

EDWARD M. GRUSHKO

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August 27, 2019

Via Federal Express and
Email: willowseqr@nassaucountyny.gov

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

RE: Proposed Willow View Estates Subdivision

Dear Mr. Perrakis:

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

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

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

Material Misinformation

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

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

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

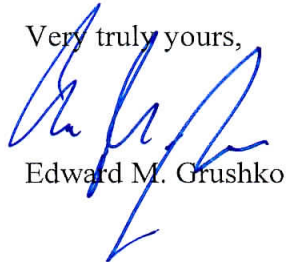
The demarcated land cannot be in both the Village of Lawrence and the Village of Woodsburgh. The submitted map does not accurately depict the subject land and cannot be relied on as giving proper notice of the proposal. Residents were not given the notice required by law.

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

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

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

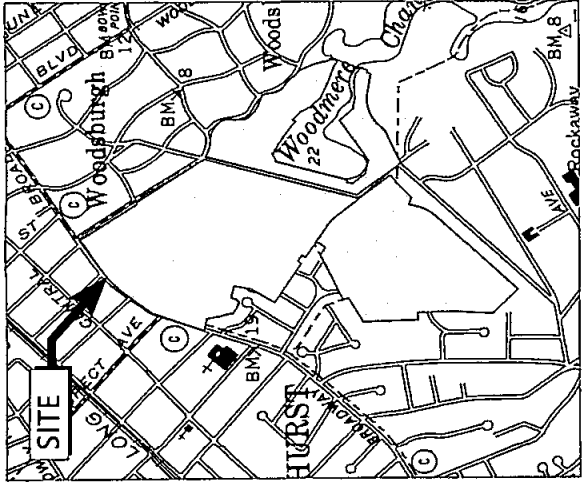
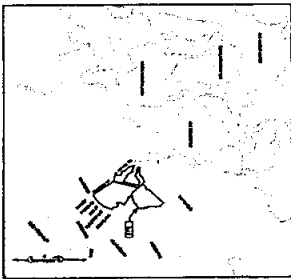
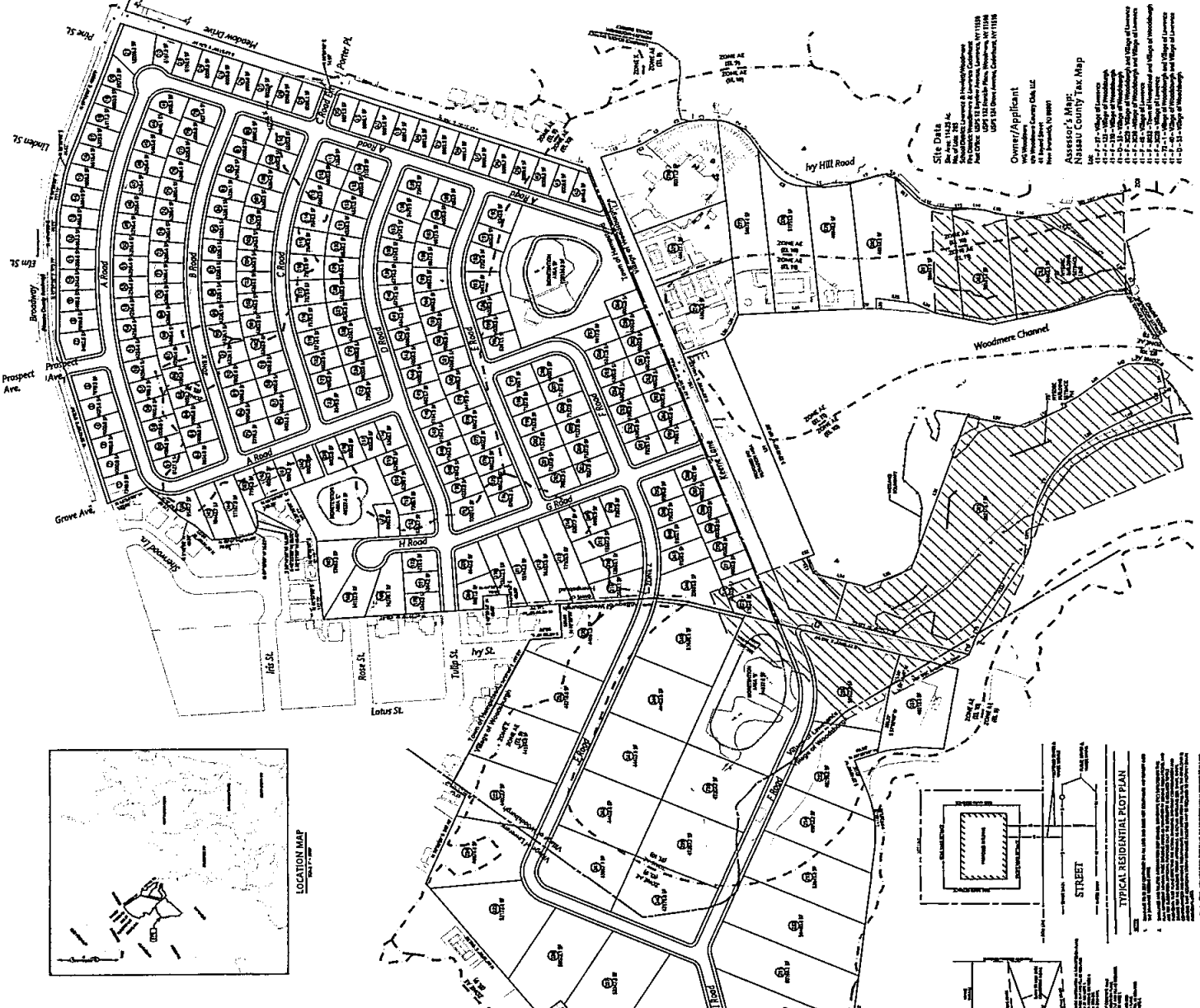
Very truly yours,



Edward M. Grushko

EMG:al

cc: Howard J. Kopel (via email: hkopel@nassaucountyny.gov)
Todd Kaminsky (via email: kaminsky@nysenate.gov)
Laura A. Gillen (via email: lgillen@tohmail.org)
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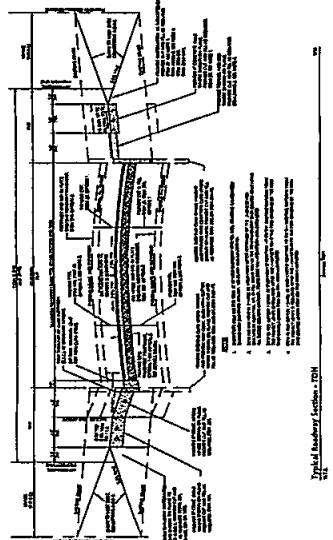
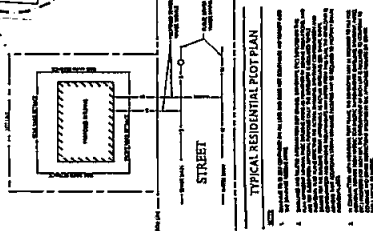


Property Lines Curve Data

Curve No.	Stationing	Radius	Chord	Angle
1	1+00.00 to 1+05.00	100.00	49.07	90.00
2	1+05.00 to 1+10.00	100.00	49.07	90.00
3	1+10.00 to 1+15.00	100.00	49.07	90.00
4	1+15.00 to 1+20.00	100.00	49.07	90.00
5	1+20.00 to 1+25.00	100.00	49.07	90.00
6	1+25.00 to 1+30.00	100.00	49.07	90.00
7	1+30.00 to 1+35.00	100.00	49.07	90.00
8	1+35.00 to 1+40.00	100.00	49.07	90.00
9	1+40.00 to 1+45.00	100.00	49.07	90.00
10	1+45.00 to 1+50.00	100.00	49.07	90.00
11	1+50.00 to 1+55.00	100.00	49.07	90.00
12	1+55.00 to 1+60.00	100.00	49.07	90.00
13	1+60.00 to 1+65.00	100.00	49.07	90.00
14	1+65.00 to 1+70.00	100.00	49.07	90.00
15	1+70.00 to 1+75.00	100.00	49.07	90.00
16	1+75.00 to 1+80.00	100.00	49.07	90.00
17	1+80.00 to 1+85.00	100.00	49.07	90.00
18	1+85.00 to 1+90.00	100.00	49.07	90.00
19	1+90.00 to 1+95.00	100.00	49.07	90.00
20	1+95.00 to 2+00.00	100.00	49.07	90.00

Property Line Data

Line No.	Stationing	Length	Bearing
1	1+00.00 to 1+05.00	49.07	S 89.97° E
2	1+05.00 to 1+10.00	49.07	S 89.97° E
3	1+10.00 to 1+15.00	49.07	S 89.97° E
4	1+15.00 to 1+20.00	49.07	S 89.97° E
5	1+20.00 to 1+25.00	49.07	S 89.97° E
6	1+25.00 to 1+30.00	49.07	S 89.97° E
7	1+30.00 to 1+35.00	49.07	S 89.97° E
8	1+35.00 to 1+40.00	49.07	S 89.97° E
9	1+40.00 to 1+45.00	49.07	S 89.97° E
10	1+45.00 to 1+50.00	49.07	S 89.97° E
11	1+50.00 to 1+55.00	49.07	S 89.97° E
12	1+55.00 to 1+60.00	49.07	S 89.97° E
13	1+60.00 to 1+65.00	49.07	S 89.97° E
14	1+65.00 to 1+70.00	49.07	S 89.97° E
15	1+70.00 to 1+75.00	49.07	S 89.97° E
16	1+75.00 to 1+80.00	49.07	S 89.97° E
17	1+80.00 to 1+85.00	49.07	S 89.97° E
18	1+85.00 to 1+90.00	49.07	S 89.97° E
19	1+90.00 to 1+95.00	49.07	S 89.97° E
20	1+95.00 to 2+00.00	49.07	S 89.97° E



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July 15, 2019

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

Dear Mr. Perrakis:

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

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

Roadways

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

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

Child Safety

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

Traffic Congestion

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

Coastal Evacuation Route

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

Water, Gas and Sewer Services

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

Side Street Access

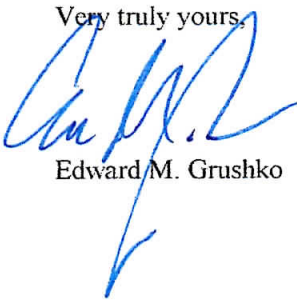
The developers have proposed opening access roads to the proposed development through private, rustic, quaint side streets. Really!?! Consider what the constant flow of traffic would mean to folks who have lived on quiet lanes and are accustomed to suburban traffic. A *cul de sac* is a street closed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

Conclusion

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

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

Very truly yours,

A handwritten signature in blue ink, appearing to read 'Ed M. Grushko', with a long, sweeping flourish extending downwards from the end of the signature.

Edward M. Grushko