

December 16, 2025

Hon. Ted Rosen
Village of Great Neck Plaza
2 Gussack Plaza
Great Neck NY 11021

Re: 15 Barstow Road / 26 Linden Place

Dear Mayor Rosen:

Thank you for your careful review of the plans for the proposed (over-)development at 26 Linden/15 Barstow. We appreciate your efforts to protect the community. I am submitting my observations on behalf of the hundreds of Co-op owners in neighboring buildings who have concerns about this project, many of whom attended earlier hearings.

While not necessarily germane to the scoping session, **the identity of the principals of the applicant remains unnecessarily opaque.** The EIS will include hundreds of representations and commitments by the developer. **The Village needs to be able to understand who will be responsible for upholding these commitments and protecting the public.**

The applicant is the current owner of the building – a building that is so neglected that it was found to be structurally unsound (discovered during but not caused by a flooding event). Furthermore, the property is an eyesore that has been allowed to deteriorate with no regard for the neighbors and the neighborhood. This is disconcerting. **The Village should have confidence in those managing this site through the completion of construction and know that they can uphold the commitments made in the EIS.**

Potentially Significant Adverse Impacts

Throughout the proposed scope there is reference to Transportation. In earlier hearings residents repeatedly mentioned pedestrian safety and parking concerns. It should be clear that **street parking and pedestrian safety need to be included and are as important as vehicular traffic** patterns and impact on the safety and character of the community.

When listing **the areas of potential significant adverse impacts the proposed scope omits environment, infrastructure, community services, and character of the existing residential neighborhood.**

Excavation and Construction-Related Impacts

Because of the extreme grade changes on the site **more attention than usual should be paid to how the site will be managed** to mitigate run off and the possibility of flooding / erosion from the site. This is especially important because the Barstow Road crossing is essential to the traffic flow on the peninsula and the precipitous drop at the southern boundary that abuts the train tracks.

Plans for **vehicles and worker access during construction are critical** as this could have significant impact during the 30+ months of construction. Inconsistent/haphazard site access could significantly impact traffic and pedestrian safety, as well as the quality of life of residential neighbors.

The **visual impact of the construction site** also needs to be addressed. How will the developer screen the worksite from the public so that neighbors do not feel that they are walking through / by a work zone over the years it takes to build the building.

There have been significant problems with rats in the area for the past few years. **Mitigation for rodents needs to be addressed.**

Aesthetics and Community Character

These issues are an essential concern of the community. The building is massive. It is effectively six stories plus when viewed from the west. It is too tall, too dense and will be an imposing presence in the community. The space to the west of the land is either open or low rise. This will be a monolithic wall towering over the area around the station. The residential properties to the north of the site are low rise brick buildings set back from the street and surrounded by greenspace – this proposed building is a severe departure from that character of this Village. And the setbacks along Barstow are minimal and don't decrease the impact on the community.

As the project lies on the edge of a mixed use district it must be evaluated in the context of how it compares to and blends into the residential character of Canterbury, Chapel and Stoner (and to less extent to the residential buildings on Grace and Barstow). **Comparisons to residential buildings in the neighborhood should be included in the EIS.**

How the prominence (not just the height) affects the character of and closes in the area around the train station should also be considered. **The height from actual grade at the western elevation to the top of any ancillary structures on the roof should be clear and the impact of this real height should be evaluated.**

The choice of facade materials and colors should also be discussed, how these materials compare to other buildings in the area should be reviewed and the impact on this rigorously evaluated.

Transportation

The developer seems to assume that the existing traffic analysis done prior to the many iterations of the plans, and without knowledge of how the commercial / retail / restaurant space will be utilized, is sufficient. This is presumptive and **any language suggesting that the existing data and analysis is all that will be necessary in the EIS should be stricken.**

The **study intersections should include Barstow / Grace and Canterbury / Grace as well as the Barstow Traffic Circle.**

The EIS should explore and **provide preliminary design suggestions for redesigning the Barstow / Linden less chaotic and dangerous.**

The impact that two driveways have on parking, traffic and pedestrian safety should be evaluated. Would one driveway have less of an impact on the public?

Similarly, the baffling choice to have a **circular driveway along Linden should be analyzed** for its impact on the community. **The impact of lack of visitor parking should be considered and evaluated as part of any analysis.**

When reviewing the impact on street parking, **those doing the analysis must ascertain whether each apartment will be assigned a space(s) as part of the lease or if there will be an extra charge for this amenity.** At 15 Bond (a similar development), spots incur an additional charge, this results in residents choosing to forgo onsite parking and instead utilizing public street parking.

There should also be discussion about **what traffic controls would be appropriate for cars exiting and entering the upper parking lot to protect pedestrians and those coming up Linden or into/out of the park district lot. The angle (change in grade) of the driveway and how it intersects the roadway at Linden/Canterbury should be analyzed** especially because the driveway turns as it exits the building.

The type of commercial/retail use that is envisioned could impact parking significantly. **The EIS should include a discussion about the impact that various uses might have and what changes might be necessary to accommodate the needs of various uses.** Analysis of how the shared parking level for residential and commercial tenants could impact traffic flow and pedestrian safety.

The EIS should also consider whether the parking entrance on Barstow has sufficient “reservoir” space in the building to ensure that cars do not back up onto or impede traffic flow on Barstow.

The parking now seemingly includes unusable spaces that block fire egress, mechanical spaces or attempt to shoehorn in spaces that no Great Neck driver will ever use. **An outside expert should provide a certification that the parking plan is realistic and workable.**

Zoning and Land Use

The Village already acknowledges that the development will require certain variances including for height.

The need for a setback along the eastern edge of the property has not been discussed and needs to be determined.

Furthermore, we believe that the **Village code does not permit underground parking to be built to the property line** as is shown on the drawings. The Village must also determine whether the proposed parking is above (or partially above) grade – such a determination may affect the scope of variances needed and the appropriateness of the developers plans. It is also unclear how this parking affects the setback calculations.

We previously raised the issue that the proposed building is a dense residential building with a token amount of commercial space. This workaround undermines the Village's zoning and contradict the long-term planning of the Village. **The EIS should include a survey of existing mixed use buildings, including the square footage associated with each use to help evaluate the appropriateness of this proportion of residential / commercial.**

Extent and quality of information Needed to Adequately Address Potentially Significant Adverse Impacts.

At previous hearings, the public repeatedly raised the impact that these units, along with other proposed developments in neighboring Villages, would have on local resources such as schools. Some discussion of this should be included.

Initial Identification of Mitigation Measures

Because of the extreme grade changes at the site, extra attention needs to be paid to avoid flooding and erosion at the site. Storm water management is extremely important both during and after construction.

Reasonable Alternatives

Another alternative other than “do nothing” is to build a smaller mixed use building or a series of interconnected, or terraced buildings that follow the topography of the site.

Information to be Included in the Appendices

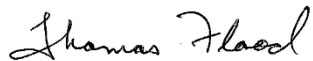
We have objected to the “rosy” picture that the limited photographs of the area have presented. Because the site is located at a complicated crossroads of the community, the area photographs should be representative of the diverse area surrounding the site. It should

include pictures of the existing residential / mixed use buildings in the area – buildings that overwhelmingly and drastically differ from the one proposed by the Developer.

I appreciate the chance to comment on the proposed scope and hope that our comments and suggestions are appropriate and helpful. I believe that the EIS once completed with help all of us understand the developers' plans and the impact this will have on area residents who live in the neighboring buildings that we manage.

Thank you for your attention to this matter.

Sincerely,

A handwritten signature in cursive script that reads "Thomas Flood".

Thomas Flood
Richland Management Company