May 22, 2024

State Environmental Quality Review
NEGATIVE DECLARATION
Notice of Determination of Non-Significance

This Negative Declaration has been prepared pursuant to the requirements of Article 8 of the Environmental Conservation Law establishing the State Environmental Quality Review Act (SEQRA) and its regulations as set forth in 6NYCRR Part 617.

The Port Washington Police District (District), as lead agency, is hereby issuing this Negative Declaration for the project known as Port Washington Police District New Police Headquarters (Proposed Action). The Proposed Action is an Unlisted action as that term is defined in SEQRA.

Proposed Action:	Port Washington Police District New Police Headquarters
Lead Agency:	Port Washington Police District
Proposed Action Site:	128 Main Street, 10 Mackey Avenue & 97, 99, 101, 103 & 105 Webster Avenue, Port Washington, NY, 11050 NCTM: Section 5 Block 38 Lots 8, 408-412 & 416-418
SEQRA Status:	Unlisted, Coordinated Review

Project Description

The project includes the construction of a new police headquarters for the Port Washington Police District (Proposed Action) on the nine (9) adjoining tax lots listed above, comprising of 1.45 acres (Proposed Action Site or Site). The proposed building is a two-story facility, not expected to exceed 30,000 SF (currently estimated to be approximately 26,000 SF in size), which will house the police headquarters. The new police headquarters will feature a mix of functions for day-to-day operations of the Port Washington Police District, including administrative spaces, storage space, mechanical support spaces, and spaces for public use. The building will include a community room for public gatherings, meetings, and events. Additional site work associated with the Proposed Action includes the following: construction of parking lot; construction of new concrete walkways; new landscaping; installation of a new emergency generator; and installation of new drainage infrastructure to manage stormwater runoff. The Site has the following utilities available: electric, lighting, gas, water, and sanitary sewer. The proposed building will connect to the existing utilities serving the Site. The project will be constructed in 2 phases, with 2-4 months for demolition and approximately 24 months for the construction of the building. Demolition activities are anticipated to start in 2024 and construction in approximately March 2025, with approximately 1.45 acres physically disturbed during construction.

Permits, Approvals and Coordination

The Proposed Action is subject to review and/or approval by involved and interested agencies as shown below.

Agency/ Department	Potential Permit/Approval/ Coordination	Estimated Application Date
Port Washington Water District	Availability Letter	November 2024
Port Washington Water Pollution Control District	Permit to Connect and/or Discharge	November 2024
Town of North Hempstead Highway Department	Road Opening Permit	Spring 2025
Town of North Hempstead Building Department	Building Permit	February 2025
Nassau County Fire Marshal's Office	Project Review/Fire Code Compliance	February 2025
Nassau County Department of Health	Backflow Prevention	Spring 2025
Public Service Enterprise Group Long Island (PSEG LI)	Availability Letter	November 2024
National Grid	Availability Letter	November 2024
New York State Department of Environmental Conservation (NYSDEC)	Storm Water Pollution Prevention Plan (SWPPP)	February 2025

Reasons Supporting this Determination

Consistent with the requirements of SEQRA, a Full Environmental Assessment Form (FEAF) was completed to assess the potential environmental impacts of the Proposed Action. On April 19th, 2024, the District issued a Lead Agency declaration and directed the circulation of Part 1 of the FEAF to involved and interested agencies. Part 2 of the FEAF form has also been prepared and considered by the District.

Part 2 of the FEAF identified areas of potential environmental impact. As set forth below, the District has considered each of these identified areas of potential environmental impact, determined whether such impacts may occur, and if so, has identified and adopted measures to mitigate such impacts. In connection with its analysis of these impacts, the District also considered the following studies or additional information provided by its consultants, including but not limited to: the Building Conditions Assessment; the Existing Conditions Site Plan and Funeral Home Floor Plan Diagram; Conceptual Site Plans; the NYSDEC Environmental Assessment Form (EAF) Mapper, Environmental Resource Mapper (ERM) and DECinfo Locator Maper; the NYSDEC Environmental Remediation Database; the NYS Scenic Byways Map; the United Stated Department of Agriculture (USDA) Web Soil Survey; the United States Geological Survey (USGS) Long Island Depth to Water Viewer; Town of North Hempstead (TONH) noise and zoning regulations; the Long Island North Shore Heritage Area Management Plan; the Nassau County Land Records Viewer (LRV); the New York State (NYS) Office of Parks Recreation and Historic Preservation (OPRHP) Cultural Resource Information System (CRIS) Mapper; and the State Historic Preservation Office (SHPO) Alternatives Analysis prepared by the lead agency.

Having considered the Proposed Action and its potential impacts on the environment, and the mitigation measures incorporated into the project design as described below, the District finds that the Proposed Action will not result in any significant adverse environmental impacts that would require the preparation of a Draft Environmental Impact Statement.

Land

The Proposed Action involves construction work occurring in two phases for a total of 26-28 months. Phase 1 includes the demolition of the existing structures in 2024 and would last approximately 2-4 months. Phase 2 includes the construction of the proposed building. Construction would start approximately in March 2025 and would last approximately 24 months.

Construction activities will be limited to the existing Site and potentially a small portion within the TONH right-of way for utility connections and paving. Permit applications to authorize construction activities to occur within the right-of-way will be submitted to the TONH and work will be conducted in accordance with their requirements.

It is assumed that all excavated materials will be reused, unless deemed unsuitable from contamination. If contaminated soils are discovered, they would be removed by the contractor in accordance with state and federal regulations, as applicable.

The water table depth is approximately 70 feet, and no areas on the Proposed Action Site contain slopes of 10% or greater. Soil erosion and sediment control measures will be installed in accordance with NYSDEC Stormwater Pollution Prevention Plan (SWPPP) requirements. The SWPPP provisions will manage both construction and post-construction stormwater flows. Inspections throughout construction will be conducted in accordance with the requirements of the SWPPP. With these SWPPP protective measures in place, no significant adverse impacts to soil erosion or sedimentation are anticipated.

The Site is not located within a Coastal Erosion Hazard Area (CEHA). Additionally, there is no exposed bedrock onsite.

Considering the above, no significant adverse land impacts are anticipated.

Geological Features

The Proposed Action will not result in the modification or destruction of, or inhibit access to, any unique or unusual landforms. No rock blasting is proposed. There will be no significant adverse impacts to geologic features.

Water Resources: Surface Water, Groundwater and Flooding

Surface Water: According to the NYSDEC EAF Mapper, the Site is not proximate to regulated wetlands or waterbodies. Considering that there are no wetlands on or near the Site, no potential significant adverse impacts to surface waters are anticipated.

Groundwater: The Port Washington Water District provides the public water supply that currently serves the Site. The total anticipated water demand is estimated to be 350 gallons/day.[1] The District will submit an availability letter to the Port Washington Water District before construction of the Proposed Action. The Proposed Action will be connected to the existing utilities serving the Site through either the existing service connection if appropriate or an upgraded service connection if needed. No expansion of the water supply district, creation of a new district or service area, or construction of additional water supply wells is required to serve the Proposed Action.

The Proposed Action will be connected to the Port Washington Water Pollution Control District where generated wastewater would be conveyed and treated at the Port Washington Water Pollution Control

[1] The total anticipated water demand is an estimation as no true occupancy calculation have been completed at this time. The actual water demand will be confirmed during the final design.

District WWTP (located at 70 Harbor Drive, Port Washington, NY). The total anticipated liquid waste demand is estimated to be 350 gallons/day.[2] The District will apply for a permit to connect and/or discharge from the Port Washington Water Pollution Control District before construction of the Proposed Action. All proposed discharges will be in accordance with their permit conditions and thresholds. No potential significant adverse impacts to the wastewater system are anticipated.

No bulk storage of petroleum products with a combined capacity of over 1,100 gallons or large quantities of chemical products will be present onsite. Additionally, the Proposed Action does not include the application of pesticides or herbicides.

As previously discussed, during construction, a SWPPP will be in place to manage stormwater flows and will minimize the potential for erosion and sedimentation from construction activities. Detailed design for stormwater management is not complete. However, post-construction stormwater management will be in accordance with the SWPPP and achieved through the installation of new drainage infrastructure (e.g. drywells and associated catch basins).

Considering the above, no potential significant adverse impacts to groundwater are expected.

Flooding: According to the NYSDEC EAF Mapper, no part of the Proposed Action Site is within the 100 or 500-year floodplains. No potential significant adverse impacts to flooding are anticipated.

Air

The District is seeking a level of Leadership in Energy and Environmental Design (LEED) certification for the proposed building and to provide energy efficient systems. The District is evaluating the feasibility of incorporating a microgrid for the entire building. If the project funding allows for the incorporation of the microgrid system, the building would likely be a mix of natural gas, fuel cells, and energy stored by photovoltaics to power electric heat pumps for heating and cooling systems. The building would operate using electric battery storage. Should the microgrid system go down, the building would use a natural gas-powered emergency generator for power outage events. Natural gas usage onsite would be provided through the local utility company and not onsite gas storage.

The proposed police station operations include daily traffic trips by District staff and emergency fleet. Traffic generated from the Proposed Action is not anticipated to result in a substantial net increase in daily traffic trips as discussed in the Transportation section below. As a result, mobile air quality will not be adversely impacted. The proposed police station operations will not generate or emit methane and will not result in the release of air pollutants from open-air operations or processes. The minimal air emission sources will not require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit.

Considering the incorporation of green-building design elements, the natural gas generator's intermittent and emergency use, and potential for minor increase in emissions from daily traffic trips, potential significant adverse air quality impacts are not anticipated.

Plants and Animals

According to the NYSDEC Environmental Assessment Form (EAF) Mapper, the Site does not contain any species of animal listed by the state or federal government as threatened or endangered, nor does it have any associated habitats of any threatened or endangered species. Additionally, according to the NYSDEC EAF Mapper, the Site does not contain a designated significant natural community. The Site is fully

[2] The total anticipated liquid waste generation is an estimation as no true occupancy calculation have been completed at this time. The actual liquid waste generation will be confirmed during the final design.

developed with residential and commercial properties. Therefore, there are no potential significant adverse impacts to plants and animals.

Agricultural Resources

The Proposed Action Site is not presently used for agriculture and is not located in a NYS Agricultural District. No significant adverse impacts will occur to agricultural resources.

Aesthetic Resources

There are no designated scenic vistas, designated scenic resources, historic or architectural resources or parks or open spaces in the area directly adjacent to the Proposed Action Site. As described in the FEAF Part 1, officially designated scenic or aesthetic resources within five (5) miles of the Proposed Action Site includes the Northern State Parkway and the Long Island North Shore Heritage Area. According to Google Maps, the Northern State Parkway is 4.03 miles from the Site. Considering this distance, in addition to the existing residential and commercial facilities that separate the Site from this NYS Parkway, the Proposed Action is not expected to be visible from the Parkway.

The Long Island North Shore Heritage Area Management Plan applies to a significantly large swath of Long Island covering multiple towns generally described as the North Shore from the Long Island Expressway or State Route 25 (whichever is further south), north to the Connecticut line in Nassau and Suffolk Counties, and east to Orient Point. Released in December 2006 by the Long Island North Shore Heritage Area Planning Commission, the Long Island North Shore Heritage Area Management Plan goals are to preserve, protect, and enhance the cultural, historical and natural resources which define the North Shore of Long Island and to promote responsible economic development of the area compatible within the historical and natural environment.[3] Though the Heritage Area Management Plan does not contain specific recommendations for police station facilities, the Plan endorses education as a strategy to enhance appreciation for and knowledge of Long Island and enhancing economic vitality where needed and appropriate. Upon implementation of the Proposed Action, the Site will be established as an emergency service facility that will serve the communities of Port Washington North, Baxter Estates and portions of the Town of North Hempstead. Further, as discussed below in the Historic and Archeological Resources section, the District intends to preserve the legacy of the previous owners of the existing funeral home onsite, the Knowles family, through the salvaging of building materials and memorabilia to be displayed in the headquarters and to be accessible to the public to remember and honor the Knowles family's contribution to Port Washington. In addition, the District intends to incorporate similar architectural style, characteristics, and building elements of the existing funeral home structure into the new structure to ensure that the new headquarters does not significantly alter the Main Street corner landscape and preserves the visual character of the Site. Therefore, the Proposed Action is consistent with the goals of the Long Island North Shore Heritage Area Management Plan and is not expected to cause a significant adverse impact on aesthetic resources.

The new visual elements associated with the Proposed Action will include the addition of a two-story, 26,000 SF building; an emergency generator; site lighting; a retaining wall; paved access to the new public and private parking lot area; planting privacy buffer; and police plaza with planters and benches. Parking for District staff and visitors will be located south and west of the proposed building. The proposed building will be 40 feet in height, which is compliant with the maximum building height allowed under the current zoning of the Site and surrounding properties (B-B maximum height is 40 feet and R-C maximum height is 45 feet).

[3] Long Island North Shore Heritage Area Planning Commission. Long Island North Shore Heritage Area Management Plan. December 2006. Summary of the Plan Available at: https://www.linsha.org/linsha/management-plan-summary/. Accessed May 2024.

New landscaping and a planting privacy buffer will be installed throughout the Site which will provide some screening of the Proposed Action from existing residences on Mackey and Webster Avenue. As described above, the architectural characteristics of the proposed building will be consistent with the existing building onsite that is proposed to be demolished, in addition to the surrounding commercial buildings. Considering the foregoing, the Proposed Action will not result in significant adverse visual impacts to the adjoining/nearby residencies and other properties along Main Street's commercial corridor.

Considering the distance separating the Site from the Northern State Parkway, the Proposed Action's consistency with the Long Island North Shore Heritage Area Management Plan, compliance with maximum height regulations set forth in the existing zoning, the proposed building's inclusion of architectural/visual elements that are similar to the existing funeral home onsite, and the addition of a planting privacy buffer which will provide screening of the Proposed Action from the existing residences near the Site, there are no potential significant adverse impacts to aesthetic resources.

Historic and Archaeological Resources

The auto-generated responses in the NYSDEC EAF Mapper indicated that the Proposed Action Site contains or is contiguous to a historic resource that is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the OPRHP to be eligible for listing on the State Register of Historic Places. OPRHP's CRIS Mapper was reviewed and indicated that two (2) historic buildings eligible for listing are located in the vicinity of the Site which include the Polish American House, and the Mt. Olive A.M.E. Church. However, neither structure is located on or contiguous to the Proposed Action Site, as four (4) properties separate the Proposed Action Site from the Polish American House (NCTM Section 5, Block 080, Lots 31, 32, 33, and 34) and Mt. Olive A.M.E. Church (NCTM Section 5, Block 041, Lots 420, 421, 422, and 423). These intervening properties, which have built resources and existing trees, vegetation and fencing, block views of the Proposed Action Site from these eligible buildings. Thus, significant adverse impacts to the Polish American House and the Mt. Olive A.M.E. Church are not anticipated as a result of the Proposed Action.

The CRIS Mapper further showed that Site is within the North Shore Heritage Area, an archaeologically sensitive area. Archaeologically sensitive sites are typically undeveloped. As the Site is fully developed with commercial and residential buildings and parking facilities and is located in a heavily developed suburban area, it is not anticipated that significant archaeological artifacts would remain at this location.

In March 2024, as part of the District's SEQRA review, a consultation for the Proposed Action was sent to the Division for Historic Preservation (SHPO) of the OPRHP for comments. OPRHP reviewed the submission for all nine (9) tax lots that make up the Proposed Action Site and found that the Austin F. Knowles Funeral Home and its accessory garage (hereinafter funeral home and garage) were eligible for listing in the State and National Register of Historic Places. The funeral home and garage were not listed as eligible when the consultation for the Proposed Action was sent to SHPO in March 2024. SHPO stated its opinion that the funeral home and garage are eligible as they are an example of early twentieth century Neoclassical Revival design and for their association with Austin F. Knowles, a prominent member of the local community.

On April 19, 2024, SHPO requested that an alternatives analysis be prepared for their review prior to the demolition of the funeral home and garage. SHPO did not indicate any concerns regarding impacts to the Polish American House, the Mt. Olive A.M.E. Church, or archaeological resources. The District has completed a thorough review of the existing conditions of the funeral home and garage and has taken a hard look at various alternatives and prepared an Alternatives Analysis (Attachment 1). The Alternatives Analysis considered five (5) alternatives: (1) No Development at 128 Main Street – Sell All Properties – Begin Property Search; (2) Police Facility Constructed on Other Portions of Property; (3) Adaptive Reuse of Funeral Home; (4) Proposed Action Demolition of the Existing Knowles Funeral Home and Garage with Salvage of Existing Building Elements Incorporated into the New Police Headquarters Facility; (5)

Demolition of Structures Without Salvage. These alternatives investigated alternate sites and alternate building designs.

Based on the Alternatives Analysis, the District determined that demolition of the existing funeral home and garage with salvaging building materials and memorabilia and incorporating building elements into the new police headquarters facility – is the most practical option (Alternative 4 in Attachment 1). Factors that impacted this determination included: (1) lack of alternative viable sites for a police headquarters, (2) existing site contamination that requires remediation and mitigation measures which may include an sub-slab depressurization system (SSDS), (3) the programmatic and design needs of a modern police station which limit the ability to repurpose the existing structure, (4) the high cost of repurposing the facility to meet NYS Building Code and Americans with Disabilities Act (ADA) accessibility requirements, and (5) the consequences of the necessary renovations that would dramatically alter the appearance of the original building. A full reasoned elaboration of all alternatives is provided in the Alternatives Analysis (Attachment 1).

The District took a hard look at reusing the funeral home and garage and incorporating it into the new construction (Alternative 3 in Attachment 1). After completing a Building Conditions Assessment, the District confirmed that the funeral home and garage structures are not well suited to the purpose of a police headquarters and extreme renovations would be needed to meet the required standards set by the New York State Existing and NYS Building Code for police facilities, which are classified as Risk Category IV essential facilities. There are significant accessibility and life-safety issues that would make the funeral home building unsuitable and unsafe for police officers, staff, and visitors. For example, the proximity of the funeral home and garage to the street necessitates extensive hardening of the exterior of the structures to meet Code requirements. However, the extensive fenestration on the funeral home creates practical challenges to effectively hardening the exterior of the structure as mandated.

Additionally, the environmental conditions on the Site require mitigation. Mitigating these impacts while maintaining the structure would pose an added financial hardship on the District and taxpayers. The added costs of keeping the structure compared to demolition is conservatively estimated at an additional 15-30% of design and construction fees. Additional engineering and heightened construction procedures would be necessary to remediate the Site and structures, rather than demolishing them. In addition, mitigation for the soil vapor impacts is necessary, which could require an SSDS. Retrofitting the existing structure with an SSDS would require cutting through the floor and cutting/repairing walls, ceilings, and/or rooftops, creating structural risks to the building. As such, the District has determined that it is not in the best interest of the District and taxpayers to reuse the funeral home and garage for police functions.

The District has researched, considered, and toured twelve (12) properties over the past eight (8) years in an effort to find a suitable location for a new police headquarters, even considering the option of expanding their current building. A description of these investigations is provided in Alternative 1 of the Alternatives Analysis (Attachment 1). These properties have not been pursued by the District as they are not workable due to the District's needs, the preference of the community, and/or the negative financial impact on the taxpayers. The District did purchase an adjoining residential property in 2020 but it would have only been used for more parking. However, that proposal did not receive local support and that adjoining parcel was subsequently sold by the District in 2021. If the District were to abandon the Site and resume identifying other properties for the District to purchase, it would delay the project indefinitely and compromise the functionality of an essential community service.

The bond amount for this new headquarters is $32,000,000. If the District were to abandon the project, sell these properties, and seek another location for the proposed project, the project would be delayed by many years. It is reasonable to assume that the sale of these properties, locating and purchasing of an alternative site, the development of a headquarters design for the new site, and the bonding would take at least five years to complete. The costs associated with the search for and purchase of the alternative property and the design of the new headquarters are unknown and unpredictable. Additionally, there would be added construction costs associated with the delay in the project; a conservative estimate would be a 5% increase per year in construction costs, making the bond amount for the new headquarters approximately

$40,000,000. Overall, delaying the project five (5) years would not be in the best interest of the taxpayers and the District as the bond amount would increase by approximately $8,000,000 for design and construction alone. It is in the best interest of the District and the taxpayers to demolish the existing structures and construct the new headquarters on this Site.

To minimize potential impacts associated with the demolition of the existing building, the District plans to preserve the legacy of the Knowles family by salvaging certain building materials and memorabilia that it will display in the police headquarters. These items will be located in an area accessible to the public to remember and honor the Knowles family's contribution to Port Washington. If the District were to sell this Site, there is no guarantee that the future owners would preserve the structure or honor the legacy of the Knowles family. In fact, the Knowles family expressed their intention to honor their family legacy by seeing their property developed as a new police headquarters.

To further minimize any potential impacts with the character of the surrounding neighborhood, the District intends to incorporate similar architectural style, characteristics, and building elements of the existing funeral home structure into the new structure. This will ensure that the new police headquarters honors the design elements of the original building and contributes to the Main Street corner landscape, which is characterized by a diversity of structures with eclectic architectural styles.

Overall, the District's decision to proceed with Alternative 4 will preserve and honor the Knowles family legacy in a new state-of-the-art police headquarters. The District will send the Alternatives Analysis to SHPO for their review, and work with SHPO to come to an agreement which will result in a Memorandum of Agreement (MOA) to reduce any potential adverse impacts from the demolition of the funeral home and garage. This consultation is required by the District in order to obtain its General SPDES Permit for Construction Activities (SWPPP).

In consideration of the above, any potential impacts to historic or archaeological resources have been minimized in connection with the give and take of the design review process and, as such, no significant or adverse impacts are anticipated.

Open Space and Recreation

The proposed police headquarters will not result in increased demands on open space, the loss of recreational opportunities, or a reduction of an open space resource designated in any adopted municipal open space plan. Therefore, there will be no significant adverse impacts to open space or recreational resources.

Critical Environmental Areas (CEA)

According to the NYSDEC EAF Mapper, the Site is not within the boundary of any Critical Environmental Areas (CEAs). Therefore, there are no potential significant adverse impacts to CEAs.

Transportation

Implementation of the Proposed Action would include the removal of the existing funeral home, multiple residences, and the existing police station located approximately 0.75-miles away from the Site (located at 500 Port Washington Blvd, Port Washington, NY 11050). The Proposed Action would eliminate a commercial use (estimated to be approximately 75 trips during peak hours), multiple single-family homes (negligible traffic) and would relocate traffic associated with the police station use approximately 0.75-miles from its current location. Thus, overall traffic generation within the vicinity of the Proposed Action Site would be largely unchanged and potentially reduced because the traffic generated from a commercial property, multiple residences, and a police station would be consolidated into traffic generated from one (1) police station. Therefore, given traffic associated with the commercial use and residential uses will be eliminated

and the traffic associated with the police station will simply be relocated, the Proposed Action is not anticipated to result in a substantial net increase in daily traffic trips compared to the existing conditions. As a result, transportation conditions will not be adversely impacted by the Proposed Action.

A new parking lot will be constructed onsite and will have designated parking spaces for District staff, fleet, and visitors. These parking spaces will provide an ample amount of parking for the proposed operations.

Construction work may include activities located within the TONH right-of-way, permit applications to authorize construction will be prepared by the Port Washington Police District and submitted to the TONH Department of Public Works/Highways, as applicable. All work will be conducted in accordance with their requirements.

Considering the foregoing, potential significant adverse impacts to traffic or transportation are not anticipated.

Energy

As discussed above in the Air section, the District is seeking a level of LEED certification for the proposed building and to provide energy efficient systems. The District is evaluating the feasibility of incorporating a microgrid for the entire building. If the project funding allows for the incorporation of the microgrid system, the building would likely be powered by a mix of natural gas, fuel cells, and energy stored by photovoltaics to power electric heat pumps for heating and cooling systems. The building would continue to operate using electric battery storage and should the microgrid system go down, the building would use a natural gas-powered emergency generator for outage events.

The project is still in its pre-bond phase and as such, detailed engineering plans for the electric utilities that will serve the Proposed Action have not been prepared at this time. Should funding be secured for the project, the District will coordinate with PSEG LI to confirm whether specific electrical design elements should be incorporated into the final design and submit availability letters to confirm if the current electrical capacity is adequate to accommodate the anticipated energy demand of the proposed police headquarters. Should PSEG LI require specific design elements, they will be implemented in accordance with PSEG LI's requirements.

Considering the incorporation of green-building design elements, the generator's intermittent and emergency use, and the coordination that will be initiated with PSEG to confirm if specific electrical design elements should be implemented into the final design and whether the local utility can accommodate the Proposed Action, potential significant adverse energy impacts are not anticipated.

Noise, Odor, and Light

Odor: The Proposed Action will not introduce any source of odors or result in potential significant adverse odor impacts.

Light: Specific outdoor lighting details have not been finalized. However, it is anticipated that new lighting will be located near building entrances and parking areas with the lighting being directed downward and night-sky compliant.

Noise: Heavy equipment will operate onsite during construction hours. These operations will be temporary during the construction period only and will comply with local regulations.

Noise generated by the proposed police headquarters will be primarily associated with traffic to and from the Site. As the Site is located along the Main Street commercial corridor, where commercial traffic is typical,

no increase over typical noise levels is anticipated. Police dispatch operations will occur during emergency response events and could generate additional noise in the area. Noise generated by such events would be associated with the use of emergency sirens and would be of short duration. Normal operations not involving emergency police dispatch events are not anticipated to result in an increase in noise levels.

The Proposed Action also includes the removal of the existing funeral home. Although not currently active, the Site was occupied by an active funeral use for more than 100 years (from the early 1900s to 2021). It can be assumed that noise generated from the active funeral home was at its peak during the evening hours during the work week and during the day on the weekends. Further, although it can be assumed that minor amounts of noise would be generated from the multiple residences that are located onsite, it is important to note that both noise sources from the funeral home and residences onsite would no longer be present and would not contribute to cumulative noise levels with the Proposed Action. Therefore, noise generated from the Proposed Action is not anticipated to result in a substantial net increase in noise levels compared to existing conditions.

Once the project is completed, there would be no operational noise from the existing police station at 500 Port Washington Blvd, as the Proposed Action would replace this facility. That property will be sold, and noise associated with potential future development would be evaluated under separate SEQRA associated with the potential future site plan application developed by others.

In sum, implementation of the Proposed Action would include the removal of the existing funeral home, multiple residences, and the existing police station located approximately 0.75-miles away from the Site (located at 500 Port Washington Blvd, Port Washington, NY 11050). The removal of these various structures on the Site and at a property located 0.75-miles away would be replaced with one (1) police station on the Proposed Action Site. Therefore, noise generated from a commercial property, multiple residences would be eliminated, and the existing noise associated with the existing police station would be relocated, resulting in no impacts.

Considering the above, no potential significant adverse impacts to noise, odor, and light are anticipated.

Human Health

The Proposed Action Site is located within 1,500 feet of facilities serving children, the elderly, and people with disabilities, including the Port Washington Children's Center and Port Counseling Center.

According to the NYSDEC EAF Mapper, the Proposed Action Site and/or adjoining property has been the subject of remediation for hazardous waste. However, upon further review, the NYSDEC DECinfo Locator Mapper indicates that the Site or adjoining properties have not been the subject of remediation. Nevertheless, there are three remediation sites within 2,000 ft of the Proposed Action Site, which were auto generated by the NYSDEC EAF Mapper. These remediation sites include Site Codes V00400 (also known as 130235), 130108, and 130081. Site Codes 130108 and 130081 are part of the State Superfund Program and V00400 was originally part of the Voluntary Cleanup Program but transitioned into the State Superfund Program. The sites are over 1,750 ft east of the Proposed Action Site. Further, remedial actions have been implemented at all three sites. Additionally, according to the NYSDEC Spill Incidents Database, one spill (three (3) gal. of heating oil) has occurred onsite (Spill Number 1704264). Spill Number 1704264 was closed by the NYSDEC in 2017.

An Asbestos and Hazardous Materials Sampling Survey of the funeral home and garage was conducted, and asbestos containing materials (ACM) and lead based paint (LBP) were found within the funeral home structure.

A Phase I Environmental Site Assessment (ESA) was conducted and identified two (2) Recognized Environmental Condition (RECs) and one (1) Business Environmental Risk (BER) which were investigated

in the Phase II ESA. The Phase II ESA determined that there are soil vapor impacts and elevated concentrations of the chlorinated VOC (CVOC) c12-DCE in the soil underneath the existing structure. The recommendations included in the Phase II ESA are for the design and installation of sub-slab mitigation efforts for future buildings developed on the Site and for the remediation of impacted sediments from each of the six (6) impacted USEPA underground injection control (UIC) Program structures which will require waste characterization sampling and post-excavation confirmatory soil sampling. More detail on the environmental concerns associated with the Proposed Action Site are provided in the Alternatives Analysis (Attachment 1)

A solution for the soil vapor impacts requires the use of any singular or combination of design methods which reduces, mitigates or abates the accumulation of subsurface vapors within the site building due to the presence of the elevated CVOC c12-DCE. One potential mitigation measure is a SSDS. If a SSDS was installed within the existing structure, it would require cutting through the floor and cutting/repairing walls, ceilings, and/or rooftops. While the specific system would need to be engineered, if retrofitting, the likely best solution would be a combination of epoxy and SSDS. When compared to designing an SSDS on a new structure prior to construction, an anticipated 50% increase in costs for design, labor and materials is associated with retrofitting the existing structure. Furthermore, it is unclear the full extent of the damage that could be done by the cleanup and installation of a mitigation measure like the SSDS, and it could compromise the structural integrity of the building.

Additionally, there were soil vapor impacts identified and it was recommended that impacted sediments from each of the six (6) impacted USEPA UIC-Program structures be remediated with redevelopment. Since several of the concentrations exceeded the USEPA's 20-times rule, additional waste characterization sampling and analyses will be required prior to any off-site disposal. Accordingly, there is the potential that the waste can be characterized as hazardous, and if so, it must be handled and disposed of in accordance with prevailing regulations.

Construction on the Site will implement appropriate health and safety precautions including monitoring of excavated areas for discolorations or other signs of potential contamination. Remedial activities to properly handle and dispose of suspect materials, if applicable, will be implemented.

The proposed police headquarters is being constructed to provide the Port Washington Police District with adequate space for a headquarters to perform its duties; it is a community facility and resource that provides emergency services to the surrounding community. The Proposed Action will not generate hazardous waste and the Site is not subject to any institutional controls limiting uses. It is currently anticipated that the proposed emergency generator will be powered via a natural gas utility connection and not onsite gas storage.

Considering the above, no potential significant adverse impacts are anticipated on human health as a result of the Proposed Action.

Community Plans and Community Character

Land uses adjoining the Site include commercial buildings to the north, west, and east and residential properties to the west and south. Land uses within 1,000 ft of the Site predominately include commercial and residential with transportation (Long Island Railroad) to the east of the Proposed Action Site. The Site is developed with abandoned structures including a funeral home and residences. The properties on Webster Avenue are zoned R-C (Residential). The properties on Main Street and Mackey Avenue are zoned B-B (Business). Although the Proposed Action will introduce new uses onsite compared to existing conditions, the Proposed Action will be consistent with the dimensional and use regulations of these zoning districts as the height of the police headquarters is 40 feet and R-C allows for a maximum height of 45 feet in the case of a building other than a dwelling, and B-B allows for a maximum height of 40 feet. The proposed building will be located towards the frontage of Main Street which is an active commercial corridor.

As discussed in the Aesthetic Resources section, the Proposed Action is within the Long Island North Shore Heritage Area. Although the Long Island North Shore Heritage Area Management Plan does not contain specific recommendations for police station facilities, the Plan endorses education as a strategy to enhance appreciation for and knowledge of Long Island and enhancing economic vitality where needed and appropriate. Upon implementation of the Proposed Action, the Site will be established as an emergency service facility that will serve the communities of Port Washington North, Baxter Estates and portions of the Town of North Hempstead. Further, as discussed above in the Historic and Archeological Resources section, the District intends to preserve the legacy of the previous owners of the existing funeral home onsite, the Knowles family, through the salvaging of building materials and memorabilia to be displayed in the headquarters to be accessible to the public to remember and honor the Knowles family's contribution to Port Washington. The surrounding properties on Main Street are of a diverse architectural make-up with no cohesive style. This includes modern commercial buildings, residential developments, and older brick buildings. The District intends to incorporate similar architectural style, characteristics, and building elements of the existing funeral home structure into the new structure to ensure that the new headquarters does not significantly alter the Main Street corner landscape and preserves community character. Therefore, the Proposed Action is consistent with the goals of the Long Island North Shore Heritage Area Management Plan and is not expected to cause a significant adverse impact on the existing community character.

The Proposed Action will not induce secondary development impacts such as increasing the area's population, increasing the demand for community facilities or services, or increasing the density of land use in the community. Further, the Proposed Action will not interfere with the use or enjoyment of public resources or open spaces near the Site.

Considering the factors above, the Proposed Action will not have a significant adverse impact on community plans or community character.

Construction

The project will be constructed in 2 phases, with 2-4 months for demolition and approximately 24 months for the construction of the building. Demolition activities are anticipated to start in 2024 and construction in approximately March 2025, with approximately 1.45 acres physically disturbed during construction. The schedule is anticipated to include work from 7:30 a.m. – 6:00 p.m. during the weekdays. During this time, construction activities including general site preparation, grading and installation of utilities will occur. As previously discussed, during construction, a SWPPP will be in place to manage stormwater flows and will minimize the potential for erosion and sedimentation from construction activities.

Materials to be excavated will include native sands and soils. It is assumed that all excavated materials will be reused, unless deemed unsuitable from contamination. If contaminated soils are discovered, they would be removed by the contractor in accordance with state and federal regulations, as applicable. Once the building is constructed, and drainage infrastructure is installed, excavated areas will be graded and stabilized with pavement, grass seeding, and/or landscaping.

During construction, equipment and vehicles will operate onsite and are expected to result in temporary, minor disturbances related to air quality and noise in the immediate vicinity. Vehicles and equipment will not operate on a continuous basis during any day, and the duration of these activities will be limited to the 26–28-month demolition/construction period. No rock blasting is proposed.

Construction activities, including deliveries of personnel and equipment, will result in minor increases in traffic to the Site for the 26-28-month construction period. The majority of the construction work will be confined to the commercial access points predominantly on Mackey Avenue, to alleviate any traffic issues on Main Street. Construction activities for the retaining walls will primarily be done internally of the new

fence line along Mackey Avenue. Some occasional access, of limited durations, will occur on Mackey Avenue but not daily construction traffic. Should shoulder closure be required on Mackey Avenue, a Maintenance and Protection of Traffic (MPT) plan will be implemented during construction to maintain sufficient traffic flow. Permit applications to authorize construction activities located within the TONH right-of-way will be submitted to the TONH Public Works/Highways as applicable and all work will be conducted in accordance with their requirements.

With soil erosion and sediment control measures in place, adherence to state and local regulations, and short-term air and noise disturbances to the immediately surrounding community, there are no potential significant adverse construction impacts anticipated.

Conclusion

Based on the environmental review conducted and the standards set forth in SEQRA, the Proposed Action will not result in any potential significant adverse environmental impacts. This determination is made based on the scope and magnitude of the Proposed Action, the setting of the Site, and the environmental assessment conducted.

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Attachment 1:

Alternatives Analysis

PORT WASHINGTON
POLICE DISTRICT
NEW POLICE HEADQUARTERS
ALTERNATIVES ANALYSIS REPORT

H2M Project No.
PWPD2305

MAY 2024

Prepared for:

Port Washington Police District
500 Port Washington Boulevard
Port Washington, New York 11050

Prepared by:

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ATTACHMENTS

PORT WASHINGTON POLICE DISTRICT
NEW POLICE HEADQUARTERS ALTERNATIVES ANALYSIS REPORT
H2M PROJECT NO. PWPD2305

MAY 2024

1.0 INTRODUCTION

The Port Washington Police District (District) is proposing to construct a new police headquarters at 128 Main Street and surrounding lots in Port Washington. The proposed project would involve the demolition of all existing structures on-site including the Austin F. Knowles Funeral Home, accessory garage, and several residential structures.

The proposed project is a public project to be funded by a public bond. The District is the owner of the property having completed the purchase in the fall of 2023.

In March 2024, the proposed project was submitted for evaluation to the Division for Historic Preservation (SHPO) of the Office of Parks, Recreation and Historic Preservation (OPRHP) as part of the District's SEQRA review. In its subsequent review, OPRHP found that the funeral home and garage were eligible for listing in the State and National Register of Historic Places. The SHPO Resource Evaluation is provided in Attachment A. On April 19, 2024, OPRHP issued a letter advising that a hard look be taken at alternatives to demolition; this determination letter is provided in Attachment B.

To move forward, an Alternatives Analysis exploring reasonable alternatives to avoid or reduce adverse impacts must be prepared and submitted to SHPO. The intent of this analysis is to come to an agreement with SHPO that would result in a Memorandum of Agreement (MOA) which will document the alternatives evaluated and mitigation measures to be carried out.

2.0 EXISTING CONDITIONS

The Austin F. Knowles, Inc. Funeral Home (hereinafter funeral home) is located on the south side of Main Street, between Mackey Avenue and Monroe Street, in Port Washington, New York 11050 (NCTM Section 5, Block 38, Lots 408 and 416). It is comprised of the funeral home and a detached garage (hereinafter garage). The funeral home is located on the northern and eastern sides of the Site with the garage on the eastern side of the Site in the rear of the funeral home. Additional buildings on the Site contiguous to the funeral home and garage that have been purchased by the District include 10 Mackey Avenue, 97 Webster Avenue, 99 Webster Avenue, 101 Webster Avenue, 103 Webster Avenue, and 105 Webster Avenue (NCTM: Section 5 Block 38 Lots 8, 409-412, 417, and 418).

This report will focus on the funeral home and garage as these are the structures identified by OPRHP as eligible for listing in the State and National Historic Register. The purpose of the existing conditions section is to identify the characteristics of the structures which will inform the alternatives analysis and impact the potential for adaptive reuse and salvage. The existing conditions section considers the physical and structural condition of the buildings, elements of the building which do not meet the statutory building code requirements, and environmental contamination within the structures and on the Site.

Site investigations were performed by the District's consultants, H2M architects + engineers (H2M), on February 03, 2023 (Phase I ESA Site Inspection), March 09 and 10, 2023 (Asbestos and Hazardous Materials Sampling Survey), April 05 and 06, 2023 (Phase II ESA Site Inspection), May 03, 2024 (Building Conditions Assessment - garage and funeral home exterior, basement, and first floor) and May 08, 2024 (Building Conditions Assessment - funeral home second floor and attic). The analysis and opinion(s) provided in this report are based on field measurements, visual observations, information provided by the Knowles family, Police District, and SHPO correspondence. The analysis and opinion(s) are based upon information available at the time this report is issued. In the event additional information becomes available that has bearing on the opinion(s) presented in this report, H2M reserves the right to amend or supplement the opinion(s) accordingly.

Further details of the existing conditions are provided in the Building Conditions Assessment (BCA), Attachment C. All photos referenced in the existing conditions section can be found in the BCA.

2.1 FUNERAL HOME

The funeral home is located on the northern and eastern sides of the site (see Attachment D). According to the Nassau County Land Records Viewer, the funeral home was constructed in 1930. The structure is approximately 6,385 square feet and is two (2) stories above grade with a basement and accessible attic. The height of the funeral home is approximately 28'-11" +/- to the roof.

Exterior

The exterior of the structure shows moderate to severe evidence of damage including mildew growth, moisture damage, brick dislodging, water incursion in the foundation, and significant structural damage to the chimney. Significant findings are summarized below.

The exterior walls of the funeral home consist of wood stud construction with brick veneer. The exterior façade has significant mold, mildew, and ivy growth indicating trapped moisture (photos 8, 10, 19, & 20). The gutters are overgrown with ivy and clogged; the clogged gutters and mold and mildew growth has led to retained moisture, dislodging exterior brick.

The painted wood façade elements on the North Façade (front) are chipping, exposing the wood to the elements, and the wood has begun to weather (photo 16). The exterior wall is missing a downspout causing water to drain directly onto the foundation wall (photo 15). Additionally, the internal downspout to collector

box is dislodged, allowing water to drain directly onto the brick masonry and wooden elements of the funeral home causing significant deterioration (photo 17).

The east façade facing Mackey Avenue has significant wood deterioration at the exterior door trim and is missing entire pieces of trim (photo 12). The exterior wall contains significant bulging in brick, visually observed for three (3) second floor windows and two (2) attic windows (photos 10 & 11).

The south façade (rear) contains brick masonry with visible damage, including spalling and general damage and wear (photos 1, 2, 3 & 4). The painted wood trim has visible cracking and deterioration in certain areas. To prevent wood shrinkage, caulking is required. Additionally, the exterior doors and windows have lintels that are rusted.

The chimney on the west façade is leaning inwards towards the building and is at risk of failure (photo 21). Additionally, there is visible efflorescence at the inside brick corner (photo 24) with significant water damage at the interior side of the inside corner.

The funeral home has an asphalt shingle roof with a wooden reverse gable pediment structure. The gutters are clogged and require cleaning and ivy removal. The flat roof over the rear exhibits significant ponding on the northwest corner of the roof, aligning with the deteriorated wall and ceiling of the Prep Room below (Photos 31 & 68). Additionally, there are visible efflorescence staining and watermarks on flat roof surface (photo 69).

Basement

There is significant evidence of water damage in the basement. There is visible water infiltration and moisture damage at the inside corner of the foundation wall as well as incoming conduit penetration; the plaster finish on the foundation wall exhibits large chips and cracks from the moisture (photo 87). Similarly, there is significant moisture and water staining on the interior side of the northeast foundation walls (photo 91). On the interior side of the east chimney foundation, there is significant water damage and staining; the foundation for the chimney is spalling and contains major vertical and horizontal cracking (photo 92).

The basement windows also show water damage. There is visible moisture infiltration at the sub-grade windows. The foundation wall paint finish exhibits cracking and chipping (photo 96). Additionally, the basement window wells contain overgrown shrubs and leaves, and a proper cleaning of the window wells is recommended to assess the conditions of the window frames from the exterior (photo 96).

The elevator shaft at the basement level contains significant cracks and pipe penetrations that are not sealed as required for 2-hr fire rating at shaft way (photo 93). Additionally, the shaft contains non-compliant UL rated assembly doors for a 2-hour enclosure, typical of 3 doors at the basement level. The west entrance door into the shaft way is a single wood door with a wood frame. The south entrance door into the shaft way is a double wood door with a wood frame (photos 94 & 95).

The south back room (below the office) contains steel lally columns with non-uniform spacing. The column placement and spacing suggests that additional columns were added for reconfiguration of the openings on the first floor (photo 98).

First Floor

The first floor of the funeral home includes the west chapel, sitting room, prep room, office/anteroom to the prep room, toilet room, and gender-neutral toilet room (see Attachment D). There are some life safety concerns throughout. The floor contains non-functioning pull stations (photo 26) and the multiple fire alarm devices, non-hard wired carbon monoxide detectors, can be assumed to be redundant devices as the system is non-functioning.

The office/anteroom to the prep room is located in the rear of the building on the east side. There is significant water damage to the ceiling finish, including ceiling staining, wet ceiling tiles, present puddles, and staining on the floor (photo 28). The water has also started infiltrating the wall (photo 32).

The prep room is located in the rear of the building on the west side. In this room there is significant water damage in the northwest corner for the full height of the wall and ceiling (photos 29 & 30). Additionally, the ceiling exhibits visible sagging with patching (Photo 31). There is visible ponding on the roof above the prep room and surrounding areas, which infers water infiltration issues (photo 68).

The gender-neutral lavatory located on the eastern side of the building contains visible water damage which has caused significant ceiling disintegration and damage (Photo 33 & 34).

Second Floor

The second floor of the funeral home includes the North West Chapel, South West Chapel, East Chapel, and toilet room (See Attachment D).

The window on the east side egress stair is operable, however, the interior jambs of window are exhibiting deterioration of the paint finish and wood below (photo 47). There is also moderate cracking in the plaster finish, with its origins from the window corners and requires refinishing (photo 44). The plaster wall finish is chipping and peeling from evident water infiltration and moisture into wall finish (photo 45). In the area above the stairs, the plaster wall finish is beginning to crack, bulge and bow and requires refinishing (photo 46).

The East Chapel room has visible water damage and an active leak at the ceiling, which is wet to the touch (photo 57). There are additional leaks evident at the ceiling on both sides of the chimney enclosure (photo 59). The chimney exhibits visible bowing, with subsequent damage to the baseboard trim, from the masonry movement (photo 58). Additionally, the walls below the east windows are exhibiting bowing due to the water infiltration (photo 60).

Additionally, the ceiling exhibits cracking due to the deflection of the wood framing (photo 62).

The Northwest Chapel ceiling exhibits cracking due to the deflection of the wood framing. These cracks in the ceiling run the full length and width of room (photos 63 & 64).

The Southwest Chapel ceiling exhibits cracking due to the deflection of the wood framing. These cracks in the ceiling run the full length and width of the room (photo 65). The wall finish exhibits bowing at the interior walls (photo 67).

Attic

There is significant evidence of water damage in the attic. In multiple spots, light is visible from under eaves and roof framing, indicating that the roof is not fully enclosed for protection from the elements (photos 75 & 76). There is visible rot and moisture infiltration at the roof deck surrounding the plumbing vent stack, indicating inadequate flashing (photo 79). Similarly, there is visible rot and moisture infiltration on the roof deck in the Northeast portion of the attic (photo 81) and the roof desk and gable end wall (photo 86). Additionally, there are areas of the roof deck which have been replaced. A review of the asphalt shingle roof is recommended (photo 80).

The condition of the west and east chimneys also indicates water damage and support issues. The brick masonry by the west chimney is not supported properly from below, corbelled off the exterior wall (photo 77). The west chimney is also exhibiting significant leaning from the exterior view (photo 21). The east chimney structure is corbelled off with significant cantilevered bricks with visible light coming through between the roof framing and chimney indicating that the roof is not fully enclosed for protection from the

elements (photo 78). Additionally, there is significant evidence of water infiltration, with brick efflorescence on the east chimney with an evident transfer to the surrounding wood structure (photo 78).

The wood framing above the windows on the east side also exhibit significant water damage. The visible water damage aligns with the brick bulging (photo 10) on the exterior which indicates significant water damage is likely to be found at all window framings on the east wall (photo 82).

The attic entrance features plaster walls on wood-stud wall construction. The plaster is beginning to crack and degrade, exposing the wall cavities (photo 73).

Existing Code Compliance Issues

In addition to issues of deterioration, the existing structure is non-compliant with current codes. Should the structure be repurposed, the extent of renovations required would necessitate that the building be made entirely code compliant. Areas of non-compliance are enumerated below and included in Attachment D.

General Building Conditions

The building egress do not meet the requirements of the Americans with Disabilities Act (ADA). There are four (4) existing points of entry to the structure. The front entry on the north façade is non-ADA compliant. Public entrances are required to have stairs with compliant handrails and a ramp. The ADA requires ramps be installed along accessible routes in public areas for elevation changes greater than ½" (photo 14).

The exterior emergency exit door and the east façade is non-ADA compliant. The exit is at a raised elevation and has no ramp. The ADA requires ramps be installed along accessible routes in public areas for elevation changes greater than ½" (photo 13).

Additionally, the exterior wall on the east façade facing Mackey Street is 4.4' from the property line. This creates two (2) code violations as the existing windows and doors are not protected and non-protected openings in a non-sprinklered building are not permitted (Table 705.9 BCNYS) and the wall construction is not rated, and Occupancy Group A (the current building classification) is required to be 1-hour rated (Table 602 BCNYS).

The exterior door on the south façade, which is marked as an emergency exit from the interior office, does not swing in the path of travel and has non-ADA compliant hardware and a non-compliant ramp up to the door (photo 6). The exterior double door on the south façade is in fair condition and has non-ADA compliant hardware (photo 7).

The windows throughout are single pane with aluminum storm glazing, and the windowsills are wood and have deteriorated. They are not compliant with current energy codes or with Chapter 1609.2 BCNYS 2020 requiring that in windborne debris regions, glazing in buildings shall be impact resistant or protected with an impact-resistant covering. The Site is in a hurricane-prone region as defined in ASCE/SEI 7-22 Section 26.2.

The elevator shaft enclosure (wall construction and door) are not rated. Per 2020 BCNYS shaft enclosures shall have a fire-resistance rating of not less than 2-hours where connecting four or more stories. This shaft enclosure connects 4-stories (basement, first floor, second floor and attic).

The interior stairways are not enclosed and do not exit at an exit discharge, or a public way as required by 2020 BCNYS 1023.2 (photos 38 & 41).

Basement

The handrails on the basement egress stair are not continuous, do not extend past the top and bottom risers, and are not present on each side (photo 88 & 89). Additionally, the handrails do not comply with height requirements per chapter 10 of the 2020 BCNYS (photo 89). The stairs also contain open risers and as per 2020 BCNYS 1011.5.5.3, risers shall be solid (photo 88 & 89). Furthermore, the landing at the top of the stairs is not compliant with 2020 BCNYS 1012.6.3 which requires that the landing length shall be 60 inches minimum. The approach to the door is also not ADA compliant (photo 88).

The basement stairs to the exterior do not contain handrails (photo 97). Additionally, the stairs have non-compliant riser and tread heights per 2020 BCNYS 1011.5.2. The existing poured concrete stairs have a 9.5" riser height and a 9.25" tread depth (photo 97). Furthermore, the landing at the top of the stairs is not compliant with 2020 BCNYS 1012.6.3 as the landing length shall be 60 inches minimum. The approach to the door is also not ADA compliant (photo 97).

First Floor

The toilet room is not ADA compliant or sized adequately for conversion for ADA compliance (photo 34). Additionally, the operable window opens to interior framing, which indicates possible reconstruction or additions of the existing building (photo 35).

The floor surface in the hallway from the office to the northeast room contains a non-compliant ramp with a non-compliant slope and no handrails (photo 36).

The main entrance is located in the front of the building on the north side. It is not protected with an enclosed vestibule as required by 2020 ECCNYS C402.5.7 and the doors do not contain weatherstripping for compliance with 2020 ECCNYS C402.5 – Air Leakage – Thermal Envelope (photo 37). Additionally, wall cracking is present below the wallcovering finish (Photo 40).

The main stairs are located in the front of the building. They have a non-compliant egress clear width of 2'-10 ½" (photo 38). They also contain winder treads, which are not permitted in a means of egress stairway for a commercial building (photo 38). Additionally, handrails are not present on each side, are not continuous without interruption by newel posts, and do not extend past the top and bottom risers (photo 38).

The east side egress stairs contain winder treads, which are not permitted in a means of egress stairway for a commercial building (photo 41). The stairs also have a non-compliant egress clear width of 2'-10" (photo 49). The handrails are not present on each side and are not continuous without interruption by newel posts and do not extend past the top and bottom risers (photo 49). Additionally, the handrails are non-compliant with the 2'-5" handrail height per chapter 10 of the 2020 BCNYS (photo 49).

Second Floor

In the second-floor hallway by the east side egress stair, the emergency exit sign is present but not continuously illuminated (photo 48). Additionally, in the hallway near the north anteroom the emergency exit sign is present, but not continuously illuminated. It contains a pull string cord which activates the illumination, and the exit sign is not directional (photos 52 & 53).

The second-floor gender-neutral toilet room toilet room is located across from the east side egress stair. The room is not ADA compliant or sized adequately for conversion for ADA compliance. (photos 50 & 51). Additionally, the room contains asbestos containing materials (ACM) which requires abatement (photo 50).

At the second-floor landing at top of the main stairs, the landing and doorways have non-handicap accessible clearances and non-compliant handrail extensions (photo 56).

Throughout the second flood there is non-ADA compliant door hardware (photo 61). Additionally, the building does not contain emergency egress lights, and the main source of illumination is portable lamps (photos 63 & 64).

There are multiple non-compliant features of the north anteroom including a non-compliant illuminated directional exit signage per NFPA 101 (photo 61) and a fire extinguisher which is not mounted in compliance with NFPA 10. However, if the fire extinguisher was mounted in compliance with NFPA 10, it would be non-ADA compliant for the protruding objects and it would reduce the minimum required clear width of the hallway (photo 61).

There are multiple non-compliant features of the southwest chapel including the light switches and receptacles not mounted in compliance with ADA and the fire extinguisher not mounted in compliance with NFPA 10 (photo 67).

Attic

The attic also has significant code violations and compliance issues.

Stairs: The attic stairs do not contain code compliant balustrades, guards, or adequate opening limitations that would prevent the passage of a 4" sphere (Photos 73 & 74).

Sprinkler System: The attic does not contain a fire sprinkler system. Per 2020 BCNYS Chapter 903.3.1.2.3, attics that are used for storage shall be protected by an automatic sprinkler system. Additionally, the attic is not constructed with non-combustible materials (photo 71).

Mechanical Equipment: Clear access is not provided to the mechanical equipment. Per 2020 IMC, 306.3, attics containing appliances shall be provided with an unobstructed passageway large enough to allow for the removal of the largest appliance. The existing attic passageway contains 1-step, ductwork, and dunnage (photo 70).

Insulation: The attic joists contain unmarked insulation values. Per 2020 ECCNYS C303.1.1.1 the thickness of blown-in insulation shall be written in inches on markers for every 300 square feet of attic area throughout the attic space (photo 72). Additionally, the insulation is non-compliant with ECCNYS C402.1.3 which requires R-38 for 'Attic and Other' within Climate Zone 4 (non-marine). The attic contains loose fill insulation between the 2x10 floor joints (photo 72).

Ceiling: The ceiling construction between the attic (non-conditioned space) and the second floor (conditioned space) does not contain a vapor barrier (photo 72).

Elevator: The elevator shaft way through the attic is constructed of non-rated particle board (wall construction and access door). Per 2020 BCNYS, shaft enclosures shall have a fire-resistance rating of not less than 2-hours where connecting four (4) or more stories. This shaft enclosure connects four stories (basement, first floor, second floor, and attic) (photo 83). Additionally, the elevator access door opens to the elevator shaft way with no fall protection. Per OSHA 1917.116, elevator landing openings shall be provided with doors, gates, or equivalent protection which shall be in place when the elevator is not at that landing to prevent employees from falling into the shaft (photo 84). The elevator shaft way also contains a window. Per 2020 BCNYS, shaft enclosures shall have a fire-resistance rating of not less than 2-hours. Window openings are required to have the same fire-rating as the wall assembly (photo 85). Furthermore the elevator shaft way contains non-functioning fire alarm devices and a non-compliant UL rated assembly for a 2-hour enclosure (photo 85).

2.2 FUNERAL HOME – DETACHED GARAGE

The funeral home garage is located on the eastern portion of the site (Attachment D). The date of the original construction is unknown. The garage was expanded at an unknown time with an extension on the

east elevation (hereinafter garage addition), extending the depth of the entire garage (photo 1). The structure is approximately 1,187 square feet.

The exterior walls on the garage appear to be wood stud construction with brick veneer. There are no internal cavities or visible weeps. The garage contains no interior finish, and the wood studs are exposed and have visible termite damage (photo 2). The walls of the garage addition are metal stud construction with a painted wood finish. The wood finish, including the corner trim, has deteriorated past useful life between all overhead doors. All the exterior walls are observed to have no insulation. Additionally, the gutter is missing a downspout, allowing water to drain directly onto the masonry wall.

The exterior façade contains brick and gutters which are overgrown with ivy. This overgrowth can lead to retained moisture, dislodging bricks and/or attracting insects and wildlife.

The brick on the exterior walls on the north façade contains mold, mildew, and moss growth. Since the wall does not contain a cavity, without intervention, water will penetrate and weaken the brick and cause damage to the wood structure (photo 5). The window finish is beginning to chip, which may lead to wood rot without any intervention (photo 6); the windows are not compliant with current energy code standards and Chapter 1609.2 BCNYS 2020, requiring “in windborne debris regions, glazing in buildings shall be impact resistant or protected with an impact-resistant covering.” The Site is in a hurricane-prone region as defined in ASCE/SEI.

The south façade has downspouts to grade (photo 7), with no underground storm water retention system visible or visible solutions for water percolation of soil.

On the west façade the exterior wall has an exposed CMU bump-out with no exterior finish, insulation, or moisture protection system. This contributes to high risks of water and moisture entering the building through the west side (photo 8).

The north façade has missing and damaged roof leaders in various areas and the gutters seams have deteriorated, causing building elements to rot (photo 9). The overhead door header and trim have deteriorated due to water penetration issues caused by gutters and requires replacement (photo 9); the walls between the overhead doors and the jambs at the overhead doors have deteriorated past their useful life, allowing water, moisture, air and potential animals and insects to enter the structure (photo 10). Additionally missing areas of the trim are exposing the structure to moisture and there is visible damage to the wood framing below trim boards (photo 11).

There are four (4) existing points of entry to the structure, three (3) west facing overhead doors and one (1) north facing exterior door. The southernmost overhead door track is broken, requiring repair (photo 12). The overhead doors are not original to the age of the building and require general cleaning. The exterior door is in fair condition with accessibility issues concerning the door hardware and entrance.

The garage has an asphalt shingle roof containing moss and mildew which requires removal to avoid additional damage to shingles and roof structure (photo 19). Additionally, wood rot is visible on the roof decking (photo 15). Regarding the gutters and downspouts, the gutters are clogged and require cleaning and ivy removal and the downspouts are undersized and require replacement as they are inadequate for drainage of the roof area.

The floor of the garage is slab on grade, with visible minor cracking. The garage addition does not have slab on grade but features an existing asphalt pavement driveway, enclosed by exterior walls. This is not suitable for long term parking of vehicles within the garage. Additionally, the existing floor drains are clogged (photo 16).

From observation only, the foundation in the garage is concrete and there is no foundation below the garage addition. The addition is framed and resting on a singular CMU block on asphalt concrete (photo 4).

The building height is approximately +/- 15' to the roof ridge. The overhead doors are undersized in height for use with maintenance and storage of oversized vehicles (photo 17). Additionally, the interior framing was modified to accommodate the interior bump-out, and the exterior masonry wall is not properly supported from below (photo 18).

3.0 ENVIRONMENTAL CONCERNS

Asbestos and Hazardous Materials Sampling Survey

H2M architects + engineers (H2M) conducted an asbestos, lead based paint (LBP), polychlorinated biphenyls (PCB) in sealants inspection for the funeral home and garage. From March 9, 2023, to March 10, 2023, H2M collected limited bulk samples of suspect asbestos containing materials (ACM), paint chip samples of suspect lead-based paint from painted surfaces, and samples of suspect PCBs laden sealants caulks and putty from surfaces of the windows and doors.

According to the Asbestos Hazard Emergency Response Act (AHERA), the Occupational Safety and Health Administration (OSHA) and the NYSDOL (12 NYCRR Part 56); ACM is defined as any material or product which contains greater than one percent (1%) of asbestos. ACM was found in four (4) locations in the funeral home: the basement, the first-floor side room, the 2nd floor bathroom, and the upper roof and dormer façade. The materials in the basement include the mud joint packing and pipe insulation with the approximate quantity of ACM of 120 L.F., and the HVAC tape at multiple connections had an approximate quantity of ACM of 40 S.F. In the first-floor side room, the vinyl floor tile under the blue carpet had an approximate quantity of ACM of 85 S.F. The 2nd floor bathroom thin 9"x9" floor tile and the assumed ACM mastic to thin 9"x9" had an approximate quantity of ACM of 130 S.F. On the upper roof and dormer façade, the top layer transite and the 2nd layer transite had an approximate quantity of ACM of 25 S.F.

According to the U.S. Environmental Protection Agency (USEPA), LBP is defined as paint containing equal to or more than 0.5% lead by weight in paint chip samples. LBP was found in two (2) locations in the funeral home. The 2nd floor hall door had a 7.4% lead by weight in paint chip samples and the exterior roof had a 16% lead by weight in paint chip samples.

The ACM and LBP within the funeral home structure can lead to incidental exposures due to the deterioration of the condition of the property. Since this structure is scheduled to be a working space, the wear and tear from office use compared to its originally intended use will lead to a more rapid deterioration of the finishes and can pose a workplace hazard to the new occupants. Additionally, since LBP was found on the exterior of the property, as the paint deteriorates, chips can fall into the earth surrounding it and contaminate that soil or possibly the public.

Phase I and II Environmental Site Assessment

H2M architects + engineers (H2M) also conducted a Phase I Environmental Site Assessment in February 2023 and a Phase II Environmental Site Assessment Report in May 2023.

The following two (2) Recognized Environmental Condition (RECs) and one (1) Business Environmental Risk (BER) were investigated in the Phase II ESA:

REC #1: Funeral Home

The longevity of the funeral home has the potential for the presence of subsurface contamination. This potential contamination is largely the result of the usage of formaldehyde and/or other chemicals utilized in embalming fluid, which may have been released into the ground through a sink and/or drain. Therefore, the presence of the funeral home alone can be considered a REC.

REC #2: Adjacent Gasoline and Automotive Repair Facility

Based upon H2M's environmental database records review, a Vapor Encroachment Condition (VEC) is considered likely due to the presence of the adjoining H & P Shell Service Station (current MB Port Auto Care Inc, an auto repair shop) and the current and historical site operations east of the subject property. Based upon the likely presence of a VEC, this is considered to be a REC.

BER #1: Floor Drains

The Site has drains within the basements of the on-site buildings. These drainage structures are considered to be preferential pathways for subsurface contamination, and therefore a BER.

The scope of work for the Phase II ESA was developed by H2M based upon the Phase I ESA issued on February 13, 2023. The Phase II site investigation field activities were performed on April 5 and 6, 2023 and included a geophysical survey, groundwater sampling activities (three borings between 67 and 76 feet bgs), soil vapor sampling activities (three borings to 12 feet bgs), and underground injection control (UIC) sampling activities (collection of six sediment samples within UIC structures and surface UIC discharge locations). The soil vapor sampling findings concluded that there are soil vapor impacts. The UIC structure sampling findings concluded that the Site contains elevated concentrations of Resource Conservation and Recovery Act (RCRA) metals & acetone. Key findings include:

- The UIC structure sampling findings concluded that the Site contains elevated concentrations of Resource Conservation and Recovery Act (RCRA) metals & acetone. Acetone was detected above laboratory method detection limits (MDLs) in five (5) of the six (6) samples.
- Seven (7) of the eight (8) RCRA metals were detected in one (1) or more of the six (6) sediment samples at concentrations above laboratory MDLs. Four of these metals were detected at concentrations exceeding USEPA Region 2 UIC Cleanup Objectives in one (1) or more of the samples. More specifically, all six (6) sediment samples exceeded the cleanup objective of 4 mg/kg for selenium.
- Three (3) samples exceeded the cleanup objective of 450 mg/kg for lead. Two (2) samples exceeded the cleanup objective of 0.73 for mercury.
- Sample LP-6 also exceeded the cleanup objective of 820 mg/kg for barium with a concentration of 2,510 mg/k.

Due to the presence of the elevated concentrations of the chlorinated VOC (CVOC) c12-DCE and the detections of the petroleum-related VOC toluene, at a minimum, H2M recommends that sub-slab mitigation efforts be designed and installed for future buildings developed on the Site. This may include the use of any singular or combination of design methods which reduces, mitigates, or abates the accumulation of subsurface vapors within the Site building. H2M also recommends that as part of the Site redevelopment that impacted sediments from each of the six (6) impacted USEPA UIC-Program structures be remediated. This will require waste characterization sampling and post-excavation confirmatory soil sampling.

As stated in the Phase II ESA, a solution for the soil vapor impacts requires the use of any singular or combination of design methods which reduces, mitigates, or abates the accumulation of subsurface vapors within the site building due to the presence of the elevated CVOC c12-DCE and the detections of the petroleum-related VOC toluene. One potential mitigation measure is a sub-slab depressurization system (SSDS). The existing building could be retrofitted by cutting through the floor and cutting/repairing walls, ceilings, and/or rooftops. While the specific system would need to be engineered, if retrofitting, the likely best solution would be a combination of epoxy and SSDS. When compared to designing an SSDS on a new structure prior to construction, an anticipated 50% increase in costs for design, labor and materials is associated with retrofitting the existing structure. Furthermore, it is unclear the full extent of the damage that could be done by the cleanup and installation of this system, and it could compromise the structural integrity of the building. Additionally, as stated in the Phase II ESA, there were soil vapor impacts identified and impacted sediments from each of the six (6) impacted USEPA UIC-Program structures should be remediated with redevelopment. Since several of the metal's concentrations exceeded the USEPA's 20-times rule, additional waste characterization sampling and analyses will be required prior to any off-site

disposal. There is the potential that the waste can be characterized as hazardous, and if so, it must be handled and disposed of in accordance with prevailing regulations.

4.0 ALTERNATIVE ANALYSIS

The District faces a clear outgrowth of the current police headquarters facility, which has reached the end of its useful life. Additionally, the District faces site constraints at its existing location as the current headquarters is land locked by the Nassau Knolls Cemetery (on the north and west sides) and borders single family residential developments to the south. With the growing needs of the District, the District has searched for eight years for various options to satisfy its needs and continue to serve the community safely and efficiently.

After numerous sites were reviewed , the District eventually pursued an investigation into developing the 128 Main Street site (the funeral home, garage, and six (6) contiguous individual one family residential properties) for a new state-of-the-art headquarters facility (replacing all the structures on the existing property)., In the Fall of 2023, this site was selected and purchased as it is the most suitable to satisfy the needs of the District and to accommodate the District's headquarters.

The District has undertaken preliminary and ongoing clean-up of the vacant blighted properties, with overgrowth and trash being removed. These blighted buildings have been broken into, vandalized, and occupied. There is the ongoing threat of illegal activity with these vacant structures. Additionally, the Site has deteriorated, and the inactivity can lead to rodents occupying the spaces. The District plans to install a new perimeter fence around the Site for the security and safety of the community. The Proposed Action seeks to perform preliminary site work and demolish the currently vacant, blighted homes lining the southern portion of the property as well as the funeral home and garage and construct a new police headquarters facility on the combined grounds.

In March 2023, the Police District's consultants, H2M architects + engineers, submitted a consultation with the NYS Office of Parks, Recreation, and Historic Preservation (NYS OPRHP) regarding the demolition of the existing structures on the Site and subsequent construction of the new police headquarters. NYS OPRHP performed a Resource Evaluation of these structures and has determined that the funeral home appears eligible under Criterion B and C for inclusion in the National Register. Criteria B is defined as "Associated with the lives of persons significant in our past." Criterion C is defined as "Embodies the distinctive characteristics of a type, period or method of construction; or represents the work of a master; or possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction." SHPO has requested that reasonable alternatives to demolition be explored and an alternatives analysis report be submitted through CRIS.

Regarding Criterion B, SHPO stated that the building may be significant under Criterion B

> "for its association with Austin F. Knowles in the area of commerce as the building was built for Knowles, who used it as a funeral home, serving clients throughout Long Island and New York City. According to his obituary (died 1954), he was a veteran of the Spanish American war, a member of the Port Washington Yacht Club, a director of the Port Washington Building and Loan Association, and was a member of the Town of North Hempstead Planning and Zoning Commission. He and his wife were prominent members of the local community and the building at 128 Main Street is most closely associated with his career and standing in the community."

H2M architects + engineers reviewed the "Guidelines for Evaluating and Documenting Properties Associated with Significant Persons[1]" from the U.S. Department of the Interior National Park Service. The document explains that for family seats or properties associated with a prominent family in the community

[1] U.S Department of the Interior National Park Service. Guidelines for Evaluating and Documenting Properties Associated with Significant Persons. Available at: https://www.nps.gov/subjects/nationalregister/upload/NRB32-Complete.pdf. Accessed May 2024.

"it is essential to identify the specific accomplishments of individual family members to qualify the property under Criterion B." Those accomplishments would need to have had a significant impact or influence on specific aspects of the community's history or clarify how the specific individual(s) were distinguished in a significant way from other business or civic leaders at that time in history. As the document states,

> "Many, many people have held positions of alderman, mayor, school trustee, bank president, union leader, hospital board member, business founder, and the like over the course of an average community's history. Some of them undoubtedly played important roles in the town's development, but it is unlikely that they all could be considered truly significant by having had a major individual impact or influence on the life of the community… It is not enough to show that an individual has acquired wealth, run a successful business, or held public office, unless any of these accomplishments, or their number or combination, is a significant achievement in the community in comparison with the activities and accomplishments of others."

It is evident that Austin F. Knowles and the Knowles family were prominent members of the Port Washington Community and ran a successful and meaningful business for multiple generations. However, through our research and discussions with the Knowles family and examination of Austin F. Knowles obituaries in Newsday and the New York Times (Attachment E), we have found nothing to indicate a higher level of significance that would satisfy Criterion B. Austin F. Knowles and the family members contributed to the Port Washington Community and were prominent members through their service and business but would not "be considered truly significant by having had a major individual impact or influence on the life of the community." Additionally, a letter from Blake Holman, grandson of Martha Knowles, explains how the family sold the properties to the District with the intent of them being used to construct a new police headquarters. He notes that at no time has the family intended or been interested in the funeral home being designated as a historic landmark and they would like to honor the Knowles family legacy with the construction of a police headquarters on the Site (See Attachment F).

The alternatives discussed in this report are as follows:

1. No Development at 128 Main Street - Sell All Properties – Begin Property Search
2. Police Facility Constructed on Other Portions of Property
3. Adaptive Reuse of Funeral Home
4. Proposed Action Demolition of the Existing Knowles Funeral Home and Garage with Salvage of Existing Building Elements Incorporated into the New Police Headquarters Facility
5. Demolition Of Structures Without Salvage

4.1 ALTERNATIVE 1: NO DEVELOPMENT AT 128 MAIN STREET- SELL ALL PROPERTIES – BEGIN PROPERTY SEARCH

This alternative considers the District not constructing the headquarters at 128 Main Street and the sale of all contiguous properties owned by the District purchased with the intention of servings as the police headquarters; this is a total of 9 lots; 5 residences on individual residential lots, 1 residence on two (2) lots (combined), and 1 commercial property on two (2) lots (combined), see Attachment D. After the sale of these properties, the District would begin a new search for a site that is suitable for a new headquarters for the District.

Importantly, the District has already undertaken an extensive years-long search for potential properties and evaluated numerous options for an improved headquarters. The search for a new police headquarters arose out of the growing needs of the District.

The existing headquarters facility is located at 500 Port Washington Blvd, Port Washington, NY. The headquarters was originally built in 1958 to accommodate 35 officers and staff. Since 1958, the facility has undergone numerous outbuildings to satisfy space needs. A third-party study was completed in the 1990s and determined that a new facility was needed to maintain the necessary functions of the District.

Subsequently, the District endeavored to investigate new locations/identify other land within the district to relocate the headquarters.

One of the options considered included an examination of expansion possibilities at the existing headquarters location. In 2020, an opportunity arose for the District to partially alleviate the landlocked 500 Port Washington Blvd site, as well as resolve the undesirable and unsafe single ingress/egress point to a main thoroughfare with the purchase of a residential property contiguous with the Police property (4 Derby Road). The District then developed concept plans for a new headquarters facility on the existing site and presented those to the community. The overwhelming consensus within the community was strong opposition to the District's conceptual build out of the existing property and contiguous lot. Due to local opposition, these District determined that the existing site was not viable for the new headquarters, and the 4 Derby Road lot was subsequently sold off in 2021. Following this decision, the District began investigating new locations to move the headquarters.

As set forth below, the District has investigated and analyzed many sites, to the degree appropriate, for consideration as a potential headquarters location. All other alternatives either lacked community support or were not feasible for a police headquarters because they did not satisfy one or more of the District's needs with respect to a new headquarters.

When considering various properties for the new headquarters the District considered the following criteria:

- The size of the property. The property needs to be large enough to house a police headquarters, approximately 26,000 sq. feet. Additionally, some of the properties the District toured and considered were too large for the District and would require the District to bring in another tenant. The size and purchase/construction price would not have been in the taxpayer's best interest.
- The location of the property. The District's headquarters must be located in a centralized area to efficiently serve the communities of Port Washington North, Baxter Estates and portions of the Town of North Hempstead. If the headquarters were to be in the outskirts of this area, the police would not be able to serve these communities safely.
- The amount of parking. The District needs a property with a sufficient amount of parking or space to provide adequate parking for police officers, staff, and visitors as well as the police fleet.
- The ingress and egress location. Ingress and egress were a factor the District considered to ensure a fast response time to emergencies and to avoid being blocked during heavy traffic.
- The impact on neighboring properties. The District desires a property that would not negatively impact neighboring properties. The District does not want to be surrounded by residential properties without a buffer or adjacent to a park or school.
- Consistency of the headquarters with community character. The District wanted to avoid a building of this size in a space where it would overpower the community. The District considered contextualism with their search and wanted the headquarters on a main street and not in the middle of a residential neighborhood.

Only the most recent sites are included in this analysis as having time sensitive relevance.

The properties the District considered in the past eight years along with a narrative of their potential viability, passed on or not pursued, are listed below:

1) 101 Channel Drive and an additional vacant lot on Channel Drive

   The District toured this property in 2017 and determined the site was too large to be suitable for the District. The size of the property would require the District to bring in another tenant such as the Fire Department, and the size and purchase/construction price would not have been in the taxpayer's best interest. The property was sold to Grumman to serve as a movie studio.

2) 382 Channel Drive

The District considered this property in 2017 and determined the site was too large to be suitable for the District. The size of the property would require the District to bring in another tenant such as the Fire Department, and the size and purchase/construction price would not have been in the taxpayer's best interest. The property has since been razed and a movie studio was built.

3) 81/83 Harbor Road

The District investigated this 90,000 sf building for the new police headquarters in 2021; however, the property was too big for the District's needs. The size of the property would require the District to bring in another tenant such as the Fire Department, and the size and purchase/construction price would not have been in the taxpayers' best interests. Additionally, the existing building would not suit the needs of a police headquarters and would need to be demolished and a new building constructed. The property is still owned by the original owner.

4) 1100 Port Washington Boulevard

The District discussed the property in 2021. This property would have been used as a satellite office; however, it was determined that police department functions in two separate remote locations was not conducive to efficient function of the department and there was no space for police vehicle parking. The property was sold in 2021 and is now used as an antique car storage facility.

5) 44 S Bayles Avenue

The District considered this property in 2021. The property was occupied, and the District would have had to buy out the leases. The property would have also required extensive renovation to be usable by the District as the building is elevated above the parking area; a ground level would need to be added eliminating many parking spaces. Additionally, the building is elevated to the point of requiring ADA accessibility ramps and the back half of the buildings is a different elevation.

6) 85 Harbor Road (old AC Delco)

The District toured this 100,000 sf building and determined it was too large for the headquarters. The size of the property would require the District to bring in another tenant such as the Fire Department, and the size and purchase/construction price would not have been in the taxpayers' best interests. Additionally, the building had structural issues and would require extensive renovation.

7) 26 Harbor Park Drive

The District toured this facility in 2019. The property was determined to not be a viable location for police functions, as the access drive is in an industrial park. Additionally, the building was too large and would require the District to bring in another tenant such as the Fire Department, and the size and purchase/construction price would not have been in the taxpayer's best interest. The property is currently under renovation by the owners to eventually lease.

8) Covent at St. Peters (1327 Port Washington Blvd)

The District considered this property and held a discussion with the Monsignor in 2021; however, the District would not have had access to the parking lot on Sundays, which could not accommodate the District's daily operations. Additionally, there were some concerns regarding Sunday congestion.

9) Parking at the end of Neulist Avenue, (next to 51)

The District was offered this undeveloped piece of land by the Sanitation District in return for the use of the District's meeting room space. This property had considerable pushback from residents and would have been a costly expense to develop the property for parking as that is the only possible use.

10) 4 Derby Road

The District began investigating this property in 2018 and purchased it in 2020. The intention was for the site to be razed and used only for parking. The parking spaces created would not have been enough parking for the square footage of the new building at 500 Port Washington Boulevard, however, there was widespread community objection to the proposed expansion of the existing station and the development plans were abandoned. The property was sold by the District in 2021.

11) Uncle Giuseppe's Marketplace (364 Port Washington Boulevard)

The District discussed this property in 2018. Uncle Giuseppe's Marketplace did not wish to sell the property as they were planning renovation. The property is still owned by Uncle Giuseppe's Marketplace.

12) Fire Department Building (423 Port Washington Boulevard)

This property is owned by the Port Washington Fire Department and used for their operations. Discussions were held with the Fire Department regarding this property; however, the Fire Department ultimately deemed the property necessary for its operations.

These properties, as well as others considered in the past, have not been pursued by the District as they are not viable due to the District's needs and the impact on the taxpayers.

After an exhaustive search and the consideration and elimination of many alternative sites, in 2023 the District identified the subject properties as an ideal location for a new headquarters. The Knowles family was eager to see their property holdings in Port Washington developed as the new police headquarters, continuing their family's longstanding commitment to the community (Attachment F).

As the District has purchased the properties, Alternative 1 would require that the district sell all properties. The existing funeral home and garage are commercial property and therefore would be marketed to a commercial buyer or developer as it fronts Main Street. The remaining District owned lots would also be marketed for sale to buyers or developers for their desired usage. The inclusion of the funeral home structures as an adaptive reuse would be analyzed and vetted by others; however, it is anticipated that the purchaser of the funeral home property would demolish the structure without salvaging any memorabilia or building materials from the funeral home due to the environmental concerns, code constraints of the existing structures, and costs associated with preservation.

The bond amount for this new headquarters is $32,000,000. If the District were to abandon the project, sell these properties, and seek another location for the proposed project, the project would be delayed by many years. It is reasonable to assume that the sale of these properties, location and purchase of an alternative site, the development of a headquarters design for the new site, and the bonding would take at least five years to complete. The costs associated with the search for and purchase of the alternative property and the design of the new headquarters are unknown and unpredictable. Additionally, there would be added construction costs associated with the delay in the project; a conservative estimate would be a 5% increase per year in construction costs, making the bond amount for the new headquarters approximately $40,000,000. Overall, delaying the project five (5) years would not be in the best interest of the taxpayers and the District as the bond amount would increase by approximately $8,000,000 for design and construction alone.

This Alternative 1 is not viable to pursue.

4.2 ALTERNATIVE 2: POLICE FACILITY CONSTRUCTED ON OTHER PORTIONS OF PROPERTY

Alternative 2 contemplates maintaining the existing funeral home and garage structures and constructing a new police headquarters facility on other portions of the contiguous properties owned by the Port Washington Police District.

When considering locating the new police facility on other portions of the site, it must be understood that the other portions of the Site (lots 8 and 409-12) are residentially zoned, while the portion of the Site occupied by the funeral home and garage are commercially zoned (lots 408 and 416-418). If the funeral home and garage were to remain on the Site, the District would construct the headquarters on the southern portion of the Site on the residentially zoned properties; this would require a change in the zoning classification of the Site. By pursuing Alternative 2, the District would require approval from the Town Zoning Board and the construction of the headquarters on the residential zoned properties could create a significant adverse effect on the neighbors and the local community.

In addition, maintaining the existing funeral home and garage renders the remaining portions of the property unusable to District. The required police program necessitates a building with a sizable footprint to accommodate today's standards for a police facility, the District's programmatic requirements and community space within the building. This footprint needs to be strategically located to ensure proper vehicular access for the police to safely function and operate daily as well as during emergency events. The existing funeral home and garage structures occupy the main corner of the Site: this includes 198.36' (100% frontage) along Main Street and 150.85' (of the 246.85', 61% frontage) along Mackey Avenue, a local street through a residential district. The funeral home currently occupies 35% of the Main Street frontage. If the funeral home were to remain intact, and the frontage on the corner of Main Street unavailable for the new headquarters, the District would be unable to provide sufficient space for vehicular traffic into a secured lot for the police fleet, staff, and visitor parking; it would be expected that some police fleet, staff, or visitors would park their vehicles on Main Street or adjacent residential blocks. Additionally, if portions of the south side of the property were to be used for the main entrance and vehicular access, it would create a significant adverse effect for the neighboring residents. The south end of the site is along Mackey Avenue and would bring undesirable daily police vehicular circulation into a quiet neighborhood and a residential street where pedestrians may be present.

Furthermore, there are topographic grade changes on the portions of the site outside the corner of Main Street and Mackey Avenue. The rear residential portions of the overall property are at a lower elevation (by approximately 13 to 14 feet) than the corner of Main Street and Mackey Avenue, exacerbated by the continual rise of Mackey Avenue (approximately 7 feet) as it heads to the south from the corner of Main Street. It would not be economically feasible to regrade the entire rear yard with an accessible roadways system due to the extreme costs associated with regrading and would place an undue hardship for the Police District and the local taxpayers. Additionally, regrading the site would would result in a significant loss of parking space which the District is in dire need of, as the additional space would be required in order to achieve code compliant slopes for drive aisles and ADA accessible walkways. In affect, large amounts of land would need to be used for achieving site access and could not be utilized for programmatic space or parking. It is essential for the police headquarters to have a site that accommodates functional vehicular circulation, accessibility, and pedestrian circulation, and also allows for the safe movement of detainees into the building out of the public view.

Maintaining the existing funeral home and garage also poses a safety risk. By locating a new police headquarters facility on other portions of the site, the maintenance and liability of the existing funeral home and its garage will create a significant burden on the District and the local taxpayers. Due to the visible deterioration of both the interior and exterior of the building, the building will pose a life safety issue for pedestrians along the commercially active Main Street and can attract derelict behavior as an abandoned structure.

Overall, maintaining the existing funeral home and garage would adversely affect the usability of the site by minimizing site efficiency and thus would be a detrimental cost to District and subsequently to the taxpayers as the District would own and maintain the funeral home and garage without any return or value.

This Alternative 2 is not viable to pursue.

4.3 ALTERNATIVE 3: ADAPTIVE REUSE OF FUNERAL HOME

Alternative 3 explores maintaining the existing funeral home and garage through adaptive reuse and incorporating it into the construction of the new headquarters for police functions. This is an alternative that SHPO requested the District consider. Their letter of April 19, 2024 requested that the District "explore reusing the historic building and incorporating it into the new construction instead of demolishing it."

The District has evaluated the conditions of the structures, existing building and site contamination, the district's operational needs, and the code requirements both for general commercial construction and the construction of the police headquarters specifically.

FUNERAL HOME

Adaptive reuse of the funeral home as a police headquarters presents multiple practical challenges which make the option infeasible. The key issues relate to code compliance and functionality, environmental site conditions, excessive cost, and the ultimate loss of the original character of the structure regardless of attempts to preserve it.

Maintaining the existing funeral home structure creates site issues since its location on the corner occupies the main focal and access point (ingress and egress) of the property for the police and public. The funeral home as it stands is not adequately sized to satisfy the requirements of the daily functions of the District and would require significant upgrades to address code and accessibility violations. Lot 416, where the funeral home and garage are located, takes up .32 acres of the Site, and the funeral home is approximately 6,385 square feet. As the headquarters is designed to be approximately 26,000 square feet, the remaining 20,000 square feet would need to be added to the funeral home. However, the way the funeral home and garage are sited does not leave a sufficient amount of space for the 20,000 square foot addition that would be necessary for police functions and would remove a significant amount of the parking spaces proposed. Furthermore, the 6,385 square feet of the funeral home is not all usable space for the District so some cuts would have to be made to the available work and storage space of the headquarters. Additionally, the 20,000 square foot expansion would include inappropriate additions to the symmetrical design of the balanced Georgian architectural style of the existing funeral home. Overall, if the District were to expand the funeral home onto the remaining portions of the property, this would not adequately accommodate the 26,000 square foot structure to house police programming without using the much-needed space designated for vehicle movement and parking.

By considering adaptive re-use of the existing structure, the building will require significant upgrades due to the proposed use of the building as a police station. According to current building codes, police stations are considered an essential facility, risk category IV. Essential facilities, which include hospitals, fire stations, and police stations, must remain operational during and after major disaster events. Higher risk categories (IV being the highest) are held to a higher design criterion to avoid grave unintended consequences during an emergency event. Buildings with mixed use occupancies must use the highest risk category. By utilizing the funeral home as a police station, it would require significant structure upgrades that would alter the characteristics of the existing building. The existing building shell (walls and roof) would need to be analyzed and updated for compliance with the design importance factors for snow, wind and seismic natural events. Given the current state of those walls, it is unlikely that they would meet the needed

requirements. Repairing the walls to meet those standards is not feasible and even if it were, it would be prohibitively expensive.

Additional code requirements and constraints effecting the adaptive reuse of this outdated structure include but are not limited to: Accessibility issues – both ICC A117.1-2009 and the ADA-Americans with Disabilities Act, fire rating of structures including opening protectives due to proximity to property line, NFPA 101 - Life safety code issues – fire sprinkler, emergency egress lighting, quantity and locations of emergency egress points, light and ventilation requirements, lack of correct plumbing facilities and fixture counts, compliance of windows in a wind borne debris region, requirements and design standards for federal code and state standards for Law Enforcement facilities (Lack of hardened facility, ballistic level requirements, FEMA regulations, NYS COC (Commission of Corrections) and security requirements for intake/holding cells, IACP critical issues (wellness/training/safety initiates)).

This structural system would require substantial modifications to attempt to achieve the stringent requirements for an essential facility structurally protecting the Police. The lengthy list of code upgrades will require opening walls, floors, and ceilings for upgrading the building systems and strengthening the structure of the building and possibly removal and replacement of portions of the exterior face brick veneer wall in order to install strengthening. These code upgrades would significantly alter the characteristics of the building and would limit the sizes of spaces within the facility to fit within the confines of the existing funeral home's layout.

This structure is a brick veneered wood frame two story building with wood floor and roof construction and concrete foundations. Due to the age of the structure, further investigations would need to be undertaken through destructive testing to determine if the building was constructed utilizing wood balloon framing techniques, as this has inherent life safety issues because it does not contain proper fire blocking between floors.

A comprehensive Building Conditions Assessment (Attachment C) of the interior and the exterior of the building has confirmed that this structure could not be brought up to the standards of an essential facility which is required in today's code for a police facility. Additionally, the nature of the construction classification of the building poses considerable challenges to accommodate police programming functions, such as insufficient room sizes (most existing spaces are unusable as is and new layout requirements are infeasible for police use), insufficient floor to floor height and floor loading capacity, lack of current insulating requirements values, and lack of weather barrier which would be required to further protect the wood structure. The design of the original building did not contemplate handicap accessibility. The main floor level is several feet above grade with no ramp or lift system. The interior space has no vertical accessibility for the handicap (i.e. elevator), along with the narrow hallways, door clearances, bathroom clearances, and fixtures that are all inaccessible.

The existing facility is also not code compliant in many ways (see Attachment C) and must undergo extensive renovation to incorporate changes to address and resolve the existing code issues including a lack of a fire sprinkler system, fire alarm and life safety code issues, egress and accessibility concerns, and fire rating concerns. The building does not contain code compliant means of egress in terms of means of egress sizing, rated enclosures, non-complaint stairway construction within an exit enclosure, and exits do not discharge at an accessible public way.

The structure requires significant updating and replacement of its building components to protect the interior of the building from additional water damage. The rear one story shed roof with a built-up flat roofing system is not designed to properly shed water and has shown evidence of significant water infiltration and damage to the roof, wall, and foundation structures. This roofing system would need to be significantly changed by removing the damaged and rotting structure and replacing it so as not to cause further irreparable damage within the building. The structure's exterior exhibits brick degradation, as no positive path (drainage barrier and weep holes) are evident, as well as water damage, efflorescence leaching, cracking, and horizontal displacement issues.

All existing systems and components (Electrical service and distribution, Plumbing service and distribution, HVAC systems and distribution ductwork, Fire detection and Fire Alarm system) have exceeded their useful life and would be required to be replaced and upgraded to meet Police programming requirements, codes and energy requirements and standards. In addition, systems such as IT, security, access control and Low Voltage systems would need to be installed. The added inefficiencies in the costs of these upgrades and inclusion within the confines of the existing building would require compromised system design and thus would significantly reduce available funds for other elements of the new headquarters. The retrofit installation of these systems would require significant modifications of the interior characteristics.

In fact, numerous elements are not original to the building, having been replaced over time, with the original elements lost; some of the remaining original elements, trims, and details have been degraded with significant restoration required to return it to an original, yet undocumented state. These painted wood elements will be a continued maintenance concern for the District and be an ongoing burden to taxpayers.

The exterior of the structure exhibits brick degradation, as no positive path (drainage barrier and weep holes) are evident. In addition, the exterior of the structure exhibits signs of water damage, efflorescence leaching, cracking, and horizontal displacement issues. Numerous elements are not original to the building, having been replaced over time. The remaining original elements such as wood fascia, door and window surrounds, and columns are significantly degraded and will require extensive repair and reconstruction to return these elements to an original state (undocumented). If these wood elements are repaired, it will be a continued maintenance concern for the district and be an ongoing cost and inherent tax burden.

The windows within the structure are believed to be original, non-functioning and not code compliant. Many of the windows throughout the building are inoperable due to the dry-rotted and broken rope and disconnected pulley systems, or through years of continuous paint coatings. Various windows exhibit damage and deterioration to the finish of the windows. The existing windows are of single pane construction and are not compliant with the current energy codes. In addition, the location of the building is located within a windborne debris region which requires glazing to be impact resistant or protected with an impact-resistant covering per the current building code.

By considering adaptive reuse and maintaining the original structure, this will not allow the proper mitigation of the unknown levels of hazardous materials surveyed in the properties' ground and from under the existing slabs. Refer to the Environmental Concerns sections of this report for additional details. Some of the critical concerns based on the potential hazardous groundwater sampling, soil vapor sampling, UIC sampling performed:

- Soil vapor impacts requiring mitigation
- Elevated concentrations of RCRA metals and acetone.
- Elevated CVOC c12-DCE and petroleum related VOC toluene.
- Recommendations for sub-slab mitigation efforts to be designed/performed were made.
- Recommendations for remediation of the six USEPA UIC-Program structures were made based upon potential Hazardous concentrations of bottom sediments.

Based on Asbestos and Hazardous Material Sampling Survey

- Building contains ACM (asbestos containing materials) and LBP (lead-based paint)

Maintaining the structure, while mitigating these impacts would pose an additional financial hardship on the District and taxpayers as demolition and removal would not be possible. The additional costs of keeping the structure compared to demolition is conservatively estimated at 15-30% additional design and construction fees. Additional engineering and heightened construction procedures would be necessary to remediate the Site and structures, without removal. In addition, a mitigation measure for the soil vapor impacts is necessary and may include an SSDS. Retrofitting the existing structure with an SSDS would

require cutting through the floor and cutting/repairing walls, ceilings, and/or rooftops, creating structural risks to the building.

GARAGE

The existing garage faces Mackey Avenue; with its close position to the property line and its location directly behind the funeral home, it prohibits any addition and alteration to the southern portion of the funeral home. The location also inhibits vehicular traffic due to the proximity to the intersection of the curb cut on Mackey, which facilitates access to the garage. This creates a safety issue for the District because of its adjacency to Mackey Avenue. By maintaining the garage, it limits the possibility of navigation through the site due to the vast topographic changes and by navigating around the preexisting structure. If the Police District was to use the garage for police vehicles, it would be in an unprotected area of the site from public access unless a fence was added to enclose access. Adding a fence along the property line in that area with the close proximity to the corner may create additional undesired effects for the neighbors.

Additionally, the size and layout of the existing garage is not optimal for use by the District. The existing garage is a one-story brick faced wood-stud structure that requires upgrades to be compliant with the current building code. The garage is also not sized adequately for the range of vehicles within the police fleet due to door height restrictions and interior restrictions for the maintenance of vehicles.

There is an addition added to the garage to extend its depth; this addition is not supported on footings and foundations and would need to be removed. With the removal of the garage addition, the garage's character would greatly change and would not resemble the structure as it stands. Additionally, the depth of the garage would be significantly reduced, rendering it unusable for the District's needs.

Maintaining the existing Knowles Funeral home and garage would adversely affect the usability of the site and building for police programming, code upgrades and replacements would affect the exterior and interior characteristics, the construction cost of required upgrades and on-going maintenance costs and inhibits proper remediation of potential hazardous materials within the site and building.

This Alternative 3 is not viable to pursue.

4.4 ALTERNATIVE 4: PROPOSED ACTION - DEMOLITION OF THE EXISTING KNOWLES FUNERAL HOME AND GARAGE WITH SALVAGE OF EXISTING BUILDING ELEMENTS INCORPORATED INTO THE NEW POLICE HEADQUARTERS FACILITY

This alternative considers the demolition of the existing funeral home and garage after a thorough review and consideration of building materials and memorabilia to be salvaged as artifacts to be displayed and the construction of a new police headquarters facility on the property. After the demolition of the existing structures, the District would construct their new facility in an architectural style that mimics the building characteristics of the Knowles Funeral Home and provides a dedicated space within the building to display salvaged items that represent the legacy of the Knowles family and funeral home.

The new building design has envisioned incorporating similar architectural style, characteristics, and building elements of the existing funeral home structure. Along with these elements, the siting of the building creates a similar stately architectural presence that the funeral home has on the corner; this ensures that the new headquarters does not significantly alter the Main Street corner landscape. With the new project, the District intends to have a landscaped front entrance to create a pocket park, or "police plaza". This would be accessible to the public and include flower beds and seating. The District intends to include a commemorative bench that they house inside the lobby of their current facility.

The District has also taken significant steps to remember and honor the Austin F. Knowles Funeral Home with the proposed police headquarters. The District plans to include a commemorative marker, "Knowles

Tribute Memorial Display and Gallery" in a space which will be accessible to the public. Through remembrance and recognition, these gallery walls will honor and pay tribute to the longtime Knowles family who have left a legacy on the Port Washington community; the display and gallery will celebrate the individual and family accomplishments through informational panels, photographs, timelines, salvaged items, and relics of the funeral home. As items are found for inclusion, the District will sensitively review these with the family and appropriately establish the method for display. Through incorporating salvaged building materials and memorabilia by creating a public display area, this alternative significantly reduces the impact on the local community and ensures the Knowles family is remembered for their contributions to the community.

This Alternative 4 is viable and is the only alternative that addresses the District's needs, responds to the existing site conditions, and addresses community concerns.

4.5 ALTERNATIVE 5: DEMOLTION OF STRUCTURES WITHOUT SALVAGE

This alternative considers the demolition of the existing funeral home and detached garage without salvaging any building material and memorabilia and constructing a new police facility. Given the years of the structure's presence in the context of the Main Street fabric, it is undesirable to consider the demolition of the funeral home without paying homage to the contextualism the facade has in the area as well as the nature of the business that served the community.

This Alternative 5 does not address community concerns and contextualism of the area thus it is not viable to pursue.

5.0 SUMMARY OF FINDINGS AND CONCLUSIONS

The District has completed a thorough review of the existing conditions of the funeral home and garage and has taken a hard look at various alternatives. After this review, the District has determined that Alternative 4 - demolition of the existing funeral home and garage with salvaging building materials and memorabilia and incorporating building elements into the new police headquarters facility – is the most viable option. The District has every intention of preserving the legacy of the Knowles family through the salvaging of building materials and memorabilia to be displayed in the headquarters and accessible to the public to remember and honor the Knowles family's contribution to Port Washington. If the District were to sell this Site, it is anticipated that the future owners will demolish the funeral home and will not be concerned with honoring the legacy of the Knowles family. The family sold the properties with the intention of honoring the Knowles family legacy with a new police headquarters. The family has expressed their preference that the Knowles Funeral Home is not listed in the State or National Register of Historic Resources.

The District intends to incorporate similar architectural style, characteristics, and building elements of the existing funeral home structure into the new structure to ensure that the new headquarters does not significantly alter the Main Street corner landscape and preserves community character.

Additionally, the District took a hard look at reusing the funeral home and garage and incorporating it into the new construction. After completing the Building Conditions Assessment, the District confirmed that this structure could not be brought up to the standards of an essential facility which is required in today's code for a police facility. There are significant accessibility and life-safety issues that would make this building unsuitable and unsafe for police officers, staff, and visitors. Additionally, the environmental conditions require mitigation that would pose a financial hardship on the District and taxpayers. The District has determined that it is not in the best interest of the District and taxpayers to reuse the funeral home and garage for police functions.

The District has researched, considered, and toured numerous properties over the past eight years in an effort to find a suitable location for a new police headquarters, even considering the option of expanding their current building. These properties have not been pursued by the District as they are not viable due to the District's needs, the preference of the community, and/or the negative impact on the taxpayers. The District did purchase an adjoining residential property in 2020, however, it would have only been used for additional parking and did not receive local support and was subsequently sold by the District in 2021. To resume identifying properties for the District to purchase would delay the project indefinity, compromise the functionality of an essential community service, and result in additional cost to taxpayers. It is in the best interest of the District to construct the new headquarters on this Site.

Overall, with the District going forward with Alternative 4, the Knowles family legacy is preserved and honored in a new state-of-the-art police headquarters. The District will work with SHPO to come to an agreement which will result in a MOA to avoid or reduce any potential adverse impacts from the demolition of the funeral home and garage.

Attachment A:

SHPO Resource Evaluation

New York State
Parks, Recreation and
Historic Preservation

Resource Evaluation
USN: 05902.001923
Report Created: 3/28/2024

Resource Information:

Date: March 28, 2024
Staff: Virginia Bartos
Name: Funeral Home
Location: 128 Main St, Port Washington, NY 11050

Resource Status:

1. **Determination:** Determined SR/NR eligible by the Commissioner of the Office of Parks, Recreation and Historic Preservation on the date noted above.
2. **Contributing:** Not Determined

Criteria for Inclusion in the National Register:

A. [ ] Associated with events that have made a significant contribution to the broad patterns in our history.

B. [X] Associated with the lives of persons significant in our past.

C. [X] Embodies the distinctive characteristics of a type, period or method of construction; or represents the work of a master; or possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction.

D. [ ] Have yielded, or may be likely to yield information important in prehistory or history.

Summary Statement:

Based on the information received, the building at 128 Main Street in Port Washington is eligible under Criterion C in the area of architecture as an intact example of early twentieth century Neoclassical Revival design in an urban setting. Constructed in 1930, the building is a two-story, three bay brick building with a prominent center portico with full height Tuscan columns and a pediment with raking cornice, ocular window and decorative swag in the tympanum. Windows are evenly spaced double-hung multi-light sash. The entrance consists of paneled paired doors with a decorative transom and classical entablature. Doors are flanked by curved arch niches. Building may also be significant under Criterion B for its association with Austin F. Knowles in the area of commerce as the building was built for Knowles who used it as a funeral home, serving clients throughout Long Island and NYC. According to his obituary (died 1954), he was a veteran of the Spanish American war, a member of the Port Washington Yacht Club, a director of the Port Washington Building and Loan Association, and was a member of the Town of North Hempstead Planning and Zoning Commission. He and his wife were prominent members of the local community and the building at 128 Main Street is most closely associated with his career and standing in the community.

Attachment B:

SHPO Determination Letter

New York State
Parks, Recreation and
Historic Preservation

KATHY HOCHUL
Governor

RANDY SIMONS
Commissioner *Pro Tempore*

April 19, 2024

Angie Apolinaris
H2M
538 Broad Hollow Road
Melville, NY 11747

Re: SEQRA
Demolition and New Construction/Port Washington Police District New Police Headquarters
Mackey and Main St, Port Washington, NY
24PR02084

Dear Angie Apolinaris:

Thank you for requesting the comments of the Division for Historic Preservation of the Office of Parks, Recreation and Historic Preservation (OPRHP). We have reviewed the submitted documents under the State Environmental Quality Review Act (SEQRA) as requested. These comments are those of the Division for Historic Preservation and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project.

Based on the information received, the building at 128 Main Street in Port Washington is eligible for listing in the National Register of Historic Places under Criterion C in the area of architecture as an intact example of early twentieth century Neoclassical Revival design in an urban setting. Constructed in 1930, the building is a two-story, three bay brick building with a prominent center portico with full height Tuscan columns and a pediment with raking cornice, ocular window and decorative swag in the tympanum. Windows are evenly spaced double-hung multi-light sash. The entrance consists of paneled paired doors with a decorative transom and classical entablature. Doors are flanked by curved arch niches. The building may also be significant under Criterion B for its association with Austin F. Knowles in the area of commerce as the building was built for Knowles, who used it as a funeral home, serving clients throughout Long Island and New York City. According to his obituary (died 1954), he was a veteran of the Spanish American war, a member of the Port Washington Yacht Club, a director of the Port Washington Building and Loan Association, and was a member of the Town of North Hempstead Planning and Zoning Commission. He and his wife were prominent members of the local community and the building at 128 Main Street is most closely associated with his career and standing in the community.

Demolishing the historic building to construct a new building would be detrimental to the community and create a significant loss in the irreplaceable local cultural heritage. Because of the scale, location, and grand design the historic building helps create a sense of place in Port Washington as well.

OPRHP recommends you take a hard look at alternatives to demolition. The new construction is designed in a similar style to the historic building. Please explore reusing the historic building and incorporating it into the new construction instead of demolishing it. There is quite a bit of parking proposed. Perhaps the ground floor or basement could incorporate parking to allow more of the site to be used for construction. This might make it possible to retain the historic building more easily. Other alternatives to explore include finding a different site for the new construction.

We recommend that you resubmit revised design materials in CRIS with an alternatives analysis for our review and comment.

Please be aware that if this project will involve state or federal permits, funding or licenses it may be subject to review under Section 14.09 of the NYS Parks, Recreation and Historic Preservation Law or Section 106 of the National Historic Preservation Act

If you have any questions, I can be reached at sloane.bullough@parks.ny or 518-268-2158.

Sincerely,

Sloane Bullough
Historic Sites Restoration Coordinator by email only

Attachment C:

Building Conditions Assessment

H 2 M architects + engineers

PORT WASHINGTON POLICE DISTRICT

BUILDING CONDITION ASSESSMENT

FOR

AUSTIN F. KNOWLES FUNERAL HOME
128 MAIN STREET, PORT WASHINGTON, NY

MAY 17, 2024

Project No.: PWPD 2305

H2M architects + engineers
538 Broad Hollow Rd, 4th Floor East, Melville, NY 11747
tel 631.756.8000 fax 631.694.4122

www.h2m.com

ARCHITECTURAL SYSTEMS – ASSESSMENT

TABLE OF CONTENTS


Building Name:	Austin F. Knowles Funeral Home (Main Building)
Building Number:	128 Main Street, Port Washington, NY
Date Surveyed:	May 3, 2024 – Exterior, Basement & First Floor May 8, 2024 – Second Floor and Attic

General Profile

Building Description: 2-story wood framed structure with basement and accessible attic. Building is wood frame construction with face brick masonry, asphalt shingle roof, and wooden reverse gable pediment structure.

Current Use:	Funeral Home		
Occupancy (occupied or vacant)	Vacant	Number of Stories:	2 stories above grade
		Building Height: (Approximate)	28'-11" +/- to Roof
Gross Square Footage:	Approximate SF: 6,385 s.f. 2,393 gross sf (1st FL & Basement) + 1,579 sf (2nd FL)	Basement (Yes/No) Crawl Space (Yes/No) Slab on grade (Yes/No)	Yes Partial Partial

Basic Plan

See attached Diagrams

Structures Data: Original const./modification timetable (**DH** Documented History, **VH** Verbal History)

Original Construction:	**Date:**	Unknown	-
Modification No 1: Reconstruction on South Elevation – potential for addition. Due to boarded up interior windows and a significant elevation change within the first floor.	**Date:**	Unknown	VH

Handicap Accessibility: Not Complaint

Legend Description;

Surveyed Condition /Life Expectancy Time frame noted is based on visual observation, age of item, and/or maintenance (or lack thereof). The following is the expected life expectancy of the system or component;

Good (G) *10 yrs,*

Adequate (A) *2 to 5 yrs,*

Inadequate (IA) *. 1 yr,*

Code Violation (CV)..... *Immediate action required to satisfy current code issue,*

Potential Risk/Imminent Loss (PR/IL).... *Lack of immediate/appropriate action could cause irreparable damage.*

Not Applicable (NA)

Not Present (NP)

Building Conditions

Item	Condition	Comments
Primary Building Elements	G	Exterior walls – Wood stud construction with brick veneer at original construction. Assumed no cavity for interior drainage (no visible weeps).
	-	Exterior walls - Unable to confirm wall insulation without damage to interior wall finish.
	G	Floor Framing: Wood beams with wooden deck (observable only) supported by steel Lally columns (observable in basement only).
	CV	Windows (throughout) – Single pane with aluminum storm glazing. Not compliant with current energy codes (Photo 39).
	CV	Windows (throughout) – Not compliant with Chapter 1609.2 BCNYS 2020 – In windborne debris regions, glazing in buildings shall be impact resistant or protected with an impact-resistant covering……[]. Site is in a hurricane-prone region as defined in ASCE/SEI 7-22 Section 26.2 (Photo 39.
	IA	Windows (throughout) – Exterior sills are wood and deteriorated.
	IA	Windows - Various windows are non-functional throughout entire building. The windows throughout utilize a rope and pulley string for operation; various windows contain ropes that have dry-rotted and subsequently, broken. Many windows with rope and pulley systems intact are non-functional due to multiple layers of paint and lack of use (photo 39, 43).
	-	Shutter brackets present, historic shutters are missing in all areas (photo 11).
	IA	Exterior Doors & Windows – Lintels are rusted, typical of all doors and windows (including basement lintels).
	CV	Interior Stairs – Interior stairways are not enclosed and do not exit at an exit discharge or a public way as required by 2020 BCNYS 1023.2 (photos 38, 41, 88 & 97).
	CV	Per existing occupancy, A-3 (funeral parlor), with Type VB construction and no sprinkler system, shall be limited to 1-story above grade = not compliant per 2020 BCNYS Table 504.4.
	CV	Per existing occupancy, A-3 with Type VB construction and no sprinkler system, shall be limited to 6,000 square feet = not compliant with 2020 BCNYS Table 506.2.
Façade		**North Façade (Front)**
	IA	Exterior wall / Roof – missing downspout, allowing water to drain directly onto foundation wall (photo 15).
	IA	Painted wood façade elements are chipping, exposing the wood to the elements. Wood has begun to weather (photo 16).

	PR/IL	Internal downspout to collector box is dislodged, allowing water to drain onto brick masonry and wooden elements causing significant deterioration of elements (photo 17).
	CV	Front entry is non-ADA compliant. Public entrance requires stairs with non-compliant handrails and no ramp. The ADA requires ramps be installed along accessible routes in public areas for elevation changes greater than ½" (photo 14).
	IA	Significant mold and mildew growth indicating trapped moisture (photo 19).
Façade		**East Façade (Mackey Avenue)**
	IA	Gutters – clogged. Require cleaning and ivy removal (photo 8)
	IA	Exterior wall - Ivy growth which should be removed (photo 8 & 10)
	CV	Exterior wall is 4.4' from property line. Non-protected openings in a non-sprinklered building are Not Permitted (Table 705.9 BCNYS). Existing windows and doors are not protected.
	CV	Exterior wall is 4.4' from property line. Occupancy group A (current building classification) is required to be 1-hour rated (Table 602 BCNYS). Wall construction is not rated.
	PR/IL	Exterior wall contains significant bulging in brick, typical of (3) second floor windows and (2) attic windows (photos 10 & 11).
	IA	Significant wood deterioration at exterior door trim and missing entire pieces of trim (photo 12).
	CV	Exterior emergency exit door is non-ADA compliant. Exits at a raised elevation with no ramp. The ADA requires ramps be installed along accessible routes in public areas for elevation changes greater than ½" (photo 13).
		South Façade (Rear)
	IA	Exterior Wall – Brick masonry with visible damage on South façade – spalling and general damage / wear (photos 1, 2, 3 & 4).
	A	Wood trim – painted with visible cracking and deterioration in areas. Wood shrinkage requiring caulk to prevent moisture/air/insect penetration (photo 5)
	CV	Exterior Door (marked as emergency exit from interior office – door does not swing in path of travel. Non-ADA compliant hardware. Non-compliant ramp up to door (photo 6).
	CV	Exterior Double Door – Fair condition. Non-ADA compliant hardware (photo 7).
	IA	Gutters – clogged. Require cleaning and ivy removal (photo 6)
	IA	Missing downspout, significant deterioration of wood fascia, rake boards and soffit. (photo 22)
	IA	Significant damage in damage to wood soffit allowing moisture/air/insect/animal penetration into structure.
	IA	Flat roof area to wall requires review of flashing, counterflashing appears unsuitable (photo 23). No visible step flashing at reverse gable to South wall (photo 25).
	IA	Deterioration of painted cedar shake. Unable to assess extent of damage.

		West Façade
	IA	Exterior wall - Ivy growth which should be removed (photo 19 & 20)
	PR/IL	Chimney leaning inwards towards building, risk of failure (photo 21).
	PR/IL	Visible efflorescence at inside brick corner (photo 24). Significant water damage at interior side of inside corner. Refer to photos 29 & 30 for sequential interior damage.
Interior – 1st Floor	CV	Life Safety – Non-functioning pull stations (photo 26).
	CV	Life Safety - Multiple fire alarm devices, non-hard wired carbon monoxide detectors. Assumed redundant devices due to non-functioning system.
	PR/IL	Rear Office / Anteroom to Prep Room - Significant water damage to the ceiling finish, including ceiling staining, wet ceiling tiles, present puddles and staining at floor (photo 28).
	PR/IL	North West corner of Prep Room – significant water damage for full height of interior corner and ceiling (photos 29 & 30). Interior of building to exterior photo 24.
	IA	Prep Room ceiling exhibits visible sagging with patching (Photo 31). Evident ponding on roof above and surrounding areas infers water infiltration issues (photo 68).
	PR/IL	Anteroom to Prep Room – Visible water damage to ceiling started infiltrating wall (photo 32).
	PR/IL	Gender Neutral Lavatory (North) – Water damage has caused significant ceiling disintegration and damage to original lath and plaster ceiling (Photo 33 & 34).
	CV	Gender Neutral Lavatory (North) – Toilet room is not ADA compliant or sized adequately for conversion for ADA compliance (photo 34).
		Gender Neutral Lavatory (North) – Operable window opens to interior framing. Indicates possible reconstruction or additions of existing building (photo 35).
	CV	Hallway from Office to North East room – Floor surface contains a non-compliant ramp – non-compliant slope and no handrails (photo 36),
	CV	Main Entrance Doors – Entrance is not protected with an enclosed vestibule as required by 2020 ECCNYS C402.5.7 (photo 37).
	CV	Main Entrance Doors - Doors do not contain weatherstripping for compliance with 2020 ECCNYS C402.5 – Air Leakage – Thermal Envelope (photo 37).
	CV	Main Stair – Non-compliant handrails: 2'-7" handrail height with 3'-3 ½" guard rail height per chapter 10 of the 2020 BCNYS (photo 38).
	CV	Main Stair – Non-compliant egress clear width 2'-10 ½" (photo 38).
	CV	Main Stair – Contains winder treads. Winder treads are not permitted in a means of egress stairway for a commercial building (photo 38).
	CV	Main Stair - Handrails are not continuous without interruption by newel posts and do not extend past the top and bottom risers (photo 38).
	CV	Main Stair - Handrails are not present on each side (photo 38).
	IA	Main Entrance – Wall cracking is present below wallcovering finish (Photo 40).
	CV	

Interior – 1st Floor	CV	East side egress stair – Contains winder treads. Winder treads are not permitted in a means of egress stairway for a commercial building (photo 41).
	CV	East side egress stair – Non-compliant handrails: 2'-5" handrail height per chapter 10 of the 2020 BCNYS (photo 49).
	CV	East side egress stair - Handrails are not continuous without interruption by newel posts and do not extend past the top and bottom risers (photo 49).
	CV	East side egress stair - Handrails are not present on each side (photo 49).
		East side egress stair – Non-compliant egress clear width 2'-10" (photo 49).
Interior - 2nd Floor	IA	East side egress stair, top landing – Moderate cracking in plaster finish with origins from window corners. Requires refinishing (photo 44).
	IA	East side egress stair, top landing – Plaster wall finish is chipping and peeling from evident water infiltration and moisture into wall finish (photo 45).
	IA	East side egress stair, top landing – Plaster wall finish beginning to crack, bulge and bow at area above stairs. Requires refinishing (photo 46).
	IA	East side egress stair, top landing – Window is operable. Interior jambs of window are exhibiting deterioration of paint finish and wood below. Aluminum storm screen can be seen (photo 47).
	CV	Second Floor Hallway to East side egress stair. Emergency exit sign is present, but not continuously illuminated (photo 48).
	CV	Second Floor Gender-Neutral Toilet Room - Toilet room is not ADA compliant or sized adequately for conversion for ADA compliance. (photos 50 & 51).
	IA	Second Floor Gender-Neutral Toilet Room - Toilet room contains asbestos containing materials (ACM) which require to be abated (photo 50).
	CV	Second Floor Corridor – Emergency exit sign is present, but not continuously illuminated. Pull string cord activates illumination. Exit sign is not directional (photos 52 & 53).
	IA	Second Floor Corridor – Plaster wall finish is uneven, bowing and bulging (photos 54 & 55).
	CV	Second Floor Landing at Top of Main Stair – Non handicap accessible clearances at doorways and stair landings. Non-compliant handrail extensions (photo 56).
	PR/IL	Second Floor East Chapel – Visible water damage and active leak at ceiling. Ceiling stain is wet to the touch (photo 57).
	PR/IL	Second Floor East Chapel – Chimney exhibits visible bowing with subsequent damage to the baseboard trim from the masonry movement (photo 58).
	IA	Second Floor East Chapel – Leaks evident at ceiling on both sides of the chimney enclosure (photo 59).
	PR/IL	Second Floor East Chapel – Walls below East windows exhibiting bowing due to water infiltration (photo 60).
	CV	Second Floor North Anteroom – Non-compliant illuminated directional exit signage per NFPA 101 (photo 61).
	CV	Second Floor North Anteroom (& throughout) – Non compliant door hardware for ADA compliance (photo 61).
	CV	Second Floor North Anteroom - Fire extinguisher is not mounted in compliance with NFPA 10. If mounted in compliance with NFPA 10, fire extinguisher would be non-

Interior - 2nd Floor		compliant with ADA for protruding objects and would reduce the minimum required clear width of the hallway (photo 61).
	IA	Second Floor North Anteroom – Ceiling exhibits cracking due to deflection of wood framing (photo 62).
	IA	Second Floor Northwest Chapel – Ceiling exhibits cracking due to deflection of wood framing. Cracks in ceiling run full length and width of room (photos 63 & 64).
	CV	Second Floor Northwest Chapel (& throughout)- Building does not contain emergency egress lights; main source of illumination is portable lamps (photos 63 & 64).
	CV	Second Floor Southwest Chapel – Ceiling exhibits cracking due to deflection of wood framing. Cracks in ceiling run full length and width of room (photo 65).
	CV	Second Floor Southwest Chapel (& throughout)- Building does not contain emergency egress lights; main source of illumination is portable lamps (photo 65).
	CV	Second Floor Southwest Chapel – Elevator shaft enclosure (wall construction and door) are not rated. Per 2020 BCNYS shaft enclosures shall have a fire-resistance rating of not less than 2-hours where connecting four or more stories. This shaft enclosure connects 4-stories (basement, first floor, second floor and attic). Second Floor Southwest Chapel – Wall finish exhibits bowing at interior walls (photo 67). Second Floor Southwest Chapel – Fire Extinguisher is not mounted in compliance with NFPA 10 (photo 67). Second Floor Southwest Chapel (& throughout) – Light switches and receptacles are not mounted in compliance with ADA (photo 67).
Second Floor – Flat Roof	PR/IL	Flat roof over rear – exhibits significant ponding on North West corner of roof; aligning with deteriorated wall and ceiling of Prep Room below (Photos 31 & 68).
	PR/IL	Flat roof over rear – Visible efflorescence staining and watermarks on roof surface (photo 69).
	IA	Flat roof over rear – positive pitch away exterior wall to gutter not evident.
Attic	CV	Stairs do not contain code compliant balustrades, guards or adequate opening limitations that would prevent the passage of a 4" sphere (Photos 73 & 74).
	IA	Plaster walls on wood-stud wall construction up to attic level. Plaster beginning to crack and degrade, exposing wall cavities (photo 73).
	CV	Attic does not contain a fire sprinkler system. Per 2020 BCNYS chapter 903.3.1.2.3 attics that are used for storage shall be protected by an automatic sprinkler system. Attic is not constructed with non-combustible materials (photo 71).
	CV	Clear access is not provided around mechanical equipment. Per 2020 IMC, 306.3 attics containing appliances shall be provided with an unobstructed passageway large enough to allow removal of the largest appliance. Existing attic passage way contains 1-step, ductwork and dunnage (photo 70).
	CV	Attic joists contain unmarked insulation values. Per 2020 ECCNYS C303.1.1.1 the thickness of blown-in insulation shall be written in inches on markers for every 300 square feet of attic area throughout the attic space (photo 72).
	CV	Attic insulation is non-compliant with ECCNYS C402.1.3 which requires R-38 for 'Attic and Other' within Climate

Attic		Zone 4 (non-marine). Attic contains loose fill insulation between 2x10 floor joints (photo 72).
	CV	Ceiling construction between attic (non-conditioned space) and second floor (conditioned space) does not contain a vapor barrier (photo 72).
	CV	Light is visible from under eaves and roof framing, representing roof is not fully enclosed for protection from elements (photos 75 & 76).
	PR/IL	West Chimney – brick masonry is not supported properly from below, corbelled off exterior wall (photo 77). West chimney is exhibiting significant leaning from exterior view (reference photo 21).
	PR/IL	East Chimney – Chimney structure is corbelled with significant cantilevered bricks (photo 78).
	CV	East Chimney – Visible light between roof framing and chimney representing roof is not fully enclosed for protection from elements (photo 78).
	PR/IL	East Chimney – Significant evidence of water infiltration, brick efflorescence on chimney with evident transfer to surrounding wood structure (photo 78).
	PR/IL	Roof Deck – Visible rot and moisture infiltration at roof deck surrounding plumbing vent stack indicating inadequate flashing (photo 79).
	-	Roof deck – Areas of roof deck have been replaced. Review of asphalt shingle roof is recommended (photo 80).
	RL/IL	Roof deck - Visible rot and moisture infiltration at roof deck in Northeast portion of attic (photo 81).
	PR/IL	East Windows – Wood framing above windows on East side attic exhibit significant water damage. The visible water damage aligns with the brick bulging (photo 10) from exterior which indicates significant water damage is likely to be found at all window framing on East wall (photo 82).
	CV	Elevator shaft – Elevator shaft way through attic is constructed of non-rated particle board (wall construction and access door). Per 2020 BCNYS shaft enclosures shall have a fire-resistance rating of not less than 2-hours where connecting four or more stories. This shaft enclosure connects 4-stories (basement, first floor, second floor and attic) (photo 83).
	CV	Elevator shaft – elevator access door opens to elevator shaft way with no fall protection. Per OSHA 1917.116, elevator landing openings shall be provided with doors, gates or equivalent protection which shall be in place when the elevator is not at that landing, to prevent employees from falling into the shaft (photo 84).
	CV	Elevator shaft way– contains a window. Per 2020 BCNYS shaft enclosures shall have a fire-resistance rating of not less than 2-hours. Window opening requires to have the same fire-rating as the wall assembly (photo 85).
	CV	Elevator shaft way – contains non-functioning fire alarm devices (photo 85).
	CV	Elevator shaft way – contains non-compliant UL rated assembly for 2-hour enclosure (photo 85).
	PR/IL	West Gable end wall – visible water infiltration and moisture damage at roof decking and gable end wall (photo 86).
Basement	PR/IL	Visible water infiltration and moisture damage at inside corner of foundation wall and incoming conduit penetration. Plaster finish on foundation wall exhibits large chips and cracks from moisture (photo 87).

	CV	Basement egress stair – Non-compliant handrails. Handrails do not comply with height per chapter 10 of the 2020 BCNYS (photo 89).
	CV	Basement egress stair - Handrails are not continuous and do not extend past the top and bottom risers (photo 89).
	CV	Basement egress stair - Handrails are not present on each side (photo 88 & 89).
	CV	Basement egress stair – Stair contains open risers. Per 2020 BCNYS 1011.5.5.3 risers shall be solid (photo 88 & 89).
	CV	Basement egress stair – Landing at top of stairs is not compliant with 2020 BCNYS 1012.6.3 the landing length shall be 60 inches minimum. Approach to door is not ADA compliant (photo 88).
		Floor Joists - Floor joists feature notches and holes. If configuration of interior walls, stairwells, finishes are altered and changing structural dead loads, and if interior live loads are altered based on occupancy reclassification, joists shall require to be evaluated by a structural engineer (photo 90).
	PR/IL	Northeast foundation walls – Significant moisture and water staining is present on interior side of Northeast foundation walls (photo 91).
	PR/IL	East foundation at Chimney – Significant water damage and staining is present on interior side of East chimney foundation (photo 92).
	PR/IL	East foundation at Chimney – Foundation for chimney is spalling and contains major vertical and horizontal cracking (photo 92).
	CV	Elevator shaft at Basement Level – Contains significant cracks and pipe penetrations that are not sealed as required for 2-hr fire rating at shaft way (photo 93).
	CV	Elevator shaft at Basement Level – contains non-compliant UL rated assembly for 2-hour enclosure, typical of 3 doors at basement level. West entrance door into shaft way is a single wood door with wood frame. South entrance door into shaft way is a double wood door with wood frame. (photos 94 & 95).
	PR/IL	Basement Windows – Visible moisture infiltration at sub-grade windows. Foundation wall paint finish exhibits cracking and chipping (photo 96).
	IA	Basement Window wells contain overgrown shrubs and leaves, recommended cleaning of window wells to assess conditions of window frames from exterior (photo 96).
	CV	Basement stairs to Exterior – Non-compliant riser and tread heights per 2020 BCNYS 1011.5.2. Existing poured concrete stairs have a 9.5" riser height and a 9.25" tread depth (photo 97).
	CV	Basement stairs to Exterior – do not contain handrails (photo 97).
	CV	Basement stairs to Exterior - Landing at top of stairs is not compliant with 2020 BCNYS 1012.6.3 the landing length shall be 60 inches minimum. Approach to door is not ADA compliant (photo 97).
	-	South back room (below office) – Contains steel lally columns with non-uniform spacing. Column placement and spacing suggests additional columns were added for reconfiguration of openings on first floor (photo 98).

Appendix A - Reference Photos:

PHOTO 1: IMG_1096 South East Corner – Damage from brick spalling and moisture infiltration

PHOTO 2: IMG_1101 South Façade – Wear on bricks, general staining

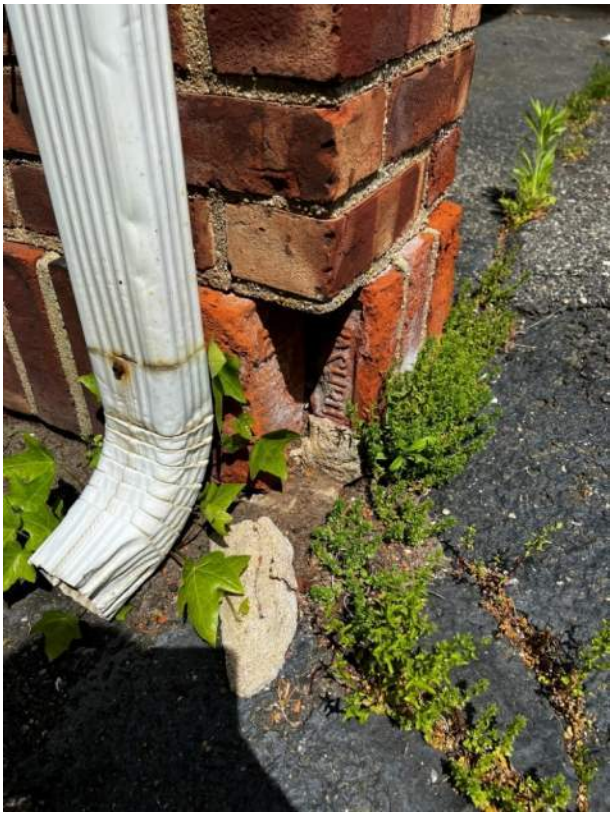

PHOTO 3: IMG_1097 South East corner – missing brick

PHOTO 4: IMG_1092 – South East Corner – visible damage to brick masonry

PHOTO 5: IMG_1093 – South Façade – age of wood & visible shrinkage

PHOTO 6: IMG_1104 – South Façade – Non-compliant ADA ramp top door, door swings in, rusting lintels.

PHOTO 7: IMG_1090 – South Façade – Double doors with non-compliant ADA hardware.

PHOTO 8: IMG_1106 – East Façade – Ivy Growth on walls and gutters, rusted lintels, single pane glazing, wood sills and frame.

PHOTO 9: IMG_1107-(1) – East Façade – Building separation from property line.

PHOTO 10: IMG_1131 – East Façade – Visible bulging of brick window headers (above lintels), refer to photo 82 for visible water damage at attic window headers.

PHOTO 11: IMG_1077 – East Façade – Close up of brick bulging above window headers. Visible shutter brackets with missing shutters.

PHOTO 12: IMG_1049 – East Façade – deterioration of wood trim and missing pieces.

PHOTO 13: IMG_1017 – East Façade – Emergency exit door with non-compliant landing/elevation.

PHOTO 14: IMG_1156 – North Façade – Main entrance and acting egress door exits is not ADA accessible. Non-compliant handrails, riser and tread heights, and does not contain a ramp.

PHOTO 15: IMG_1147 – North Façade – Damaged downspout, allowing water to drain directly to foundation wall.

PHOTO 16: IMG_1148 – North Façade – Painted wood façade elements are chipping, exposing the wood to the elements. Wood has begun to weather.

PHOTO 17: IMG_1151 – North Façade (North East of front entrance) - Internal downspout to collector box is dislodged, allowing water to drain onto brick masonry and wooden elements.

PHOTO 18: IMG_1327 – North Façade (North West of front entrance) - Internal downspout to collector box is dislodged, allowing water to drain onto brick masonry and wooden elements. Significant deterioration of wooden pilasters and trim at front entry.

PHOTO 19: IMG_1325 – North West Corner – Significant mold and mildew on North Façade. Significant ivy growth which should be removed on West facade.

PHOTO 20: IMG_1320 – West Facade–Significant ivy growth which should be removed.

PHOTO 21: IMG_1719 – West Facade–Chimney leaning inwards towards building.

PHOTO 22: IMG_1313 – South Façade - Missing downspout, significant deterioration of wood fascia, rake boards and soffit.

PHOTO 23: IMG_1313 – Missing downspout, significant deterioration of wood fascia, rake boards and soffit.

Photo 24: IMG_1350 - West Façade – Visible efflorescence at inside brick corner. Significant water damage at interior side of inside corner.

Photo 25: IMG_1351 - South Facade – No visible flashing from reverse gable roof to second story brick masonry wall. Damage to cedar shake at attic dormer.

Photo 26: IMG_1170 - Interior 1st Floor, Rear Office – Non-functioning pull stations.

Photo 27: IMG_1173 - Interior 1st Floor, Rear Office – Multiple fire alarm devices, non-hard wired carbon monoxide detector. Assumed redundant devices due to non-functioning system.

Photo 28: IMG_1426 - Interior 1st Floor, Anteroom to Prep Room – Significant water damage to the ceiling finish, including ceiling staining, wet ceiling tiles, present puddles and staining at floor.

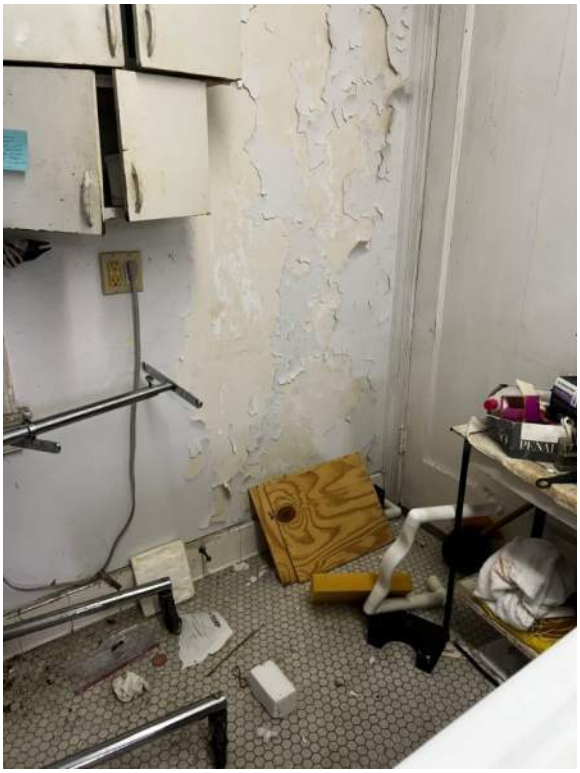

Photo 29: IMG_1183 - Interior 1st Floor, North West corner of Prep Room – significant water damage for full height of interior corner and ceiling.

Photo 30: IMG_1182 - Interior 1st Floor, Northwest corner of Prep Room – significant water damage for full height of interior corner and ceiling.

Photo 31: IMG_1191 - Interior 1st Floor, Prep Room – Prep Room ceiling exhibits visible sagging with patching (Photo 31). Evident ponding on roof above and surrounding areas infers water infiltration issues (photo 68).

Photo 32: IMG_1197 - Interior 1st Floor, Anteroom to Prep Room – Visible water damage to ceiling started infiltrating wall.

Photo 33: IMG_1207 - Interior 1st Floor, Gender Neutral Lavatory (North) – Water damage has caused significant ceiling disintegration and damage to original lath and plaster ceiling.

Photo 34: IMG_1205 - Interior 1st Floor, Gender Neutral Lavatory (North) – Water damage has caused significant ceiling disintegration and damage to original lath and plaster ceiling. Toilet room is not ADA compliant.

Photo 35: IMG_1208 - Interior 1st Floor, Gender Neutral Lavatory (North) – Operable window opens to interior framing. Indicates possible reconstruction or additions of existing building.

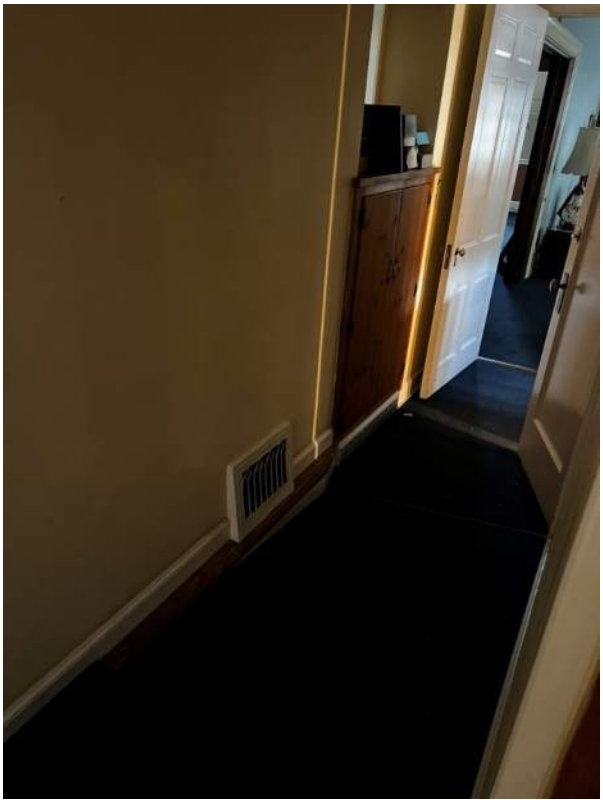

Photo 36: IMG_1208 - Interior 1st Floor, Hallway from Office to North East room – Floor surface contains a non-compliant ramp – non-compliant slope and no handrails.

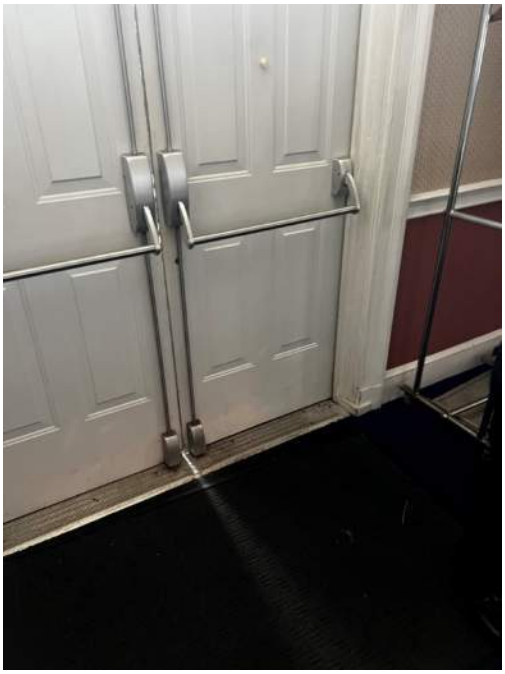

Photo 37: IMG_1219 - Interior 1st Floor, Main Entrance Doors – Entrance is not protected with an enclosed vestibule as required by 2020 ECCNYS C402.5.7. Door does not contain weatherstripping for compliance with 2020 ECCNYS C402.5 – Air Leakage – Thermal Envelope.

Photo 38: IMG_1220 - Interior 1st Floor, Main Stair is non-compliant with 2020 BCNYS Chapter 10 Means of Egress Sizing : 2'-10 ½" clear width, 2'-7" High handrail height, 3'-3 ½" guardrail height and winder stair treads. Handrails are not continuous without interruption by newel posts and do not extend past the top and bottom risers (2020 BCNYS 1012.4 & 1012.5). Handrails are not present on each side (2020 BCNYS 1009.10).

Photo 39: IMG_1224 - Interior 1st Floor (& throughout).

Photo 40: IMG_1224 - Interior 1st Floor Main Entrance – Wall cracking is present below wallcovering finish.

Photo 41: IMG_1237 - Interior 1st Floor East side egress stair – Contains winder treads.

Photo 42: IMG_1241 - Interior 1st Floor West side hallway to West emergency exit – Water fountains have been removed. Evident water damage at area of removal.

Photo 43: IMG_1468 - Interior 2nd Floor, East Funeral Chapel (& throughout) – Various windows are non-functional throughout entire building. The windows throughout utilize a rope and pulley string for operation; various windows contain ropes that have dry-rotted and subsequently, broken. Many windows with rope and pulley systems intact are non-functional due to multiple layers of paint and lack of use leaving a handful of windows operable for ventilation purposes.

Photo 44: IMG_1427 - East side egress stair, top landing – Moderate cracking in plaster finish with origins from window corners. Requires refinishing (photo 44).

Photo 45: IMG_1430 - East side egress stair, top landing – Plaster wall finish is chipping and peeling from evident water infiltration and moisture into wall finish.

Photo 46: IMG_1428 - East side egress stair, top landing – Plaster wall finish beginning to crack, bulge and bow at area above stairs. Requires refinishing.

Photo 47: IMG_1435 - East side egress stair, top landing – Window is operable. Interior jambs of window are exhibiting deterioration of paint finish and wood below. Aluminum storm screen can be seen.

Photo 48: IMG_1438 – Second Floor Hallway to East side egress stair. Emergency exit sign is present, but not continuously illuminated with active power to building.

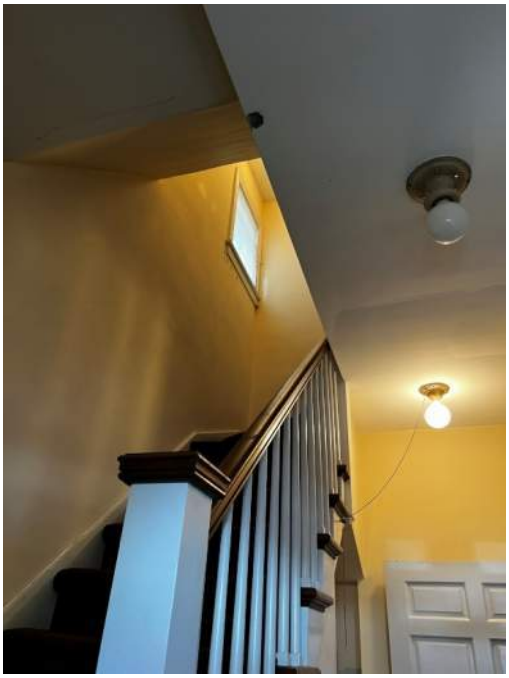

Photo 49: IMG_1239 - East side egress stair. Egress stair is non-compliant with 2020 BCNYS Chapter 10 Means of Egress Sizing: 2'-10" clear width, 2'-5" High handrail height and winder stair treads. Handrails are not continuous without interruption by newel posts and do not extend past the top and bottom risers (2020 BCNYS 1012.4 & 1012.5). Handrails are not present on each side (2020 BCNYS 1009.10).

Photo 50: IMG_1440 – Second Floor Gender-Neutral Toilet Room - Toilet room is not ADA compliant or sized adequately for conversion for ADA compliance. Toilet room contains asbestos containing materials (ACM) which require to be abated.

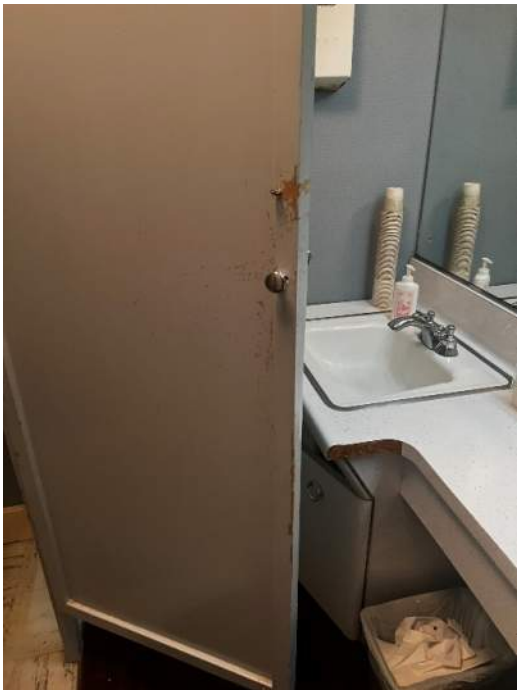

Photo 51: IMG_1441 – Second Floor Gender-Neutral Toilet Room - Toilet room is not ADA compliant or sized adequately for conversion for ADA compliance. Toilet room contains asbestos containing materials (ACM) which require to be abated.

Photo 52: IMG_1444 – Second Floor Corridor – Emergency exit sign is present, but not continuously illuminated. Pull string cord activates illumination. Exit sign is not directional.

Photo 53: IMG_1445 – Second Floor Corridor – Emergency exit sign is present, but not continuously illuminated. Pull string cord activates illumination. Exit sign is not directional.

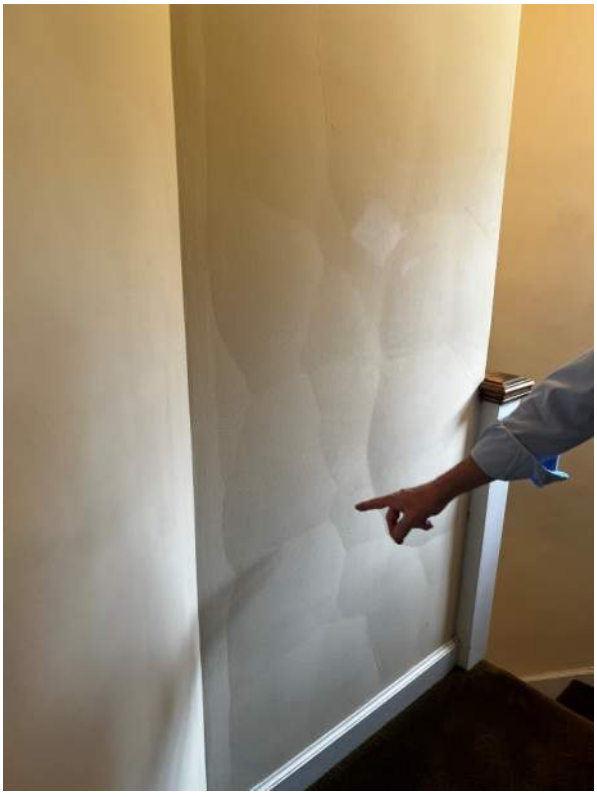

Photo 54: IMG_1446 – Second Floor Corridor – Plaster wall finish is uneven, bowing and bulging.

Photo 55: IMG_1449 – Second Floor Corridor – Plaster wall finish is uneven, bowing and bulging.

Photo 56: IMG_1459 – Second Floor Landing at Top of Main Stair – Non handicap accessible clearances at doorways and stair landings. Non-compliant handrail extensions.

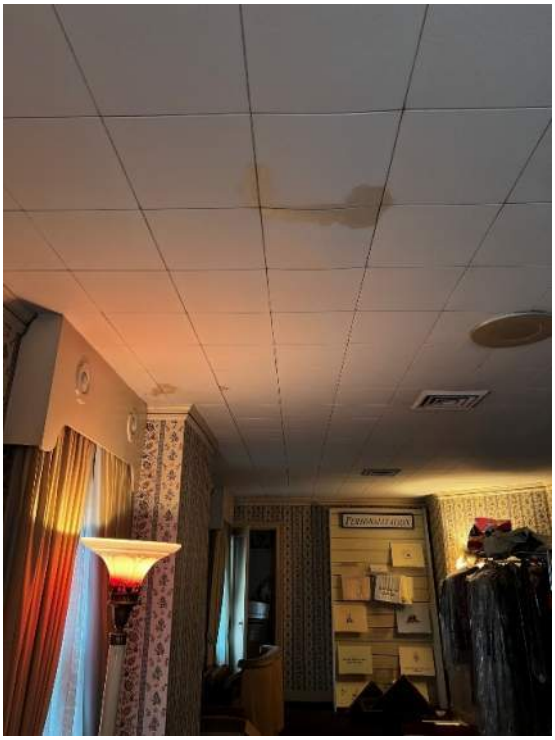

Photo 57: IMG_1466 – Second Floor East Chapel – Visible water damage and active leak at ceiling. Ceiling stain is wet to the touch.

Photo 58: IMG_1473 – Second Floor East Chapel – Chimney exhibits visible bowing with subsequent damage to the baseboard trim from the masonry movement.

Photo 59: IMG_1475 – Second Floor East Chapel – Leaks evident at ceiling on both sides of the chimney enclosure.

Photo 60: IMG_1476 – Second Floor East Chapel – Walls below East windows exhibiting bowing due to water infiltration.

Photo 61: IMG_1487 – Second Floor North Anteroom – Non-compliant illuminated directional exit signage. Non-compliant door hardware for ADA compliance. Fire extinguisher is not mounted in compliance with NFPA 10. If mounted in compliance with NFPA 10, fire extinguisher would be non-compliant with ADA for protruding objects and would reduce the minimum required clear width of the hallway.

Photo 62: IMG_1489 – Second Floor North Anteroom – Ceiling exhibits cracking due to deflection of wood framing.

Photo 63: IMG_1489 – Second Floor Northwest Chapel – Ceiling exhibits cracking due to deflection of wood framing. Cracks in ceiling run full length and width of room. Building does not contain emergency egress lights; main source of illumination is portable lamps.

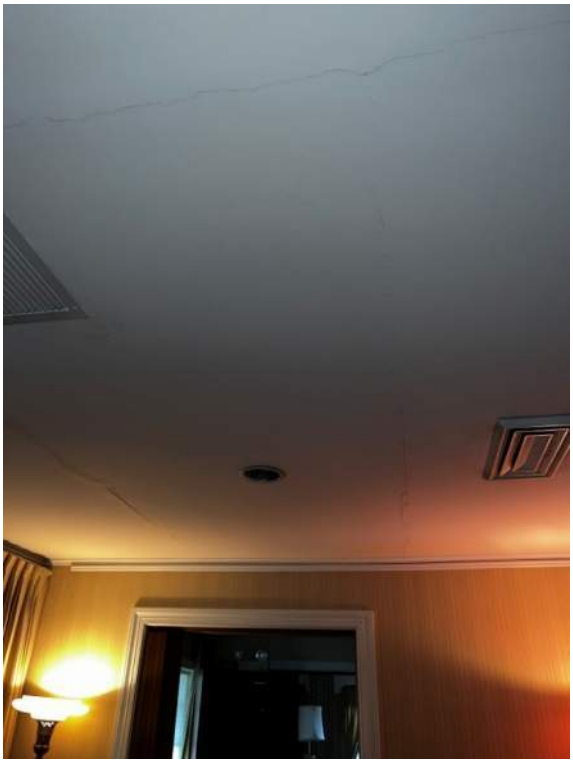

Photo 64: IMG_1495 – Second Floor Northwest Chapel – Ceiling exhibits cracking due to deflection of wood framing. Cracks in ceiling run full length and width of room. Building does not contain emergency egress lights; main source of illumination is portable lamps.

Photo 65: IMG_1497 – Second Floor Southwest Chapel – Ceiling exhibits cracking due to deflection of wood framing. Cracks in ceiling run full length and width of room. Building does not contain emergency egress lights; main source of illumination is portable lamps.

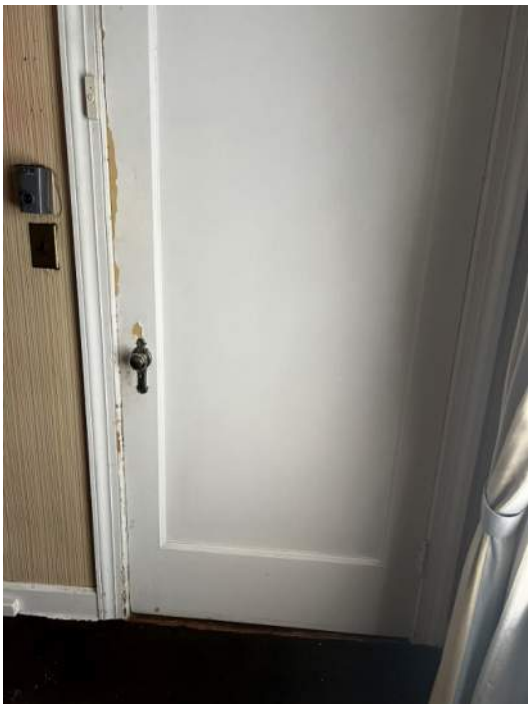

Photo 66: IMG_1502 – Second Floor Southwest Chapel – Elevator shaft enclosure (wall construction and door) are not rated. Per 2020 BCNYS shaft enclosures shall have a fire-resistance rating of not less than 2-hours where connecting four or more stories. This shaft enclosure connects 4-stories (basement, first floor, second floor and attic).

Photo 67: IMG_1507 – Second Floor Southwest Chapel – Wall finish exhibits bowing at interior walls. Fire extinguisher is not mounted in compliance with NFPA 10. Light switches and receptacles are not mounted in compliance with ADA.

Photo 68: IMG_1517 – Flat roof over rear – exhibits significant ponding on Northwest corner of roof; aligning with deteriorated wall and ceiling of Prep Room below.

Photo 69: IMG_1518 – Flat roof over rear – Visible efflorescence staining and watermarks on roof surface.

Photo 70: IMG_1597 – Attic appliances – Attic does not contain a clear passageway for removal of the largest appliance; passageway is obstructed by ductwork and dunnage.

Photo 71: IMG_1541 – Attic does not contain a fire sprinkler system.

Photo 72: IMG_1534 – Non-compliant loose fill insulation per 2020 ECCNYS between 2x10 floor joists. Insulation values are not marked.

Photo 73: IMG_1535 - Plaster walls on wood-stud wall construction up to attic level. Plaster beginning to crack and degrade, exposing wall cavities.

Photo 74: IMG_1536 - Stairs do not contain code compliant balustrades, guards or adequate opening limitations that would prevent the passage of a 4” sphere.

Photo 75: IMG_1579 – Light is visible from below roof framing to exterior.

Photo 76: IMG_1562 – Light is visible from below roof eaves.

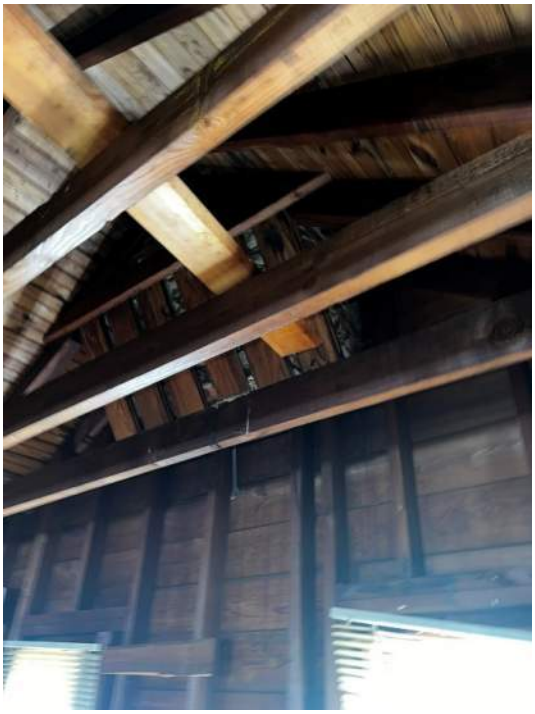

Photo 77: IMG_1560 – West Chimney is not properly supported, corbelled off exterior wall. West chimney is exhibiting significant leaning from exterior view (reference photo 21).

Photo 78: IMG_1575 – East Chimney – Chimney structure is corbelled with significant cantilevered bricks. Visible light between roof framing and chimney representing roof is not fully enclosed for protection from elements. Significant evidence of water infiltration, brick efflorescence on chimney with evident transfer to surrounding wood structure.

Photo 79: IMG_1576 – Roof Deck – Visible rot and moisture infiltration at roof deck surrounding plumbing vent stack indicating inadequate flashing.

Photo 80: IMG_1577 – Roof Deck – Areas of roof deck have been replaced. Review of asphalt shingle roof is recommended.

Photo 81: IMG_1601 – Roof Deck – Visible rot and moisture infiltration at roof deck in Northeast portion of attic.

Photo 82: IMG_1557 – Wood framing above windows on East side attic exhibit significant water damage. The visible water damage aligns with the brick bulging (photo 10) from exterior which indicates significant water damage is likely to be found at all window framing on East wall.

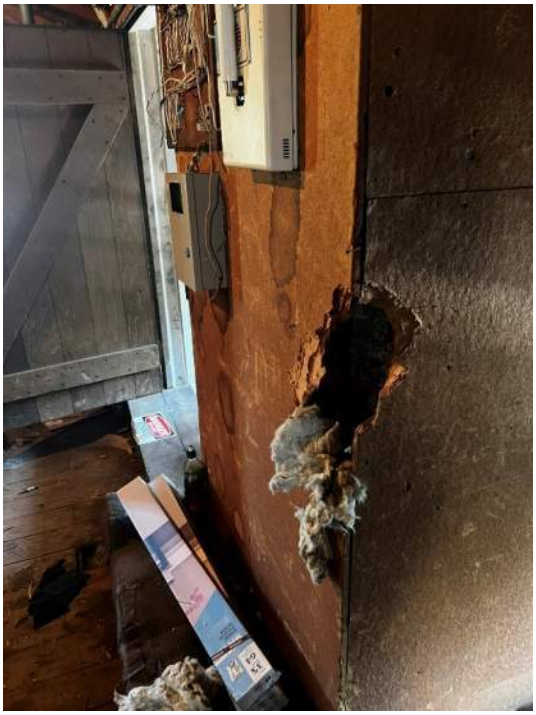

Photo 83: IMG_1622 – Elevator shaft way through attic is constructed of non-rated particle board. Per 2020 BCNYS shaft enclosures shall have a fire-resistance rating of not less than 2-hours where connecting four or more stories. This shaft enclosure connects 4-stories (basement, first floor, second floor and attic) (photo 82).

Photo 84: IMG_1584 – Elevator access door opens to elevator shaft way with no fall protection. Per OSHA 1917.116, elevator landing openings shall be provided with doors, gates or equivalent protection which shall be in place when the elevator is not at that landing, to prevent employees from falling into the shaft.

Photo 85: IMG_1588 – Elevator shaftway contains a window. Per 2020 BCNYS shaft enclosures shall have a fire-resistance rating of not less than 2-hours. Window opening requires to have the same fire-rating as the wall assembly. Elevator shaft way contains non-functioning fire alarm devices.

Photo 86: IMG_1563 – Visible water infiltration and moisture damage to roof decking and gable end wall.

Photo 87: IMG_1242 – Visible water infiltration and moisture damage at inside corner of foundation wall and incoming conduit penetration. Plaster finish on foundation wall exhibits large chips and cracks from moisture.

Photo 88: IMG_1244 – Basement egress stairs non-compliant with 2020 BCNYS and are not ADA compliant. Stairs feature non-complaint handrails, open stair treads, and are not enclosed with an exit at an exit discharge or to a public way.

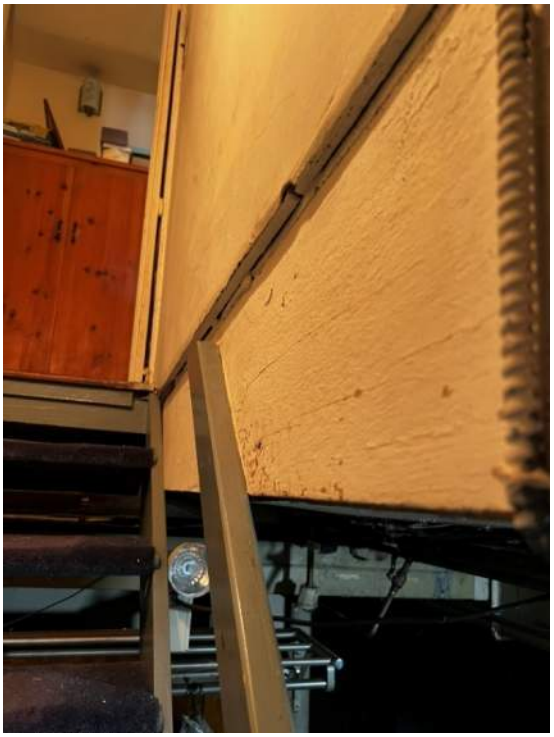

Photo 89: IMG_1243– Basement egress stairs non-compliant with 2020 BCNYS and are not ADA compliant. Stairs feature non-complaint handrails, open stair treads, and are not enclosed with an exit at an exit discharge or to a public way.

Photo 90: IMG_1248– Floor joists feature notches and holes. If configuration of interior walls, stairwells, finishes are altered and changing structural dead loads, and if interior live loads are altered based on occupancy reclassification, joists shall require to be evaluated by a structural engineer.

Photo 91: IMG_1251– Significant moisture and water staining is present on Northeast foundation walls.

Photo 92: IMG_1256– Significant water damage and staining is present on interior side of East chimney foundation. Foundation for chimney is spalling and contains major vertical and horizontal cracking

Photo 93: IMG_1251– Elevator shaft at Basement Level – Contains significant cracks and pipe penetrations that are not sealed as required for 2-hr fire rating at shaft way.

Photo 94: IMG_1651– Elevator shaft at Basement Level – Contains non-compliant UL rated assembly for 2-hour enclosure, typical of 3 doors at basement level. West entrance door into shaftway is a single wood door with wood frame. South entrance door into shafrway is a double wood door with wood frame.

Photo 95: IMG_1672– Elevator shaft at Basement Level – Contains non-compliant UL rated assembly for 2-hour enclosure, typical of 3 doors at basement level. West entrance door into shaft way is a single wood door with wood frame. South entrance door into shaft way is a double wood door with wood frame.

Photo 96: IMG_1302– Visible moisture infiltration at sub-grade windows. Foundation wall paint finish exhibits cracking and chipping. Basement Window wells contain overgrown shrubs and leaves, recommended cleaning of window wells to assess conditions of window frames from exterior.

Photo 97: IMG_1276– Basement stairs to Exterior – Non-compliant riser and tread heights per 2020 BCNYS 1011.5.2. Existing poured concrete stairs have a 9.5” riser height and a 9.25” tread depth. Stairs do not contain handrails. Landing at top of stairs is not compliant with 2020 BCNYS 1012.6.3 the landing length shall be 60 inches minimum. Approach to door is not ADA compliant.

Photo 98: IMG_1669– Basement – South back room (below office) – Contains steel lally columns with non-uniform spacing. Column placement and spacing suggests additional columns were added for reconfiguration of openings on first floor,

H 2 M architects + engineers

PORT WASHINGTON POLICE DISTRICT

BUILDING CONDITION ASSESSMENT

FOR

AUSTIN F. KNOWLES FUNERAL HOME – DETACHED GARAGE
128 MAIN STREET, PORT WASHINGTON, NY

MAY 17, 2024

Project No.: PWPD 2305

H2M architects + engineers
538 Broad Hollow Rd, 4th Floor East, Melville, NY 11747
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ARCHITECTURAL SYSTEMS – ASSESSMENT

TABLE OF CONTENTS

Building Name:	Austin F. Knowles Funeral Home – Detached Garage
Building Number:	Rear of 128 Main Street, Port Washington, NY
Date Surveyed:	May 3, 2024

General Profile

Building Description: 1-story wood framed detached garage with face brick masonry at sides and rear. Front of garage features metal stud with painted wood finish, an addition added to original structure.

Current Use:	Storage Garage		
Occupancy (occupied or vacant)	Vacant	Number of Stories:	1
		Building Height: (Approximate)	15 Ft. +/- to Roof
Gross Square Footage:	Approximate SF: 1,187 s.f.	Basement (Yes/No) Crawl Space (Yes/No) Slab on grade (Yes/No)	No No Yes

Basic Plan

See attached Diagrams

Structures Data: Original const./modification timetable (**DH** Documented History, **VH** Verbal History)

Original Construction:	**Date:**	Unknown	-
Modification No 1: Extension on East Elevation (extends depth of entire garage). – see photo 1	**Date:**	Unknown	VH

Handicap Accessibility: Not Complaint

Legend Description;

Surveyed Condition /Life Expectancy Time frame noted is based on visual observation, age of item, and/or maintenance (or lack thereof). The following is the expected life expectancy of the system or component;

Good (G) *10 yrs,*
Adequate (A) *2 to 5 yrs,*
Inadequate (IA) *. 1 yr,*
Code Violation (CV)..... *Immediate action required to satisfy current code issue,*
Potential Risk/Imminent Loss (PR/IL).... *Lack of immediate/appropriate action could cause irreparable damage.*
Not Applicable (NA)
Not Present (NP)

Exterior Building Conditions

Item	Condition	Comments
Primary Building Materials	G	Floor (original construction): Slab on grade with minor cracking.
	IA	Floor (addition): No slab on grade at addition. Addition features existing asphalt pavement driveway, enclosed by exterior walls. Not suitable for long term parking of vehicles within garage.
	PR	Exterior walls – Wood stud construction with brick veneer at original construction. Assumed no cavity for interior drainage (no visible weeps). No interior finish, exposed wood studs. Wood studs have visible termite damage (photo 2).
	IA	Exterior walls (addition) – metal stud with painted wood finish. Wood finish including corner trim is deteriorated past useful life between all overhead doors. Wall contains no insulation.
	CV	Exterior wall insulation – non observed.
	G	Foundation (observable only) – concrete, at foundation of original construction.
	PR/IL	Foundation (observable only) – No foundation below addition on East Façade, addition is framed and resting on a singular CMU block on asphalt concrete (photo 4).
Façade		**North Façade**
	PR/IL	Exterior Wall – Brick contains mold, mildew and moss growth. With wall not containing a cavity, without intervention water will penetrate and weaken the brick and cause damage to wood structure (photo 5).
	IA	Exterior Wall – Brick and gutters are overgrown with ivy. Overgrowth can lead to retained moisture, dislodging brick and moisture, or attract insects and wildlife.
	IA	Exterior wall / Roof – missing downspout, allowing water to drain directly onto masonry wall.
	PR/IL	Windows – Window finish is beginning to chip, which may lead to wood rot without intervention (photo 6)
	CV	Windows – Not compliant with current energy code standards (photo 6).
	CV	Windows – Not compliant with Chapter 1609.2 BCNYS 2020 – In windborne debris regions, glazing in buildings shall be impact resistant or protected with an impact-resistant covering……[]. Site is in a hurricane-prone region as defined in ASCE/SEI 7-22 Section 26.2. (photo 6).
	IA	North Side Roof – Significant moss growth on roof shingle.
Façade		**South Façade (photo 7)**
	G	Exterior Wall – Brick masonry in good condition.
	IA	Exterior Wall - Minor ivy growth which should be removed.
	G	Foundation (observable only) – concrete.
	IA	Drainage – Downspouts to grade, no underground storm water retention system visible or visible solutions for water percolation of soil.
		West Façade (photo 8)
	IA	Exterior Wall – Brick and gutters are overgrown with ivy. Overgrowth can lead to retained moisture, dislodging brick and moisture, or attract insects and wildlife.
	CV	Exterior Wall – exposed CMU bump-out with no exterior finish, insulation, or moisture protection system; risks of water and moisture entering building.

		East Façade
	PR/IL	Roof leaders missing or damaged in various areas (photo 9).
	PR/IL	Gutters seams are deteriorated causing rot of building elements (photo 9).
	PR/IL	Overhead door header and trim have deteriorated due to water penetration issues caused by gutters. Requires replacement (photo 9).
	PR/IL	Walls between overhead doors and jambs at overhead doors deteriorated past useful life, allowing water, moisture, air and potential for animals/insects to enter the structure (photo 10).
	PR/IL	Missing areas of trim exposing structure to moisture. Visible damage to wood framing below trim boards (photo 11)
Door / Entrances	IA	Southern overhead door track is broken, requiring repair (photo 12).
	A	Overhead doors (middle and North) are in fair condition, require general cleaning. Not original to age of the building.
	IA	Exterior door (North Side), fair condition with accessibility issues – door hardware and door entrance elevation are not ADA compliant (photo 13)
Roof	PR/IL	Moss and mildew on asphalt shingle roof. Requires removable to avoid additional damage to shingles and roof structure (photo 14).
	PR/IL	Wood rot visible at roof decking (photo 15).
	PR/IL	Gutters – clogged. Require cleaning and ivy removal.
	PR/IL	Downspouts – undersized and require replacement. Inadequate for drainage of roof area.
	IA	Downspouts – No splashblocks or connection to underground storm drainage systems.
Miscellaneous	IA	Existing floor drains are clogged (photo 16).
	IA	Overhead doors are undersized (height) for use with oversized PWPD vehicles which will require maintenance and storage (photo 17).
	PR/IL	Interior framing was modified to accommodate interior bump-out. Exterior masonry wall is not properly supported from below (photo 18).

Appendix A - Reference Photos:

PHOTO 1: IMG_1036 View from Interior of East Addition, age of addition unknown.

PHOTO 2: IMG_1056 Visible Termite Damage – termite tunnels and droppings

PHOTO 4: IMG_1012 Addition – Exterior wall finish deterioration

PHOTO 4: IMG_1041 Addition – Metal stud does not rest on built foundation.

PHOTO 5: IMG_1019 – North Façade : Missing downspout, overgrowth of mold and mildew on façade.

PHOTO 6: IMG_1021 – North Façade Existing Windows

PHOTO 7: IMG_1021 – South Façade

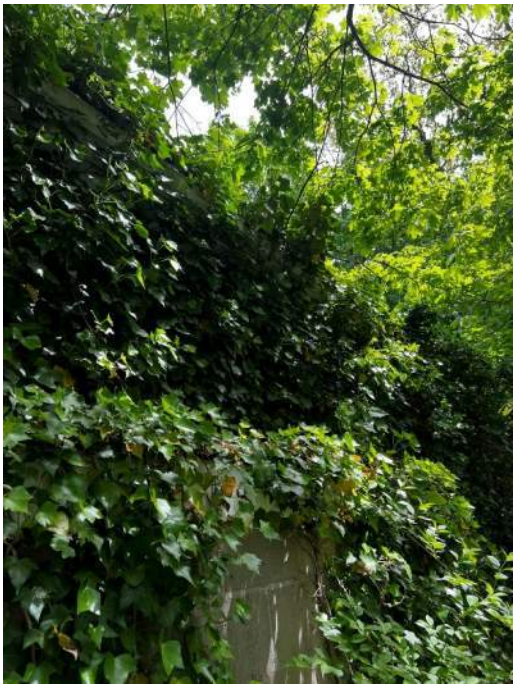


PHOTO 8: IMG_1067 – West Façade

PHOTO 9: IMG_1067 – North Façade. Deteriorated overhead door trim and header. Missing downspouts. Deteriorated seams at gutter.

PHOTO 10: IMG_1067 – North Façade. Deteriorated overhead door jambs.

PHOTO 11: IMG_1077 – North Façade. Missing trim work, exposed and deteriorated wood structure.

PHOTO 12: IMG_1049 – South Garage door opener / track is broken, requires replacement.

PHOTO 13: IMG_1017 – Entrance door elevation is not ADA compliant. Door hardware is not ADA compliant.

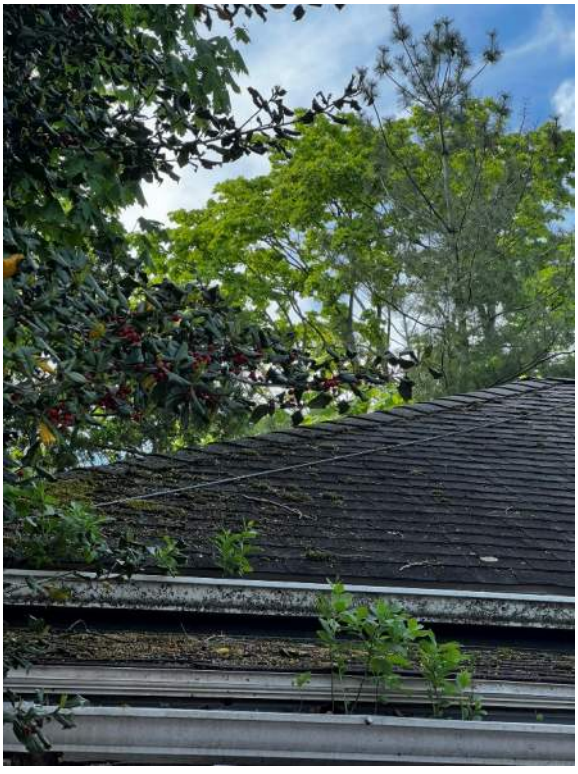


PHOTO 14: IMG_1082 – East Side Roof - Visible moss on roof structure.

PHOTO 15: IMG_1046 – Visible staining and water damage at wood roof deck.

PHOTO 16: IMG_1046 – Clogged floor drains.

PHOTO 17: IMG_1022 – Height is inadequate for the entire PWPD police fleet.

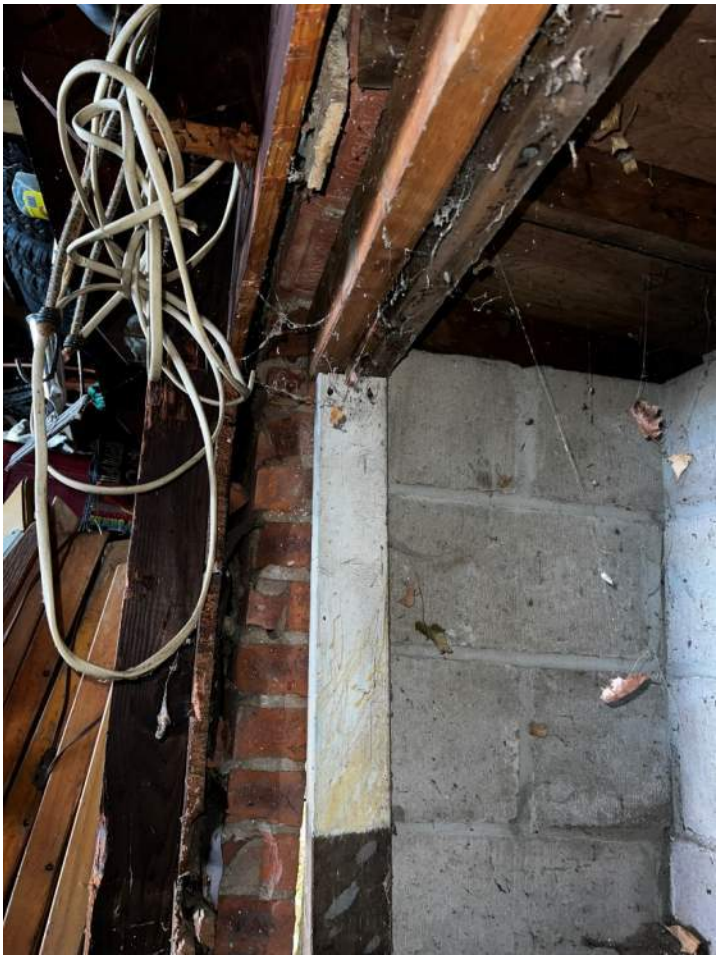
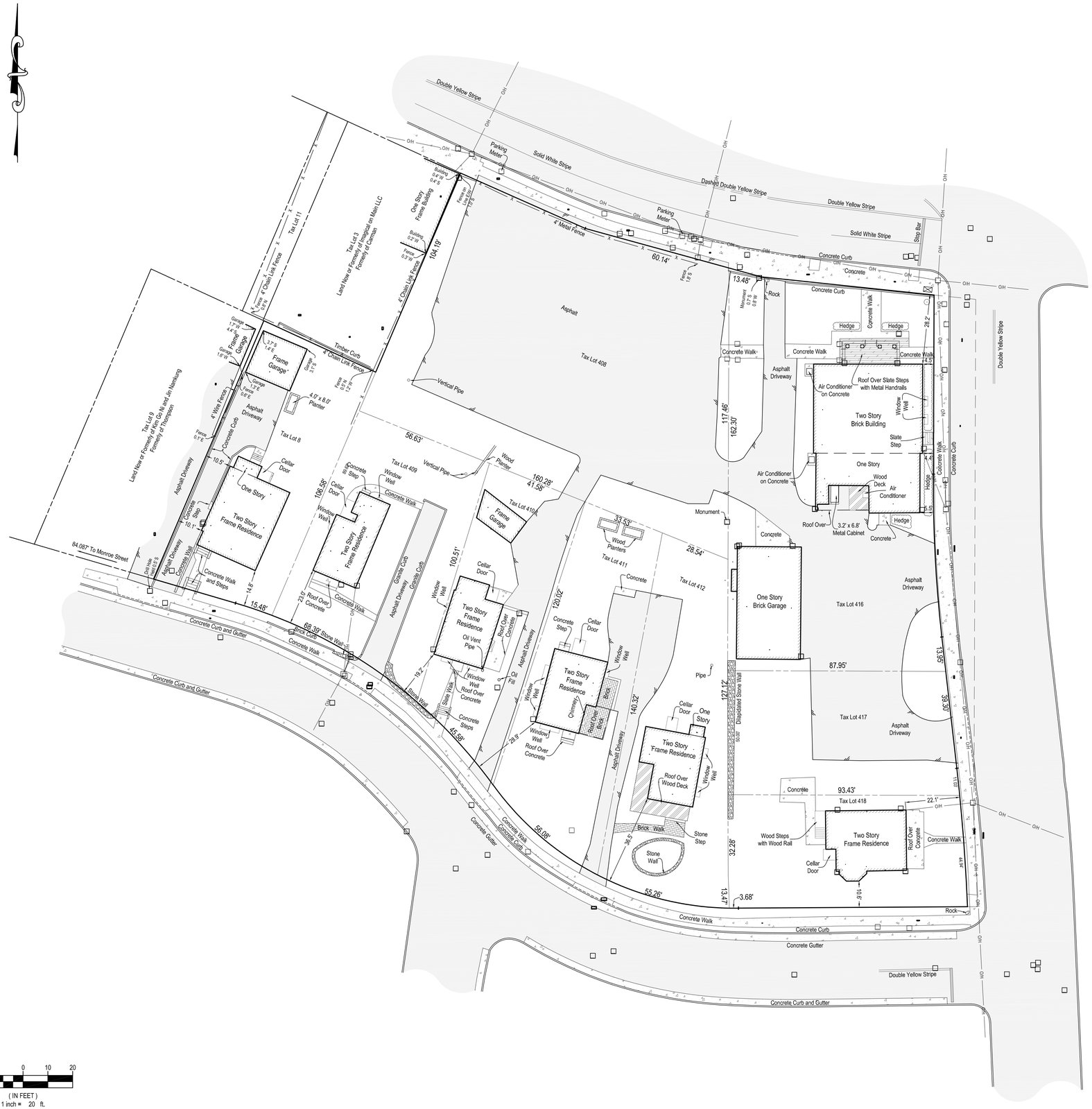


PHOTO 18: IMG_1029 – Brick is not properly supported from below at opening. Horizontal wood member supports the framing of the roof over the CMU bump-out.

PHOTO 19: IMG_1412 – North Side Roof - Visible moss on roof structure.

Attachment D:

Existing Conditions Site Plan and Funeral Home Floor Plan Diagram



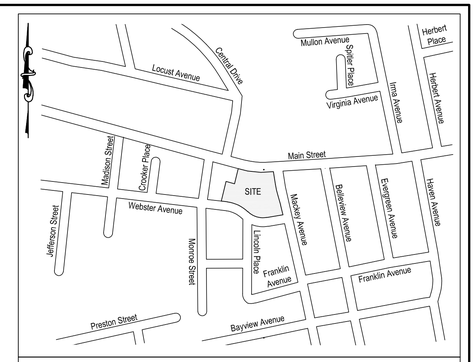
20 0 10 20

(IN FEET)

1 inch = 20 ft.

LEGEND

DESCRIPTION	SYMBOL
MONUMENT	
DRAINAGE MANHOLE	
CATCH BASIN	
WATER VALVE	
ROOF DRAIN/LEADER	
SANITARY MANHOLE	
CLEAN OUT	
ELECTRIC MANHOLE	
ELECTRIC RISER	ER
LIGHT	
TRAFFIC SIGNAL BOX	
UTILITY POLE/GUY POLE	
GUY WIRE	C
TELEPHONE MANHOLE	
GAS METER	GM
GAS VALVE	
GAS RISER	GR
SIGN	
BOLLARD	
CURB	
DROP CURB	
OVERHEAD WIRES	O/H
FENCE	X
HAND RAIL	
EDGE OF PAVEMENT	
ASPHALT PAVEMENT	
CONCRETE PAVEMENT	
BRICK/PAVER PAVEMENT	
SLATE	
WOOD DECK	



LOCATION MAP

SCALE 1" = 400'

GENERAL NOTES:

1. PARCEL AREA IS 63,202.77 S.F. OR 1.45 ACRES
2. THIS SURVEY WAS COMPLETED WITHOUT THE BENEFIT OF A COMPLETE TITLE REPORT.
3. THE OFFSETS AND DIMENSIONS SHOWN FROM STRUCTURES TO THE PROPERTY LINE ARE FOR A SPECIFIC PURPOSE AND ARE NOT INTENDED TO GUIDE THE ERECTION OF FENCES WALLS POOLS PATIOS ADDITIONS TO BUILDINGS AND ANY OTHER CONSTRUCTION.

SURVEYORS CERTIFICATION

WE HEREBY CERTIFY TO **PORT WASHINGTON POLICE DISTRICT AND FIRST NATIONWIDE TITLE, AN AMTRUST FINANCIAL COMPANY** THAT THIS SURVEY WAS PREPARED IN ACCORDANCE WITH THE CODE OF PRACTICE FOR LAND SURVEYS ADOPTED BY THE NEW YORK STATE ASSOCIATION OF PROFESSIONAL LAND SURVEYORS

REV. 1: 8/9/2023 CERTIFICATIONS ADDED

H2M architects + engineers

538 Broad Hollow Road, 4th Floor East
Melville, NY 11747
631.756.8000 • www.h2m.com

NY Land Surveying Certificate of Authorization No. 0018438

FIELD CREW:	DRAWN BY:	CHECKED BY:	PROJECT No.:	DATE:	SCALE:
BLC/BIB	EMF	PJI/JSG	PWPD-2304	7/3/2023	1" = 20 FEET

UNAUTHORIZED ALTERATION OR ADDITION TO THIS SURVEY IS A VIOLATION OF SECTION 7209 OF THE NEW YORK STATE EDUCATION LAW. COPIES OF THIS SURVEY MAP NOT BEARING THE LAND SURVEYOR'S INKED SEAL OR EMBOSSED SEAL SHALL NOT BE CONSIDERED TO BE A VALID OR TRUE COPY. CERTIFICATION INDICATED HEREON SHALL RUN ONLY TO THE PERSON FOR WHOM THE SURVEY IS PREPARED AND ON HIS BEHALF, TO THE TITLE COMPANY, GOVERNMENTAL AGENCY AND LENDING INSTITUTION LISTED HEREON, AND TO THE ASSIGNEES OF THE LENDING INSTITUTION. CERTIFICATIONS ARE NOT TRANSFERABLE TO ADDITIONAL INSTITUTIONS OR SUBSEQUENT OWNERS.

01/31/2026
EXP. DATE

PASQUALE JOHN IANNONE, P.L.S.
NY PROFESSIONAL LAND SURVEYOR Lic. No. 051104
"ALTERATION OF THIS DOCUMENT EXCEPT BY LICENSE PROFESSIONAL IS ILLEGAL"

BOUNDARY SURVEY FOR PORT WASHINGTON POLICE DISTRICT

PORT WASHINGTON — NASSAU COUNTY
TOWN OF NORTH HEMPSTEAD — NEW YORK

SURVEY OF PART OF BLOCK I MAP OF SUBDIVISION OF PROPERTY BELONGING TO THOMAS E. AND ELIZABETH WEBB AND DESCRIBED PROPERTY

FILED: JUNE 12, 1909 FILE NO.: 27
NCTM: SECTION 5 BLOCK 38, LOTS 8, 408-412 & 416-418

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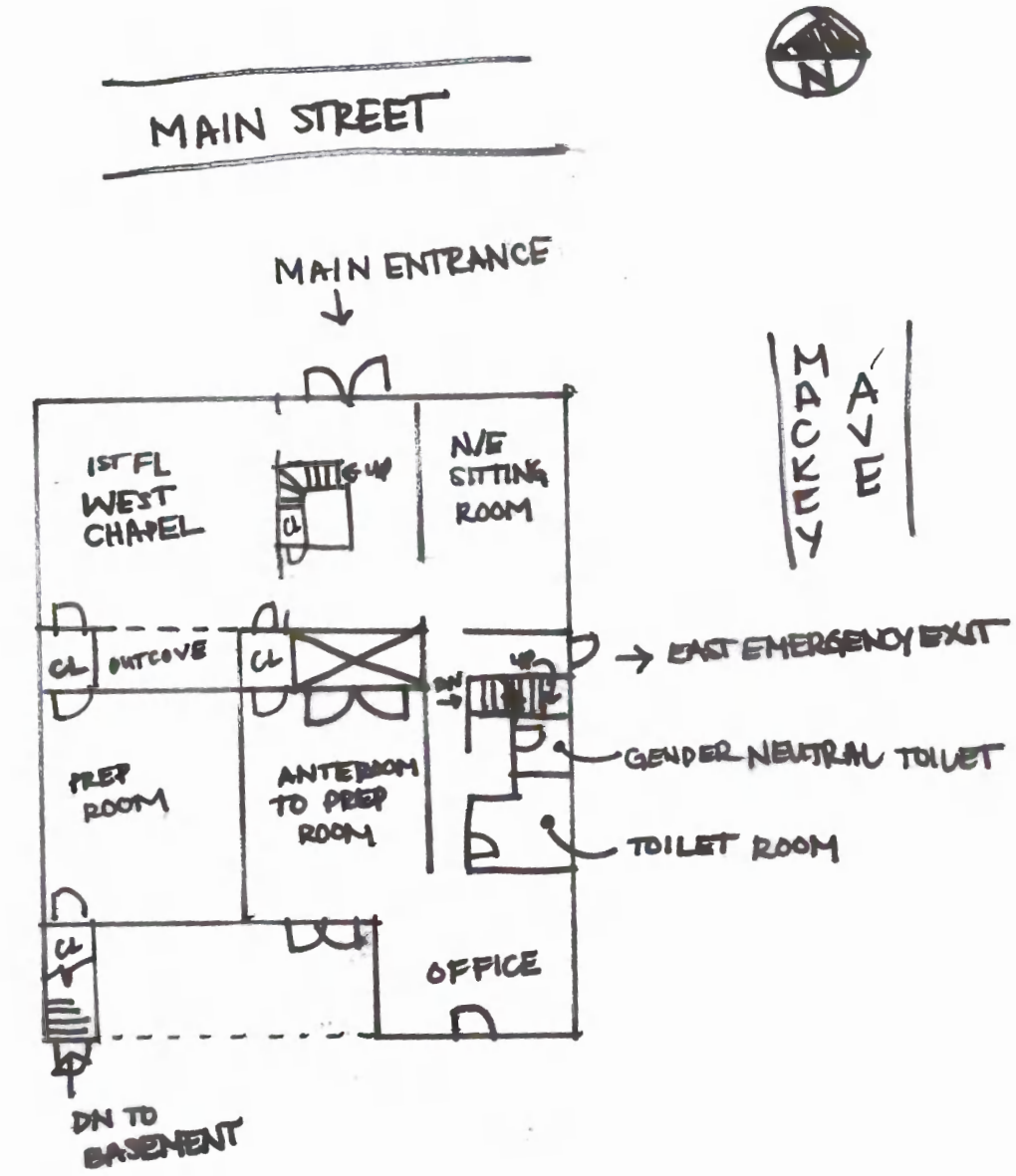
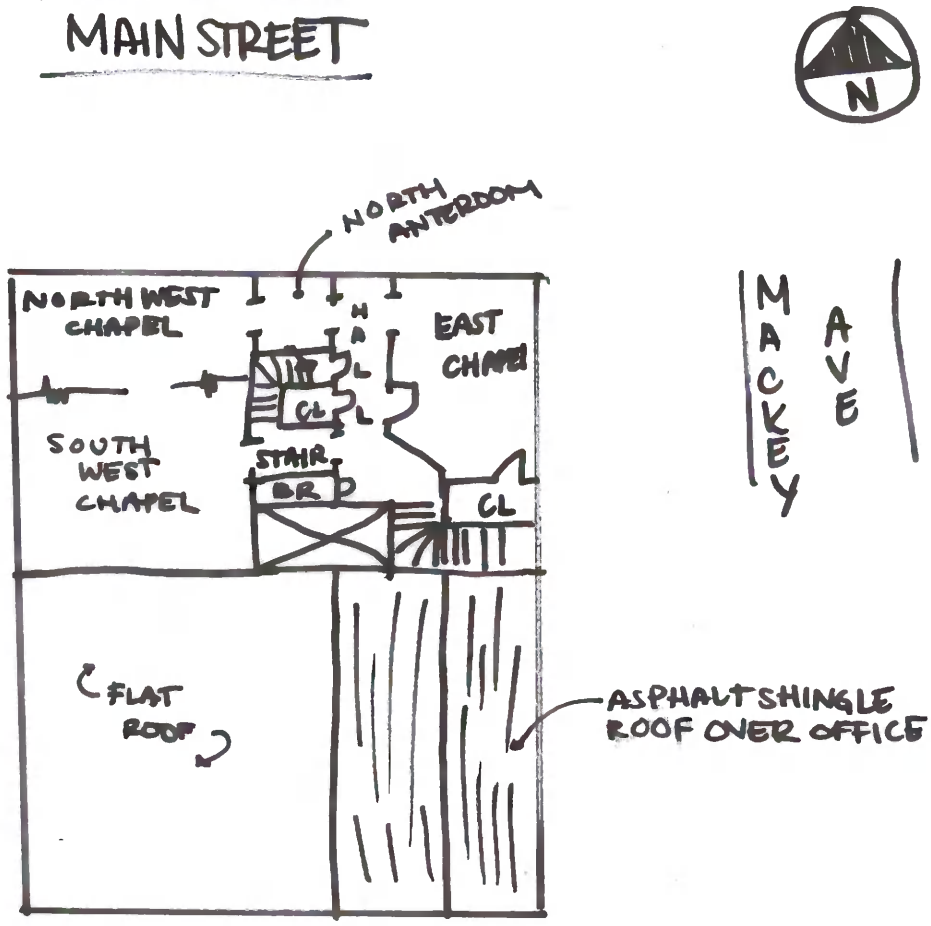


KNOWLES FUNERAL HOME
DIAGRAM

1ST FLOOR

MAIN STREET



KNOWLES FUNERAL HOME
DIAGRAM
2ND FLOOR

Attachment E:

Austin F. Knowles Obituary- Newsday and The New York Times

Obituary

Austin F. Knowles, 79, Dies; On Town Planning Board

Port Washington—Fraternal services will be held tonight in the Knowles Funeral Home for Austin F. Knowles, for many years a member of the Planning and Zoning Board of the Town of North Hempstead. Knowles died Friday afternoon at North Shore Hospital, where he was being treated for a heart condition. He was 79.

He was an undertaker, and had operated the Knowles Funeral Home here for 50 years. He had been a leader in club activity on the North Shore since the turn of the century. He was the oldest living member of the Port Washington Yacht Club, a charter member of the Masonic Lodge here, a member since 1905 of the Atlantic Hook & Ladder volunteer fire company, and was active in the Great Neck Elks, Manhasset Glee Club, Sewanhaka Lodge, Odd Fellows.

He was a founder of the Port Washington Republican Club. He also served on the board of directors of the First Methodist church and the Port Washington Building & Loan Association.

Knowles is survived by his wife, the former Alice Meginnis. He also leaves a son, George D. Knowles of Port Washington, by his former wife, the former Florence Brown, who died three years ago, and a brother, Lawrence Knowles of Port Washington.

A native of Elizabeth, N. J., he had lived here for 50 years, and lived most recently at 8 Pine Drive.

Austin F. Knowles

Charles Le Bosquet, UN Official, Dies

Great Neck—Services will be held in the O'Brien Funeral Home for Charles H. Le Bosquet at 2 PM tomorrow. Burial will be in Middle Village.

Le Bosquet, 51, since 1949 was Director of Documents Control and Chief Editor of the United Nations. He died in Manhasset Medical Center where he had been a patient for several weeks. He had lived in the Towne House, Great Neck, for seven years.

The UN official was born in Reading, England. He served in World War I in the British Army Supply Service and the Royal Artillery and later as a liaison officer. He was awarded the Croix de Guerre with Silver Star.

Following a tour of duty with the British Military Police in France, he became an assistant member of the Inter-Allied Circulation Commission. He next spent two years in Geneva with the British Consular Service.

At the outbreak of World War II he joined the British Army Military Intelligence and became head of the Anglo-American Intelligence Group. For his service he was awarded the Bronze Star Medal and a Presidential Citation.

He is survived by his wife, Kate Rosaline Le Bosquet, a son, Alan, and a daughter, Elizabeth.

STAR GAZER

By CLAY R. POLLAN

Your Daily Activity Guide According to the Stars

To develop message for Tuesday, read words corresponding to numbers of your Zodiac birth sign.

[illegible]

Set Air Tribute For Gen. Vandenberg

Washington (UP)—Sleek jet aircraft will fly over the grave of Gen. Hoyt S. Vandenberg today in a final tribute to the former Air Force Chief of Staff who dedicated himself to their creation.

A military funeral service will be conducted at Washington Cathedral and burial will be in Arlington National Cemetery.

Participating in the fly-over will be six B-47 Stratojets from the Stragetic Air Command; 16 F-86 Sabrejets and 16 F-84 Thunderjets. In addition, 2,000 troops will march in the funeral procession from the cemetery gate to the grave. There also will be the Army and Air Force Bands.

Admiral Arthur W. Radford, chairman of the Joint Chiefs of Staff, will lead a special honor guard comprising the service chiefs and vice chiefs and the two top-ranking officers of the Coast Guard.

Thomas McDermott, Great Neck Contractor

Great Neck—A solemn Mass of Requiem will be offered at 10 AM tomorrow in St. Aloysius Catholic Church for Thomas F. McDermott of 48 Jason Ave., who died Friday. Burial will be in Mt. St. Mary's Cemetery.

McDermott, president of the Thomas F. McDermott Excavating and Contracting firm of Long Island City, was a patient in Manhasset Medical Center when he died. He had been in business on Long Island for 30 years, and had resided in Great Neck for the past 17 years.

He is survived by his wife, Marion Daly McDermott, two brothers, Martin and John, and a sister Mrs. Clara Huth.

Alexander MacKenzie, Horticulturalist

Glen Cove—Services will be held at 2 PM today at the Dodge Funeral Home, for Alexander MacKenzie, 87, who died in Florida on Thursday. He was a retired horticulturalist and was in charge of the gardens and greenhouses of Rattling Spring, the former Percy Chubb estate in Glen Cove, for many years. The blooms and plants, particularly roses, raised under his direction, won many awards at the metropolitan flower shows.

A Masonic service was conducted yesterday. Burial will be in East Hillside Cemetery, Glen Head. Surviving are his widow, Edith, two sons, Donald and Laughlin, and a daughter, Mrs. William T. Livingston of Garden City.

DEATH NOTICES

BALDWIN—Lester J., on April 2nd, 1954, of 44 Tyrconnell Ave., Massapequa Park, L.I. Dearly beloved husband of Sarah (nee Martin). Reposing at the Charles G. Schmitt Funeral Home, 3863 Merrick Rd., Seaford, until Tuesday, 9:30 A.M. Requiem Mass, 10 A.M., at St. Rose of Lima R.C. Church. Interment L.I. National Cemetery, Pinelawn. Masses appreciated.

BRINKMAN—John Peter, of 19 Victoria St., Baldwin, suddenly on Saturday, April 3, 1954. Beloved son of Lulu S. (nee Stone) and the late William H., dear grandson of Amanda Anderson Stone, Mary Louise and John E. Brinkman. Reposing at All Saints Episcopal Church, 34 Harrison Ave., Baldwin. Requiem at the church Tuesday, 10:30 A.M. Interment Amityville Cemetery. In lieu of flowers contribution to a Memorial Fund for All Saints Church will be greatly appreciated. Arrangements by Weigand Bros.

CLARK—Ethel (nee Bedell), of Hewlett, L.I. on April 3, 1954. Beloved wife of Harry L. Clark, devoted mother of Harry L. Clark Jr., dear sister of Mrs. Lottie Becker, Mrs. Florence Jacobson, Mrs. Mabel Becker and Arthur Bedell. Reposing at William A. Martin Funeral Home, Clason Ave. corner of Sterling Pl., Brooklyn. Funeral Wednesday, 11 A.M. Interment St. John's Cemetery.

COHEN—Gregory G., of 8 Wilson St., Baldwin, suddenly on Saturday, April 3, 1954. Beloved son of Eunice M. (nee Henry) and Glen Cohen, devoted brother of Bruce B., fond grandson of Madge Smith and Milton C. Cohen. Reposing at Weigand Bros. Funeral Home, 24 So. Grand Ave., Baldwin. Services Tuesday, 8:30 P.M. Funeral Wednesday, 1:30 P.M. Interment Greenfield Cemetery, Hempstead.

CONNELLY—Maria J. (nee McCaffery), on Sunday, April 4, 1954, formerly of Rockville Centre, L.I. Beloved wife of the late Arthur J., devoted mother of Mrs. Gerald Browne, Catherine, Eugene and Harold Connelly, sister of Mrs. Joseph McGovern. Also survived by grandchildren Barbara, Arthur and Bryant Browne. Reposing at her home, 32 Wilson Pl., Freeport, L.I. Funeral on Wednesday, April 7th, at 9:30 A.M. Solemn Mass of Requiem in the Church of Our Holy Redeemer, at 10 A.M. Interment St. Charles' Cemetery.

[illegible]

LAPER—Noan, of 26 Ellsworth Ave., Babylon, L.I. Formerly of Bellmore, on April 3, 1954. Beloved wife of Eugene, devoted mother of Robert and Eugene, daughter of John and Ellen Maroney, sister of Eleanor, Josephine, Bridget, Joan and Michael. Reposing at the Bartholomew & Son Funeral Home, 362 So. Bedford Ave., Bellmore, L.I. Requiem Mass at St. Barnabas the Apostle R.C. Church on Tuesday, April 6 at 10 A.M. Interment Holy Rood Cemetery, Westbury.

DEATH NOTICES

KRONER—Ludwig W., On Sunday, April 4th, 1954. Of 78 Robertson Road, Lynbrook, L.I. Beloved husband of Ruth M., father of Paul E. Services at the funeral home of Pettit Bros. & Clayton, 30 Lincoln Ave., Rockville Centre, L.I., Tuesday evening. B.P.O.E. No. 1515 at 8:15. Religious service immediately following.

LAPINSKI—Edward W., of 15 Beechet Rd., Babylon. Formerly of New Hyde Park on April 3, 1954. Beloved husband of Elsie, dear father of Lucian and Chester, brother of Anna Marzewski of New Jersey. Also survived by 3 grandchildren. Reposing at the Hempstead Funeral Home, 48 Cross St., Hempstead until Wednesday, April 7. Solemn Requiem Mass at St. Hedwig R.C. Church, Floral Park at 9:30 A.M. Interment Holy Rood Cemetery.
Director Joseph Smolenski

MASSA—Emilio, of 165 Kennedy Avenue, Hempstead, L.I., on April 3, 1954. Beloved husband of Amalia and loving father of Charles, Louis, Albert, Gene and Harry Massa, dear brother of Mrs. Constance Pisano, Mrs. Josephine Russo, Joseph, Bartholomew and Gennaro Massa. Reposing at the Hartnett Funeral Home, 148 Greenwich Street, Hempstead, L.I. Requiem Mass Tuesday, April 6 at Our Lady of Loretto R.C. Church, Hempstead at 9:30 A.M. Interment following.

MASSEY—Elizabeth, of 55 Thomas Ave., Baldwin, on Friday, April 2, 1954. Beloved wife of the late Wilbert Massey. Reposing at Weigand Bros. Funeral Home, 24 So. Grand Ave., Baldwin. Funeral Tuesday, 9 A.M. Interment Greenfield Cemetery, Hempstead.

McCAULEY—Alexander F., on Friday, April 2nd, 1954. Devoted father of Grace and Alexander McCauley and brother of Catherine Prue. Reposing at the Macken Mortuary, 32 Clinton Ave., Rockville Centre, L.I. Funeral on Tuesday, April 6 at 9:30 A.M. Mass of Requiem St. Anthony's Shrine Church at Oceanside at 10 A.M. Interment in the family plot St. John's Cemetery, Middle Village, L.I.

MIRKOVICH—Marie, on April 2nd, 1954, of 41 Kildare Rd., Island Pk., L.I. Beloved husband of the late Helen; devoted father of Mrs. Gaspare Brajkovich, Josephine Sinnett, Mario and Anthony. [illegible]

[illegible]

FUNERAL HOMES

[illegible]

MONUMENTS

S & S MEMORIALS, INC.

Monuments for All Cemeteries

[illegible]

FLORISTS

[illegible]

Edwin C. Pettit

FUNERAL DIRECTOR

OUR COMPLETE $200 FUNERAL

Includes the Following

Half Couch Covered Casket, Trimmed with Extension Handles, Engraved Name Plate, With Pillow Set & Lining. Strong Outside Box. Removal of Deceased from Local Hospitals, Embalming & Preparation of Deceased. Door Crepe. Procuring Permit, Hearse and 1 Limousine to Local Cemeteries. Use of FUNERAL HOME without CHARGE.

Signed,
EDWIN C. PETTIT,
Licensed Manager

Tel. IVanhoe 1-0818

70 WASHINGTON STREET
Hempstead, L. I.

BROOKLYN
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GARDEN CITY
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Fairchild Sons

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Funeral Directors Since 1886

Fairchild considers it an obligation to keep the funeral cost within the limits a family can afford.

New York Times, April 4, 1954

of a heart attack in St. Francis Hospital. His age was 61.

AUSTIN F. KNOWLES

Special to The New York Times.

PORT WASHINGTON, L. I., April 3—Austin F. Knowles of 8 Pine Drive, an undertaker here for many years and a leader in civic affairs, died yesterday in North Shore Hospital, Manhasset. His age was 79.

MRS. DONALD C. STANLEY

Special to The New York Times.

ELIZABETH, N. J., April 3—

Attachment F:

Knowles Family Letter of Support

Blake Holman
1055 N. Windomere Avenue
Dallas, TX 75208

May 14, 2024

Chief Robert Del Muro
Port Washington Police Department
500 Port Washington Boulevard
Port Washington, NY 11050

Dear Chief Del Muro,

After multiple generations serving the Village of Port Washington as owners of the Knowles Funeral Home, the family has retired from the business. The Knowles family chose to sell the properties at 128 Main Street, 10 Mackey and various Webster lots to the Port Washington Police District so that the District could construct a new Police Headquarters at this location, combining all the properties. Given our family's longstanding history with Port Washington, the Port Washington Police and Fire Departments, we are elated that we have had the opportunity to support the community in this manner.

At no time did our family have an intention or interest in establishing any of the properties as historic landmarks. We believe the legacy of our family's contributions to Port Washington is best honored by the development of the property as the new Police Headquarters fulfilling a vital need and ensuring that the land will serve the community long into the future.

Sincerely,

Blake K. Holman
Co-Executor, the Estate of Martha M. Knowles