know I requested a copy -- sorry, I requested the budget package so the town board could collectively, develop a budget for the town board department, right, and that -- it wasn't forthcoming to me, so I just wanted to know how you actually generated this, and, I guess, you just took last year's numbers and extrapolated them. And we will have the chance, we as a town board, will have the chance to make amendments as you said.

DEPUTY SUPERVISOR SCALERO: You as the town board can do whatever you'd like, of course --

COUNCILMAN TROIANO: Not just that department, any other department as well.

DEPUTY SUPERVISOR SCALERO: That's your authority. But just --

COUNCILMAN TROIANO: I'm good, I'm good.

DEPUTY SUPERVISOR SCALERO: Just So if you notice, there was no decrease, no

reduction, no staffing levels changed, we took the exact current status and plugged it into this years budget. None of them have --because there are no employees in the town board department or division, whatever you want to call it, who are civil services, there is no contractual obligations for them, elsewhere in every other department you have to adjust for the contractual raises that they'll be receiving at the end of the year and throughout the year, so it's a relatively easy thing to budget for because there are no planned increases.

COUNCILMAN TROIANO: Unless we had big plans to add 20, 30 staff members.

DEPUTY SUPERVISOR SCALERO: And you have the right to do that as long as --

COUNCILMAN TROIANO: I'm just kidding, all right.

DEPUTY SUPERVISOR SCALERO: As long as you can pay for it, sure, but I really --I'm a little uncomfortable getting into the details of it tonight because --

COUNCILMAN TROIANO: I'm not asking for that, I just want to know how it was developed.

DEPUTY SUPERVISOR SCALERO: I'm not really prepared to go into a -- you want to talk about specific lines --

COUNCILMAN TROIANO: And neither am I because I've never seen any information about how the budget was prepared at all, so I'm not prepared either, which is one of the reasons why we had what might have seemed silly to some people last week when we were debating over different dates for hearings, but like you said, you're not prepared to do it tonight and I haven't seen any part of this so I'm not prepared to do it tonight either, and that's why I wanted to have more time, and I'm glad we actually -- people will see tonight that we've reached an accommodation where we pushed back the first hearing date.

DEPUTY SUPERVISOR SCALERO: And to be fair, not to sound facetious at all, but that is why the state has a budget process that all towns follow that gives you a month from the time the budget is first submitted till the time you need to adopt it -- actually, it's over a month, we'll do it before election day, hopefully, to digest that and to make changes and proposals, whatever it is. Now it's in the Board's hands.

COUNCILWOMAN LURVEY: Now the Town Board's work begins; right? We can review and we can work together to make amendments, we can meet with department heads and then submit if there are any amendments to be made.

DEPUTY SUPERVISOR SCALERO: I mean, I don't know if you got the message that I'd sent prior to this --

COUNCILMAN TROIANO: Can you speak into the mic, sir?

COUNCILWOMAN DALIMONTE: We need a new mic.

DEPUTY SUPERVISOR SCALERO: Some speaker broke this tonight, I don't know, or it just wore out, I'm not sure. But I had --it was suggested in the closing days of the budget preparation that the Board may want to be briefed on this, or in past years may have had separate discussions or briefings. I would be happy, and I sent a message through staff, I'd be happy, say next week, to sit down with the Board and go over any members and show you exactly what changes and why and whatever, I would be more than happy to do that. I think this is a very solid budget, it's a very responsible budget, I think it meets all of your -- what this Board, what I anticipate would like to see in a sound budget, but if you want to go line by line, I would be

happy to sit down with the comptroller's staff and budget director of finance director and go through it, then you may be better prepared to chew it up and do whatever you'd like it with it.

COUNCILMAN TROIANO: I, for one, would very much appreciate that and I suspect my colleagues -- many of my colleagues would as well. Okay, with that, in case anybody forgot what the reso was, I vote to accept the receipt of the tentative budget of the Town of North Hempstead and so on and so on.

SUPERVISOR DESENA: Aye.

COUNCILMAN TROIANO: Aye. I vote aye, right.

CLERK SRIVASTAVA: Councilman Zuckerman.

COUNCILMAN ZUCKERMAN: I vote aye to receive the tentative budget of the Town of North Hempstead.

CLERK SRIVASTAVA: Councilman Walsh.

COUNCILMAN WALSH: Aye.

CLERK SRIVASTAVA: Councilwoman Lurvey.

COUNCILWOMAN LURVEY: Aye.

CLERK SRIVASTAVA: Councilman Adhami.

COUNCILMAN ADHAMI: Aye.

CLERK SRIVASTAVA: Councilwoman Dalimonte.

COUNCILWOMAN DALIMONTE: Aye.

CLERK SRIVASTAVA: Supervisor DeSena.

SUPERVISOR DESENA: Aye.

CLERK SRIVASTAVA: Thank you.

Supervisor DeSena offered the following resolution and moved its adoption, which resolution was declared adopted after a poll of the members of this Board:

RESOLUTION NO. 508 - 2022

A RESOLUTION ACCEPTING THE RECEIPT OF THE TENTATIVE BUDGET OF THE TOWN OF NORTH HEMPSTEAD, TOGETHER WITH THE BUDGETS OF ALL SPECIAL IMPROVEMENT DISTRICTS AND THE ASSESSMENT ROLLS OF THE BELGRAVE WATER POLLUTION CONTROL DISTRICT, THE GREAT NECK WATER POLLUTION CONTROL DISTRICT AND THE PORT WASHINGTON WATER POLLUTION CONTROL DISTRICT FOR THE YEAR 2023.

WHEREAS, the various departments and Special Districts of the Town of North Hempstead (the "Town") have submitted tentative estimates of their budgets for the year 2023 to the Supervisor, in her capacity as Budget Officer of the Town; and

WHEREAS, the tentative budgets for the Town of North Hempstead General Fund; the Part Town Fund, the Commissioner and Town-Operated Special Improvement Districts and assessment rolls of the Belgrave Water Pollution Control District, the Great Neck Water Pollution Control District, and the Port Washington Water Pollution Control District for the year 2023 have been filed by the Supervisor with the Town Clerk; and

WHEREAS, the Town Clerk has presented the tentative budgets and assessment rolls to the Town Board in accordance with Town Law §106(3).

NOW, THEREFORE, BE IT

RESOLVED that the Town Board does hereby acknowledge receipt of the tentative budgets for the Town of North Hempstead General Fund; the Part Town Fund; the Commissioner and Town-Operated Special Improvement Districts; and the assessment rolls of the Belgrave Water Pollution Control District, the Great Neck Water Pollution Control District, and the Port Washington Water Pollution Control District for the year 2023 from the Town Clerk (the "Tentative Budget"); and be it further

RESOLVED that this Board orders that the Tentative Budget be filed in the Office of the Town Clerk.

Dated: Manhasset, New York

September 28, 2022

The vote on the foregoing resolution was recorded as follows:

Ayes: Councilperson Adhami, Councilperson Dalimonte, Councilperson Lurvey, Councilperson Troiano, Councilperson Walsh, Councilperson Zuckerman, Supervisor DeSena.

Nays: None.

cc: Town Attorney, Comptroller

CLERK SRIVASTAVA: Item No. 3, a resolution setting a date for a special meeting of the town board of the Town of North Hempstead for October 13, 2022, at 10:30 a.m.

SUPERVISOR DESENA: These next few resolutions will be setting dates for public hearings and open work sessions regarding the 2023 budget. At my inauguration in January, I vowed to return town government to a taxpayer first principle and that will be reflected not only in my 2023 budget, but in the entire process leading up to the vote on it. I've put an emphasis on transparency, openness and integrity so that our residents gain greater insight into the way things function. So with that in mind, we will be holding -- we will be not only holding two budget hearings, but also two open work sessions, one during the daytime and one during the night to invite as much public participation as possible, so our residents can truly see how the town is spending their money. Simply put, this will be the most open and transparent budget process in town history. Finally, as was established by my predecessor, although state law doesn't dictate it, I'm committing that the final budget will be voted on November 3rd, prior to election day. I want to thank our commissioners, department heads and especially director of finance and acting comptroller, Paul Woods, as he has pulled double duty serving in both roles for no extra compensation, helping shepherd the town through audit season and budget season as we are still without a comptroller. And with that, I offer the resolution and move for its adoption.

CLERK SRIVASTAVA: Councilman Troiano.

COUNCILMAN TROIANO: Is Mr. Woods here?

SUPERVISOR DESENA: No.

COUNCILMAN TROIANO: Aye.

CLERK SRIVASTAVA: Councilman Zuckerman.

COUNCILMAN ZUCKERMAN: Aye.

CLERK SRIVASTAVA: Councilman Walsh.

COUNCILMAN WALSH: Aye.

CLERK SRIVASTAVA: Councilwoman Lurvey.

COUNCILWOMAN LURVEY: Aye.

CLERK SRIVASTAVA: Councilman Adhami.

COUNCILMAN ADHAMI: Aye.

CLERK SRIVASTAVA: Councilwoman Dalimonte.

COUNCILWOMAN DALIMONTE: I just -- I want to say that I've been through the budget seasons before and they've always been transparent, under Supervisor Bosworth, and I'm glad they'll be still transparent under your leadership, but they've always been transparent in the years past. I vote aye.

CLERK SRIVASTAVA: Supervisor DeSena.

SUPERVISOR DESENA: Aye.

CLERK SRIVASTAVA: Thank you.

Supervisor DeSena offered the following resolution and moved its adoption, which resolution was declared adopted after a poll of the members of this Board:

RESOLUTION NO. 509 - 2022

A RESOLUTION SETTING A DATE FOR A SPECIAL MEETING OF THE TOWN BOARD OF THE TOWN OF NORTH HEMPSTEAD FOR OCTOBER 13, 2022 AT 10:30 A.M.

WHEREAS, the Town Board desires to set a Special Meeting of the Town Board (the "Board") to conduct a work session relating to the Town's 2023 budget and to consider any other matters that may come before the Board.

NOW, THEREFORE, BE IT

RESOLVED that a Special Meeting of the Town Board shall be held in the Town Board Room located at Town Hall, 220 Plandome Road, Manhasset, New York on October 13, 2022 at 10:30 a.m. to conduct a work session relating to the Town's 2023 budget and to consider any other matters that may come before the Board; and be it further

RESOLVED that the Town Clerk be and hereby is authorized and directed to publish a notice of such Special Meeting, which notice shall be in substantially the following form:

NOTICE OF SPECIAL MEETING

PLEASE TAKE NOTICE that a Special Meeting of the Town Board of the Town of North Hempstead will be held on October 13, 2022 at 10:30 a.m. in the Town Board Room located at Town Hall, 220 Plandome Road, Manhasset, New York, to conduct a work session relating to the Town's 2023 budget and to consider any other matters that may come before the Board.

Dated: Manhasset, New York

September 28, 2022

**BY ORDER OF THE TOWN BOARD OF
THE TOWN OF NORTH HEMPSTEAD
RAGINI SRIVASTAVA
TOWN CLERK**

Dated: Manhasset, New York

September 28, 2022

The vote on the foregoing resolution was recorded as follows:

Ayes: Councilperson Adhami, Councilperson Dalimonte, Councilperson Lurvey, Councilperson Troiano, Councilperson Walsh, Councilperson Zuckerman, Supervisor DeSena.

Nays: None.

cc: Town Attorney, Town Clerk

CLERK SRIVASTAVA: Item No. 4, a resolution setting a date for a special meeting of the town board of the Town of North Hempstead for October 20, 2022.

SUPERVISOR DESENA: I offer the resolution and move for its adoption.

CLERK SRIVASTAVA: Councilman Troiano.

COUNCILMAN TROIANO: Aye.

CLERK SRIVASTAVA: Councilman Zuckerman.

COUNCILMAN ZUCKERMAN: Aye.

CLERK SRIVASTAVA: Councilman Walsh.

COUNCILMAN WALSH: Aye.

CLERK SRIVASTAVA: Councilwoman Lurvey.

COUNCILWOMAN LURVEY: Before I vote I wanted to say I'm glad that we can come to an agreement on moving some of these dates in order to give more time to the town board, and also to the residents to review the tentative budget. In the past years that I have been here, the town board has been involved in the process of -- or at least been informed about things that were going on that were going to be put in the tentative budget, and we worked as a team to make sure that the preliminary budget was almost there with only minimal changes afterwards, so this new schedule that we worked on together gives more time to arrive on a good preliminary budget, and I vote eye.

CLERK SRIVASTAVA: Councilman Adhami.

COUNCILMAN ADHAMI: Aye.

CLERK SRIVASTAVA: Supervisor DeSena.

COUNCILWOMAN DALIMONTE: What about me?

CLERK SRIVASTAVA: Oh, Councilwoman Dalimonte.

COUNCILWOMAN DALIMONTE: Madam Clerk, thank you very much for forgetting me, I vote aye.

CLERK SRIVASTAVA: Sorry, Item No. 5

SUPERVISOR DESENA: And I vote aye, I vote aye also.

CLERK SRIVASTAVA: Yes, Supervisor DeSena.

SUPERVISOR DESENA: Aye.

Supervisor DeSena offered the following resolution and moved its adoption, which resolution was declared adopted after a poll of the members of this Board:

RESOLUTION NO. 510 - 2022

A RESOLUTION SETTING A DATE FOR A SPECIAL MEETING OF THE TOWN BOARD OF THE TOWN OF NORTH HEMPSTEAD FOR OCTOBER 20, 2022.

WHEREAS, the Town Board desires to set a Special Meeting of the Town Board (the "Board") to conduct a public hearing on the tentative budget of the Town of North Hempstead, as well as the budgets for all special improvement districts and the assessment rolls of the Belgrave Water Pollution Control District, the Great Neck Water Pollution Control District and the Port Washington Water Pollution Control District for the fiscal year beginning January 1, 2023 and to consider any other business that may come before the Board.

NOW, THEREFORE, BE IT

RESOLVED that a Special Meeting of the Town Board shall be held in the Town Board Room located at Town Hall, 220 Plandome Road, Manhasset, New York on October 20, 2022 at 7:00 p.m. to conduct a public hearing on the tentative budget of the Town of North Hempstead, as well as the budgets for all special improvement districts and the assessment rolls of the Belgrave Water Pollution Control District, the Great Neck Water Pollution Control District and the Port Washington Water Pollution Control District for the fiscal year beginning January 1, 2023 and to consider any other business that may come before the Board; and be it further

RESOLVED that the Town Clerk be and hereby is authorized and directed to publish a notice of such Special Meeting, which notice shall be in substantially the following form:

NOTICE OF SPECIAL MEETING

PLEASE TAKE NOTICE that a Special Meeting of the Town Board of the Town of North Hempstead will be held on October 20, 2022 at 7:00 p.m. in the Town Board Room located at Town Hall, 220 Plandome Road, Manhasset, New York, to conduct a public hearing on the tentative budget of the Town of North Hempstead, as well as the budgets for all special improvement districts and the assessment rolls of the Belgrave Water Pollution Control District, the Great Neck Water Pollution Control District and the Port Washington Water Pollution Control District for the fiscal year beginning January 1, 2023 and to consider any other business that may come before the Board.

Dated: Manhasset, New York

September 28, 2022

**BY ORDER OF THE TOWN BOARD OF
THE TOWN OF NORTH HEMPSTEAD
RAGINI SRIVASTAVA
TOWN CLERK**

Dated: Manhasset, New York

September 28, 2022

The vote on the foregoing resolution was recorded as follows:

Ayes: Councilperson Adhami, Councilperson Dalimonte, Councilperson Lurvey,
Councilperson Troiano, Councilperson Walsh, Councilperson Zuckerman, Supervisor
DeSena.

Nays: None.

cc: Town Attorney, Town Clerk

CLERK SRIVASTAVA: Item No. 5, a resolution setting a date for a special meeting of the town board of the Town of North Hempstead for October 25, 2022, at 6:00 p.m.

SUPERVISOR DESENA: I offer the resolution and move for its adoption.

CLERK SRIVASTAVA: Councilman Troiano.

COUNCILMAN TROIANO: Aye.

CLERK SRIVASTAVA: Councilman Zuckerman.

COUNCILMAN ZUCKERMAN: Aye.

CLERK SRIVASTAVA: Councilman Walsh.

COUNCILMAN WALSH: Aye.

CLERK SRIVASTAVA: Councilwoman Lurvey.

COUNCILWOMAN LURVEY: Aye.

CLERK SRIVASTAVA: Councilman Adhami.

COUNCILMAN ADHAMI: Aye.

CLERK SRIVASTAVA: Councilwoman Dalimonte.

COUNCILWOMAN DALIMONTE: Aye.

CLERK SRIVASTAVA: Supervisor DeSena.

SUPERVISOR DESENA: Aye.

Supervisor DeSena offered the following resolution and moved its adoption, which resolution was declared adopted after a poll of the members of this Board:

RESOLUTION NO. 511 - 2022

A RESOLUTION SETTING A DATE FOR A SPECIAL MEETING OF THE TOWN BOARD OF THE TOWN OF NORTH HEMPSTEAD FOR OCTOBER 25, 2022 AT 6:00 P.M.

WHEREAS, the Town Board desires to set a Special Meeting of the Town Board (the "Board") to conduct a work session relating to the Town's 2023 budget and to consider any other matters that may come before the Board.

NOW, THEREFORE, BE IT

RESOLVED that a Special Meeting of the Town Board shall be held in the Town Board Room located at Town Hall, 220 Plandome Road, Manhasset, New York on October 25, 2022 at 6:00 p.m. to conduct a work session relating to the Town's 2023 budget and to consider any other matters that may come before the Board; and be it further

RESOLVED that the Town Clerk be and hereby is authorized and directed to publish a notice of such Special Meeting, which notice shall be in substantially the following form:

NOTICE OF SPECIAL MEETING

PLEASE TAKE NOTICE that a Special Meeting of the Town Board of the Town of North Hempstead will be held on October 25, 2022 at 6:00 p.m. in the Town Board Room located at Town Hall, 220 Plandome Road, Manhasset, New York, to conduct a work session relating to the Town's 2023 budget and to consider any other matters that may come before the Board.

Dated: Manhasset, New York

September 28, 2022

**BY ORDER OF THE TOWN BOARD OF
THE TOWN OF NORTH HEMPSTEAD
RAGINI SRIVASTAVA
TOWN CLERK**

Dated: Manhasset, New York

September 28, 2022

The vote on the foregoing resolution was recorded as follows:

Ayes: Councilperson Adhami, Councilperson Dalimonte, Councilperson Lurvey, Councilperson Troiano, Councilperson Walsh, Councilperson Zuckerman, Supervisor DeSena.

Nays: None.

cc: Town Attorney, Town Clerk

CLERK SRIVASTAVA: Item No. 6, a resolution setting a date for a special meeting of the town board of the Town of North Hempstead for November 3rd, 2022.

SUPERVISOR DESENA: I offer the resolution and move for its adoption.

CLERK SRIVASTAVA: Councilman Troiano.

COUNCILMAN TROIANO: Aye.

CLERK SRIVASTAVA: Councilman Zuckerman.

COUNCILMAN ZUCKERMAN: Aye.

CLERK SRIVASTAVA: Councilman Walsh.

COUNCILMAN WALSH: Aye.

CLERK SRIVASTAVA: Councilwoman Lurvey.

COUNCILWOMAN LURVEY: Aye.

CLERK SRIVASTAVA: Councilman Adhami.

COUNCILMAN ADHAMI: Aye.

CLERK SRIVASTAVA: Councilwoman Dalimonte.

COUNCILWOMAN DALIMONTE: Aye.

CLERK SRIVASTAVA: Supervisor DeSena.

SUPERVISOR DESENA: Aye.

Supervisor DeSena offered the following resolution and moved its adoption, which resolution was declared adopted after a poll of the members of this Board:

RESOLUTION NO. 512 - 2022

A RESOLUTION SETTING A DATE FOR A SPECIAL MEETING OF THE TOWN BOARD OF THE TOWN OF NORTH HEMPSTEAD FOR NOVEMBER 3, 2022.

WHEREAS, the Town Board desires to set a Special Meeting of the Town Board (the "Board") to conduct a public hearing on the preliminary budget of the Town of North Hempstead, as well as the budgets for all special improvement districts and the assessment rolls of the Belgrave Water Pollution Control District, the Great Neck Water Pollution Control District and the Port Washington Water Pollution Control District for the fiscal year beginning January 1, 2023 and to consider any other business that may come before the Board.

NOW, THEREFORE, BE IT

RESOLVED that a Special Meeting of the Town Board shall be held in the Town Board Room located at Town Hall, 220 Plandome Road, Manhasset, New York on November 3, 2022 at 7:00 p.m. to conduct a public hearing on the preliminary budget of the Town of North Hempstead, as well as the budgets for all special improvement districts and the assessment rolls of the Belgrave Water Pollution Control District, the Great Neck Water Pollution Control District and the Port Washington Water Pollution Control District for the fiscal year beginning January 1, 2023 and to consider any other business that may come before the Board; and be it further

RESOLVED that the Town Clerk be and hereby is authorized and directed to publish a notice of such Special Meeting, which notice shall be in substantially the following form:

NOTICE OF SPECIAL MEETING

PLEASE TAKE NOTICE that a Special Meeting of the Town Board of the Town of North Hempstead will be held on November 3, 2022 at 7:00 p.m. in the Town Board Room located at Town Hall, 220 Plandome Road, Manhasset, New York, to conduct a public hearing on the preliminary budget of the Town of North Hempstead, as well as the budgets for all special improvement districts and the assessment rolls of the Belgrave Water Pollution Control District, the Great Neck Water Pollution Control District and the Port Washington Water Pollution Control District for the fiscal year beginning January 1, 2023 and to consider any other business that may come before the Board.

Dated: Manhasset, New York

September 28, 2022

**BY ORDER OF THE TOWN BOARD OF
THE TOWN OF NORTH HEMPSTEAD
RAGINI SRIVASTAVA
TOWN CLERK**

Dated: Manhasset, New York

September 28, 2022

The vote on the foregoing resolution was recorded as follows:

Ayes: Councilperson Adhami, Councilperson Dalimonte, Councilperson Lurvey,
Councilperson Troiano, Councilperson Walsh, Councilperson Zuckerman, Supervisor
DeSena.

Nays: None.

cc: Town Attorney, Town Clerk

CLERK SRIVASTAVA: Item No. 7 a resolution setting a date for October 20, 2022, for a public hearing on the tentative budget of the Town of North Hempstead together with the budgets of all special improvement districts and assessment roles of the Belgrave Water Pollution Control District, the Great Neck Water Control District and the Port Washington Water Pollution Control District for the year 2023.

SUPERVISOR DESENA: I offer the resolution and move for its adoption.

CLERK SRIVASTAVA: Councilman Troiano.

COUNCILMAN TROIANO: Aye.

CLERK SRIVASTAVA: Councilman Zuckerman.

COUNCILMAN ZUCKERMAN: Aye.

CLERK SRIVASTAVA: Councilman Walsh.

COUNCILMAN WALSH: Aye.

CLERK SRIVASTAVA: Councilwoman Lurvey.

COUNCILWOMAN LURVEY: Aye.

CLERK SRIVASTAVA: Councilman Adhami.

COUNCILMAN ADHAMI: Aye.

CLERK SRIVASTAVA: Councilwoman Dalimonte.

COUNCILWOMAN DALIMONTE: Aye.

CLERK SRIVASTAVA: Supervisor DeSena.

SUPERVISOR DESENA: Aye.

Supervisor DeSena offered the following resolution and moved its adoption, which resolution was declared adopted after a poll of the members of this Board:

RESOLUTION NO. 513 - 2022

A RESOLUTION SETTING A DATE OF OCTOBER 20, 2022 FOR A PUBLIC HEARING ON THE TENTATIVE BUDGET OF THE TOWN OF NORTH HEMPSTEAD, TOGETHER WITH THE BUDGETS OF ALL SPECIAL IMPROVEMENT DISTRICTS AND THE ASSESSMENT ROLLS OF THE BELGRAVE WATER POLLUTION CONTROL DISTRICT, THE GREAT NECK WATER POLLUTION CONTROL DISTRICT AND THE PORT WASHINGTON WATER POLLUTION CONTROL DISTRICT FOR THE YEAR 2023.

WHEREAS, the Town Board is anticipated to accept receipt of the tentative budgets for the Town of North Hempstead General Fund, Part Town Fund, Commissioner and Town-Operated Special Improvement Districts and assessment rolls of the Belgrave Water Pollution Control District, the Great Neck Water Pollution Control District, and the Port Washington Water Pollution Control District for the year 2023 (altogether, the "2023 Tentative Budget"); and

WHEREAS, the Town Board desires to set October 20, 2022 as the date for a public hearing on the 2023 Tentative Budget.

NOW, THEREFORE, BE IT

RESOLVED that a public hearing on the 2023 Tentative Budget shall be held before the Town Board in the Town Board Room located at Town Hall, 220 Plandome Road, Manhasset, New York on October 20, 2022 at 7:00 p.m.; and be it further

RESOLVED that the Town Clerk be and hereby is authorized and directed to publish a notice of such public hearing, which notice shall be in substantially the following form:

NOTICE OF HEARING

PLEASE TAKE NOTICE that a public hearing on the tentative budgets for the Town of North Hempstead General Fund, Part Town Fund, Commissioner and Town-Operated Special Improvement Districts and assessment rolls of the Belgrave Water Pollution Control District, the Great Neck Water Pollution Control District, and the Port Washington Water Pollution Control District for the year 2023 will be held before the Town Board on October 20, 2022 at 7:00 p.m. in the Town Board Room located at Town Hall, 220 Plandome Road, Manhasset, New York.

Dated: Manhasset, New York

September 28, 2022

**BY ORDER OF THE TOWN BOARD OF
THE TOWN OF NORTH HEMPSTEAD
RAGINI SRIVASTAVA
TOWN CLERK**

Dated: Manhasset, New York

September 28, 2022

The vote on the foregoing resolution was recorded as follows:

Ayes: Councilperson Adhami, Councilperson Dalimonte, Councilperson Lurvey,
Councilperson Troiano, Councilperson Walsh, Councilperson Zuckerman, Supervisor
DeSena.

Nays: None.

cc: Town Attorney, Town Clerk

CLERK SRIVASTAVA: Do we have a motion for --

SUPERVISOR DESENA: I move to adjourn.

CLERK SRIVASTAVA: Councilman Troiano.

COUNCILMAN TROIANO: Aye.

CLERK SRIVASTAVA: Councilman Zuckerman.

COUNCILMAN ZUCKERMAN: Aye.

CLERK SRIVASTAVA: Councilman Walsh.

COUNCILMAN WALSH: Yes.

CLERK SRIVASTAVA: Councilwoman Lurvey.

COUNCILWOMAN LURVEY: Aye.

CLERK SRIVASTAVA: Councilman Adhami.

COUNCILMAN ADHAMI: Aye.

CLERK SRIVASTAVA: Councilwoman Dalimonte.

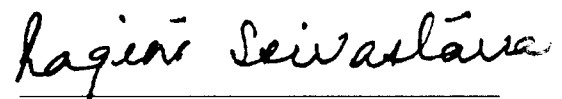
COUNCILWOMAN DALIMONTE: Before we adjourn, I want to thank each and every one of my colleagues on the Board for holding this special meeting for 145 West Shore Road. I know it was another night away from your family, and I really appreciate it and I want to say thank you, and I vote aye.

CLERK SRIVASTAVA: Supervisor DeSena.

SUPERVISOR DESENA: Aye.

CLERK SRIVASTAVA: Thank you, good night, everyone.

(At 10:59 p.m., the proceedings were concluded.)



Town Clerk

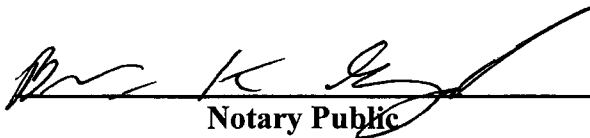
STATE OF NEW YORK)
) SS. :
COUNTY OF NASSAU)

Henry Krukowski, being duly sworn, deposes and says that on the 12th
day of September, 2022, he posted the attached Notice of Special Meeting to hold a public
hearing to consider the Draft Environmental Impact Statement for “West Shore
Residences” in conjunction with a Petition for a Change of Zone from ‘Residence-AAA’ to
‘Multiple Residence’ filed by SLC Development LLC for the premises located at 145 West
Shore Road, Port Washington and designated on the Nassau County Land and Tax Map as
Section 6, Block 53, Lot 1005.A and to consider any other business that may come before
the Board, at the following locations:

- Town Clerk Bulletin Board**
- Port Washington Post Office**
- Harbor View Homes Clubhouse**
- West Shore Rd and Fairway Dr**
- Entrance to Hempstead Harbor Beach**


_____ **Henry Krukowski**

Sworn to me this
12th day of September, 2022


_____ **Notary Public**

Brandon K Gimpelman
Notary Public, State of New York
No. 01G16371819
Qualified in Nassau County
Commission expires March 5, 2026

NEWSDAY AFFIDAVIT OF PUBLICATION

TOWN OF NORTH HEMP TOWN CLERK
200 PLANDOME ROAD
MANHASSET, NY 11030-2326

STATE OF NEW YORK)

Legal Notice No. 0021744873

:SS.:

COUNTY OF ERIE)

The undersigned, being duly sworn, says that such person is a duly authorized custodian of records of Newsday LLC, the publisher of Newsday, a daily newspaper published in Melville, County of Suffolk, State of New York, and circulated in Nassau, Suffolk, and Queens Counties, and that the Legal Notice of which the annexed is a true copy, was published in the following editions/counties of said newspaper on the following dates:

Monday September 12, 2022 Nassau

By: Ciara Woodin

Print Name: Ciara Woodin

Authorized Designee of Newsday LLC, Publisher of Newsday

SWORN to before me this

12 Day of September, 2022.

Sarah Perez
Notary Public

Sarah Perez
Notary Public - State of New York
No. 01PE6397402
Qualified in Erie County
Commission Expires 09/03/2023

Ad Content

**Legal Notice # 21744873
NOTICE OF SPECIAL
MEETING**

PLEASE TAKE NOTICE that a Special Meeting of the Town Board of the Town of North Hempstead will be held on September 28, 2022 at 7:00 p.m. in the Town Board Room located at Town Hall, 220 Plandome Road, Manhasset, New York, to hold a public hearing to consider the Draft Environmental Impact Statement for "West Shore Residences" in conjunction with a Petition for a Change of Zone from 'Residence-AAA' to 'Multiple Residence' filed by SLC Development LLC for the premises located at 145 West Shore Road, Port Washington and designated on the Nassau County Land and Tax Map as Section 6, Block 53, Lot 1005.A and to consider any other business that may come before the Board.
Datad: Manhasset, New York
September 1, 2022
**BY ORDER OF THE TOWN
BOARD OF THE TOWN OF
NORTH HEMPSTEAD RAGINI
SRIVASTAVA TOWN CLERK**

NEWSDAY PROOF

Ad Number: 0021744873

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