Traffic Impact Study Attachments
Attachment I – Agency and Municipal Correspondence



# Attachment I

**Agency and Municipal Correspondence** 





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## **I-1 OPD Trip Generation Summary**



## 26841.01: CONF Sands OPD Trip Generation

									BOFSA FI	REEPORT	- OPD 1												
Land Use	LUC	Size	A	M Peak Ho	ur	P	M Peak Ho	ur	Frida	y Evening	Hour	SAT N	lidday Peal	k Hour	SAT	Evening F	lour		Weekday			Saturday	
		sf/units	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total
Residential																							
Multi Family Housing Mid Rise	221	160	14	45	59	38	25	63	43	21	64	33	31	64	26	16	42	358	359	717	371	372	743
Senior Adult Housing-Multifamily	ult Housing-Multifamily 252 40 3 6					6	4	10	5	4	9	7	7	14	4	3	7	70	70	140	62	62	124
Total New (Prima	ry) Trips		17	51	68	44	29	73	48	25	73	40	38	78	30	19	49	428	429	857	433	434	867

<sup>&</sup>lt;sup>1</sup> Trip Generation based upon Fitted Curve Equation

<sup>&</sup>lt;sup>4</sup> Trip Generation for Saturday Evening based upon Weekday and Saturday Time of DayDistribution for Land Use Code (LUC) 221 (no Saturday time of day distribution provided for LUC 251 and no TOD distribution provided for LUC 252)

									THE B	RIDGE - O	PD 2												
Land Use	LUC	Size	Α	M Peak Ho	ur	P	M Peak Ho	ur	Fr	iday Eveni	ng	SAT N	lidday Peal	k Hour	8	SAT Evening	g		Weekday			Saturday	
		sf/units	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total
Residential																							
Multi Family Housing Mid Rise	221	121 14 25 39				23	12	35	24	15	39	41	13	54	20	13	33	287	288	575	287	288	575
Total New (Prima	ry) Trips		14	25	39	23	12	35	24	15	39	41	13	54	20	13	33	287	288	575	287	288	575

<sup>1</sup> Trip Generation for Weekday Daily based upon Average Rate; Weekday Trips used for Saturday Daily Trips as Saturday data for close to rail is not provided by ITE.

Trip Generation for Friday Evening and Saturday Evening based upon Weekday and Saturday Time of Day Distribution for Land Use Code (LUC) 221

									THE R	OYAL - O	PD 3												
Land Use	LUC	Size	A	M Peak Ho	ur	P	M Peak Ho	ur	Fr	iday Eveni	ng	SAT N	lidday Peal	k Hour		SAT Evening	g		Weekday			Saturday	
		sf/units	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total
Residential																							
Multi Family Housing Mid Rise	221	54	5	14	19	15	9	24	13	6	19	12	12	24	9	6	15	106	105	211	134	134	268
Total New (Prima	ry) Trips		5	14	19	15	9	24	13	6	19	12	12	24	9	6	15	106	105	211	134	134	268

<sup>&</sup>lt;sup>1</sup> Trip Generation based upon Fitted Curve Equation

<sup>&</sup>lt;sup>3</sup> Trip Generation for Friday Evening and Saturday Evening based upon Weekday and Saturday Time of Day Distribution for Land Use Code (LUC) 221

									120-125	SOUTH ST	- OPD 4												
Land Use	LUC	Size	А	M Peak Ho	ur	P	M Peak Ho	ur	Fi	iday Eveni	ng	SAT	lidday Pea	k Hour	;	SAT Evenin	g		Weekday			Saturday	
		sf/units	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total
Residential																							
Multi Family Housing Mid Rise	221	250	15	38	53	18	9	27	25	12	37	18	17	35	14	9	23	203	204	407	205	205	410
Multifamily Residential																							
Multi Family Housing Mid Rise	221	240	14	36	50	17	9	26	24	12	36	17	17	34	14	9	23	195	196	391	197	197	394
Retail																							
Strip Retail	822	9,840	14	8	22	9	19	28	22	21	43	33	32	65	15	20	35	268	268	536	267	267	534
Total New (Prima	ry) Trips		43	82	125	44	37	81	71	45	116	68	66	134	43	38	81	666	668	1334	669	669	1338

<sup>&</sup>lt;sup>1</sup> Trip Generation based upon Fitted Curve Equation

<sup>&</sup>lt;sup>4</sup> Trip Generation for Saturday Evening based upon Weekday and Saturday Time of DayDistribution for Land Use Code (LUC) 221 and 820

									111 SOUT	H STREET	- OPD 5												
Land Use																Saturday							
		enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total							
Residential																							
Multi Family Housing Mid Rise								27	12	7	19	13	14	27	11	7	18	147	147	294	166	166	332
Total New (Prim	ary) Trips		16	13	29	11	16	27	12	7	19	13	14	27	11	7	18	147	147	294	166	166	332

<sup>&</sup>lt;sup>1</sup> Trip Generation based upon Fitted Curve Equation

<sup>&</sup>lt;sup>2</sup> Trip Generation for AM and PM Peak hours as provided by in VHB Traffic and Parking Assessment letter dated April 14, 2023 (Table 1)

<sup>3</sup> Trip Generation for Friday Evening based upon Weekday Time of Day Distribution for Land Use Code (LUC) 221 and 251 (no time of day distribution provided for LUC 252)

<sup>&</sup>lt;sup>2</sup> Trip Generation for AM, PM and Saturday Midday Peak hours as provided by in Creighton Manning Traffic Impact Study dated May 30, 2023 (Appendix H, Table 1)

<sup>&</sup>lt;sup>2</sup> Trip Generation for AM, PM and Saturday Midday Peak hours as provided by in VHB Traffic Impact and Parking Analysis Report dated May 2022 (Table 3)

 $<sup>^{2}</sup>$  Trip Generation for AM and PM Peak hours as provided by in VHB Traffic Impact Study dated August 2022

<sup>&</sup>lt;sup>3</sup> Trip Generation for Friday Evening based upon Weekday Time of Day Distribution for Land Use Code (LUC) 221 and 822

<sup>&</sup>lt;sup>2</sup> Trip Generation for AM, PM and Saturday Midday Peak hours as provided by in VHB's letter dated November 3, 2022 (Table 1)

<sup>&</sup>lt;sup>3</sup> Trip Generation for Friday Evening and Saturday Evening based upon Weekday and Saturday Time of Day Distribution for Land Use Code (LUC) 221

<sup>&</sup>lt;sup>4</sup> Consistent with the peak hour trip generation, a TOD Credit of 25% was applied to the weekday and Saturday total trips, as the weekday data for close to rail provided by ITE is higher than the trips for a not close to rail and no data for close to rail is provided for Saturday

## 26841.01: CONF Sands OPD Trip Generation

									CHATEA	U BRIAND	- OPD 6												
Land Use	LUC	Size	<i> </i>	M Peak Ho	our	P	M Peak Ho	ur	Fi	riday Eveni	ng	SAT N	/lidday Pea	k Hour	5	SAT Evenin	g		Weekday			Saturday	
		sf/units	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total
Retail																							
Strip Retail	822	35,558							69	69	138				54	72	126	865	865	1730	965	965	1930
Service																							
Drive-in Bank	912	3,015							4	6	10				1	1	2	152	151	303	131	130	261
Service																							
Raising Canes	934/Ot Studie								71	71	142				61	62	123	965	965	1930	815	815	1630
	Total New (Primary) Trips		47	27	74	104	109	213	144	146	290	139	137	276	116	135	251	1982	1981	3963	1911	1910	3821

<sup>1</sup> Trip Generation for AM, PM and Saturday Midday Peak hours as provided by in VHB Traffic Impact Study dated August 2023 (Table 6)

<sup>&</sup>lt;sup>4</sup> Trip Generation for Saturday Evening based upon Saturday Time of Day Distribution for LUC 820, Shopping Center (>150K), Weekday TOD for Saturday TOD for LUC 934, Restaurant with Drive-Through. No TOD distribution for Saturday LUC 822 provided by ITE

									461 RAILF	ROAD AVE	- OPD 7												
Land Use	LUC	Size	Α	M Peak Ho	ur	PI	M Peak Ho	ur	Fr	iday Eveni	ng	SAT N	lidday Peal	k Hour		SAT Evening	g		Weekday			Saturday	
		sf/units	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total
Residential																							
Multi Family Housing Mid Rise	221	72	7	19	26	20	12	32	18	9	27	16	16	32	12	8	20	148	149	297	175	176	351
Total New (Prima	ary) Trips		7	19	26	20	12	32	18	9	27	16	16	32	12	8	20	148	149	297	175	176	351

<sup>1</sup> Trip Generation for AM, PM and Saturday Midday Peak hours as provided by in R&M Traffic and Parking Assessment dated July 2, 2021

<sup>&</sup>lt;sup>2</sup> Trip Generation for Friday Evening and Saturday Evening based upon Weekday and Saturday Time of Day Distribution for Land Use Code (LUC) 221

									425 RAILF	ROAD AVE	- OPD 8												
Land Use	LUC	Size	A	M Peak Ho	ur	P	M Peak Ho	ur	Fr	iday Eveni	ng	SAT N	lidday Pea	k Hour		SAT Evening	g		Weekday			Saturday	
		sf/units	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total
Residential																							
Multi Family Housing Mid Rise								17	12	7	19	12	11	23	8	5	13	140	140	280	109	109	218
Total New (Prima	ry) Trips		11	8	19	7	10	17	12	7	19	12	11	23	8	5	13	140	140	280	109	109	218

<sup>1</sup> Trip Generation for AM, PM and Saturday Midday Peak hours as provided by in R&M Traffic and Parking Assessment dated February 18, 2022

<sup>&</sup>lt;sup>3</sup> Consistent with the peak hour trip generation, a TOD Credit of 25% was applied to the Saturday total trips, as there is no Saturday data close to rail

								ROOSE	/ELT FIELD	MALL (RF	M - Hotel) -	OPD 9											
Land Use																Saturday							
		sf/units	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total
Lodging																							
Hotel	310	170	37	29	66	43	41	84	38	34	72	60	45	105	46	26	72	710	709	1419	660	661	1321
Total New (Pri	mary) Trips		37	29	66	43	41	84	38	34	72	60	45	105	46	26	72	710	709	1419	660	661	1321

<sup>&</sup>lt;sup>1</sup> Trip Generation for AM, PM and Saturday Midday Peak hours as provided by in VHB Traffic Impact Study dated May 2023, Revised October 2023 (Table 3)

<sup>&</sup>lt;sup>3</sup> Trip Generation for Friday Evening and Saturday Evening based upon Weekday and Saturday Time of Day Distribution for Land Use Code (LUC) 310 Hotel

								ROOSEVE	LT FIELD N	MALL (RFM	- Medical)	- OPD 10											
Land Use																							
	Id Use LUC Size AM Peak Hour PM Peak Hour  sf/units enter exit total enter exit total												exit	total	enter	exit	total	enter	exit	total	enter	exit	total
Office																							
Medical Dental Office Building	720	90,000	168	41	209	100	245	345	23	69	92	148	110	258	6	10	16	1880	1879	3759	620	620	1240
Total New (Prim	ary) Trips		168	41	209	100	245	345	23	69	92	148	110	258	6	10	16	1880	1879	3759	620	620	1240

Trip Generation for AM, PM and Saturday Midday Peak hours as provided by in VHB Traffic Impact Study dated May 2023, Revised October 2023 (Table 3)

<sup>&</sup>lt;sup>2</sup> Trip Generation for the Weekday and Saturday daily is based upon the Fitted Curve Equation for LUC 822 and Average Rate (no fitted curve provided) for LUC 912

<sup>&</sup>lt;sup>3</sup> Trip Generation for Friday Evening based upon Weekday Time of Day Distribution for LUC 822, Strip Retail, LUC 912 Drive-In Bank, and LUC 934, Restaurant with Drive-Through

<sup>&</sup>lt;sup>2</sup> Trip Generation for Friday Evening and Saturday Evening based upon Weekday and Saturday Time of Day Distribution for Land Use Code (LUC) 221

<sup>&</sup>lt;sup>2</sup> Trip Generation based upon Fitted Curve Equation for Weekday and Saturday Daily Trips

<sup>&</sup>lt;sup>2</sup> Trip Generation based upon Fitted Curve Equation for Weekday Daily Trips and Average Rate for Saturday Daily Trips (no fitted curve provided)

<sup>&</sup>lt;sup>3</sup> Trip Generation for Friday Evening and Saturday Evening based upon Weekday Time of Day Distribution for Land Use Code (LUC) 720 Medical-Dental Office Building (No Saturday TOD Distribution provided by ITE)

									145 NORTH	FRANKLIN	I - OPD 11												
Land Use	LUC	Size	А	M Peak Ho	ur	P	M Peak Ho	ur	Fr	iday Eveni	ng	SAT M	lidday Peal	k Hour	S	AT Evenin	g		Weekday			Saturday	
		sf/units	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total
Retail																							
Strip Retail	822	2,080	1	1	2	3	4	7	13	12	25	7	7	14	4	3	7	159	158	317	56	57	113
Office																							
Medical-Dental Office	720	4,520	9	2	11	4	10	14	1	3	4	8	6	14	0	0	0	81	82	163	31	31	62
Services																							
High Turnover Restaurant	934	2,080	10	8	18	11	7	17	1	4	5	12	11	23	9	15	24	111	112	223	127	128	255
Residentail																							
Senior Adult Housing - Multi-Family	252	244	14	23	37	26	21	48	26	19	45	40	34	74	21	13	34	365	365	730	300	300	600
Total New (Primar	y) Trips		34	34	68	44	42	86	41	38	79	67	58	125	34	31	65	716	717	1433	514	516	1030

<sup>&</sup>lt;sup>1</sup> Trip Generation for AM and PM Peak hours as provided by in Kimley-Horn Taffic Impact Study dated October 2020 (Table 1 with no reduction of existing uses)

<sup>&</sup>lt;sup>3</sup> Trip Generation for Saturday Evening based upon Saturday Tree of Day Distribution for LUC 820, Shopping Center, LUC 932 High-Turnover (Sit Down) Restauarnt and 221 Mult-lfamily Housing (Mid-Rise). (No TOD distribution for LUC 252). Hourly Distribution for LUC 720 Medical-Dental Office based on hourly weekday TOD distribution

								CA	RMEN SITE	- 126 BED	ELL - OPD	12											
Land Use	LUC	Size	Α	M Peak Ho	ur	P	M Peak Ho	ur	Fi	riday Eveni	ng	SAT N	lidday Pea	k Hour	;	SAT Evenin	g		Weekday			Saturday	
		sf/units	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total
Residential																							
Multi Family Housing Mid Rise	221	228	20	69	89	54	35	89	43	26	69	47	45	92	36	23	59	521	520	1041	518	518	1036
Retail																							
Strip Retail	822	22,290	32	21	53	73	74	147	47	47	94	75	71	146	79	34	45	585	585	1170	605	605	1210
Total New (Primar	ry) Trips		52	90	142	127	109	236	90	73	163	122	116	238	115	57	104	1106	1105	2211	1123	1123	2246

<sup>&</sup>lt;sup>1</sup> Trip Generation based upon Fitted Curve Equation for LUC 221 and average rate for LUC 822

<sup>&</sup>lt;sup>3</sup> Trip Generation for Saturday Evening based upon Weekday Time of Day Distribution for Land Use Code (LUC) 221 and LUC 820 as TOD Distribution for LUC 822 is not provided by ITE

	ESTELLA HOUSING - OPD 13																						
Land Use	LUC	Size	Α	M Peak Ho	ur	P	M Peak Ho	ur	Fr	iday Eveni	ng	SAT N	lidday Pea	k Hour	;	SAT Evenin	g		Weekday			Saturday	
		sf/units	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total
Residential																							
Multi-Family Housing (Mid-Rise)	221	66	4	13	17	16	10	26	11	7	18	14	13	27	11	7	18	134	134	268	162	161	323
Retail																							
Strip Retail	822	5,504	12	7	19	18	18	36	18	19	37	18	18	36	8	11	19	231	231	462	150	149	299
Residential																							
Senior Adult Housing	252	30	2	5	7	4	4	8	4	3	7	6	5	11	4	2	6	56	56	112	51	50	101
Total New (Prima	ry) Trips		18	25	43	38	32	70	33	29	62	38	36	74	23	20	43	421	421	842	363	360	723

<sup>&</sup>lt;sup>1</sup> Trip Generation fbased on fitted curve equations

<sup>&</sup>lt;sup>3</sup> Trip Generation for Saturday Evening based upon Saturday Tme of Day Distribution for LUC 221 Multi-Family Housing (Mid Rise), LUC 820, Shopping Center, and 221 in place of LUC 252

	GRUB - 257 MAIN - OPD 14																						
Land Use	LUC	Size	A	M Peak Ho	ur	P	M Peak Ho	our	Fr	riday Eveni	ng	SAT N	lidday Pea	k Hour	;	SAT Evenin	g		Weekday			Saturday	
		sf/units	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total
Residential																							
Multi Family Housing Mid Rise	221	173	15	50	65	41	27	68	32	20	52	36	34	70	28	17	45	389	390	779	400	400	800
Retail																							
Strip Retail	822	2,258	6	5	11	14	13	27	13	13	26	8	7	15	3	5	8	163	162	325	62	61	123
Total New (Primar	ry) Trips		21	55	76	55	40	95	45	33	78	44	41	85	31	22	53	552	552	1104	462	461	923

<sup>&</sup>lt;sup>1</sup> Trip Generation based on fitted curve equations

<sup>3</sup> Trip Generation for Saturday Evening based upon Weekday Time of Day Distribution for Land Use Code (LUC) 221 and LUC 820 as TOD Distribution for LUC 822 is not provided by ITE

	226 CLINTON - OPD 15																						
Land Use	LUC	Size	A	M Peak Ho	ur	P	M Peak Ho	ur	Fi	riday Eveni	ng	SAT N	lidday Pea	k Hour		SAT Evenin	g		Weekday			Saturday	
		sf/units	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total	enter	exit	total
Residential																							
Multi Family Housing Mid Rise	220	60	5	15	20	17	10	27	22	15	37	12	13	25	9	6	15	230	230	460	137	136	273
Retail																							
Strip Retail	252	60	4	8	12	9	8	17	7	5	12	11	9	20	6	4	10	99	99	198	86	85	171
Total New (Primar	ry) Trips		9	23	32	26	18	44	29	20	49	23	22	45	15	10	25	329	329	658	223	221	444

<sup>&</sup>lt;sup>1</sup> Trip Generation fbased on fitted curve equations

<sup>&</sup>lt;sup>2</sup> Trip Generation for Friday Evening based upon Weekday Time of Day Distribution for LUC 822, Strip Retail, LUC 720 Medical-Dental Office, LUC 932 High-Turnover (Sit Down) Restaurant, and 251 Senior Adult Housing-Multi-Family (No TOD distribution for LUC 252)

<sup>&</sup>lt;sup>2</sup> Trip Generation for Friday Evening based upon Weekday Time of Day Distribution for Land Use Code (LUC) 221 and LUC 822

<sup>&</sup>lt;sup>2</sup> Trip Generation for Friday Evening based upon Weekday Time of Day Distribution for LUC 221 Multi-Family Housing (Mid Rise), LUC 822 Strip Retail and 251 Senior Adult Housing- Multi-Family (No TOD distribution for LUC 252)

<sup>&</sup>lt;sup>2</sup> Trip Generation for Friday Evening based upon Weekday Time of Day Distribution for Land Use Code (LUC) 221 and LUC 822

<sup>&</sup>lt;sup>2</sup> Trip Generation for AM and PM Peak hours as provided by in Kimley.-Horn Taffic Impact Study dated August 2021 (Table 1 with no reduction)

<sup>&</sup>lt;sup>3</sup> Trip Generation for Friday Evening based upon Weekday Time of Day Distribution for Land Use Code (LUC) 220 and 251

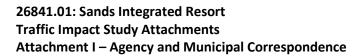
<sup>&</sup>lt;sup>4</sup> Trip Generation for Saturday Evening based upon Weekday Time of Day Distribution for LUC 221

NYU LANGONE - TRIP GENERATION										
Land Use	LUC	Size	A	M Peak Ho	ur	P	M Peak Ho	ur	Notes	
		sf/units	enter	exit	total	enter	exit	total		
Student/staff housing (200,000 sf)									not using student housing bc so few studies	
Multifamily Residential (Mid-Rise)	221	240 Units	22	72	94	57	37	94		
Internal Credit (%)			20%	20%		20%	20%			
Internal Credit Volume			4	14	18	11	7	18		
Total (External) Volume			18	58	76	46	30	76		
Total New (Primary) Volume			18	58	76	46	30	76		
Hospital										
Hospital	610	800 Beds	1031	401	1432	446	906	1352		
Internal Credit (%)			3%	3%		3%	3%			
Internal Credit Volume			31	12	43	13	27	40		
Total New (Primary) Volume			1000	389	1389	433	879	1312		
Academic/research & adminstrative offices										
Research and Development Center	760	350 KSF	276	60	336	51	268	319		
Internal Credit (%)			3%	3%		3%	3%			
Internal Credit Volume			8	2	10	2	8	10		
Total New (Primary) Volume			268	58	326	49	260	309		
Ambulatory medical use										
Medical-Dental Office Building	720	250 KSF	550	128	678	189	566	755	Used for Ambulatory Care	
Internal Credit (%)			3%	3%		3%	3%			
Internal Credit Volume			17	4	21	6	17	23		
Total New (Primary) Volume			533	124	657	183	549	732		
Total New (Primary) Trips			1819	629	2448	711	1718	2429		
Total PassBy Trips	0	0	0	0	0	0				
Total Internal Trips	60	32	92	32	59	91				
Total Trips			1879	661	2540	743	1777	2520		

Trip Gen based on ITE Trip Generation, 11th Edition



## I-2 Town of Hempstead





8/17/23, 2:29 PM Foil Request



#### TOWN OF HEMPSTEAD

FOIL RE

FULL NAME BUSINESS NAME

Patrick Lenihan VHB Engineering, Surveying, Landscape Architecture

EMAIL BEST PHONE NUMBER TO REACH YOU

plenihan@vhb.com (631)787-3403

FAX NUMBER STREET ADDRESS

100 Motor Parkway

TOWN STATE

Hauppauge New York

ZIP

11788

If records requested pertain to a specific property, kindly provide us with the full address below (be as specific as possible). indicate if you want copies or to just review the records.

VHB is contacting you to determine if there are any recently approved or planned developments (that have current pending applications) within one mile of the Study area. For these projects, please provide as much specific information as possible about any recently-approved or planned developments, including, but not limited to, the type of proposed development; the size of the proposed development (square footage; numbers and types of units, if residential): the location of the proposed development; estimated time of completion of the project; and the

IMPORTANT: Should copies of records be generated in satisfaction of this request, a fee of \$.25 per page (not to exceed 9" x 1 actual cost of reproducing larger or other records will be assessed. Requests for copies of voluminous or bound records may r additional fee for personnel time. You will be notified of the approximate cost of providing the copies of records you req

https://hempsteadtown.com 1/2

Attachment I-7



#### TOWN OF HEMPSTEAD

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reCAPTCHA Privacy - Terms

## **GET IN TOUCH**

- Town of Hempstead
  One Washington Street
  Hempstead, NY 11550
- (516) 516-489-5000
- → helplinemail@hempsteadny.gov

O'Town of Hampstes Nill defits reserved Full Site, flampstes on Privacy Policy

From: Patrick Lenihan
To: Ankita Rathi
Cc: Aaron Machtay

Subject: FW: [External] FOIL Request #2023004183 - Nassau Veterans Memorial Coliseum - 1255 Hempstead Turnpike,

Uniondale

Date: Sunday, September 24, 2023 9:29:45 PM

Below. I do however, still have to return a call to Buildings

#### Patrick Lenihan, P.E.

Director of Transportation Transportation

**P** 631.787.3403 www.vhb.com

From: Marie A Jerome <marijer@hempsteadny.gov>

**Sent:** Friday, September 15, 2023 2:00 PM **To:** Patrick Lenihan <PLenihan@VHB.com>

Subject: [External] FOIL Request #2023004183 - Nassau Veterans Memorial Coliseum - 1255

Hempstead Turnpike, Uniondale

You don't often get email from marijer@hempsteadny.gov. Learn why this is important

September 15, 2023

Patrick Lenihan

VHB Engineering, Surveying, Landscape Architecture

Dear Mr. Lenihan,

I am writing in response to your recent Freedom of Information Law request referenced above.

Please be advised that there are no responsive documents to your request.

If you believe you have been denied access to Town records, you may make an appeal in writing within 30 days to: Donald Derham, Deputy Town Attorney/FOIL Appeals Officer, Office of the Town Attorney, One Washington Street, Hempstead, NY 11550 or by email to: <a href="mailto:donader@hempsteadny.gov">donader@hempsteadny.gov</a>

Yours truly,

Marie Jerome Records Access Officer Town of Hempstead Office of the Town Clerk 1 Washington Street Hempstead, New York 11550 516-812-3036 marijer@hempsteadny.gov

# Roosevelt Field Mall Pad Sites

630 Old Country Road, Garden City Town of Hempstead, New York

#### PREPARED FOR

Simon Property Group 225 West Washington Street Indianapolis, IN 46204

#### PREPARED BY



VHB Engineering, Surveying, Landscape Architecture and Geology, PC

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May 2022

Revised May 2023

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## Introduction

This Traffic Impact Study (TIS) summarizes the evaluation of the potential traffic and parking impacts associated with proposed pad sites on the Roosevelt Field Mall campus located in Garden City, New York. The purpose of this study is to determine if there are significant traffic impacts due to the Proposed Project, to evaluate the adequacy of the off-street parking provided, and to propose mitigation measures, if required.

Based on the results of the study it has been concluded that the Proposed Action will not have a significant negative impact on the study intersections or roadway network with the implementation of the on-site roadway modifications proposed and described herein, and that the off-street parking provided would be adequate to accommodate the anticipated parking demands.

## 1.1 Project Description

The Applicant, Simon Property Group, is proposing to construct a 90,000 square foot (SF) supermarket and a 170 room hotel with an 85 seat restaurant and 3,000 sf of accessory space on two pad sites located on the southern portion of the Roosevelt Field Mall campus. The supermarket would be located near the southeastern corner of the property between Zeckendorff Boulevard and South Street and the hotel would be located at the southwestern corner of the property near the existing Residence Inn. The Conceptual Site Plan prepared by VHB is included in Appendix A.

The overall mall site is 115.8± acres in size and is presently occupied by the existing mall building with 2,245,054 sf of floor area dedicated to a variety of stores and restaurants. The development includes the construction of the two separate pad sites, modifications to the on-site parking areas, and changes to the perimeter ring road. An additional 15,000 sf of floor area is be proposed in the existing mall itself. This very small relative increase in space in the mall (less than a one percent increase in space) is considered negligible and was not analyzed in detail in the traffic evaluation but is accounted for in the parking evaluation.

As shown on the Conceptual Overall Site Plan prepared by VHB, the development would provide 10,218 parking spaces including 214 compact spaces (which make up less than 10% of the total parking yield) and 193 standard accessible spaces. The parking is divided between surface lots and four separate parking structures; the North Parking Deck (Purple) contains 1,704 parking spaces, the Northwest Parking Deck (Red) contains 920 parking spaces, the South Parking Deck (Orange) contains 2,738 parking spaces, and the West Parking Deck (Blue) contains 935 parking spaces. The Proposed Project will impact the surface lots but not the parking structures.

The Roosevelt Field Mall is serviced by a ring road around the mall building to circulate traffic throughout the overall campus. As part of this Proposed Project, the southern portion of the ring road will be modified to remove the separation between the two directions of travel creating a typical two-way roadway. The Roosevelt Field Terminal transit hub, serving Nassau Inter-County Express Bus Routes to and from the site, would also be relocated from the space immediately south of the South Parking Deck to the southwest corner of the campus with access to and from the ring road. The project location is shown in Figure 1.

## 1.2 Study Methodology

The TIS includes an evaluation of the existing traffic operations, an assessment of future conditions without development of the Proposed Project, an estimate of projected traffic volumes for the Proposed Project, and the evaluation of the potential impact on future traffic operations in the Study Area. Specifically:

- > Field inventories were completed to document existing conditions in the Study Area.
- > Crash analysis was conducted for the latest three-year period prior to the onset of the COVID-19 Pandemic for the study intersections
- > Turning movement counts were collected at the Study Area intersections during the weekday a.m. peak period, the weekday p.m. peak period, and during the Saturday midday peak period.
- > A comparison was made of pre-COVID volume data and post-COVID volume data to determine the need for adjustments to intersection traffic volumes to account for the potential impacts of the pandemic.
- Existing traffic volumes collected at the Study Area intersections in 2021 were expanded to the future development year (2024).
- > The traffic generated by Other Planned Developments (OPDs) near the Proposed Project was added to the added to the Existing traffic volumes as necessary to produce the No-Build traffic volumes.
- The No-Build traffic volumes were re-routed through the reconfigured ring road including the relocation of the transit hub.
- > Traffic generated by the Proposed Project was estimated, distributed through the Study Area, and added to the reconfigured No-Build volumes to develop the proposed Build volumes.
- > Capacity analyses were performed for the Study Area intersections for the Existing, No-Build, and Build conditions.
- > A parking occupancy study was conducted for the Roosevelt Field Mall property during what was identified as a peak event for activity (Black Friday 2021). The adequacy of the proposed off-street

parking was evaluated, and the site layout was reviewed with respect to the modifications and additional demand associated with the proposed project.

> The need for traffic mitigation measures was evaluated

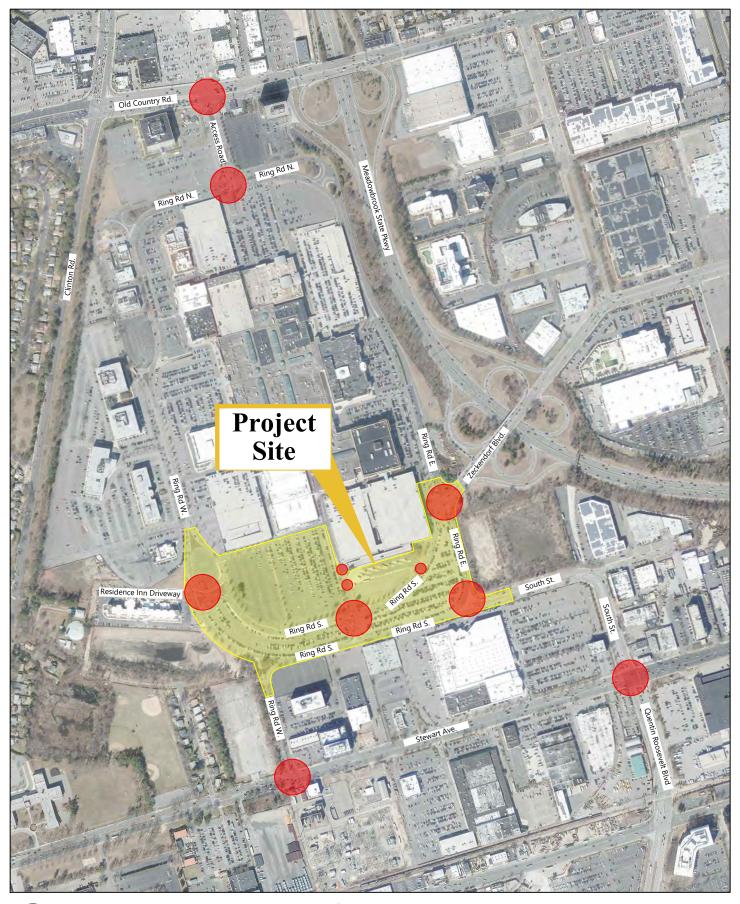
The Study Area for the Proposed Project includes a detailed evaluation of the following 11 intersections for the weekday a.m. and p.m. peak hours and the Saturday midday peak hour (Figure 2):

- Ring Road S. and E. at South Street (Unsignalized)
- Internal Site Access Road at Orange Parking Deck Access (Unsignalized)
- Transit Center Access at Internal Site Road (Unsignalized)
- Transit Center Access at Ring Road S. (Unsignalized)
- Internal Site Access Road at Ring Road S. and W. (Signalized)
- Ring Road W. at Stewart Avenue (Signalized)
- Stewart Avenue at Quentin Roosevelt Boulevard/South Street (Signalized)
- Ring Road W. at Residence Inn Driveway (Signalized)
- Ring Road N. at Access Road (Signalized)
- > Old Country Road at Access Road/Carle Place Commons Driveway (Signalized)
- > Ring Road E. at Zeckendorf Boulevard/Orange Parking Deck (Signalized)













- > The n16 route provides service between Nassau Community College and Rockville Center with busses arriving at the Roosevelt Field Mall Transit Hub every 30 minutes. Service is only provided on weekdays from 5:45 a.m. to 12:30 a.m.
- > The n22 route provides service between Jamaica and Hicksville with busses arriving at the Roosevelt Field Mall Transit Hub every 15 to 30 minutes. Service on weekdays is typically from 5:00 a.m. to 12:00 a.m., service on Saturdays is typically from 5:30 a.m. to 12:30 a.m., and service on Sundays is typically from 6:00 a.m. to 11:00 p.m.
- > The n24 route provides service between Jamaica and Hicksville with busses arriving at the Roosevelt Field Mall Transit Hub approximately every 15 minutes. Service on weekdays is typically from 3:30 a.m. to 1:00 a.m., service on Saturdays is typically from 4:30 a.m. to 1:30 a.m., and service on Sundays is typically from 5:15 a.m. to 12:15 a.m.
- > The n27 route provides service between Glen Cove and Hempstead with busses arriving at the Roosevelt Field Mall Transit Hub every 30 minutes. Service is provided on weekdays from 5:15 a.m. to 11:40 p.m.
- The n35 route provides service between Baldwin Harbor and Roosevelt Field/Westbury with busses arriving at the Roosevelt Field Mall Transit Hub approximately every 30 minutes. Service on weekdays is typically from 6:00 a.m. to 12:00 a.m., service on Saturdays is typically from 7:00 a.m. to 11:30 p.m., and service on Sundays is typically from 7:00 a.m. to 9:15 p.m.
- > The n43 route provides service between Freeport and Roosevelt Field with busses arriving at the Roosevelt Field Mall Transit Hub approximately every 30 minutes. Service on weekdays is typically from 6:00 a.m. to 12:20 a.m., service on Saturdays is typically from 5:20 a.m. to 11:30 p.m., and service on Sundays is typically from 6:00 a.m. to 11:20 p.m.

Sidewalks are provided along both sides of Stewart Ave and Old Country Road, and along the west/south side of South Street and the south side of Ring Road South, west of the Ring Road South Loops. Marked crosswalks and pedestrian signals with pushbuttons and countdown timers are provided at multiple crossings on Stewart Avenue and Old Country Road. Pedestrian accommodations are generally not provided at the Study Area intersections along the ring road. Sidewalks and marked crosswalks are limited to locations with direct access to the mall and near the newly constructed Residence Inn.

## 2.3 Existing Traffic Volumes

Intersection turning movement counts at the 11 study intersections were conducted during the weekday peak periods from 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m. on Wednesday, October 27, 2021 and during the Saturday midday peak period on Saturday October 23, 2021 from 11:00 a.m. to 1:00 p.m. Traffic counts were conducted during these times to coincide with the heaviest traffic flows associated with the proposed use and commuter activities in the Study Area.

Daily traffic volume information was collected on the ring road using automatic traffic recorders (ATRs). The ATRs were installed for a period of seven-days from Saturday October 23, 2021, to Friday October 29, 2021 at locations the following locations:

- > WB Ring Road S. east of the southwest mall entrance from Stewart Avenue
- > EB Ring Road S. east of the southwest mall entrance from Stewart Avenue

Attachment I-20

- > EB Ring Road S. west of South Street
- > SB Ring Road E. south of Zeckendorf Boulevard
- > NB Ring Road E. south of Zeckendorf Boulevard

The existing turning movement count summaries and ATR summaries are available in Appendix B.

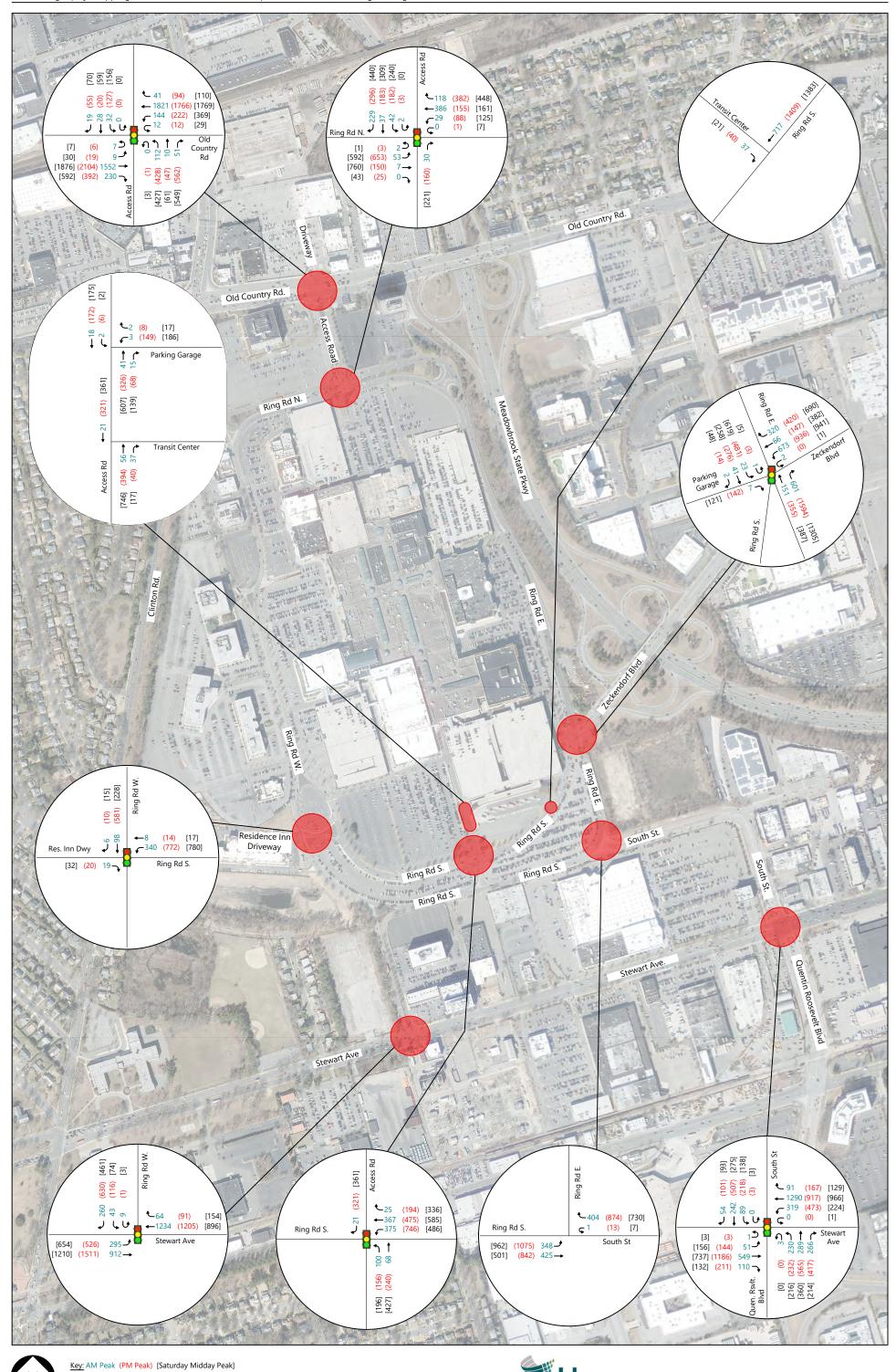
#### 2.3.1 COVID-19 Traffic Adjustment

To account for potential changes in traffic volumes associated with the COVID-19 Pandemic, historic traffic volume data was reviewed and compared to the October 2021 data. Intersection traffic volume data collected during the same weekday and Saturday peak periods in 2019 at the Stewart Avenue at Quentin Roosevelt Boulevard/South Street intersection was also compared to the 2021 data. By comparing the overall volume of traffic through the intersection during the peak hours in 2019 to and 2021, adjustment factors were calculated to adjust the 2021 volumes to pre-pandemic conditions. Table 1 summarizes the traffic volume comparison.

Table 1 Stewart Avenue at Quentin Roosevelt Boulevard/South Street Traffic Volume Comparison

Time Period	2019 Traffic Volume	2021 Traffic Volume	Reduction
AM Peak Hour	3,571 vehicles	3,259 vehicles	-8.7%
PM Peak Hour	5,033 vehicles	4,678 vehicles	-7.0%
Saturday Peak Hour	3,777 vehicles	3,173 vehicles	-15.9%

Based on the traffic volume comparisons, a 10 percent increase in background volumes was applied for the weekday morning and afternoon peak hours and a 15 percent increase in the background volumes was applied to the Saturday midday peak hour. The adjusted existing weekday a.m., weekday p.m., and Saturday midday peak hours traffic volumes are shown on Figure 3. These traffic volumes form the basis for the future traffic volume conditions.





# 3

## **Future Conditions**

The analysis of future conditions, with and without the Proposed Project, were performed to evaluate the effect of the Proposed Project in the Study Area. Background traffic volumes in the Study Area were projected to the year 2024, reflecting the year when the development is expected to be completed and fully occupied. The No-Build condition represents the future traffic conditions without construction of the Proposed Project and the Build condition represents future traffic conditions with construction of the Proposed Project.

## 3.1 No-Build Conditions

No-Build traffic volumes include existing traffic and new traffic due to general traffic growth and other planned developments (OPDs) near the Proposed Project as identified by the local and/or nearby municipality and review agencies.

## 3.1.1 Other Planned Developments

The Town of Hempstead and Village of Garden City were contacted for information regarding OPDs near the project site that may impact the traffic volumes on the adjacent roadway network. The files

of VHB were also referenced to identify other contemplated developments in the Study Area. The Town of Hempstead provided a response dated December 9, 2021, indicating that no OPDs were present or pending and, as of the date of the writing of this report, no response has been received from the Village of Garden City. From the files of VHB, three OPDs were identified and are detailed below.

- > The Nassau Hub Innovation District is a proposed renovation of the existing Nassau Coliseum site into a mixed-use development in Uniondale, NY. Full build-out of this project would extend beyond the 2024 build year associated with the Roosevelt Field Mall pad sites, but Phase 1 of the project is expected to be completed by 2024. Phase 1 includes:
  - Retail Shopping Center 110,000 sf
  - Food, Dining & Entertainment 60,000 sf
  - Hotels 260 rooms
  - Office Space 148,000 sf
  - Research & Development Center 188,000 sf
  - Residential Apartments 500 units
  - Movie Theater 600 seats
  - Performance Venue 1.000 Seats
  - Conference & Convention Space 75,000 sf

Trips associated with the proposed Nassau Hub Innovation District were distributed to the Study Area intersections as appropriate and are included in the No-Build traffic volumes.

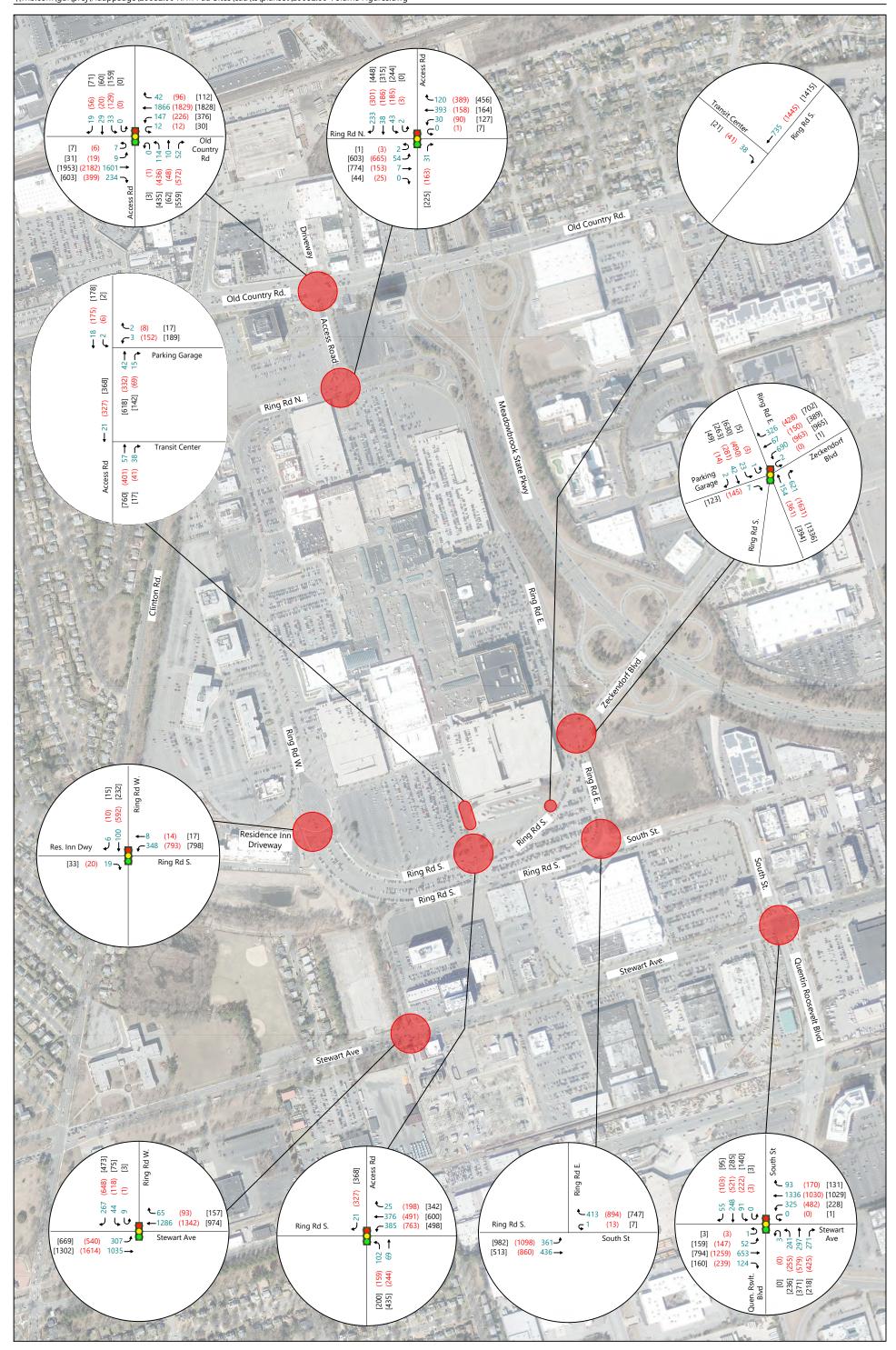
- 555 Stewart Avenue is a proposed 150-unit apartment development located on the north side of Stewart Avenue, west of the Roosevelt Field Mall. This project is currently under construction and is expected to be fully built and occupied by 2024. Trips associated with the proposed project were distributed to the Study Area intersections as appropriate and are included in the No-Build traffic volumes.
- > 1 South Street is a proposed self-storage facility located on the east side of South Street, just north of the intersection with Stewart Avenue. This project is currently under construction and is expected to be fully built and occupied by 2024. Trips associated with the proposed project were distributed to the Study Area intersections as appropriate and are included in the No-Build traffic volumes.

## 3.1.1 Background Traffic Growth

To account for increases in general population and background growth not related to the Proposed Project, an annual growth factor was applied to the Existing traffic volumes. Based on review of NYSDOT published growth rates, the anticipated growth rate for the Town of Hempstead is 0.6 percent per year. The growth rate was applied to the 2021 Existing traffic volumes for three years to represent the future condition. After applying the growth factor to the existing traffic volumes and adding the traffic anticipated as a result of the other planned developments noted above, the resulting 2024 No-Build traffic volumes for the weekday a.m., weekday p.m., and Saturday midday peak hours are shown on Figure 4.

## 3.1.2 Planned Roadway Improvements

The Nassau/Suffolk Transportation Improvement Program (TIP) is a five-year listing that identifies all proposed federally funded transportation improvement projects in the New York Metropolitan Transportation Council (NYMTC) region. These improvements cover various transportation modes and facilities, including roadways and bridges, bicycle and pedestrian facilities, transit equipment and services, safety improvements and demand management programs. Projects funded through other sources are also identified to provide a more comprehensive picture of proposed transportation improvements in the region. A review of the current TIP indicates that there are no major projects planned for completion by 2024 that may have the potential to impact the roadways studied for this project.





## 3.2 Build Conditions

To estimate the traffic impact of the Proposed Project, the traffic anticipated to be generated by the hotel and supermarket was estimated and added to the future 2024 No-Build traffic volumes.

#### 3.2.1 Site-Generated Traffic Volumes

VHB conducted a review of available information and methods that could be used in the development of trip generation estimates for the proposed hotel and supermarket pad sites at the Roosevelt Field Mall in order to identify the most appropriate trip generation estimate for use in the detailed analysis. The trip generation was estimated using data published in the Institute of Transportation Engineers (ITE) *Trip Generation*, 11<sup>th</sup> Edition<sup>1</sup>. Given the nature of the proposed development and the proximity of the mall and the pad sites, there will be some interaction between the existing mall and the hotel and supermarket (internal trips). Additionally, some trips to the supermarket will come from traffic on the existing roadway network (pass-by trips), and not represent new trips to the study area.

Trips for the hotel were estimated using Land Use Code (LUC) 310 - Hotel. Trips for the supermarket can be estimated in two different ways:

- 1. An expansion of the size of the existing shopping mall buildings using LUC 820 Shopping
- 2. A stand-alone development using LUC 850 Supermarket

Under the first method, the supermarket is considered an integral part of the balance of the mall and its presence as a destination is diminished resulting in a lower trip generation estimate than the second method. Using the second method and applying internal and pass-by credits results in a reasonable estimate of trips generation by the Proposed Project as shown in Table 3.

Data presented by ITE in the *Trip Generation Handbook*, 3<sup>rd</sup> Edition<sup>2</sup>. shows that approximately 15 percent of the traffic generated by the hotel may be attracted to nearby retail uses. The current standards for estimating internal capture at a mixed-use site does not designate between different types of retail uses (like a mall and a grocery store). However, available research indicates that approximately 23 percent of traffic generated by a supermarket within a larger shopping center would access multiple uses. Based on this information, a 25 percent internal credit was applied to the supermarket use to estimate the number of multi-use trips between the supermarket and the mall.

As noted, it can be expected that some of the trips to the site for the supermarket land use will originate from traffic that is already on the adjacent roadway network. These trips, known as pass-by or diverted link trips, contribute to the site driveway volumes, but do not add traffic volumes on the adjacent roadway network. Pass-by trip percentages in the ITE Trip Generation Handbook, 3rd Edition identify an average pass-by credit of 36 percent for a supermarket during the weekday p.m. peak hour and no data is available for the weekday a.m. or Saturday midday peak hour. Based on the ITE

<sup>1</sup> Trip Generation Manual, 11th Edition, Institute of Transportation Engineers, Washington D.C., September 2021

<sup>2</sup> Trip Generation Handbook, 3rd Edition, Institute of Transportation Engineers, Washington D.C., September 2017

data and sound engineering judgement, a pass-by credit of 25 percent was applied to the supermarket land use for the three peak hours.

In addition to internal and pass-by trips, the use of mass-transit will reduce the number of new vehicle trips to the Proposed Project. The Roosevelt Field Mall has a transit hub for the NICE bus routes in the area, with multiple routes accessing the site throughout the day at a formal transit center. It is expected that some of the trips associated with the proposed hotel and supermarket will use transit; however, no trip reductions were estimated associated with transit use.

Table 3 Trip Generation Estimate

	Hotel Trip	os		Supermai	rket Trips			
Time Period	Total	Internal <sup>1</sup>	New	Total	Internal <sup>2</sup>	External <sup>3</sup>	Pass-by <sup>4</sup>	New
AM Peak Hour								
Enter	43	-6	37	151	-32	119	-24	95
Exit	35	-6	29	106	-32	74	-24	50
Total	78	-12	66	257	-64	193	-48	145
PM Peak Hour								
Enter	50	-7	43	355	-89	266	-66	200
Exit	48	-7	41	355	-89	266	-66	200
Total	98	-14	84	710	-178	532	-132	400
Saturday Peak Hour								
Enter	69	-9	60	422	-106	316	-79	237
Exit	54	-9	45	423	-106	317	-79	238
Total	123	-18	105	845	-212	633	-158	475

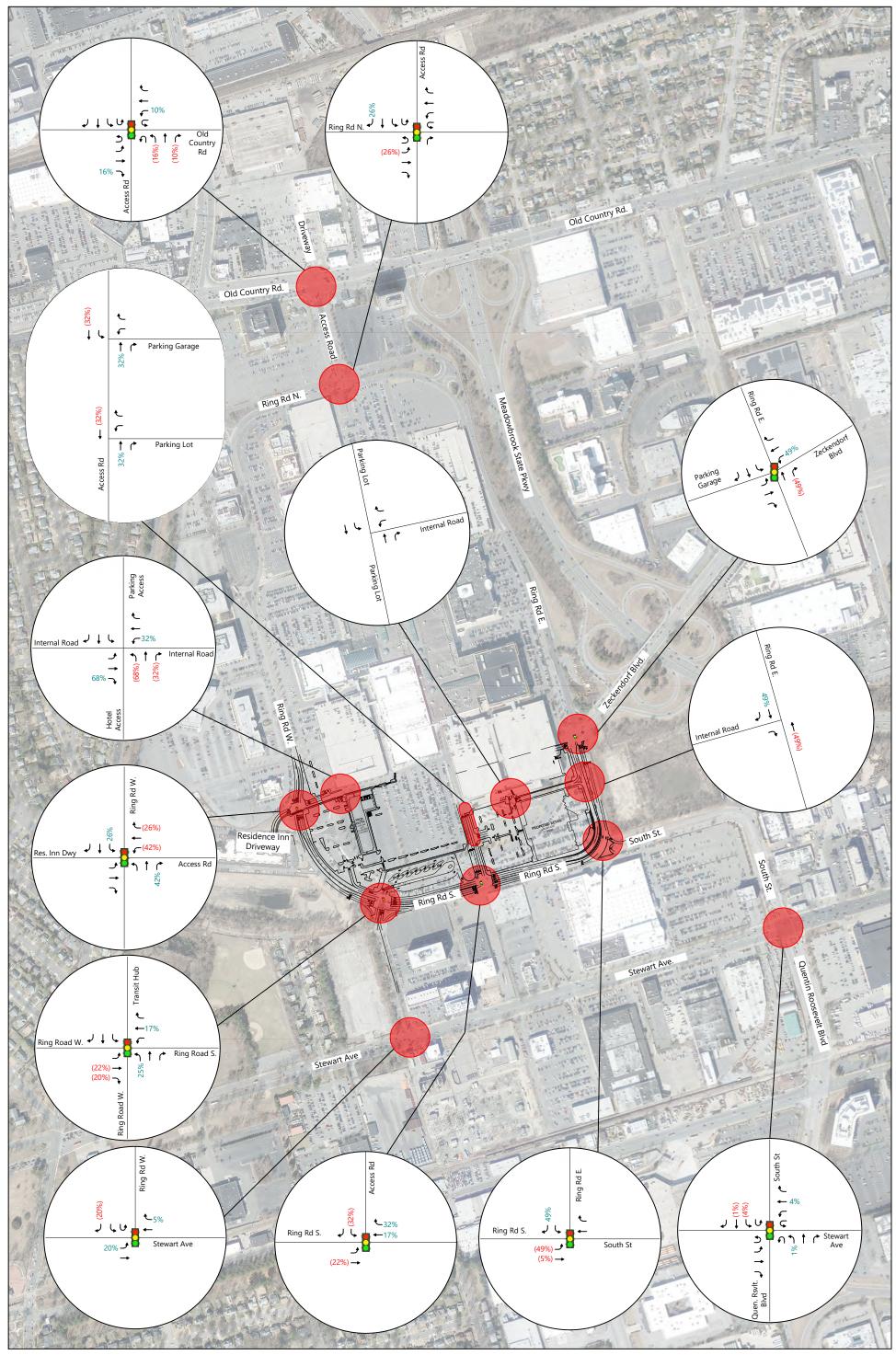
- 1 Based on information published by ITE, the internal credit for the hotel land use is 15% during the AM, PM, and Saturday peak hours
- 2 Based on information published by ITE, the internal capture between the mall and supermarket is 25% during all peak hours
- 3 Total trips less internal trips
- Based on information published by ITE, the pass-by credit for the supermarket trips is 25% during all peak hours

The hotel is expected to generate 66 new vehicle trips during the weekday AM peak hour (37 entering, 29 exiting), 84 new vehicle trips during the weekday PM peak hour (43 entering, 41 exiting), and 105 new vehicle trips during the Saturday midday peak hour (60 entering, 45 exiting). The supermarket is expected to generate 145 new vehicle trips during the weekday AM peak hour (95 entering, 50 exiting), 400 new vehicle trips during the weekday PM peak hour (200 entering, 200 exiting), and 475 new vehicle trips during the Saturday midday peak hour (237 entering, 238 exiting).

#### Traffic Rerouting, Trip Distribution, and Trip Assignment 3.2.2

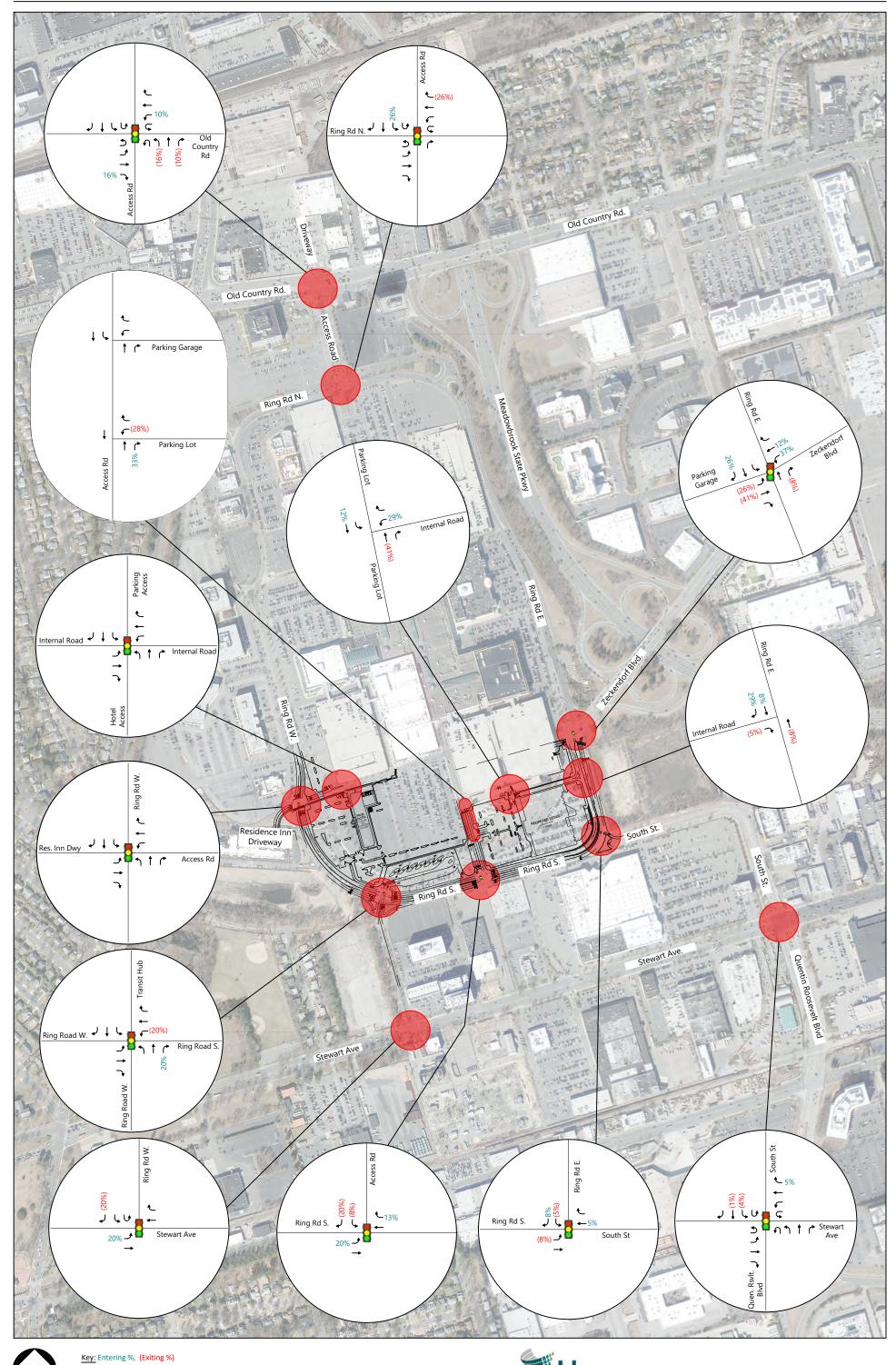
The Roosevelt Field Mall is serviced by a ring road surrounding the mall that circulates traffic throughout the overall campus. Modifications to southern portion of the ring road include eliminating the parking lots between the two directions of travel, removing the u-turn ramps, and creating a more standard roadway with typical intersection design and control. The parking lots would be internal to the ring road creating a contiguous parking field for the mall and undivided travel lanes on the ring road. The transit hub will also be relocated from adjacent to the Orange Parking deck to the southwest adjacent to the modified ring road. The 2024 No-Build traffic volumes were rerouted to the new ring road network configuration. The buses accessing the transit hub were also rerouted on the modified ring road to the new transit hub location.

The trips originating from and destined to the hotel and supermarket were assigned to the Study Area intersections and modified ring road based on characteristics of the roadway network, the location of the site access, and likely destination points. The trip distribution patterns for the two land uses are shown in Figures 5 and 6. The new trips were assigned to the roadway network based on the distribution patterns as shown on Figure 7. Pass-by trips associated with the proposed supermarket are illustrated on Figure 8. The project-generated trips were added to the 2024 No-Build traffic volumes to develop the 2024 Build traffic volumes shown on Figure 9.

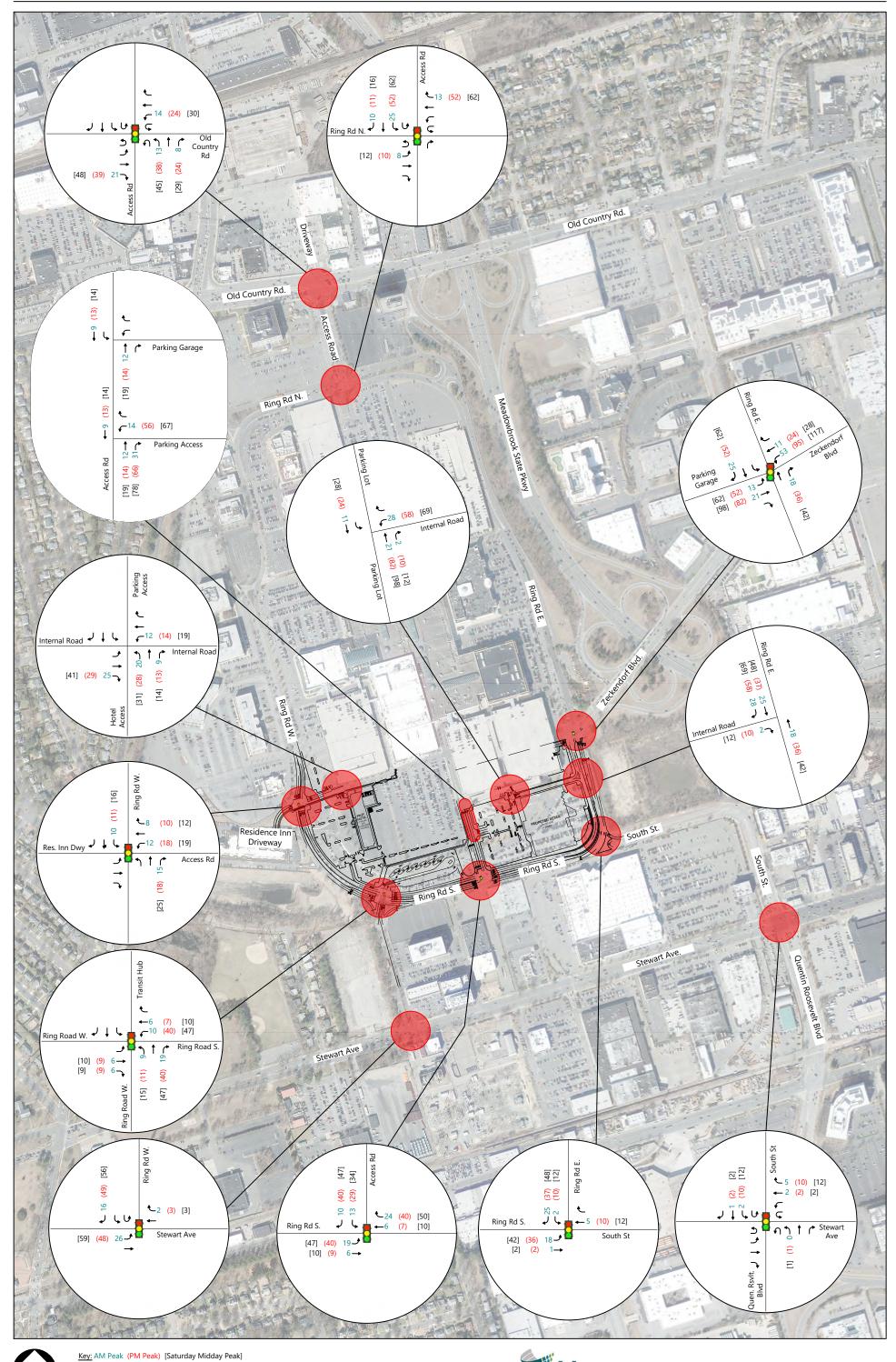




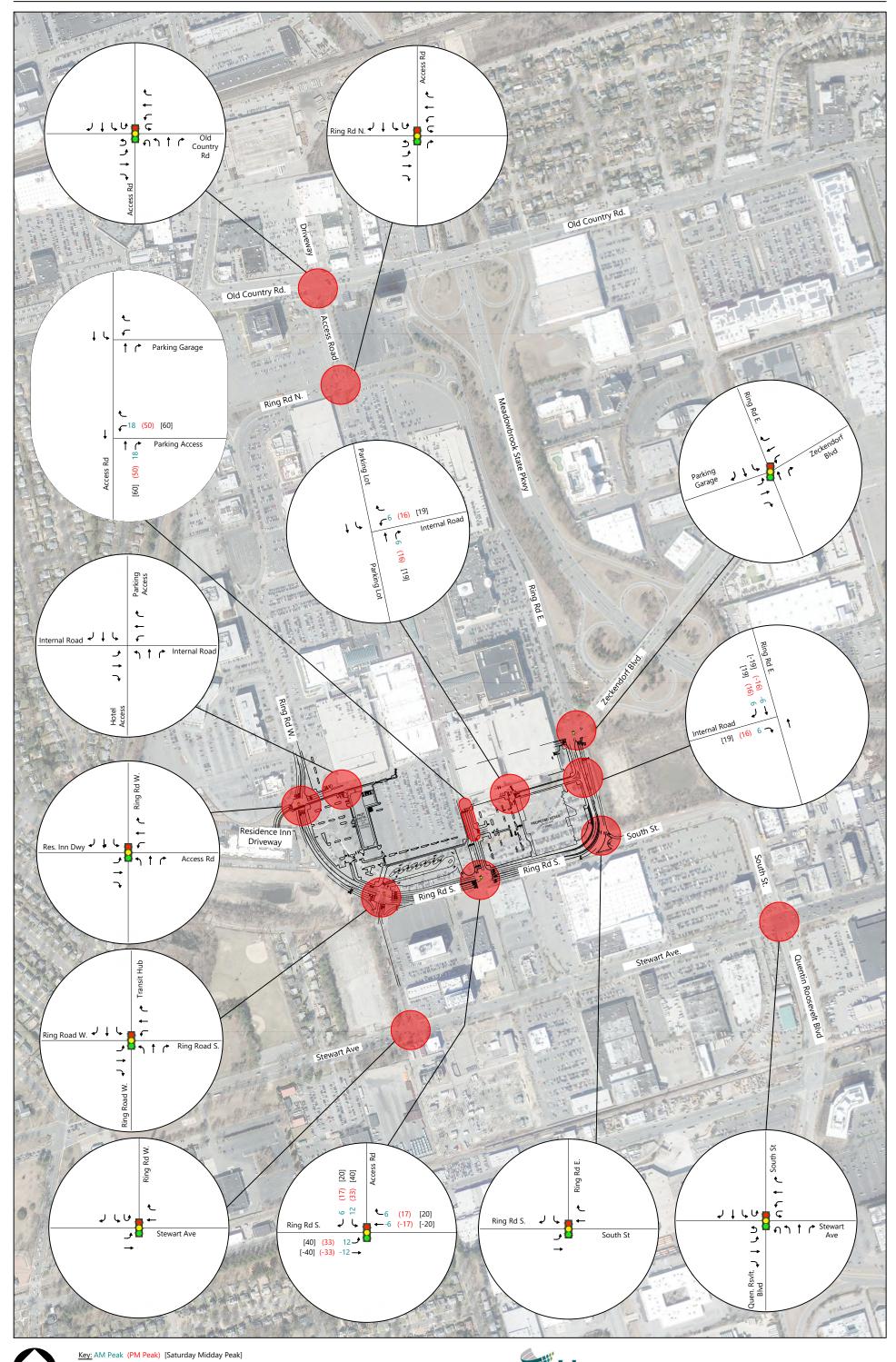
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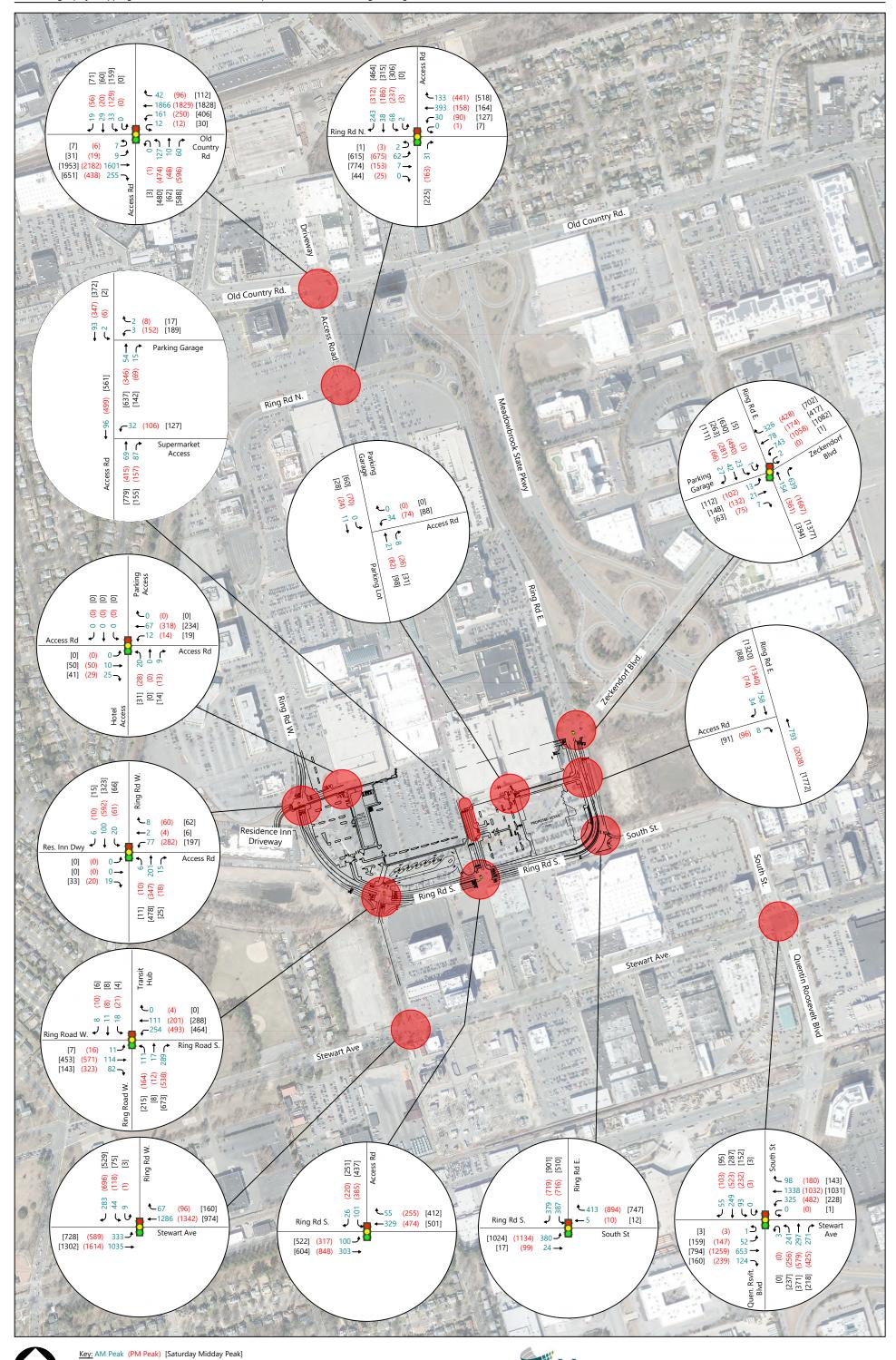














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# **Traffic Analysis**

Measuring existing traffic volumes and projecting future traffic volumes quantifies traffic flow within the study area. To assess the quality of traffic flow, roadway capacity analyses were conducted with respect to the Existing, future No-Build, and future Build conditions. These capacity analyses provide an indication of the adequacy of the roadway facilities to serve the anticipated traffic demands.

## 4.1 Ring Road Modifications and Site Access

With construction of the Proposed Project, several modifications will be made to the ring road at the southern end of the mall campus. Specifically:

- > The parking lots between the two directions of travel will be removed resulting in an undivided roadway
- The two traffic signals at the Ring Road W. at Residence Inn Driveway will be removed and a new four-leg traffic signal will be installed on the Ring Road W. The Ring Road W. northbound and southbound approaches will each provide a left-turn lane, through lane, and shared through/right-turn lane. The eastbound Residence Inn Driveway approach will provide a single lane for shared travel movements and the westbound mall Internal Access Road approach will provide a shared left-turn/through lane and a right-turn lane. Secondary access to the Residence

Attachment I-35

Inn will continue to be provided via a right-turn in and right-turn out unsignalized intersection with the southbound Ring Road W south of the signalized intersection.

- A new traffic signal will be installed where the west mall access from Stewart Avenue intersects the ring road. This will be a four-leg intersection providing access to the relocated transit hub opposite the west mall access. The ring road eastbound approach will provide a left-turn lane for buses only, two through lanes, and a channelized right-turn lane. The westbound approach will provide two left-turn lanes, a through lane, and a shared through/right-turn lane. The northbound mall access approach will provide a left-turn lane, a shared left-turn/through lane, and two channelized right-turn lanes. The southbound approach will provide a single lane for shared travel movements for buses exiting the transit hub.
- > The Internal Site Access Road at Ring Road S. will be relocated south to the location of the realigned and consolidated ring road. The new three-leg intersection will operate with traffic signal control. The eastbound Ring Road S. approach to the intersection will provide two left-turn lanes and two through lanes. The westbound approach will provide two through lanes and a right-turn lane. The southbound Internal Site Access Road approach will provide two left-turn lanes and channelized right-turn lane. The existing full access driveway for 623 Stewart Avenue intersecting Ring Road S. at this location should be closed. The driveway could be replaced with a right-in/right-out driveway further west along the project frontage, however, it would be better access management to close the driveway and have drivers use the existing full access vehicle connection between 595 and 623 Stewart Avenue rather than provide additional curb cuts along the ring road.
- A new traffic signal will be installed at the Ring Road S. and E. at South Street which is currently an unsignalized intersection. The eastbound Ring Road S. approach will provide two left-turn lanes and a through lane, the westbound approach will provide a through lane and two channelized right-turn lanes, and the southbound approach will provide two left-turn lanes and a channelized right-turn lane.
- > Full access to and from the Orange Parking Deck will be provided opposite Zeckendorf Boulevard. The Orange Parking Deck driveway should be modified to provide a left-turn lane and a through lane in addition to the channelized right-turn lane exiting the parking deck.
- Access to the supermarket will be provided from the Orange Parking Deck, via a new right-in/right-out driveway intersecting the Ring Road E., and via an unsignalized intersection with the north/south Internal Site Access Road.

## 4.2 Traffic Operations Analysis

Capacity analyses provide an indication of how well the roadway facilities serve the traffic demands placed upon them. Roadway operating conditions are classified by calculated levels of service (LOS). The evaluation criteria used to analyze the study area intersections is based on the procedures set forth in the latest version of the Highway Capacity Manual (HCM)<sup>3</sup>. LOS is a measure that considers several factors including roadway geometry, speed, and travel delay. Levels of service range from A to F, with LOS A representing short vehicle delays and LOS F representing longer vehicle delays. The

<sup>3</sup> Highway Capacity Manual, 6th Edition, Transportation Research Board, Washington D.C., 2016

level of service designations, which are based on delay and capacity, are reported differently for signalized and unsignalized intersections. The LOS definitions are included in Appendix D.

The HCM 6<sup>th</sup> Edition methodology cannot analyze U-turn movements and the signal phasing at some of the study area intersections; therefore, the Synchro methodologies were utilized for reporting the operational analysis at the signalized intersections.

# 4.3 Intersection Capacity Analysis

Levels-of-service analyses were conducted for the 2021 Existing, 2024 No-Build, and 2024 Build conditions for the Study Area intersections. Tables 4 through 7 summarize the capacity analysis results included in Appendix E.

#### 4.3.1 2021 Existing and 2024 No-Build Analysis Results

The results of the capacity analyses for the signalized intersections in the Existing and No-Build conditions are summarized in Table 4 for the weekday a.m., weekday p.m., and Saturday midday peak hours. The results of the capacity analyses for the unsignalized intersections for the three peak hours are summarized in Table 5. The detailed capacity analysis worksheets are contained in Appendix E.

The following is noted regarding the traffic signal controlled intersections:

- > The intersections operate with comparable levels of service between Existing and No-Build conditions.
- The intersections operate with generally acceptable overall levels of service (LOS D or better) with some movements or approaches operating at LOS E or F. The following intersections operate at overall LOS E or F conditions:
  - Stewart Avenue at Quentin Roosevelt Boulevard/South Street operates at overall LOS E during the PM peak hour.
  - Old Country Road at Access Road/Carle Place Commons Driveway operates at overall LOS E during the weekday PM and Saturday midday peak hours.
  - Ring Road E. at Zeckendorf Boulevard/Orange Parking Deck operates at overall LOS E during the Saturday midday peak hour.

Review of the capacity evaluations for the Existing and No-Build conditions at the unsignalized intersections shows that the controlled approaches will operate with acceptable levels of delay.

Table 5 Existing and No-Build LOS Summary – Unsignalized Intersections

		AM Peak Hour			PM Peak Hour				Saturday Peak Hour				
Intersection	Lane Group	Existing 2021		NB 2024		Existing 2021		NB 2024		Existing 2021		NB 2024	
	Group	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Internal Site Access at Orange Parking Deck	SB LT	8.9	Α	8.9	Α	12.7	В	12.9	В	22.9	С	23.9	С
Transit Center Access at Ring Road S.	SEB R	18.1	С	18.5	С	34.8	D	36.6	E	25.2	D	25.9	D

NB, SB, EB, WB = Northbound, Southbound, Eastbound, and Westbound intersection approaches

U, L, T, R = U-turn, Left-turn, Through, and Right-turn movements

##.#, X = Average delay in seconds per vehicle, LOS

#### 4.3.2 2024 Build Analysis Results

The results of the capacity analyses for the signalized intersections in the Build conditions are summarized in Table 6 for the weekday a.m., weekday p.m., and Saturday midday peak hours. The results of the capacity analyses for the unsignalized intersections for the three peak hours are summarized in Table 7. The detailed capacity analysis worksheets are contained in Appendix E.

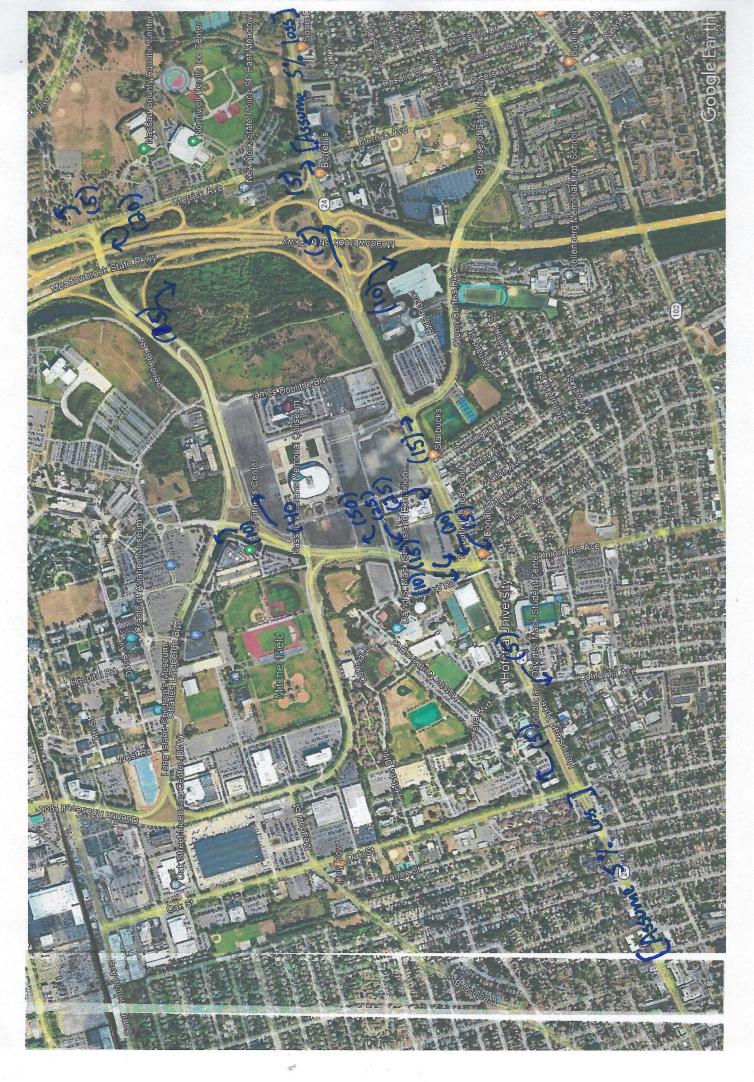
The following is noted regarding the operations of the traffic signal controlled intersections under the Build conditions:

- > The traffic signal controlled intersections operate with acceptable overall levels of service (LOS D or better) with some movements or approaches operating at LOS E or F. The exception is the Old Country Road at Access Road/Carle Place Commons Driveway intersection which operates at overall LOS E during the weekday PM peak hour and overall LOS F during the Saturday midday peak hours. This intersection also operates at LOS E during the weekday p.m. and Saturday midday peak hours under Existing and No-Build conditions.
- > With construction of 555 Stewart Avenue (the parcel adjacent to the Ring Road W. at Stewart Avenue intersection) the available storage for the eastbound left-turn lane on Stewart Avenue will be reduced from 300 to 150 feet.
  - The LOS results in Table 6 show that modifying the traffic signal timing will result in reduced delays; however, the average vehicle queue is expected to exceed 300 feet.
  - Analysis shows that restriping the eastbound approach to provide two left-turn lanes and two through lanes will result in left-turn vehicle queues of less than 150 feet during the peak hours with acceptable levels of service.
  - · Stewart Avenue provides a consistent three travel lanes in each direction, and introduction of an intersection with two through travel lanes may be confusing for drivers; however, with average vehicle queues extending beyond the existing available storage, drivers waiting to turn left into the mall may block traffic in the through travel lane closest to the left-turn lane.

Although the reduced storage length is associated with an OPD, it is recommended that the
applicant coordinate with NCDPW to determine the potential to restripe Stewart Avenue
approaching the mall access to provide two eastbound left-turn lanes at this intersection. The
additional left-turn lane will reduce the potential for drivers waiting to turn left toward the mall
to block traffic in the through travel lanes.

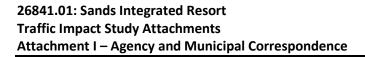
45 Traffic Analysis Attachment I-39

Review of the shared parking trends for the two proposed uses shows the combined peak parking demand at 3:00 p.m. on a weekday, coinciding with the peak parking occupancy at the mall on Black Friday, is 489 vehicles. Based on the parking occupancy counts and future parking supply, there will be 688 parking spaces available on the worst-case parking occupancy date to accommodate the anticipated project-related parking demand. Since the parking demand can be accommodated during the worst case condition (Black Friday) adequate parking would be available on-site throughout the year.





# I-3 Town of North Hempstead







August 17, 2023

Ref: 26841.01

#### VIA ELECTRONIC MAIL AND CERTIFIED RETURN RECEIPT MAIL

Records Access Officer Town of North Hempstead 220 Plandome Road Manhasset, NY 11030

Re: Traffic Impact Study – Other Planned Developments Request

Redevelopment of Nassau Veterans Memorial Coliseum Property

1255 Hempstead Turnpike, Uniondale, New York

#### To Records Access Officer:

Pursuant to the Freedom of Information Act, VHB Engineering, Surveying, Landscape Architecture and Geology, P.C. (VHB) is requesting the information outlined below for inclusion in a Traffic Impact Study that is being prepared for the redevelopment of the existing Nassau Veterans Memorial Coliseum property located at 1255 Hempstead Turnpike, hamlet of Uniondale, Town of Hempstead, New York. The proposed project is anticipated to be fully constructed by the end of 2029 with completion of Phase I for the project estimated by the end of 2026. Attached is a graphic depicting the current Study Area for the proposed project.

VHB is contacting you to determine if there are any recently approved or planned developments (that have current pending applications) within one mile of the Study area. For these projects, please provide as much specific information as possible about any recently-approved or planned developments, including, but not limited to, the type of proposed development; the size of the proposed development (square footage; numbers and types of units, if residential); the location of the proposed development; estimated time of completion of the project; and the availability of traffic studies - completed or ongoing. For these projects, please provide copies of site plans and the related traffic studies, as available. We understand that we may be asked to pay for the cost of copying.

We would appreciate hearing from you as soon as possible so that we may continue to move forward with our traffic analysis. If we do not receive a response from you by September 21, 2023, we will assume that there are no approved or planned development projects that could affect the study area. Should you have any questions or wish to discuss this matter, please do not hesitate to contact the undersigned. Thank you for your prompt attention to this matter.

Sincerely,

VHB Engineering, Surveying, Landscape Architecture and Geology, P.C.

Patrick Lenihan, PE

**Director of Transportation** 

PL/ba

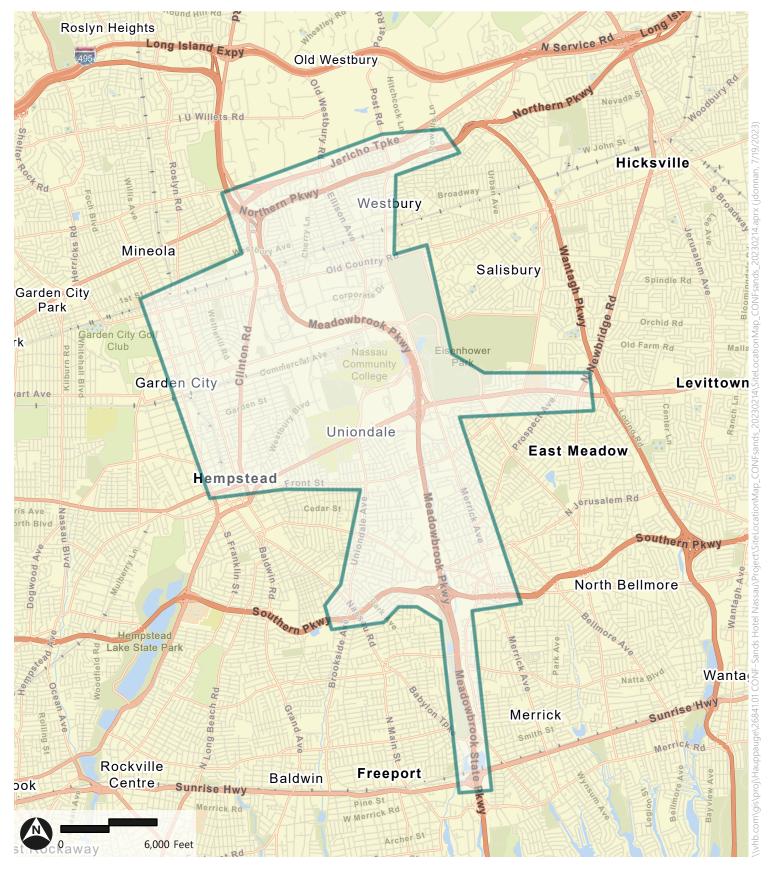
Attachments: Study Area Map

Filled and Signed FOIL Form

#### **Traffic Impact Study Limits**







# TOWN OF NORTH HEMPSTEAD APPLICATION FOR PUBLIC ACCESS TO RECORDS

TO: RECORDS ACCESS OFFICER

**220 PLANDOME ROAD** 

**MANHASSET, NEW YORK 11030** 

(516) 869-7600



	by declare, under penalty of perjused for solicitation or fund-rais		e information
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From: <u>Caroline Forger</u>
To: <u>Lenihan, Patrick</u>

Subject: Other Planned Development Request - Redevelopment of Nassau Veterans Coliseum Property

**Date:** Thursday, August 24, 2023 3:10:00 PM

#### Patrick,

The Planning Department received your letter dated August 17, 2023 requesting recently approved or planned developments within one mile of the study area for the redevelopment of the existing Nassau Veterans Memorial Coliseum property located at 1255 Hempstead Turnpike in Uniondale.

- There is currently open permits application with the Town's Building Department for 371-381 Old County Road and 401 Old Country Road in Carle Place (Section 10, Block 288, Lots 41-46). The applications are to convert retail/restaurant uses to Medical Office. However, these initial applications are for the demo only and do not include the buildout of the tenant space. Therefore, total size for each use is not available at this time. It is unknown at this time if the proposed scope of work will require variances or other approvals that would required a traffic study to be conducted.
- Additionally, the Planning Department knows of a potential project at 347-357 Old Country Road, Carle Place (Section 10, Block 288, Lots 48-51). However, no application has formally been submitted. (I believe VHB is the engineering firm for this project – you may find more information internally).

If your study permits, you may want to following up in a few months to see if more information is available.

Please give me a call if you have further questions.

Regards, Caroline

Caroline Forger, Planner 2 (she/her)
Town of North Hempstead
Dept. of Planning & Environmental Protection
Direct: 516-869-7814
Planning Department: 516-869-7665

# **Proposed Shopping Center**

357 and 440 Old Country Road North Hempstead, Nassau County, New York

#### PREPARED FOR

Scotto Brothers Enterprises 40 Crossways Park Drive, Suite 100 Woodbury, NY 11707

#### PREPARED BY



VHB Engineering, Surveying, Landscape Architecture and Geology, P.C.

100 Motor Parkway – Suite 350 Hauppauge, NY 11788 631.787.3400

August 2023

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# Introduction

This Traffic Impact Study (TIS) summarizes the evaluation of the potential traffic and parking impacts associated with the redevelopment of the existing site located at 357 and 440 Old Country Road in the Town of North Hempstead, Nassau County, New York. The purpose of this study is to determine if there are significant traffic impacts due to the Proposed Project, to evaluate the adequacy of off-street parking provided, and to propose mitigation measures, if required.

Based on the results of the study it has been concluded that with the proposed intersection improvements, with the implementation of the proposed mitigation, the Proposed Action will not have a significant negative impact on the study intersections or roadway network and that the off-street parking provided would be adequate to accommodate the anticipated parking demands.

## **Project Description**

The Applicant, Scotto Brothers Enterprises, is proposing the re-development of the existing Designer Shoe Warehouse (DSW) retail store and Chateau Briand sites located at 357 and 440 Old Country Road in the Town of North Hempstead. The project consists of the demolition of the existing Chateau Briand Caterers building and the redevelopment of the site to construct additional retail floor area, a fast-food restaurant (with associated drive-through), a bank (with associated drivethrough), and related site improvements.

The overall site is 5.55± acres in size and is presently occupied by a two-story 40,142 square foot (sf) DSW and the existing 21,323± sf Chateau Briand Caterers building. The Proposed Project would see the DSW store maintained while the catering facility would be demolished to make way for a new

two-story retail building with 35,558± sf of retail use, a new one-story 2,818 sf fast-food restaurant with drive through lanes, and a new one-story 3,015 sf bank with two drive through lanes. The site will also be realigned to improve on-site circulation and parking yield. In total, 296 parking spaces will be provided for the proposed development, which would meet the requirements of the Town of North Hempstead Zoning Code.

The two existing site accesses will be retained as they presently exist. This includes the southbound approach to the traffic signal located at the intersection of Old Country Road and Zeckendorf Boulevard and the unsignalized access driveway located approximately 150 feet to the west of that location.

The project location is shown in Figure 1.

# Study Methodology

The TIS was prepared and includes an evaluation of the existing traffic operations, an assessment of future conditions without development of the Proposed Project, an estimate of projected traffic volumes for the Proposed Project, and the evaluation of the potential impact on future traffic operations in the Study Area. Specifically:

- > Field inventories were completed to document existing conditions in the Study Area
- Turning movement counts were collected at the Study Area intersections during the weekday AM peak period, the weekday PM peak period, and during the Saturday midday peak period
- Existing traffic volumes collected at the Study Area intersections in 2022 were expanded to the future development year (2025)
- Information about Other Planned Developments (OPDs) was obtained from the Town of North Hempstead and added to the Existing traffic volumes as necessary to produce the No-Build traffic volumes
- > Traffic generated by the Proposed Project was estimated, distributed through the Study Area, and added to the No-Build volumes to develop the proposed Build volumes
- Capacity analyses were performed for the Study Area intersections for the Existing, No-Build, and **Build conditions**
- The need for traffic mitigation measures was evaluated
- The adequacy of the off-street parking supply was evaluated
- Crash analysis was conducted for the latest three-year period for the study intersections and roadway segments

The Study Area for the Proposed Project includes the following four intersections for the weekday AM and PM peak hours and the Saturday midday peak hour (Figure 1):

- 1. Old Country Road at Zeckendorf Boulevard/Main Site Access
- 2. Old Country Road at Carle Road/Westbury Plaza Access
- 3. Old Country Road at Cherry Lane/Gallery at Westbury Plaza Access
- 4. Old Country Road at Westerly Site Access



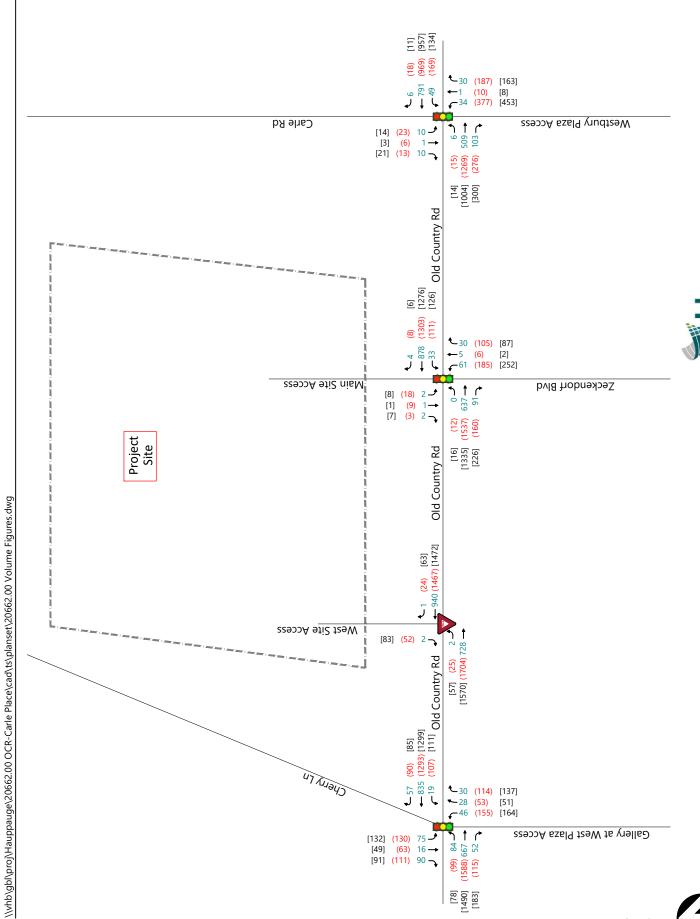
Project Location and Study Intersections 357 Old Country Road Westbury, NY

Figure 1

Study Intersection







2022 Existing Data Peak Hour Traffic Volumes 357 Old Country Road

Attachment

Carle Place, NY



# **Future Conditions**

The analysis of future conditions, with and without the Proposed Project, were performed to evaluate the effect of the Proposed Project in the Study Area. Background traffic volumes in the Study Area were projected to the year 2025, reflecting the year when the development is expected to be completed and fully occupied. The No-Build condition represents the future traffic conditions without construction of the Proposed Project and the Build condition represents future traffic conditions with construction of the Proposed Project.

## **No-Build Condition**

No-Build traffic volumes include existing traffic and new traffic due to general traffic growth and other planned developments (OPDs) near the Subject Property as identified by the local and/or nearby municipality and review agencies.

## **Other Planned Developments**

The Town of North Hempstead was contacted for information regarding OPDs near the project site that may impact the traffic volumes on the adjacent roadway network. The files of VHB were also referenced to identify other contemplated developments in the Study Area. The Town of North Hempstead provided a response dated August 3, 2022, indicating that are two projects in the area that that could be considered as follows:

- Proposed Bank on 245 Old Country Road in Carle Place. This project was never approved and has since expired. While this project was not approved and the application has expired, to be conservative, site-specific-trips associated with this use have been included in this Study.
- > Conversion of personal services to medical office at 399 Old Country Road in Carle Place. This project has been approved. The site-specific trips associated with this project have been included in this Study.

From the files of VHB, two OPDs were identified and are detailed below.

- The Nassau Hub Innovation District is a proposed renovation of the existing Nassau Coliseum site into a mixed-use development in Uniondale, NY. Full build-out of this project would extend beyond the 2024 build year associated with the Roosevelt Field Mall pad sites, but Phase 1 of the project is expected to be completed by 2024.
- > The Roosevelt Field Mall (RFM) proposes to construct a 90,000 square foot (SF) supermarket and a 170-room hotel with an 85-seat restaurant and 3,000 sf of accessory space on two pad sites located on the southern portion of the Roosevelt Field Mall campus.

Trips associated with the proposed Nassau Hub Innovation District and the RFM were distributed to the Study Area intersections as appropriate and are included in the No-Build traffic volumes. In addition, there is a proposed project at 120 and 125 Third Street in the Village of Mineola that proposes two buildings consisting of a total of 490 units of a multi-family residential development. Based upon the location, the traffic generated by this project and the distribution of the trips associated with this project, it was determined that the trips associated with this development are included in the annual background growth rate.

### Planned Roadway Improvements

The Nassau/Suffolk Transportation Improvement Program (TIP) is a five-year listing that identifies all proposed federally funded transportation improvement projects in the New York Metropolitan Transportation Council (NYMTC) region. These improvements cover various transportation modes and facilities, including roadways and bridges, bicycle and pedestrian facilities, transit equipment and services, safety improvements and demand management programs. Projects funded through other sources are also identified to provide a more comprehensive picture of proposed transportation improvements in the region.

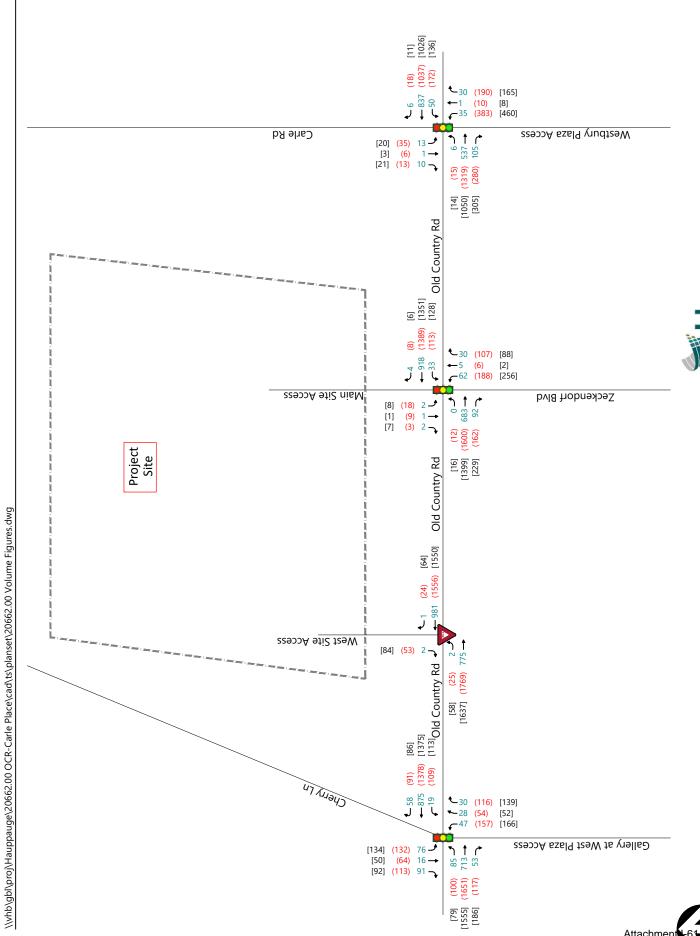
A review of the current TIP indicates that there are no major projects planned for completion by 2025 that have the potential to impact the roadways studied for this project.

#### **Background Traffic Growth**

To account for increases in general population and background growth not related to the Proposed Project, an annual growth factor was applied to the Existing traffic volumes. Based on review of NYSDOT published growth rates, the anticipated growth rate for the Town of North Hempstead is five-tenths of one percent per year. The growth rate was applied to the 2022 Existing traffic volumes for three years to represent the future condition (2025 Background Conditions).

The OPD volumes (Figure 3) were then added to the 2025 Background peak hour traffic volumes to develop the 2025 No-Build peak hour traffic volumes. The 2025 No-Build traffic volumes for the weekday AM peak, weekday PM peak, and Saturday midday peak hours are shown in Figure 4.

19 Future Conditions Attachment I-59



2025 No-Build Peak Hour Traffic Volumes 357 Old Country Road

Attachment

#### **Build Condition**

To estimate the traffic impact of the project with the additional 41,391 sf of proposed development (the two-story 35,558± sf retail use, 2,818 sf fast-food restaurant, and 3,015 sf bank), the traffic anticipated to be generated was estimated, adjusted to account for the elimination of the catering use, and added to future 2025 No-Build traffic volumes.

#### **Project Generated Traffic Volumes**

To estimate the site-generated traffic anticipated with the proposed project, it was first necessary to determine the number of trips generated by each of the existing 40,142± sf DSW and the 21,323± sf Chateau Briand uses. The number of vehicle trips generated by the existing uses was determined for the identified peak hours based on the turning movement count data for the Study's network peak hours collected at the following intersections:

- > Old Country Road at Zeckendorf Boulevard/Main Site Access
- Old Country Road at Westerly Site Access
- Main Site Access with Internal Chateau Briand Access

Table 4 summarizes the trips associated with the existing uses during the identified peak hours. Table 4 shows that the DSW generates most of the traffic at existing site at these times. The turning movement counts show that the Chateau Briand generated six trips during the weekday AM, 29 trips during the weekday PM and 16 trips during the Saturday midday peak hour.

**Trip Generation – Existing Uses** Table 4

Land Has	AM Peak Hour				PM Peak Hour			Sat Peak Hour		
Land Use	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	
DSW <sup>a</sup>	9	5	14	26	30	56	24	16	40	
DSW <sup>b</sup>	3	2	5	48	57	105	116	90	206	
Subtotal <sup>c</sup>	12	7	19	74	87	161	140	106	246	
Chateau Briand <sup>d</sup>	3	3	6	15	13	29	9	7	16	
Total <sup>e</sup>	9	4	13	59	74	133	131	99	230	

- Trip generation based on entering and exiting trips at the Old Country Road at Zeckendorf Boulevard/Main Site Access а
- Trips generation based on entering and exiting trips at the Old Country Road at Westerly Site Access b
- C Total trip generation at the two Study Area Site Accesses
- Total trip generation based on entering and exiting trips at the Main Site Access with Internal Chateau Briand Access d
- Total trips associated with the DSW use е
- Estimated average trip generation rate for the existing DSW shopping center use

As the catering facility will be defunct upon the completion of this application, the observed activity will not be present in the future condition.

To determine the trips associated with the additional development, the ITE publication Trip Generation, 11th Edition<sup>1</sup> was utilized. The number of vehicle trips for the proposed project were

<sup>1</sup> Trip Generation Manual, 11th Edition, Institute of Transportation Engineers, Washington D.C., September 2021

estimated based on ITE Land Use Codes (LUC) 822 – Strip Retail Plaza (<40k), 912 – Drive-in Bank, and site-specific data from three existing Raising Cane's locations, which was provided to VHB.

In order to evaluate the validity of the use specific data, ITE Land Use Code (934 – Fast Food Restaurant with Drive-Through lanes was used to estimate the number of trips that could be generated for the 2,818 sf restaurant. Site-specific data was also provided for three similar restaurants. The site-specific data was reviewed and is included in Appendix E of this report. Based on this review, the data showed that the average rate of the three sites was 48.39 trips/1,000 sf and 51.87 trips/1,000 sf for the weekday PM and Saturday Midday peak periods, respectively. The proposed restaurant typically does not begin operating until 10:00 a.m., which is outside of the weekday morning peak hour of adjacent street traffic. Therefore, as shown in Tables 5 there are no trips associated with the AM peak hour for this land use.

Table 5 compares the trip generation based upon the observations at existing Raising Canes restaurants to that estimated by the data detailed in the latest edition of the Trip Generation Manual.

Table 5 Trip Generation – Restaurant Use- ITE vs Site-Specific

Land Use	AM Peak Hour			PM Peak Hour			Sat Peak Hour		
Land Ose	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
ITE <sup>a</sup>	64	62	126	48	45	93	79	77	156
Site-Specific <sup>b</sup>	0	0	0	66	70	136	72	74	146
Difference <sup>c</sup>	NA	NA	NA	-18	-25	-43	7	3	10

- Trip generation based ITE LUC 934- Fast Food Restaurant with Drive-Through
- Client provided data on three similar restaurants, with average rate of 48.39 trips/1,000 sf and 51.87 trips/1,000 sf for the weekday PM and b Saturday Midday peak periods, respectively. Restaurant operations for the AM peak hour are outside of the weekday morning peak hour of adjacent street traffic.
- Difference in trips between the two sources

Based on the information shown in Table 5, the Site-Specific data yields higher trip generation during the weekday PM peak hour (43 vehicles) and consistent trip generation for the Saturday Midday peak hour, when compared to ITE. Therefore, to provide a conservative analysis, the Site-Specific data was utilized for this project.

It can be expected that some of the trips to the site will originate from traffic that is already on the adjacent roadway network. These trips, known as pass-by, contribute to the site driveway volumes, but do not add traffic volumes on the adjacent roadway network. The pass-by trip percentages applied to each of the land uses included at the site are based on data published by ITE in the *Trip* Generation Manual, 11th Edition. Based on the ITE, the following pass-by credits were applied:

- Shopping Center (LUC 821) 30 percent for the weekday AM peak hour, 40 percent for the weekday PM peak hour, and 31 percent for the Saturday Midday peak hour
- Fast-Food with Drive Through (LUC 934) 55 percent for the weekday PM peak hour and 45 percent for the Saturday midday peak hour
- Drive-in Bank (LUC 912) 29 percent for the weekday AM peak hour, 38 percent for the weekday PM peak hour, and 38 percent for the Saturday Midday peak hour

Due to the mixed-use nature of the proposed project, it is expected that some vehicle trips at the site will be multi-use or "internal" meaning that trips to more than one land use on the site are generated internally and do not add an additional trip to the adjacent roadway network. For example, a patron may stop at the restaurant use after leaving the retail shops. While an internal trip credit could have been taken, to provide a conservative analysis, no credit was taken for the internal pedestrian trips or the internal interaction within the site.

Table 6 Trip Generation – Proposed Project

		Total Tri	ips		<b>Existing Trips</b>	Pass-By T	Pass-By Trips		
Time Period	Movement	Retail <sup>a</sup>	Drive-In Bank <sup>b</sup>	Fast-Food w/Drive Through <sup>c</sup>	Chateau Briand <sup>d</sup>	Retail <sup>e</sup>	Drive-In Bank <sup>f</sup>	Fast-Food w / Drive Through <sup>g</sup>	Total New Trips <sup>h</sup>
Weekday	Enter	50	17	0	-3	-13	-4	0	47
AM Peak	Exit	<u>34</u>	<u>13</u>	<u>0</u>	<u>-3</u>	<u>-13</u>	<u>-4</u>	<u>0</u>	<u>27</u>
Hour	Total	84	30	0	-6	-26	-8	0	74
Weekday	Enter	117	32	66	-15	-47	-12	-37	104
PM Peak	Exit	<u>117</u>	<u>31</u>	<u>70</u>	<u>-13</u>	<u>-47</u>	<u>-12</u>	<u>-37</u>	<u>109</u>
Hour	Total	234	63	136	-28	-94	-24	-74	213
Saturday	Enter	119	41	72	-9	-36	-15	-33	139
Midday	Exit	<u>115</u>	<u>39</u>	<u>74</u>	<u>-7</u>	<u>-36</u>	<u>-15</u>	<u>-33</u>	<u>137</u>
Peak Hour	Total	234	80	146	-16	-72	-30	-66	276

- a Total trip generation estimate based on ITE LUC 822 Strip Retail Plaza (<40K) for 35,558 sf, peak hour of adjacent street traffic for the AM and PM peak hours and peak hour of generator for the Saturday Midday peak hour.
- b Total trip generation estimate based on ITE LUC 912 Drive-In Bank for 3,015 sf, peak hour of adjacent street traffic for the AM and PM peak hours and peak hour of generator for the Saturday Midday peak hour.
- c Total trip generation based upon similar restaurant data obtained at three similar locations.
- d Existing Chateau Briand trips already accounted for on the Study Area network (Table 4)
- e Retail pass-by credits of 30% for weekday AM peak hour, 40% for weekday PM peak hour, and 31% for Saturday Midday peak hour
- f Retail pass-by credits of 29% for weekday AM peak hour, 38 % for weekday PM peak hour, and 38% for Saturday Midday peak hour
- g Retail pass-by credits of 55% for weekday PM peak hour and 45% for Saturday Midday peak hour
- h Total trips associated with the Retail, Drive-In Bank, and Fast Food with Drive Through uses less the pass-by trips and existing Chateau Briand trips

Based on the projections outlined above, the Proposed Project is expected to generate 74 new vehicle trips during the weekday AM peak hour (47 entering and 27 exiting), 213 new vehicle trips during the weekday PM peak hour (104 entering and 109 exiting), and 276 new vehicle trips during the Saturday midday peak hour (139 entering and 137 exiting).

#### **Trip Distribution and Assignment**

The directional distribution of traffic approaching and departing the site is a function of several variables including population densities, existing travel patterns, and the efficiency of the roadways leading to and from the site. Based on a review of the existing travel patterns and population centers in the area it is estimated that approximately 45 percent of the site-generated traffic will travel to and from the west on Old Country Road, 50 percent of the site generated traffic will travel to and from the east on Old Country Road and five percent of the site-generated traffic will travel to and from the south on Zeckendorf Boulevard. The primary trip distribution patterns for the Proposed Project are illustrated on Figure 5.

Based on a review of the existing travel patterns and population centers in the area, it is estimated that approximately 15 percent of the entering and ten percent of the exiting pass-by traffic will occur at the Old Country Road at Westerly Site Access intersection and 85 percent of the entering and 90 percent of the exiting pass-by traffic will occur at the Old Country Road at Zeckendorf Boulevard/Main Site Access intersection.

The primary and pass-by trip distribution patterns for the project are illustrated on Figures 5 and 6 respectively. The project-related traffic volumes shown in Table 5 were assigned to the Study Area roadway network based on the primary and pass-by trip assignments for the project which are illustrated on Figures 7 and 8, respectively. These assigned volumes were then added to the 2025 No-Build peak hour traffic volumes to develop the 2025 Build peak hour traffic volumes. The 2025 Build traffic volumes are summarized on Figure 9.

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Attachment

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Pass-by Trip-Distribution 357 Old Country Road Carle Place, NY

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Primary Trips 357 Old Country Road Carle Place, NY

Attachment

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Attachment

Peak Hour Traffic Volumes 357 Old Country Road





# **Overall Site Plan**

Zoning District(S):	Business B-A	
Proposed Use:	Retail	
Zoning Regulation Requirements	Required*	Provided
MINIMUM LOT AREA	2,000 SF	242,164 SF
FRONT YARD SETBACK	10 Feet	45.94' (BANK)
SIDE YARD SETBACK	N/A	40.74' (RESTAURANT)
REAR YARD SETBACK	20 Feet	41.47 Feet
MAXIMUM BUILDING HEIGHT	40 Feet	<40 Feet
MAXIMUM BUILDING COVERAGE	70.0 %	19.0 %

RETAIL (MAIN BUILDING)         75,700 SF - 1000 SF         x         1 SPACES         /         300         =         249 SPACES           FAST FOOD RESTAURANT         2,818 SF         x         1 SPACES         /         80         =         3 SPACES           BANK         3,015 SF         x         1 SPACES         /         300         =         11 SPACES									
	BANK	3,015 SF	×	1 SPACES	/	300	-	11 SPACES	
RETAIL (MAIN BUILDING) 75,700 SF - 1000 SF x 1 SPACES / 300 = 249 SPACES	FAST FOOD RESTAURANT	2,818 SF	×	1 SPACES	/	80	=	36 SPACES	
	RETAIL (MAIN BUILDING)	75,700 SF - 1000 SF	х	1 SPACES	/	300	-	249 SPACES	

	Size		Spaces		
Description	Required	Provided	Required	Provided	
STANDARD SPACES (9 X 18)	9 x 18	9 x 18	0	123	
STANDARD SPACES (10 X 20)	10 x 20	10 x 20	288	158	
STANDARD ACCESSIBLE SPACES *	8 x 18	10 x 20	8	8	
PARALLEL SPACES (9 X 23)		9 x 23	0	7	
TOTAL SPACES			296	296	

357 Old Country Road Carle Place, New York

**OCR Carle Place** 

MTA Nov. 16, 2021

and Geology, PC

100 Motor Parkway

Suite 350 Hauppauge, NY 11788 631.787.3400

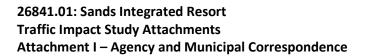
Not Approved for Construction

Layout and **Materials Plan** 

IT IS A VIOLATION OF SECTION 7209 OF ARTICLE 145 OF THE NEW YORK STATUS CHAPTER I I-72 FOR ANY PERSON TO ALTER AND COMMENTING IN I



# I-4 Village of Mineola







August 17, 2023

Ref: 26841.01

#### VIA ELECTRONIC MAIL AND CERTIFIED RETURN RECEIPT MAIL

Records Access Officer Incorporated Village of Mineola 155 Washington Avenue Mineola, NY 11501

Re: Traffic Impact Study – Other Planned Developments Request

Redevelopment of Nassau Veterans Memorial Coliseum Property

1255 Hempstead Turnpike, Uniondale, New York

To Records Access Officer:

Pursuant to the Freedom of Information Act, VHB Engineering, Surveying, Landscape Architecture and Geology, P.C. (VHB) is requesting the information outlined below for inclusion in a Traffic Impact Study that is being prepared for the redevelopment of the existing Nassau Veterans Memorial Coliseum property located at 1255 Hempstead Turnpike, hamlet of Uniondale, Town of Hempstead, New York. The proposed project is anticipated to be fully constructed by the end of 2029 with completion of Phase I for the project estimated by the end of 2026. Attached is a graphic depicting the current Study Area for the proposed project.

VHB is contacting you to determine if there are any recently approved or planned developments (that have current pending applications) within one mile of the Study area. For these projects, please provide as much specific information as possible about any recently-approved or planned developments, including, but not limited to, the type of proposed development; the size of the proposed development (square footage; numbers and types of units, if residential); the location of the proposed development; estimated time of completion of the project; and the availability of traffic studies - completed or ongoing. For these projects, please provide copies of site plans and the related traffic studies, as available. We understand that we may be asked to pay for the cost of copying.

We would appreciate hearing from you as soon as possible so that we may continue to move forward with our traffic analysis. If we do not receive a response from you by September 21, 2023, we will assume that there are no approved or planned development projects that could affect the study area. Should you have any questions or wish to discuss this matter, please do not hesitate to contact the undersigned. Thank you for your prompt attention to this matter.

Sincerely,

VHB Engineering, Surveying, Landscape Architecture and Geology, P.C.

Patrick Lenihan, PE

**Director of Transportation** 

PL/ba

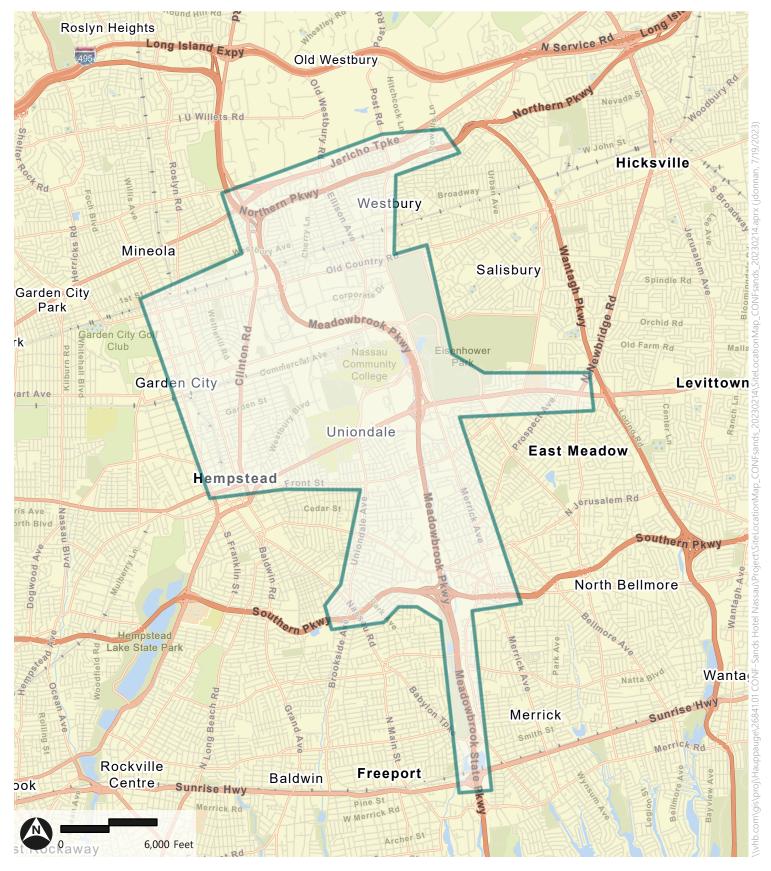
Attachments: Study Area Map

Filled and Signed FOIL Form

### **Traffic Impact Study Limits**







# VILLAGE OF MINEOLA APPLICATION FOR PUBLIC ACCESS TO RECORDS

TO: Records Access Officer Incorporated Village of Mineola 155 Washington Avenue Mineola, New York 11501

#### I HEREBY APPLY TO INSPECT THE FOLLOWING RECORD(S):

Information on recently approved or planned developments (that have currently pending applications) within one mile of study area (See attached map). For these projects, please provide as much specific information as possible including type of proposed development, size (sqft / number / type of units), location, estimated time of completion, availability of traffic studies, site plans etc. We understand that we may be asked to pay for the cost of copying.

Potrik Linden	Patrick Lenihan
Signature	Print Name
100 Motor Parkway, Suite 350, Hauppauge, NY 1	1788
Mailing Ac	ddress
plenihan@vhb.com	(631)787-3403
Email	Phone
LVS NY Holdco	2, LLC
Represen	nting
FOR VILLAGE	USE ONLY
Approved Inspection Date	
Denied - For the reason(s) checked below:	
Confidential Disclosure	☐ Part of Investigatory Files
☐ Record Not Maintained by Village Hall	☐ Unwarranted Invasion of Personal Privacy
Exempted by Statute Other Than the Freedom of Information Act	Record of which this Village is Legal Custodian Cannot be Found
Other (specify)	
Signature Title	Date

NOTICE: You have a right to appeal a denial of this application.

#### **Chris Lilholt**

From: Bryan Rivera <br/>
Sent: Bryan Rivera <br/>
Wednesday, September 27, 2023 10:13 AM

To: Aaron Machtay
Cc: Liam O'Keefe

**Subject:** [External] RE: OPD Request - Village of Mineola

#### Hi Aaron,

Here is a list of projects that are in the works that have not been built yet:

- 101 Searing Ave. (The Royal Blue) 54 units
- 228 Harrison Ave.
- 212 & 214 3<sup>rd</sup> St. (The Bridge) 121 units
- 114 & 110 Old Country Rd, 109 Front, 120 & 125 3rd St (The Lever Building) 490 units
- 111 2<sup>nd</sup> St. 92 units

The project at 228 Harrison Ave does not have approval and we do not have a traffic study for the project yet.

Please let us know which projects you will need the traffic studies for. Also note that if we do not have them in electronic format, a printed copy will be \$0.25/page.

Thanks,

Bryan

Bryan L. Rivera, MPA
Village Clerk
Village of Mineola
155 Washington Avenue
Mineola, NY 11501
(p) 516-746-0750
(f) 516-746-5602
brivera@mineola-ny.gov

From: Aaron Machtay <amachtay@vhb.com> Sent: Tuesday, September 26, 2023 3:36 PM To: Bryan Rivera <br/>
Subject: OPD Request - Village of Mineola

**Caution:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

#### Brian,

Thank you for taking the time to speak with me. The letter I referenced on the phone is attached.

If you have any questions, please do not hesitate to reach out.



# **Aaron Machtay, PE**Transportation Project Manager

Licensed in NY

**P** 631.787.3550

100 Motor Parkway

**M** 516.880.4924 Suite 350

www.vhb.com Hauppauge NY 11788-5120

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Vanasse Hangen Brustlin, Inc. | info@vhb.com



August 17, 2023

Ref: 20991.00

Mr. Kevin Lalezarian
OCR Court House LLC and Third Front LLC
1999 Marcus Avenue, Suite #310
Lake Success, NY 11042
kevin@lalezarian.com

Re: Supplemental Other Planned Development Projects

Traffic Impact Study, 120 & 125 Third Street, Mineola, Nassau County, NY

#### Dear Mr. Lalezarian:

VHB Engineering, Surveying, Landscape Architecture and Geology, PC (VHB) completed a Traffic Impact Study (TIS) dated August 2022 summarizing an evaluation of the potential traffic impacts associated with the proposed construction of two multifamily residential buildings on Third Street in Mineola, NY. Since completion of the TIS, it has been brought to our attention that additional Other Planned Development projects (OPDs) have been approved within the Village of Mineola. This letter provides a summary of the additional identified OPDs as summarized below and their potential impact on the findings of the TIS.

- 1. Harrison Avenue (north of the site) 10 multifamily residential units (less than five trips during AM and PM peak hours)
- 2. 85 Willis Avenue (north of the site) 92 multifamily residential units (29 AM peak hour trips, 27 PM peak hour trips)
- 3. The Bridge (northwest of site on Third Street/Station Road) 121 multifamily residential units (39 AM peak hour trips, 35 PM peak hour trips)

The proposed project includes the construction of 490 multifamily residential units in two buildings resulting in 125 new trips during the weekday AM peak hour and 81 new vehicle trips during the weekday PM peak hour. The TIS included an evaluation of eight study intersections. The detailed capacity analysis results indicated that the study area intersections will operate with levels of service consistent with existing conditions after construction and occupancy of the proposed project; therefore, no off-site mitigation was recommended.

Based on a review of the OPD locations relative to the proposed project site and the TIS study area (eight intersections), the highest volume of traffic from the three additional OPDs in the study area is expected to occur on Old Country Road adjacent to the project site, with approximately 30% of the site generated trips. This equates to an increase in the background traffic volumes on Old Country Road (east of Willis Avenue) of 22 trips during the AM peak hour ([5+29+39] x 0.30) and 20 trips during the PM peak hour ([5+27+35] x 0.30). Based on the 2028 Build condition volumes from the TIS, the addition of 22 AM peak hour and 20 PM peak hour vehicle trips on Old Country

Mr. Kevin Lalezarian Ref: 20991.00 August 17, 2023 Page 2



Road represents an increase in traffic of less than 1% on this roadway. This magnitude of traffic is considered minor and will not impact the results of the TIS.

Sincerely,

VHB Engineering, Surveying, Landscape Architecture and Geology, PC

Alanna Moran, PE Project Manager

cc: Kevin M. Walsh, Esq.

kwalsh@walshcounsel.com

# Traffic Impact and Parking Analysis Report

# **Proposed Residential Development**

101 & 105 Searing Avenue Village of Mineola, New York

PREPARED FOR

**Searing Group, LLC** 55 Mineola Blvd – Suite A Mineola, NY 11501 PREPARED BY

whb.

100 Motor Parkway, Suite 350

Hauppauge, NY 11788
631. 787.3400

**Revised May 2022** 

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## Traffic Impact and Parking Analysis Report

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## Introduction

This study summarizes the comprehensive evaluation of the potential traffic impacts associated with a proposed multi-family residential development situated at 101 & 105 Searing Avenue, in the Village of Mineola, New York. The purpose of this study is to determine if there are any significant traffic impacts due to the proposed project and to evaluate and propose mitigation measures, if required. This report summarizes the data collection process, traffic analysis procedures, and study conclusions and presents the findings of the traffic study.

Based on the results of the study, more completely described herein, it has been concluded that the proposed action will not have a significant impact on the study intersections or roadway network.

## **Project Description**

Searing Group, LLC is proposing a multi-family residential development at 101 & 105 Searing Avenue, in the Village of Mineola, Nassau County, NY. The residential development itself is located on the south side of Searing Avenue, which is a side street off of Willis Avenue, and is approximately ½ mile from the Mineola Long Island Rail Road Station. In addition to the residential building, the applicant would also develop a portion of the site located at 136 Willis Avenue to be utilized as parking connected to the Village of Mineola Municipal Lot 14, located immediately south of the proposed development.

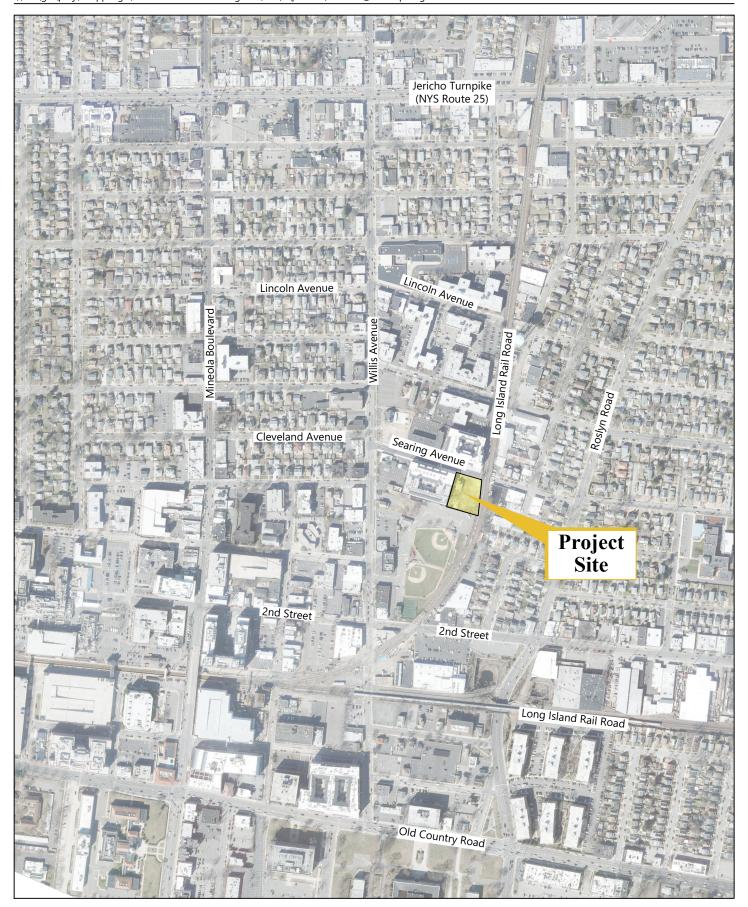
The 0.59±-acre site of the proposed residential building is located on Searing Avenue, which is a dead-end roadway stemming off from Willis Avenue. The subject property is presently vacant but was previously developed with two single-family residential homes that have since been demolished.

Upon construction, the proposed project would consist of a multi-family residential building including a mix of 54 studio, one, and two-bedroom apartments. The development would include surface level parking on the ground floor of the proposed building which would provide 54 parking spaces on-site for the proposed use.

In addition to the parking provided specifically for the proposed use, the project will also include the development of the undeveloped rear half of the previously mentioned 136 Willis Avenue property for surface parking to construct 28 additional parking spaces, for coordination with the Village of Mineola, to be utilized for both the proposed use and the public. The surface parking lot will have access from the adjacent municipal parking lot but no direct access is proposed from Willis Avenue.

The development would be served by two site access driveways located on Searing Avenue. These driveways would connect to the surface level parking on the ground floor in the proposed building.

The project location is shown in Figure 1.







Mineola, New York

## **Study Methodology**

The following describes the methodology used in this traffic study:

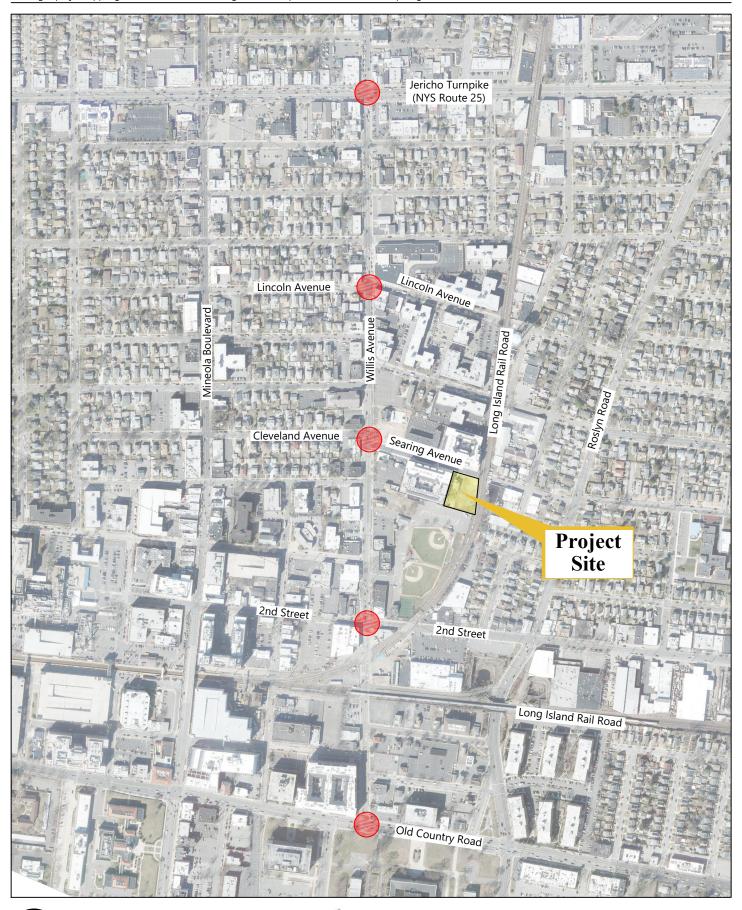
- > The project site plan and related documents were reviewed to obtain an understanding of the project scope and layout.
- A review was made of the adjacent roadway system and the key intersections that might be significantly impacted by the proposed project were identified.
- > Field inventories were made to document the number and direction of travel lanes at the key intersections.
- > Crash data for the most recent three-year period for the study area were reviewed, tabulated, and summarized.
- Due to the level of ongoing construction in the study area, alternative means of completing the analysis were considered. Rather than collect turning movement data, it was decided to utilize traffic volumes from previous studies within the area, which included the Long Island Rail Road Third Track Project and the Mill Creek multi-family residential development located at 120, 121, and 127 Searing Avenue (Mill Creek Searing Avenue), were selected to project the traffic conditions at the study intersections. These volumes were expanded to 2021 utilizing relevant background growth factors for the area to represent the 'existing' condition for this project.
- The 'existing' traffic volumes at the key intersections were expanded to the future No-Build year (assumed to be 2024).
- The traffic generated by other planned developments in the vicinity of the site was considered, to be added to the expanded traffic volumes to produce the No-Build traffic volumes.
- > The traffic generated by the proposed project was projected based on recognized traffic engineering standards.
- The site-generated volumes were distributed along the adjacent roadway network and were added to the No-Build volumes to produce the proposed Build volumes.
- Capacity analyses were performed for the key intersections for the Existing, future No-Build and future Build conditions.
- > The results of the analyses for the Existing, No-Build, and Build conditions were compared to assess any significant traffic impacts due to the proposed project.
- > The site access points were evaluated.
- > The availability of public transit was evaluated.
- > The adequacy of the proposed off-street parking was evaluated, and the site layout was reviewed.
- > The need for traffic mitigation measures was evaluated.

## **Study Intersections**

To determine the potential traffic impacts of the proposed project, the following study intersections were identified for analysis under the Existing, No-Build and future Build conditions:

- > Willis Avenue and Jericho Turnpike (NY 25) (Signalized)
- > Willis Avenue and Lincoln Avenue (Signalized)
- > Willis Avenue and Cleveland Avenue/Searing Avenue (Signalized)
- Willis Avenue and Second Street (Signalized)
- Willis Avenue and Old Country Road (Signalized)

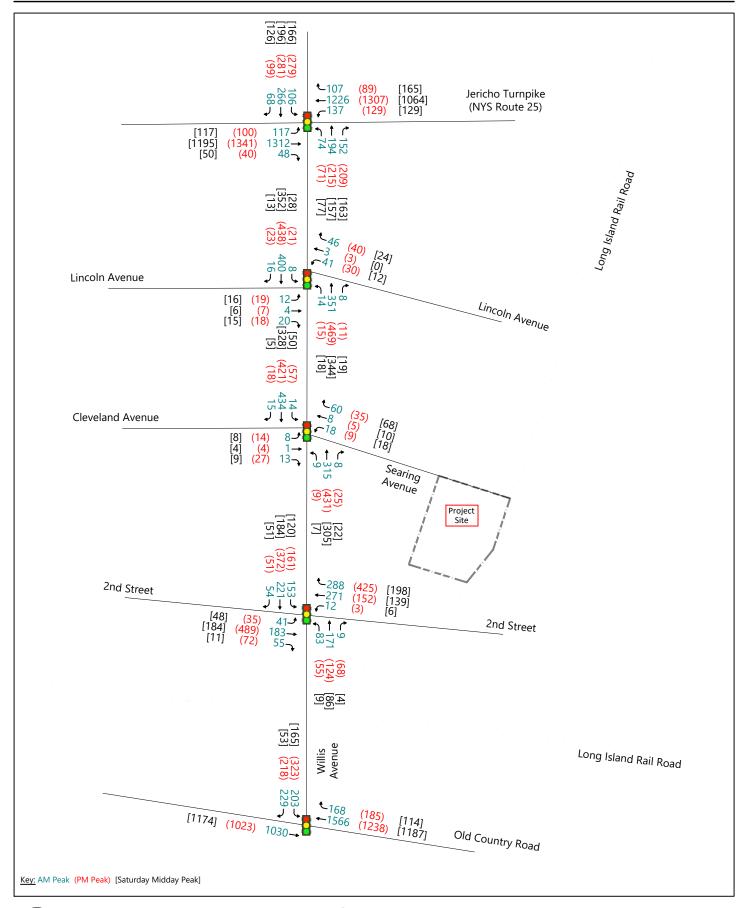
The study intersections are shown on Figure 2. Aerial views of the intersections and descriptions of same are included in the next section of this report.







Multi-Family Residential Development 101 & 105 Searing Ave Mineola, New York







3

## **Future Conditions**

The analysis of future conditions, without and with the proposed project ("No-Build" and "Build" conditions, respectively), was performed to evaluate the effect of the proposed project on future traffic conditions in the area. Background traffic volumes in the study area were projected to the year 2024, reflecting the year when the project is expected to be completed and operational. The No-Build Condition represents the future traffic conditions that can be expected to occur, even if the proposed project is not constructed. The No-Build Condition serves as a comparison to the Build Condition, which represents expected future traffic conditions resulting from both project and non-project generated traffic.

#### **No-Build Condition**

No-Build traffic volumes include all existing traffic and any new traffic due to background traffic growth and any other significant planned developments in the immediate vicinity of the project site.

## **Other Planned Developments**

As the Third Track and Mill Creek Searing Avenue studies were utilized as the basis for the 'Existing' condition volumes, it is important to realize that many of the other proposed developments considered within the study area are much further along in their development to the point of being open and occupied. These developments include the Mill Creek Modera at 140 Old Country Road, and Lalezarian One Third Avenue at 250 Old Country Road. As all of these developments were considered in the Build traffic volumes for each of these studies, which were utilized to develop the

2021 Existing conditions for this analysis, it is not appropriate to also add this traffic into the No Build condition for this analysis.

The Village of Mineola was also contacted for information regarding other planned developments in the vicinity of the project site that may impact the traffic volumes on the adjacent roadway network. As a result of this exercise, the Village of Mineola did not directly identify any projects to consider as Other Planned Developments in this traffic impact study. However, VHB identified one additional project from our files, for inclusion in the No Build volumes which is the NYU Langone Hospital Visitors Parking Garage project located at 259 First Street. This project consists of the demolition of an existing parking garage and the construction of its replacement on the hospital campus. This project is anticipated to generate a total of 71 new trips (64 entering, 7 exiting) during the a.m. peak period and 88 new trips (44 entering, 44 exiting) during the p.m. peak period. Because no Saturday analysis was performed for this development, the p.m. peak hour volumes were utilized on for the purpose of this analysis.

The traffic volumes for the Winthrop garage replacement project for the weekday a.m., p.m. and Saturday midday peak hours are shown in Figure 4.

#### **Planned Roadway Improvements**

The Nassau/Suffolk Transportation Improvement Program (TIP) is a five-year listing that identifies all proposed federally funded transportation improvement projects in the New York Metropolitan Transportation Council (NYMTC) region. These improvements cover various transportation modes and facilities, including roadways and bridges, bicycle and pedestrian facilities, transit equipment and services, safety improvements and demand management programs. Projects funded through other sources are also identified to provide a more comprehensive picture of proposed transportation improvements in the region.

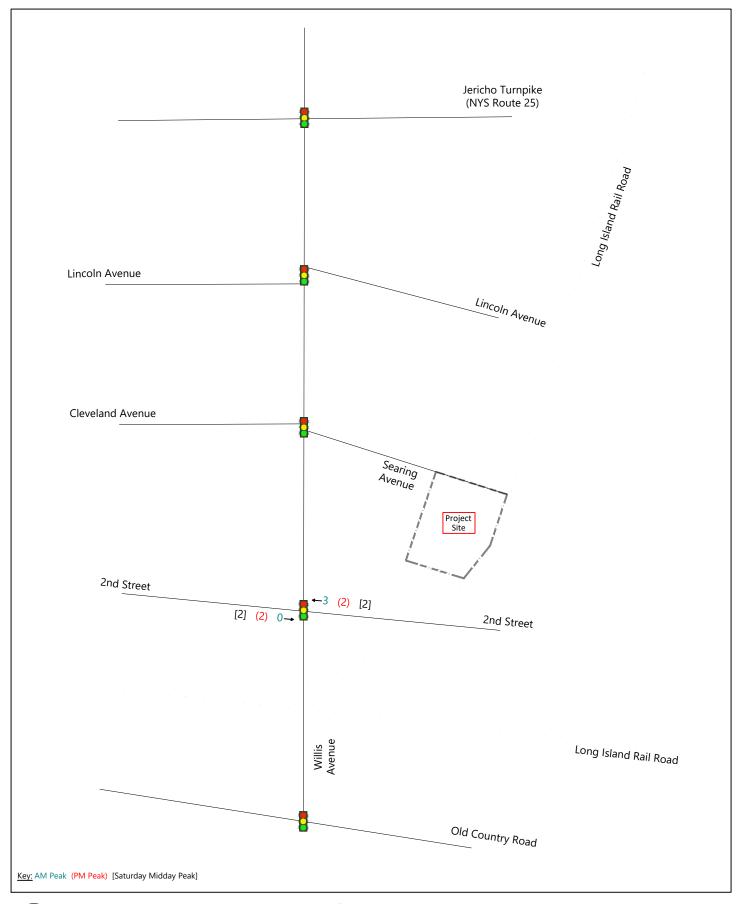
A review of the current TIP indicates that there are no major projects planned for completion by 2024 that have the potential to impact the roadways studied for this project, with the exception of the Third Track construction which is presently underway and has been considered in the analyses contained herein.

## **Background Traffic Growth**

To account for increases in general population and background growth not related to the proposed project, an annual growth factor was applied to the existing traffic volumes. Based on NYSDOT published information, the growth rate anticipated for the Village of Mineola where the project is located is 0.5% percent per year.

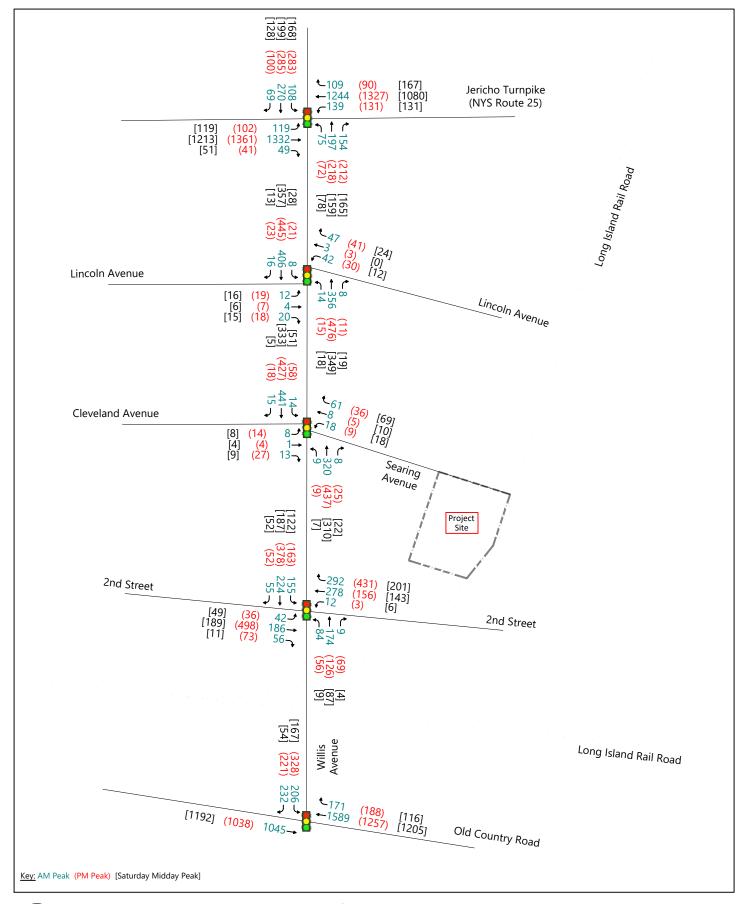
A total growth rate of 1.5% (3 years at 0.5% per year) was applied to the 2021 traffic data to develop the background traffic based on the anticipated Build year of 2024.

After applying the growth factor to the existing traffic volumes and adding the traffic anticipated as a result of the other planned developments noted above, the resulting 2024 No-Build traffic volumes for the weekday a.m., p.m., and Saturday midday peak hours are shown in Figure 5.













Mineola, New York

#### **Build Condition**

To estimate the traffic impact of the proposed project, it is necessary to determine the traffic volumes expected to be generated by the proposed project. The proposed multi-family residential development is anticipated to include 54-units.

## **Project-Generated Traffic Volumes**

In order to estimate the net project-generated traffic, a review was undertaken of available trip generation data sources, including the reference published by the Institute of Transportation Engineers (ITE), *Trip Generation Manual, 10<sup>th</sup> Edition.* This widely used reference source contains trip generation rates for numerous land uses, including "Multifamily Residential (Mid-rise – 3 to 10 levels)" (Land Use Code #221). Table 3 summarizes the unadjusted, gross trip generation estimates for the project.

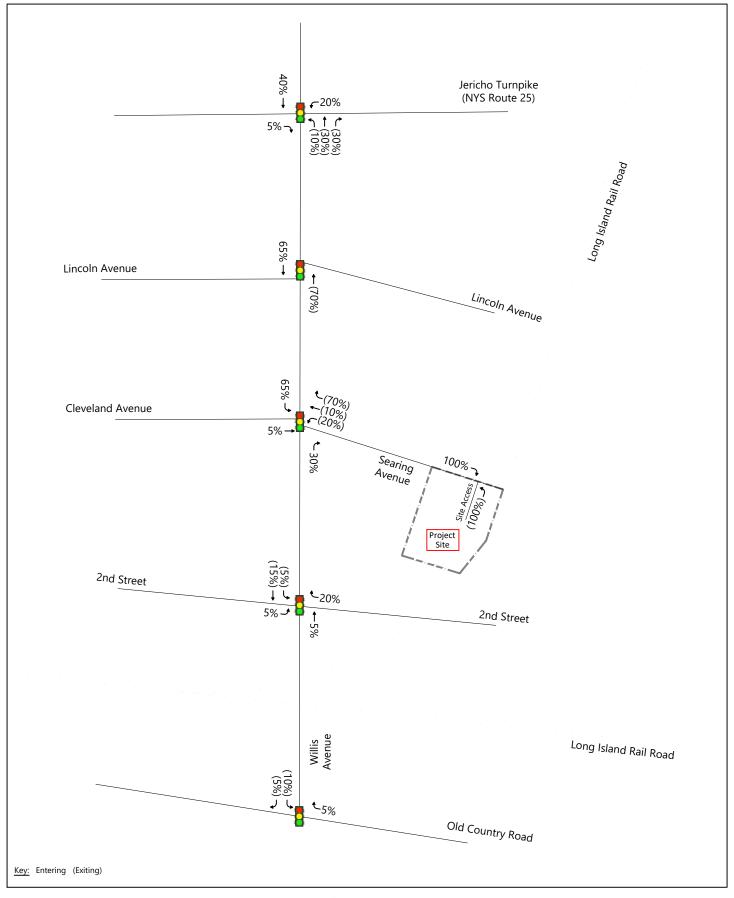
Table 3 – Trip Generation Estimates - Unadjusted

Project Component	Component Size		AM Peak Hour		PM Peak Hour		Saturday Midday	
RESIDENTIAL			Rate =	0.36	Rate =	0.44	Rate =	0.44
Multifamily Housing			Entering	Exiting	Entering	Exiting	Entering	Exiting
(Mid-Rise)	(Mid-Rise) 54 ITE # 221 Apartments	54 Units	26%	74%	61%	39%	49%	51%
			5	14	15	9	12	12
Apartments			Total =	19	Total =	24	Total =	24
			AM Peal	k Hour	PM Peal	k Hour	Saturday	Midday
		Trips		Tri	ps	Trips		
Total			Entering	Exiting	Entering	Exiting	Entering	Exiting
			5	14	15	9	12	12
		19		24		24		

Rates are for weekday AM & PM peak hours of adjacent roadway traffic and Saturday peak hour of generator

## **Trip Distribution and Assignment**

The trips originating from and destined to the project site were assigned to the adjacent roadways based on characteristics of the roadway network, the location of the site access points and likely destination points. The trip distribution percentages adopted for the project and assigned to the local roadway network are shown in Figure 6. It should be noted that a portion of the traffic associated with the development may exit the municipal lot from the proposed expansion on Willis Avenue rather than the site driveways on Searing Avenue. However, in preparing the trip distribution for the study, it was assumed that all distributed traffic would exit via Searing Avenue. In doing so, the greatest impact upon the signalized intersection of Willis Avenue and Searing Avenue would be simulated which represents a high-side conservative analysis.

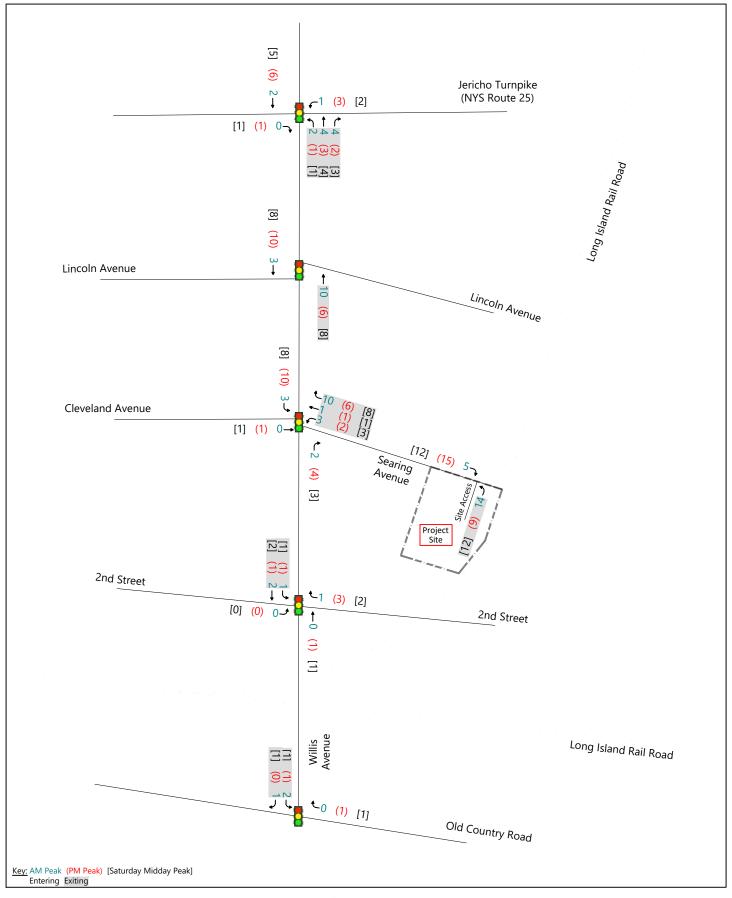






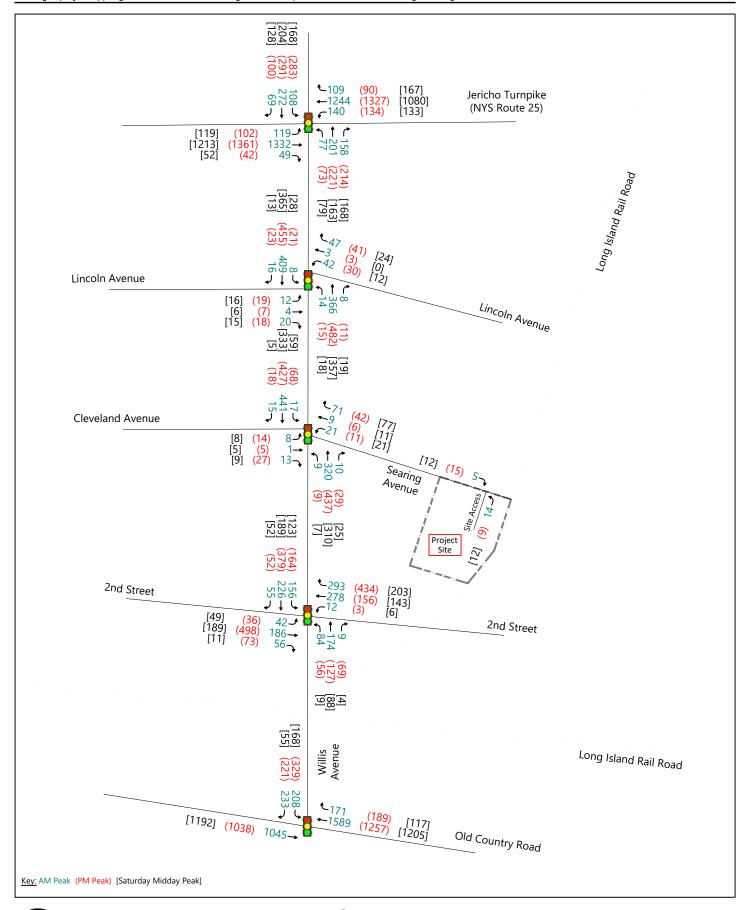
These were then applied to the trips generated by the proposed project and the resulting site-generated traffic volumes for the weekday a.m., p.m., and Saturday Midday peak hours are shown in Figure 7.

To determine the future Build Condition traffic volumes, the project-generated trips were added to the No-Build traffic volumes at the key intersections. The resulting Build traffic volumes for the weekday a.m., p.m., and Saturday Midday peak hours are shown in Figure 8.













101 & 105 Searing Ave Mineola, New York

LIRR Main Line Project EIS 2020 Build Option 1 -- AM Peak Hour Traffic Volumes Mineola

Study Area Intersection Analyzed

LIRR Main Line Project EIS 2020 Build Option 1 -- PM Peak Hour Traffic Volumes Mineola

Study Area Intersection Analyzed



# Appendix H

Traffic Impact Study prepared by Creighton Manning Engineering, LLP dated May 2023

Creighton Manning

AJM Real Estate 2 Jericho Plaza Jericho, NY 11753 adam@ajmre.com

RE: Traffic Impact Study for Proposed Residential Transit-Oriented Development, 212 3<sup>rd</sup> Street, Village of Mineola, Nassau County, New York; CM Project No. 122-383

Dear Adam:

Creighton Manning Engineering, LLP (CM) has completed a Traffic Impact Study for the proposed Transit-Oriented Development to be located directly south of the Long Island Railroad Mineola Station in the Village of Mineola. This study is based on traffic engineering industry standards and the Site Plan prepared by WSN Architect, P.C., last revised on February 22, 2023, which is included under Attachment A.

### 1.0 Project Description

The subject site is identified on the Nassau County Tax Map as Section 9 Block 674 Lots 2, 3, 4, 5, 10, 11, and 12. There is currently a surface level parking lot located on the subject site as well as a two-story office building. The proposed project intends to develop the premises into a nine-story, transit-oriented residential building with 121 dwelling units and a 10,000-square-foot for hire entertainment space. It is expected that parking for users of the entertainment space can utilize the adjacent Mineola Intermodal Center parking garage. The study herein includes a utilization study of the parking garage. The residential component of the project will be supported by 195 off-street subgrade parking spaces. The number of parking spaces exceed the Village's parking requirements. Vehicle access to the subgrade parking will be provided by a right-in/right-out driveway on 3<sup>rd</sup> Street. A porte-cochere will be located on the east side of the building that will provide an area for drop-offs and pickups. The subject site is located directly south of the Long Island Railroad Mineola Station. The project is expected to be complete and occupied by 2025. A map depicting the project location and adjacent roadway network is shown in Exhibit 1.



Exhibit 1 - Site Location

### 2.0 Existing Conditions

### Roadways Serving the Site

Old Country Road is classified as an Urban Minor Arterial roadway under the jurisdiction of the Nassau County Department of Public Works (NCDPW). The roadway runs east-west connecting the Jericho Turnpike in Garden City and Dix Hills. In the vicinity of the project site, the roadway provides two 12-foot-wide travel ways in each direction. Exclusive left-turn and right-turn lanes are provided at major intersections. There are curbs and sidewalks on both sides of the roadway. The uses along the roadway are generally commercial. The posted speed limit is 30 miles per hour.

Mineola Boulevard/Franklin Avenue is classified as an Urban Minor Arterial roadway under the jurisdiction of the NCDPW. The roadway runs north-south connecting Hillside Avenue to the north with the Southern State Parkway to the south. In the vicinity of the project site, the roadway provides two 12-foot-wide travel lanes in each direction. Exclusive left-turn and right-turn lane are provided at major intersections. There are curbs and sidewalks on both sides of the roadway. The uses along the roadway are generally commercial. The posted speed limit is 30 miles per hour.

**3rd Avenue** is classified as a Local roadway under the jurisdiction of the Village of Mineola Department of Public Works. The roadway runs north-south from Harrison Avenue to Old Country Road, and is bisected by the LIRR mainline. In the vicinity of the project site, three 12-foot wide travel lanes. South of 3rd Street, the two of these lanes are provided for northbound traffic and one for southbound traffic. North of 3rd Street up to Station Road, all three lanes are for northbound traffic. There are curbs and sidewalks on both sides of the roadway. The uses along the roadway are mostly residential and parking uses. The posted speed limit is 30 miles per hour.

**3**<sup>rd</sup> **Street** is classified as a Local roadway under the jurisdiction of the Village of Mineola Department of Public Works. The roadways runs east-west from 4<sup>th</sup> Avenue to Roslyn Road. In the vicinity of the project site, the roadway provides a 35-foot-wide cross section for one-way travel within study area. The uses along the roadway are mostly commercial. The posted speed limit is 30 miles per hour.

**Station Road** is classified as a Local roadway under the jurisdiction of the Village of Mineola Department of Public Works. The roadways runs east-west and north-south around the site from the Mineola Bus Terminal back to 3<sup>rd</sup> Street. In the vicinity of the project site, the roadway provides a 27-foot-wide cross section for one-way travel within study area. The uses along the roadway are parking related. There is no posted speed limit.

### **Study Intersections**

Old Country Road and Mineola Boulevard/Franklin Avenue is a four-leg signalized intersection operating under actuated-coordinated traffic signal control. The eastbound Old Country Road approach provides an exclusive left-turn lane, two exclusive through lanes, and an exclusive right-turn lane. The westbound Old Country Road approach provides one exclusive left-turn lane, two exclusive through lanes, and an exclusive right-turn lane. The northbound Mineola Boulevard approach provides one exclusive left-turn lane, one exclusive through lane, and one shared through/right-turn lane. The southbound Franklin Avenue approach provides one exclusive left-turn lane, one exclusive through lane, and one shared through/right-turn lane. Pedestrian signals, countdown timers, and crosswalks are provided to cross all legs of the intersection. The level of service analysis herein was conducted using the traffic signal timing and phasing directive obtained from the NCDPW, which is included under Attachment B. Exhibit 2 shows the study intersections.

**Old Country Road and 3<sup>rd</sup> Avenue** is a three-leg signalized intersection operating under actuated-coordinated traffic signal control. The eastbound Old Country Road approach provides an exclusive right-turn lane, one shared through/left-turn lane, and an exclusive through lane. The eastbound Old Country Road approach proves a shared through/left-turn lane and a shared through/right-turn lane. The southbound 3<sup>rd</sup> Avenue approach provides one



all movement lane. Pedestrian signals, countdown timers, and crosswalks are provided to cross the westbound approach and the southbound approach of the intersection. The level of service analysis herein was conducted using the traffic signal timing and phasing directive obtained from the NCDPW, which is included under Attachment B. Exhibit 2 shows the study intersections.

Mineola Boulevard and 3<sup>rd</sup> Street and Station Road (right turn) is a four-leg two-way stop controlled intersection. The northbound Mineola Boulevard approach provides an exclusive right-turn lane, an exclusive through lane, and a shared through/left-turn lane. The southbound Mineola Boulevard approach provides an exclusive left-turn lane and a shared through/right-turn lane. The westbound 3<sup>rd</sup> Street approach provides one all-movement lane. Station Road also directs drivers westbound along 3<sup>rd</sup> street. Crosswalks are provided to cross Station Road and 3<sup>rd</sup> Street. Exhibit 2 shows the study intersections.

**3**<sup>rd</sup> **Avenue and 3**<sup>rd</sup> **Street** is a four-leg stop controlled intersection. The northbound 3<sup>rd</sup> Avenue approach provides a southbound lane, as well as a shared northbound through/left-turn lane, and an exclusive through lane. The eastbound 3<sup>rd</sup> Street approach provides a shared through/right-turn lane and a shared through/left-turn lane. Crosswalks are provided to cross the eastbound approach the intersection. Exhibit 2 shows the study intersections.

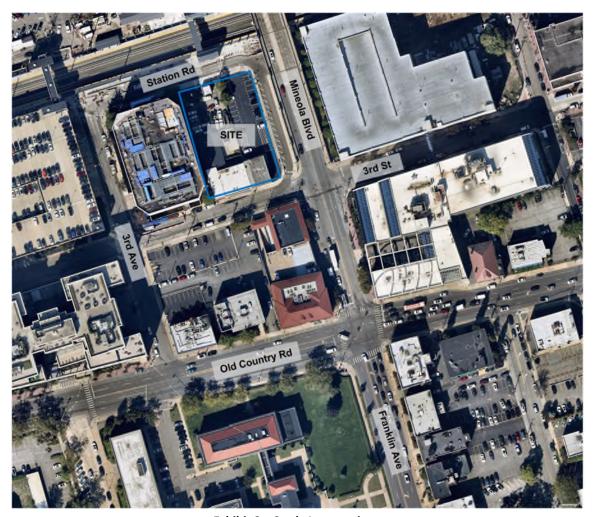


Exhibit 2 – Study Intersections



### **Transit**

Transit service in the area is provided by Long Island Rail Road (LIRR) and Nassau Inter-County Express (NICE). The Mineola Station is located less than 100-feet north of the project site. The n22 is a NICE fixed-route bus service that operates between Jamaica and Mineola/Hicksville; with stops along Hillside Avenue and Old Country and headways of 15 minutes. The n24 is a NICE fixed-route bus service that operates between Jamaica and Garden City/Hicksville; with stops along Hillside Avenue and Old Country Road and headways of 15 minutes. The n40/41 is a NICE fixed-route bus service that operates between Mineola and Freeport with 15 minute headways. The n23 is a NICE fixed-route bus service that operates between Mineola and Manorhaven with 30 minute headways. All of the aforementioned NICE routes stop at the Mineola Bus Terminal which is less than 500-feet west of the project site.

#### **Data Collection**

CM conducted turning movement counts (TMCs) at the four study intersections on Wednesday, January 11, 2023, and Saturday, January 14, 2023. The counts were conducted during the weekday AM peak period (7:00 AM - 9:00 AM), the weekday PM peak period (4:00 PM - 7:00 PM), and the Saturday peak period (11:00 AM - 2:00 PM). The observed peak hours were:

- Weekday AM -- 7:30 AM to 8:30 AM
- Weekday PM 4:15 PM 5:15 PM
- Saturday 12:00 PM 1:00 PM

It is important to note that the Novel Coronavirus/COVID-19 pandemic was anticipated to have an effect on the turning movement counts. CM cited historical traffic data published by the NYSDOT on the *Traffic Data Viewer* to compare to the observed counts. The comparison showed that the observed AM and PM volumes were higher than historical data. Thus, a calibration factor was not applied to the Midday, PM and Saturday Midday volumes to develop "pre-pandemic" traffic volumes. It should be noted that Saturday specific data was not available on the NYSDOT *Traffic Data Viewer*. The 2023 Existing traffic volumes are shown on Figure 1. The raw TMC data is included under Attachment C.

#### 3.0 Traffic Assessment

### Vehicle Trip Generation

Trip generation determines the quantity of traffic expected to travel to and from a given site. The Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11<sup>th</sup> Edition, is the industry standard used for estimating trip generation for a proposed land use based on data collected at similar uses. Upon review of the *Trip General Manual*, Land Use Code (LUC) 221 "Multifamily Housing (Mid-Rise) Close to Transit" was used for the proposed development. The trip generation of the proposed residential transit-oriented development was calculated based on the number of dwelling units. Table 1 summaries the vehicular trip generation estimates for the weekday AM, weekday PM, and the Saturday peak hours.

Table 1 – Summary of Trip Generation (Vehicle)

Land Use	Independent	Weekday AM Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
	Variable	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Multifamily Housing (Mid-Rise)	121 Dwelling	14	25	39	23	12	35	41	13	54
Close to Transit – LUC 221	Units		23	33			33		13	J.

Table 1 shows that the site will generate 39 trips during the weekday AM peak hour, 35 trips during the weekday PM peak hour, and 54 trips during the Saturday peak hour based on the ITE data. It should be noted that there is no pass-by component for this use. There is no credit being taken for residents arriving and departing via mass

Mr. Adam Mann May 30, 2023 Page 5 of 10

transit and it is assumed that the ITE "Close to Transit" subcategory accounts for these trips associated with a transit-oriented development. The magnitude of new trips generated by the project is less than the NYSDOT and ITE threshold of 100 site-generated trips on any one intersection approach for needing off-site analysis. This guidance was developed as a tool to identify locations where the magnitude of traffic generated has the potential to impact operations at off-site intersections and screen out locations from requiring detailed analysis that do not reach the 100-trip threshold indicating that additional detailed off-site intersection is not needed.

### **Future Traffic Volumes**

To evaluate the impact of the proposed project, traffic projections were prepared for the anticipated year of completion – 2025. A review of historical traffic volume data published by NYSDOT on its Traffic Data Viewer indicates that traffic volumes have annually increased by +0.83%. To conservatively forecast the 2025 traffic volumes, a +1.0% growth rate was applied to the 2023 Existing traffic volumes and compounded annually for two years. CM is not aware of various other developments that could potentially impact traffic volumes. Therefore, the forecasted 2025 No-Build traffic volumes shown on Figure 2 based solely on the application of the +1.0% growth rate. These volumes reflect future traffic volumes without the proposed development.

### **Trip Distribution**

Traffic generated by the project was distributed on the adjacent roadways based on the probable origins and destinations of residents. This analysis assumes 30% of trips will arrive from the west via Old Country Road. Another 30% will arrive from the east via Old Country Road. 20% will arrive via the south from Franklin Avenue/Mineola Boulevard and 20% will arrive via the north from Mineola Boulevard. The analysis also assumes that, when leaving, 40% of trips will depart heading west via Old Country Road and 40% of trips will depart heading east via Old Country Road. Likewise, 10% of trips will depart north via Mineola Boulevard and 10% of trips will depart south via Mineola Boulevard/Franklin Avenue. On Saturdays, 20% of trips will depart heading north via Mineola Boulevard, 20% of trips will depart heading south via Franklin Avenue/Mineola Boulevard, 20% of trips will depart heading east via Old Country Road, it is assumed that the shopping center to the east would attract a large portion of trips that are made from the proposed development. Since no pass-by credit is applied, exiting traffic is assumed to return to its origin. The trip distributions for each study peak hour are shown on Figure 3A, 3B, and 3C. The associated site-generated traffic volumes are shown on Figures 4A, 4B, and 4C. The site-generated trips were then added to the 2025 No-Build traffic volumes, resulting in the 2025 Build traffic volumes, as shown on Figure 5.

### **Traffic Operations**

Intersection Level of Service (LOS) and capacity analysis relate traffic volumes to the physical characteristics of an intersection. Intersection evaluations were made using Synchro Version 11 software, which automates the procedures contained in the Highway Capacity Manual 6<sup>th</sup> Edition. Table 2 summarizes the results of the level of service calculation for the Existing, No-Build, and Build conditions during the weekday AM, weekday PM, and Saturday peak hours. The detailed level of service analysis reports are included under Attachment D.

<sup>&</sup>lt;sup>1</sup> Based on a review of 2013, 2016, 2019 traffic volume data from NYSDOT ATR Station 038390 on Old Country Road.



Table 2 – Level of Service Summary

			Week	day AM Peal	k Hour		day PM Peal	k Hour	Saturday Peak Hour			
Intersection			2023 2025 2025			2023			,			
microccion		Control	2023 Exist	No-Build	2025 Build	Exist	2025 No-Build	2025 Build	2023 Exist	2025 No-Build	2025 Build	
Old Country Rd/Mineola			EXIST	110 Duna	Dana	LAISE	110 Duna	Dana	LAIGE	110 Dana	Dana	
Blvd/Franklin Ave		S										
Old Country Rd, EB	L		C (26.1)	C (26.7)	C (25.5)	C (28.4)	C (30.8)	E (58.2)	C (21.7)	C (22.6)	C (22.8)	
	Т		C (26.8)	C (27.7)	B (10.1)	D (50.9)	D (52.5)	D (52.9)	C (21.8)	C (23.4)	C (24.0)	
	R		B (14.6)	B (15.0)	A (5.6)	D (36.4)	D (37.7)	D (38.0)	B (14.0)	B (15.0)	B (15.4)	
Old Country Rd, WB	L		C (26.1)	C (27.3)	C (24.1)	C (32.2)	D (36.3)	D (37.0)	C (23.3)	C (25.6)	C (26.4)	
	T		C (34.2)	D (35.0)	D (35.4)	C (34.3)	D (36.2)	D (40.5)	C (24.2)	C (25.2)	C (26.1)	
	R		C (25.0)	C (25.4)	C (25.8)	C (23.5)	C (24.7)	C (28.0)	B (15.9)	B (16.5)	B (17.4)	
Franklin Ave, NB	L		D (53.3)	E (57.3)	E (57.3)	E (55.5)	E (57.5)	E (57.5)	D (48.7)	D (48.4)	D (47.7)	
	T		F (92.7)	F (100.9)	F (102.4)	E (74.0)	E (75.1)	E (75.5)	E (78.4)	E (78.8)	E (79.1)	
Mire ala Blod CD	R		D (44.1)	D (44.3)	D (44.3)	D (40.9)	D (40.2)	D (40.2)	D (54.6)	D (53.9)	D (53.3)	
Mineola Blvd, SB	L		D (50.0)	D (50.1)	D (50.1)	D (41.8)	D (42.3)	D (42.4)	D (52.0)	D (52.0)	D (51.9)	
	T R		E (59.4)	E (60.0) D (49.6)	E (60.0) D (49.6)	E (73.8)	E (74.4)	E (74.4)	E (63.1)	E (62.9) D (50.9)	E (62.0)	
	ĸ		D (49.8)			D (41.5)	D (40.9)	D (40.9)	D (51.6)		D (50.5)	
Overall			D (42.5)	D (44.5)	D (40.2)	D (47.6)	D (49.1)	D (51.8)	D (36.9)	D (37.7)	D (37.9)	
Old Country Rd/3 <sup>rd</sup> Ave		S										
Old Country Rd, EB	LT		A (5.2)	A (5.4)	A (6.0)	A (7.5)	A (7.6)	A (7.9)	A (3.5)	A (3.6)	A (3.9)	
	Т		A (5.6)	A (5.8)	A (6.5)	A (7.7)	A (8.1)	A (8.4)	A (3.6)	A (3.8)	A (4.1)	
	R		A (2.6)	A (2.7)	A (3.0)	A (4.1)	A (4.2)	A (4.4)	A (1.9)	A (1.9)	A (2.1)	
Old Country Rd, WB	LT		A (0.0)	A (0.6)	A (0.6)	A (0.5)	A (0.5)	A (0.4)	A (0.4)	A (0.5)	A (0.5)	
	TR		A (0.7)	A (0.7)	A (0.7)	A (0.6)	A (0.7)	A (0.5)	A (0.5)	A (0.5)	A (0.5)	
3 <sup>rd</sup> Ave, NB	TR		E (64.0)	E (63.8)	E (62.1)	D (50.0)	D (49.8)	D (49.2)	E (68.2)	E (68.1)	E (66.9)	
3 <sup>rd</sup> Ave, SB	LTR		E (69.1)	E (69.1)	E (69.1)	E (57.4)	E (57.6)	E (57.9)	E (72.7)	E (72.7)	E (72.4)	
Overall			A (5.3)	A (5.5)	A (6.5)	A (7.8)	A (8.0)	A (8.4)	A (4.5)	A (4.6)	A (5.2)	
Mineola Blvd/3 <sup>rd</sup> St		U										
3 <sup>rd</sup> St, WB	LTR		C (17.3)	C (17.8)	C (17.9)	C (22.9)	C (24.3)	C (24.4)	B (13.8)	B (14.1)	B (14.1)	
Mineola Blvd, NB	LTR		A (8.8)	A (8.9)	A (8.9)	A (9.3)	A (9.4)	A (9.5)	A (8.9)	A (8.9)	A (9.1)	
Mineola Blvd, SB	LTR		B (10.8)	B (11.0)	B (11.0)	B (10.9)	B (11.1)	B (11.1)	B (10.7)	B (10.8)	B (10.8)	
Station Rd/3 <sup>rd</sup> St		С										
Station Rd, SB	R		A (8.9)	A (8.9)	A (9.0)	A (9.1)	A (9.2)	A (9.2)	A (8.6)	A (8.6)	A (8.7)	
3 <sup>rd</sup> Ave/3 <sup>rd</sup> St		U										
3 <sup>rd</sup> St, WB	LT		B (11.7)	B (11.9)	B (12.3)	B (12.2)	B (11.7)	B (12.0)	A (9.3)	A (9.3)	A (9.4)	
,	TR		A (9.6)	A (9.7)	A (9.7)	B (10.6)	A (9.4)	A (9.4)	A (9.0)	A (9.0)	A (9.0)	
3 <sup>rd</sup> Ave, NB	LT		A (7.3)	A (7.3)	A (7.3)	A (0.0)	A (0.0)	A (0.0)	A (7.2)	A (7.2)	A (7.2)	
Site Driveway/3 <sup>rd</sup> St		U	•									
Site Driveway, SB	R				A (9.0)			A (9.0)			A (8.6)	
Site Driveway/Station Rd		U										
Site Driveway, EB	R				A (8.6)			A (8.9)			A (8.4)	
U = Unsignalized intersection	I S = Sig	nalize	d Intersection	1								

U = Unsignalized intersection | S = Signalized Intersection



EB, WB, NB, SB = Eastbound, Westbound, Northbound, and Southbound intersection approaches

L, T, R = Left-turn, Through, and/or Right-turn movements

X (Y.Y) = Level of service (Average delay in seconds per vehicle)

The impact of the project can be described by comparing the analysis of the No-Build and Build operating conditions. The following observations are evident from this analysis:

- Old Country Road/Mineola Boulevard/Franklin Avenue: The level of service analysis indicates that the intersection operates at an overall LOS D currently during all study peak hours and will continue to do so in the Build condition for all study peak hours. The eastbound Old Country Road left-turn movement is only one movement that will experience a degradation in the LOS going from a LOS C in the weekday PM peak hour No-Build condition to a LOS E in the Build condition. In an urban environment such as Mineola, an LOS E is generally still acceptable; therefore, no mitigation is recommended. CM also notes that there is an improvement in LOS from No-Build to Build for the eastbound Old Country Road approach in the weekday AM peak hour. This is a result of the approach being the reference phase of the coordinated signal system. The increase in volume on the approach results in it receiving more green time and thus more time for vehicles on the approach to be processed. Based on the LOS analysis, it is evident that the proposed project should not result in a significant adverse impact to the operations of the intersection.
- Old County Road/3<sup>rd</sup> Avenue: The level of service analysis indicates that the intersection operates at an overall LOS A currently during all study peak hour and will continue to do so in the Build condition. The analysis shows that the minor street approaches currently operate at an LOS E during all study peak hour and will continue to do so in the Build condition. This dichotomy between major and minor streets is typical of coordinated networks where the major street is given the majority of the cycle length as it processes the bulk of the intersection volume. It is evident based negligible fluctuations in delay between the No-Build and Build conditions that the proposed development should not result in significant adverse impact to the operations of the intersection.
- Mineola Boulevard/3<sup>rd</sup> Street: The level of service analysis indicates that the intersection approaches currently operate at an acceptable LOS C or better during all study peak hours and will continue to do so in the Build condition. Based on these results, it is evident that the proposed development should not have a significant adverse impact to the operations of the intersection.
- Station Road/3<sup>rd</sup> Street: The level of service analysis indicates that the southbound Station Road approach currently operate at an acceptable LOS A during all study peak hours and will continue to do so in the Build condition. Based on these results, it is evident that the proposed development should not have a significant adverse impact to the operations of the intersection.
- 3<sup>rd</sup> Street/3<sup>rd</sup> Avenue: The level of service analysis indicates that the intersection approaches currently operate at an acceptable LOS B or better during all study peak hours and will continue to do so in the Build condition. Based on these results, it is evident that the proposed development should not have a significant adverse impact to the operations of the intersection.
- Station Rd/Site Driveway: The level of service analysis indicates that the driveway along Station Road serving
  the proposed the porte cochere will operate with at an LOS A under stop control. There is storage for
  approximately five vehicles within the porte cochere while still maintaining enough effective roadway width
  for vehicles to pass each other.
- **3**<sup>rd</sup> **Street/Site Driveway:** The level of service analysis indicates that the driveway along 3<sup>rd</sup> Street serving the proposed subgrade parking area will operate with at an LOS A under stop control.



### 4.0 Pedestrian Trip Generation

The Institute of Transportation Engineers' (ITE) *Trip Generation Manual,* 11<sup>th</sup> Edition can also estimate the number of walking trips that will be generated by the proposed development. Walking trips were estimated to further understand how many trips will originate or depart from the proposed development. Table 3 summarizes the walking trip generation estimates for the weekday AM, weekday PM, and the Saturday peak hours.

		Weel	kday AM	Peak	Weel	kday PM	Peak	Saturday Midday Peak			
Land Use	Independent Variable		Hour		Hour			Hour			
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	
Multifamily Housing (Mid-Rise)	121 Dwelling	5	10	15	9	6	15	9	6	15	

Table 3 – Summary of Trip Generation (Walk)

Table 2 shows that the site will generate 15 trips during the weekday AM peak hour, 15 trips during the weekday PM peak hour, and 15 trips during the Saturday peak hour based on the ITE data. Its proximity to the Mineola LIRR station suggests that travelers may walk to and from the train station. The distance from the proposed development to Platform A is approximately 290-feet and the distance to Platform B is approximately 215-feet. Exhibit 3 shows the path that travelers would take to and from the platforms in green.



Exhibit 3 - Projected Pathways to LIRR Platforms

### 5.0 Site Access, Circulation, and Parking

CM reviewed the site access, site circulation, and parking layout as shown on the Proposed Site Plan prepared by WSN Architect, P.C., last revised on February 22, 2023. Currently there is an entrance to the existing parking lot on the north side of Station Road. The proposed project aims to improve access by constructing a porte-cochere for drop-offs and pick-ups on Station Road as well as a driveway on 3<sup>rd</sup> Street that leads to a subgrade 195-stall parking lot. There will also be a 15-foot-wide driveway on 3<sup>rd</sup> Street to allow service vehicles, such as garbage trucks, to access the site. The porte-cochere will provide stacking for approximately five vehicles and a 21-foot-wide travel lane for unimpeded drop-off and pick-up of residents and guests. Access to the subgrade parking lot will be from 3<sup>rd</sup> Street via a 24-foot-wide ramp. The 195 parking stalls exceeds the requirements for the Village of Mineola.

### 6.0 Evaluation of Off-Site Parking Availability

CM reviewed the parking utilization of the Mineola Intermodal Center parking garage, which is shown in Figure 4 shows the location of the parking facility. This was done in anticipation of events being held at the community space within the proposed development. CM performed a parking survey at the garage on Thursday, January 26, 2023 from 5:00 pm to 8:00pm, and Saturday, January 28, 2023 from 11:00am to 2:00pm and 5:00pm to 8:00pm. CM found that the facility contains 935 parking stalls and the highest level of parking utilization was during the weekday from 5:00pm to 6:00pm, where 71% of the spaces were occupied and there were 272 remaining spaces available. The complete survey in tabular form is included under Attachment E.

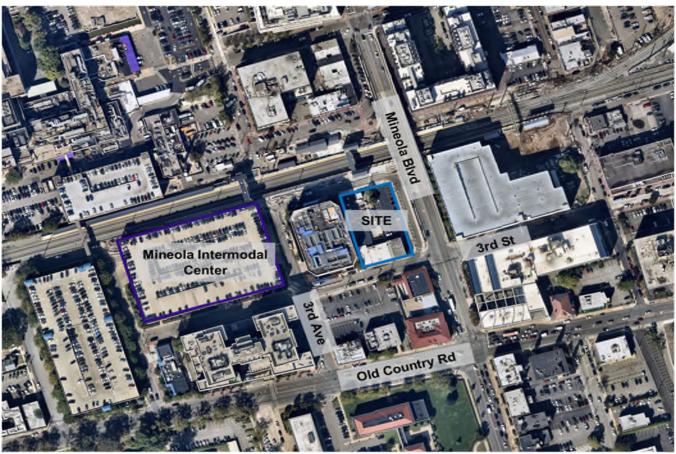


Exhibit 4 - Mineola Intermodal Center

#### 7.0 Conclusion

The subject site consists of seven lots in the Village of Mineola. The proposed project consists of constructing a 9-story residential building. It is anticipated that the proposed project will be complete and operation by 2025. The following is noted regarding this project:

- TMCs were conducted at the four study intersections on Wednesday, January 11, 2023, and Saturday, January 14, 2023. The counts were conducted during the weekday AM peak period (7:00 AM 9:00 AM), the weekday PM peak period (4:00 PM 7:00 PM), and the Saturday peak period (11:00 AM 2:00 PM).
- It is anticipated that the proposed development will generate 39 trips during the weekday AM peak hour, 35 trips during the weekday PM peak hour, and 54 trips during the Saturday peak hour.
- The level of service analysis indicates that the proposed development is not anticipated to have a significant adverse impact on the roadway network.
- It is anticipated that the proposed development will generate 15 pedestrian trips during the study peak hours. The immediate proximity to the LIRR Mineola Station allows for direct access for pedestrians.
- A utilization study of the adjacent Mineola Intermodal Center parking garage found that during peak utilization there was a reserve capacity of 272 parking spaces.

Starke W. Hipp, PE

**Project Engineer** 

Please do not hesitate to call our office if you have any questions or comments, or require additional information.

Respectfully submitted,

Creighton Manning Engineering, LLP

Frank A. Filiciotto, PE Associate

cc: Dave Wortman, VHB

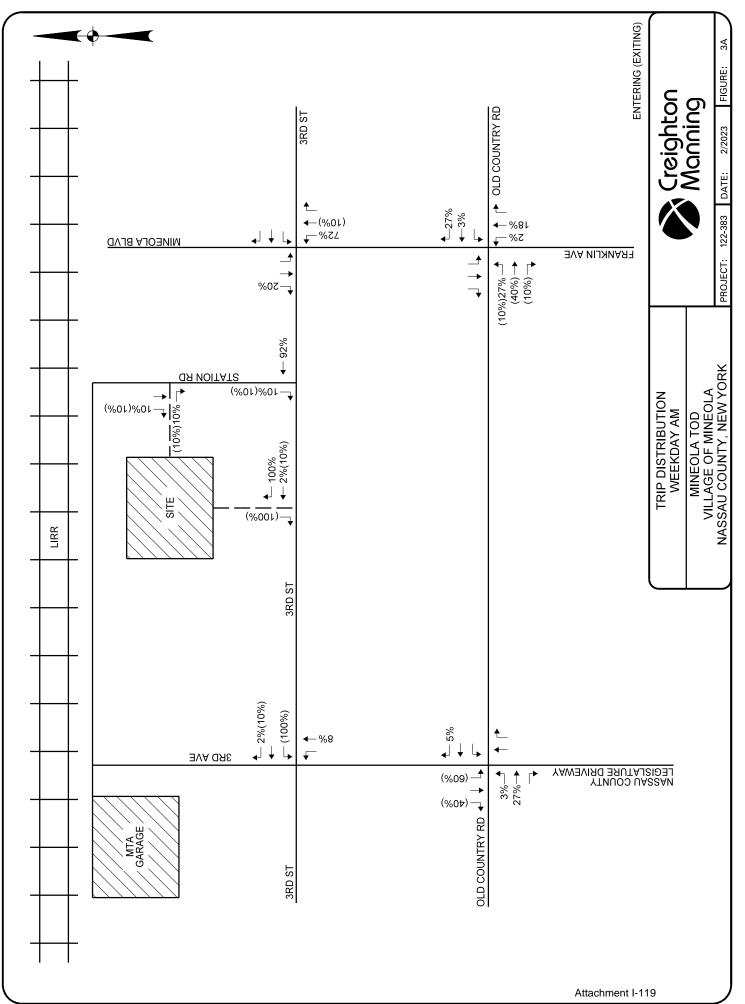
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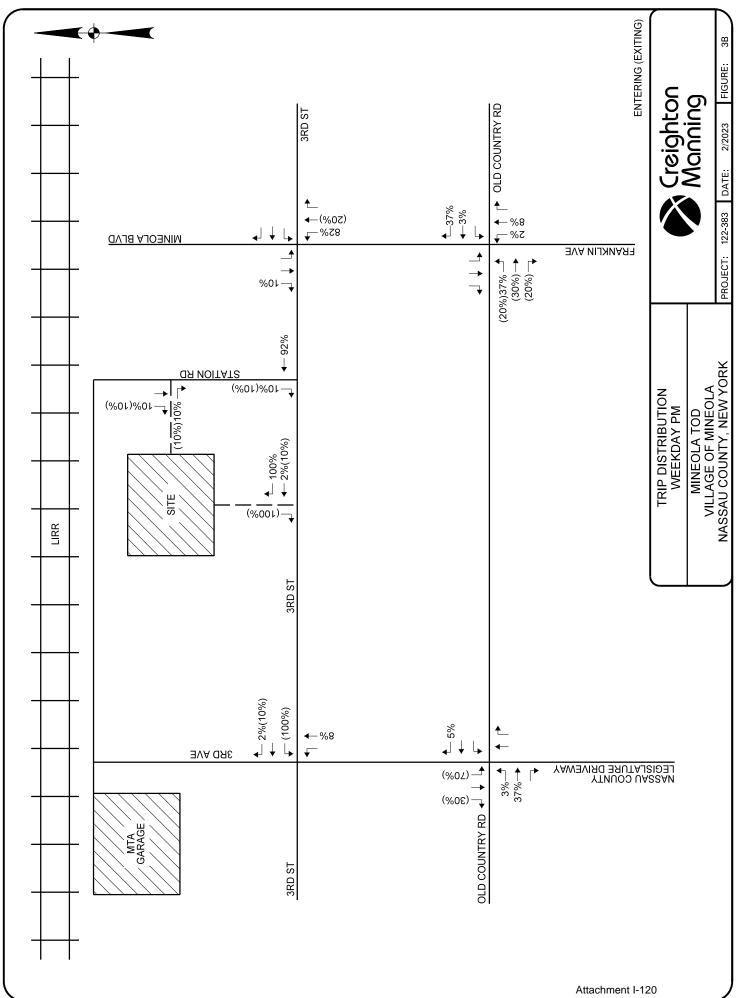


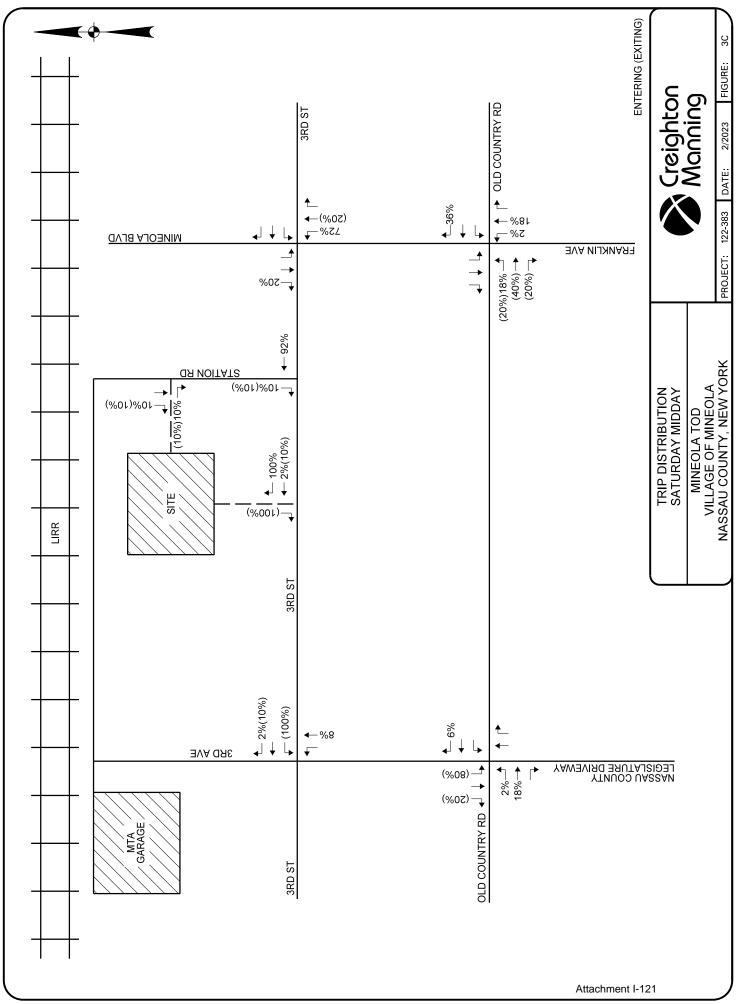
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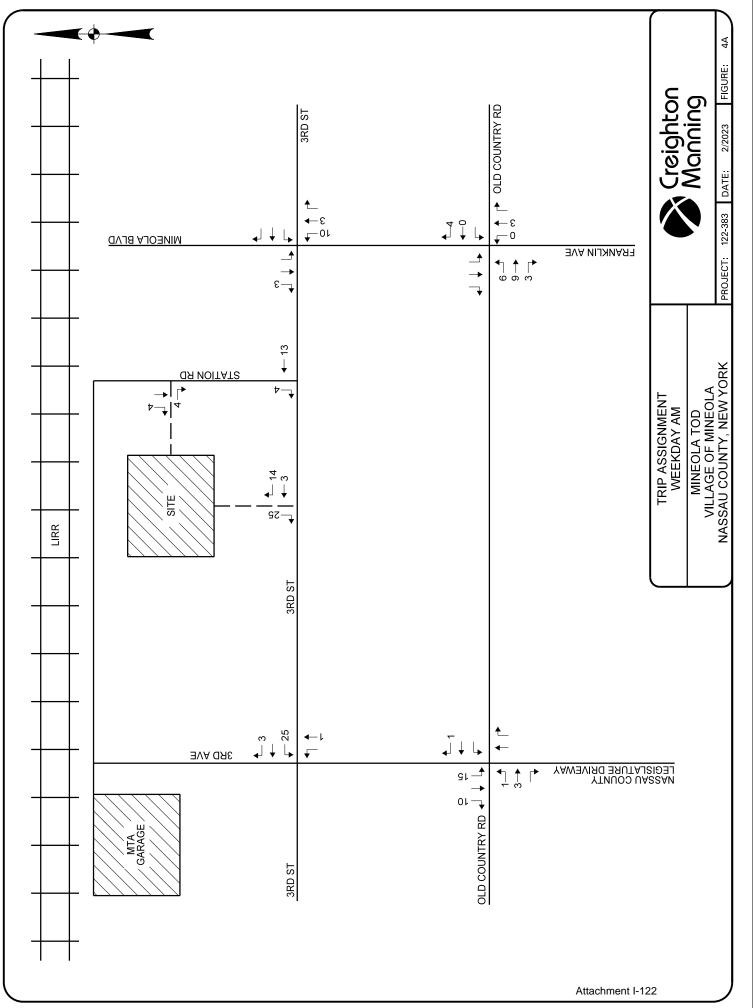
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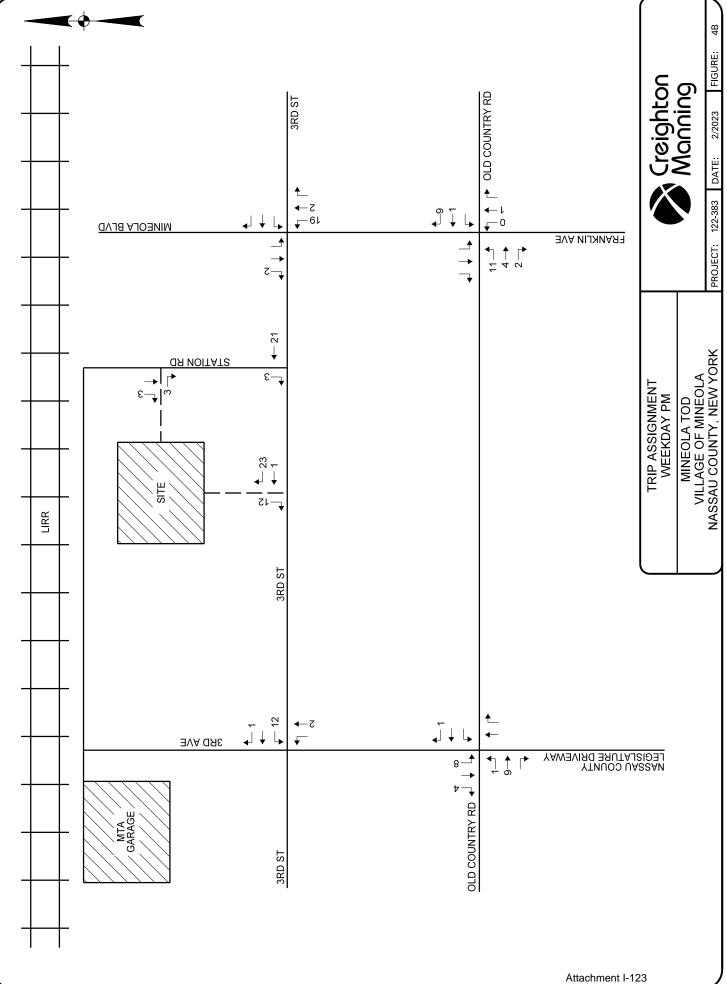
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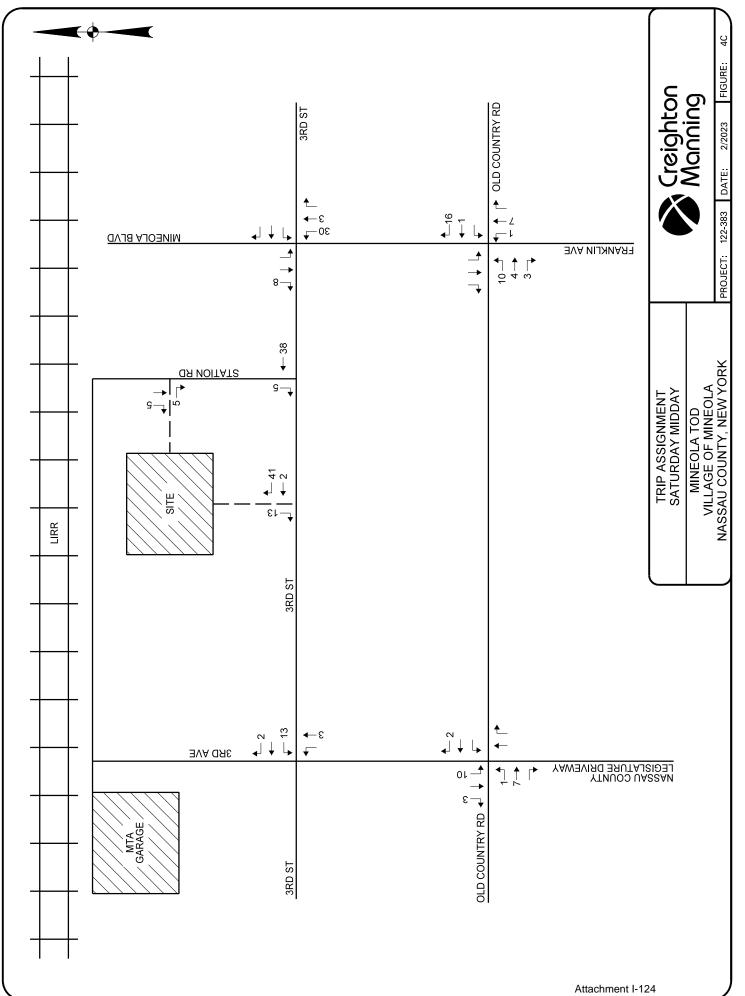








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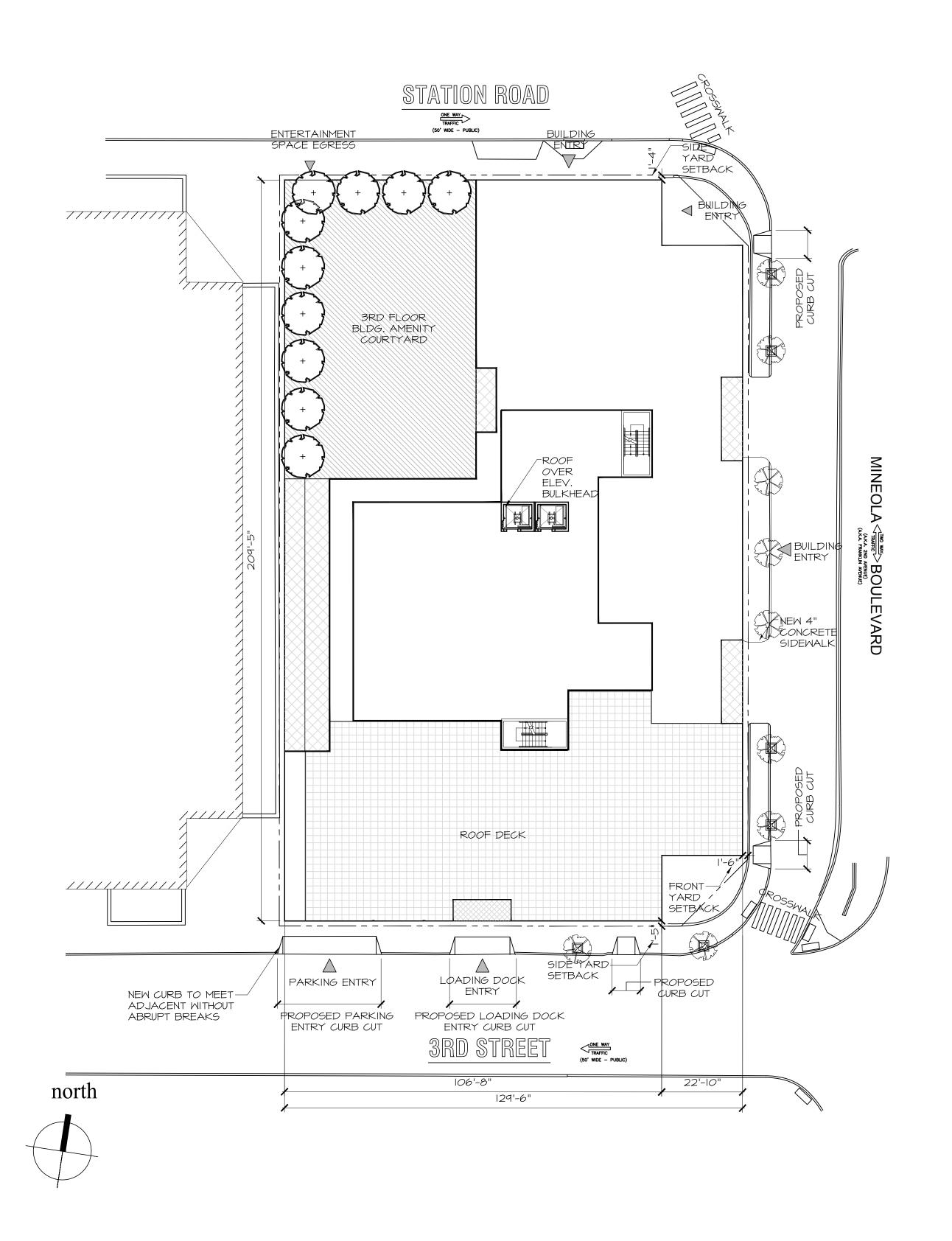


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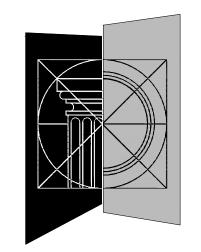
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# ATTACHMENT A SITE PLAN

212 3<sup>rd</sup> Street Village of Mineola Nassau County, New York

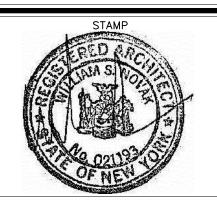


SCALE: 1:20



Architect, P.C.

36 N. New York Avenue Halesite, NY 11743 TEL: 516.724.3343 E-mail: wsnovak@jmbny.com www.jmbny.com



CONSULTANTS

REVISIONS / ISSUANCES

09.22.22 SCHEMATIC DESIGN 11.09.22 UPDATED (DBL. HT. LOBBY) 12.05.22 SCHEMATIC DESIGN-ELEV. 4 12.14.22 SUBMITTED FOR DENIAL 5 02.22.23 SUBMITTED TO VILLAGE

BRIDGE RD STREET IEOLA, NY 11501

OB NO. 2109 AS NOTED

GROSS FLOOR AREA: (EXCLUDING 10,000 SF ENTERTAINMENT SPACE)

IST FLOOR: 14,370 SF 2ND FLOOR: 17,820 SF 3RD FLOOR: 20,339 SF 4TH-8TH FLOOR: 20,234 SF 9TH FLOOR: 20,000 SF ROOF: 5,652 SF TOTAL GROSS FLOOR AREA: 179,351 SF

TOTAL RENTABLE AREA = 129,915

<u>UNIT TOTALS:</u>

(19) IBR/DEN- I BATH (24) IBR/DEN- I  $\frac{1}{2}$  BATH (58) IBR/I BATH (9) 2BR/DEN- 2 BATHS (23) 2BR/2 BATH |2| UNITS TOTAL

(47) UNITS W/ BALCONIES

DENOTES UNIT TYPE INCLUDES DENDENOTES UNIT TYPE INCLUDES BALCONY \*\*\* DENOTES UNIT TYPE INCLUDES 1/2 BATH

UNIT	MATRIX	

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		ONE-BEDROOM UNIT	·S											
		**A-I	I-BEDROOM	0	0	I	6	7	934	6538				
		A-2	I-BEDROOM	0	0	l	6	7	942	6594				
***	*	**A-3	I-BEDROOM	0	0	1	6	7	1061	7427				
***	*	**A-3A	I-BEDROOM	0	l	0	0	I	1061	1061			PR	OJECT NAME
***	*	**A-4	I-BEDROOM	0	0	I	6	7	1077	7539				OOLOT NAME
<b>*</b> **	*	**A-4A	I-BEDROOM	0		0	0	1	1077	1077				
	*	**A-5	I-BEDROOM	0	0	0	6	6	1093	6558			THE	BRIDGE
<b>*</b> **	*	**A-5A	I-BEDROOM	0		0	0	1	1093	1093				
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	*	A-6A	I-BEDROOM	0	0	1	6	7	996	6972				EOLA, N
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		**A-I4	I-BEDROOM	0	0	0	6	6	690	4140				
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		B-7	2-BEDROOM	0	0	0	6	6	1221	7326			DRAWN BY	SCALE
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		TOTALS		0	12	13	96	121		129915	121	100%	WSN	09.29.2

IST FLOOR 2ND FLOOR 3RD FLOOR FLOORS 4-9 TOTAL UNIT AREA (SF) TOTAL AREA (SF) TOTAL PER TYPE % OF UNITS

# 120 & 125 Third Street

## Mineola, Nassau County, New York

### PREPARED FOR

OCR Court House LLC and Third Front LLC c/o/ Lalezarian Properties LLC 1999 Marcus Avenue, Suite #310 Lake Success, NY 11042

### PREPARED BY



VHB Engineering, Surveying, Landscape Architecture and Geology, P.C.

100 Motor Parkway – Suite 350 Hauppauge, NY 11788 631787.3400

August 2022

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## Introduction

This Traffic Impact Study (TIS) summarizes the evaluation of the potential traffic impacts associated with the proposed multifamily residential development on Old Country Road and Front Street, located in the Village of Mineola, Nassau County, New York. The purpose of this study is to determine the potential traffic operational impacts due to the Proposed Project and to propose mitigation measures, if required.

Based on the results of the study it has been concluded that the study intersections and surrounding roadway network can accommodate the additional trips associated with the **Proposed Project.** 

## **Project Description**

The Applicant is proposing to demolish two existing structures (an office building and a parking deck) located at 114 Old Country Road and 109 Front Street, respectively, between Willis Avenue and Roslyn Road; and to construct two apartment buildings. The 250-unit "North Building" will be located between 3rd Street and Front Street, and the 240-unit "South Building" will be located between Old Country Road and 3<sup>rd</sup> Street. The South Building will also include 9,840 square feet (sf) of tenant amenity space on the ground floor facing Old Country Road. Although it is expected that the amenity space will be open solely to residents, this TIS includes analysis of the space as a separate retail land use to represent a worst-case scenario with respect to potential impacts. Resident parking will be provided in parking garages below both buildings. The Proposed Project is located within ½ mile of the Mineola Long Island Rail Road (LIRR) station. Site Accesses are proposed as follows:

- > Access to the North Building is proposed via a left-in driveway on Front Street and a left-out driveway on 3<sup>rd</sup> Street. The left-in driveway is approximately 200 feet west of Roslyn Road, and the left-out driveway is approximately 225 feet east of Willis Avenue.
- > Access to the South Building is proposed via a right-in driveway on the southbound one-way Roslyn Road and a right-out driveway located on 3<sup>rd</sup> Street opposite the left-out driveway for the North Building. The right-in driveway is approximately 170 feet north of Old Country Road, and the right-out driveway is approximately 225 feet east of Willis Avenue.

The Preliminary Site Plan, prepared by VHB Engineering, Surveying, Landscape Architecture and Geology, P.C. (VHB) dated August 24, 2022, is included as Attachment A.

## Study Methodology

The TIS includes an evaluation of the existing traffic operations, an assessment of future conditions without development of the Proposed Project, an estimate of projected traffic volumes for the Proposed Project, an evaluation of the potential impact on future traffic operations in the Study Area, a review of crash data for the Study Area, and analysis of the on-site parking provided by the Proposed Project.

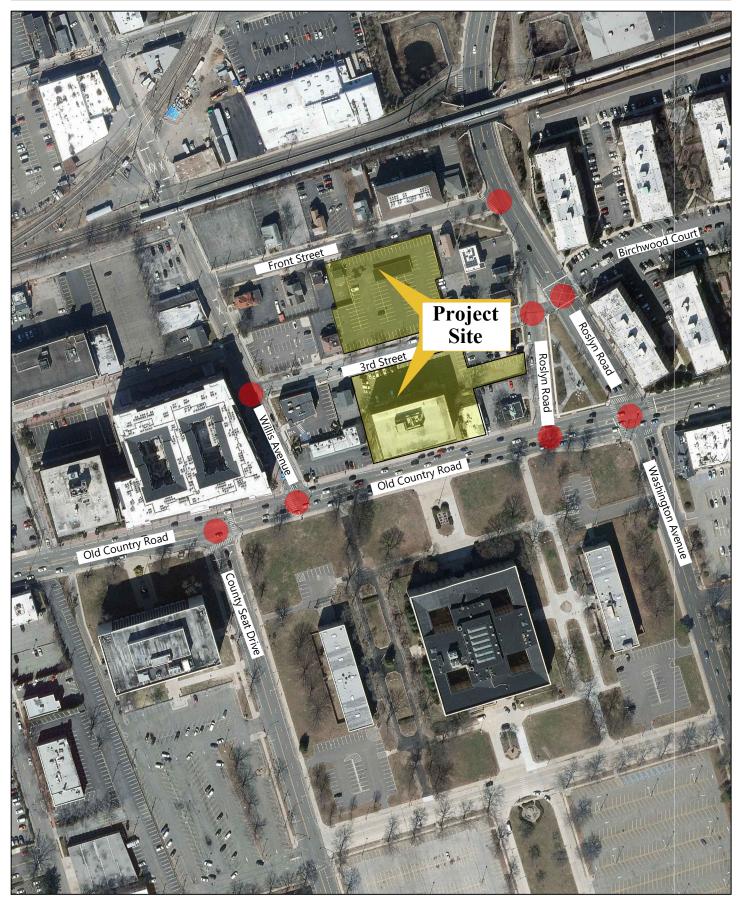
- > Field inventories were completed to document existing conditions in the Study Area.
- > Turning movement counts were collected at the Study Area intersections during the weekday AM and PM peak periods.
- > A comparison was made of pre-COVID volume data and post-COVID volume data to determine the need for adjustments to intersection traffic volumes to account for the potential impacts of the pandemic.
- > Existing traffic volumes collected at the Study Area intersections in June 2022 were expanded to future development year (2028) conditions.
- > Information about Other Planned Developments (OPDs) was obtained from the Villages of Mineola and Garden City and added to the Existing traffic volumes as necessary to produce the future No-Build traffic volumes.
- > Traffic generated by the Proposed Project was estimated, distributed through the Study Area, and added to the No-Build volumes to develop the proposed Build volumes.
- > Capacity analyses were performed for the Study Area intersections for the Existing, No-Build, and Build conditions.
- > Crash data for the Study Area was analyzed to determine any apparent patterns/hazards and summarized.
- > On-site parking provided by the Proposed Project was compared to the Village Code and ITE
- > The need for traffic mitigation measures was evaluated.

The Study Area for the Proposed Project includes a detailed evaluation of the following eight intersections for the weekday AM and PM peak hours (Figure 1):

- 1. Old Country Road at County Seat Drive
- 2. Old Country Road at Willis Avenue

- 3. Old Country Road at Roslyn Road
- 4. Old Country Road at Roslyn Road/Washington Avenue
- 5. Willis Avenue at 3<sup>rd</sup> Street
- 6. Roslyn Road at 3<sup>rd</sup> Street
- 7. Roslyn Road at 3<sup>rd</sup> Street/Birchwood Court
- 8. Roslyn Road at Front Street

3 Introduction Attachment I-134









## **Future Conditions**

The analysis of future conditions, with and without the Proposed Project, were performed to evaluate the effect of the Proposed Project in the Study Area. Background traffic volumes in the Study Area were projected to the year 2028, reflecting the year when the development is expected to be completed and fully occupied. The No-Build condition represents the future traffic conditions without construction of the Proposed Project and the Build condition represents future traffic conditions with construction of the Proposed Project.

### **No-Build Condition**

No-Build traffic volumes include existing traffic and new traffic due to general traffic growth and other planned developments (OPDs) near the Subject Property as identified by the local and/or nearby municipality and review agencies.

### **Other Planned Developments**

The Villages of Mineola and Garden City were contacted for information relating to OPDs that may affect traffic volumes in the Study Area. According to the Villages, and VHB's knowledge of areawide proposed development, trips associated with the following project were added to the study area intersections as appropriate:

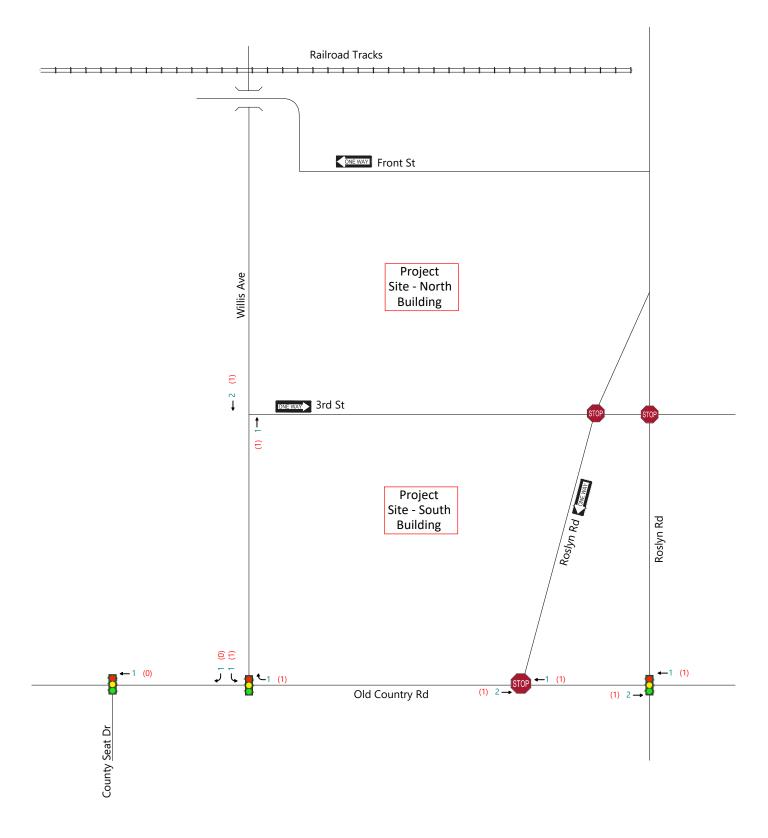
101 & 105 Searing Avenue Residential Development – a mid-rise multi-family residential development located north of the Subject Property on Searing Avenue.

Traffic volumes associated with the above OPD are shown on Figure 3.

### **Background Traffic Growth**

To account for increases in general population and background growth not related to the Proposed Project, an annual growth factor was applied to the Existing traffic volumes. Review of NYSDOT data for Study Area roadways shows that traffic volumes have been increasing by 0.2 to 0.3 percent per year through 2019. Based on the growth trends, a 0.3 percent annual growth rate was applied to the 2022 Existing traffic volumes for six years to represent the future conditions.

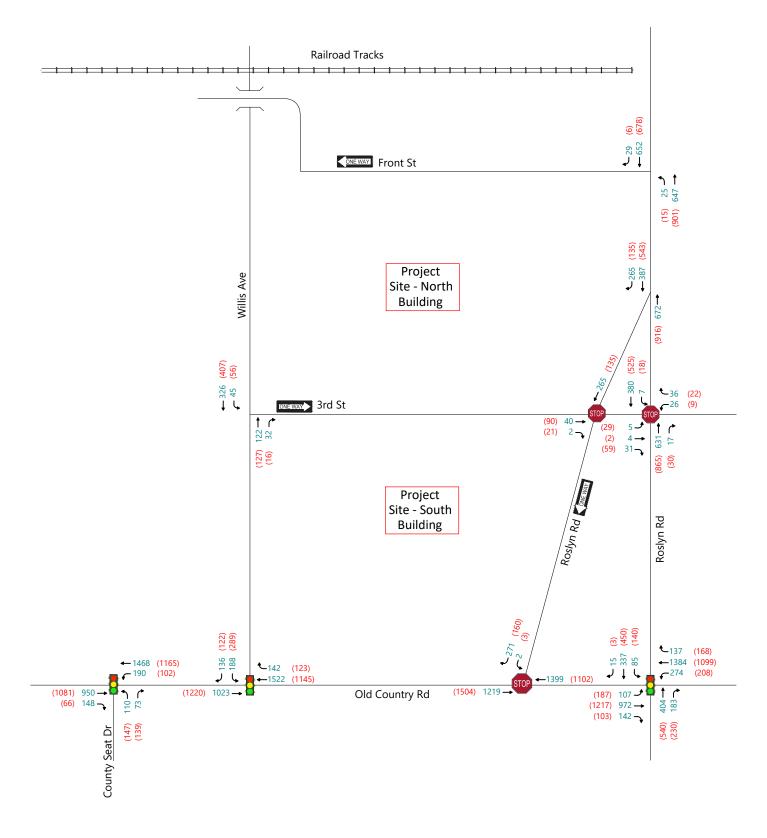
The 2028 No-Build traffic volumes for the weekday AM peak hour and weekday PM peak hour that include the background traffic growth and traffic from known OPDs are shown on Figure 4.



Key: AM Peak (PM Peak)







Key: AM Peak (PM Peak)





### **Build Condition**

To estimate the traffic impact of the proposed development, the traffic anticipated to be generated by the Proposed Project was estimated and added to the 2028 No-Build traffic volumes.

### **Project Generated Traffic Volumes**

As noted, although it is expected that the amenity space will be open solely to residents, this TIS includes analysis of the amenity space as a separate retail land use to represent a worst-case scenario with respect to potential impacts.

Trip generation for the Proposed Project was estimated using site-specific data and information published in the Institute of Transportation Engineers' (ITE) publication *Trip Generation Manual*, 11th Edition<sup>1</sup>. TMCs were conducted at 1 Third Avenue and Morgan Parc during the weekday AM and PM peak periods to document the number of vehicle trips. These two sites are a consistent use and are located proximate to the Proposed Project and the Mineola LIRR station so are representative of the trip generating characteristics of the Proposed Project. The counts were conducted on June 8, 2022. Review of the site-specific data identified a trip generation rate of 0.21 trips per unit during the AM peak hour and 0.14 trips per unit during the PM peak hour. These rates are lower than the ITE rates for ITE Land Use Code (LUC) 221 - Multifamily Residential (Mid-Rise) of 0.37 trips per unit during the AM peak hour and 0.39 trips per unit during the PM peak hour.

To estimate the trip generation for the retail square footage, data for ITE LUC 822 – Strip Retail Plaza (<40k) was used.

It can be expected that some of the trips for the retail land use will originate from traffic that is already on the adjacent roadway network. These trips, known as pass-by or diverted link trips, contribute to the site driveway volumes, but do not add traffic volumes on the adjacent roadway network. The pass-by trip percentages applied to the applicable commercial land uses are based on data published by ITE in the Trip Generation Manual, 11th Edition. Based on ITE, a pass-by credit of 40 percent for the weekday PM peak hour was applied to the retail land use.

The evaluation of the Proposed Project with retail space results in some multi-use or "internal" vehicle trips at the site meaning that trips to more than one land use on the site are generated internally and do not add an additional trip to the adjacent roadway network. For example, a resident may stop at the retail shops when leaving their home before exiting the site or when arriving at the site prior to entering their home. The internal trip credit was estimated using the procedures outlined in the ITE publication *Trip Generation Handbook, 3<sup>rd</sup> Edition*<sup>2</sup>. The resulting internal trip credit is one percent during the weekday AM peak hour and 25 percent during the weekday PM peak hour. The trip generation for the site is summarized in Table 4.

<sup>1</sup> Trip Generation Manual, 11th Edition, Institute of Transportation Engineers, Washington D.C., September 2021

<sup>2</sup> Trip Generation Handbook, 3rd Edition, Institute of Transportation Engineers, Washington D.C., September 2017

Table 4 **Trip Generation** 

Land Has	AM Peak	AM Peak Hour			PM Peak Hour		
Land Use	Enter	Exit	Total	Enter	Exit	Total	
North Building							
Multifamily Housing (Mid Rise) <sup>a</sup>	15	38	53	20	15	35	
Internal Capture <sup>b</sup>	0	0	0	-2	-6	-8	
New Trips	15	38	53	18	9	27	
South Building							
Multifamily Housing (Mid Rise) <sup>a</sup>	14	36	50	19	15	34	
Strip Retail Plaza (<40k) <sup>c</sup>	14	9	23	32	33	65	
Internal Capture <sup>b</sup>	0	-1	-1	-15	-10	-25	
Pass-by <sup>d</sup>	0	0	0	-10	-10	-20	
New Trips	28	44	72	26	28	54	
Total New Trips	43	82	125	44	37	81	

- Trip generation estimate based on local site-specific data
- Internal Capture applied based upon ITE Trip Generation Handbook
- Trip generation estimate based on ITE LUC 822 Strip Retail Plaza (<40k) for 9,840 sf C
- Pass-by credit of 40% during the PM peak hour based on ITE data

Based on the projections outlined above, the Proposed Project is expected to generate 125 new vehicle trips during the weekday AM peak hour (43 entering and 82 exiting) and 81 new vehicle trips during the weekday PM peak hour (44 entering and 37 exiting).

The Proposed Project includes the demolition of an existing parking garage and 115,000 sf office building. Based on ITE data for LUC 710 - General Office Building, the office would have generated 189 trips during the AM peak hour and 186 trips during the PM peak hour. Currently, only about 52 percent of the office building is rented, 20 percent of which is occupied, due to COVID and the recent trend of working from home. Therefore, the office building currently generates approximately 27 trips during the AM peak hour and 28 trips during the PM peak hour. The parking garage is not a traffic generator.

When compared to full occupancy of the office building, the Proposed Project will generate about 64 less trips during the AM peak hour and 105 less trips during the PM peak hour. As currently occupied, the Proposed Project will generate about 98 more trips during the AM peak hour and 53 more trips during the PM peak hour.

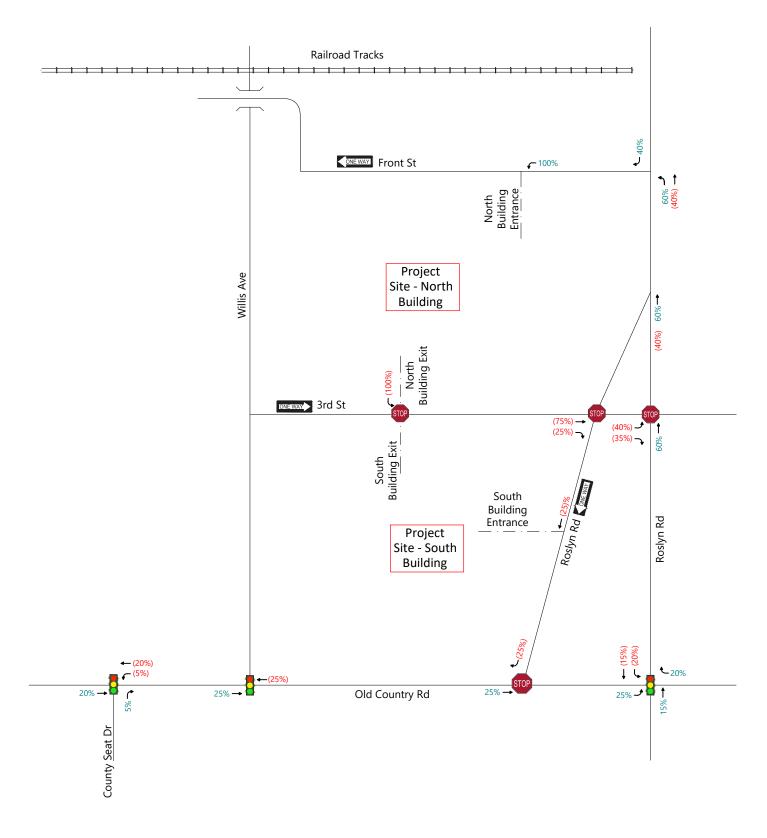
The detailed analysis for the Proposed Project did not include a reduction in trips that would be associated with the demolition of the existing office land use.

### **Trip Distribution and Assignment**

The directional distribution of traffic approaching and departing the site is a function of several variables including population densities, existing travel patterns, and the efficiency of the roadways leading to and from the site. The one-way roadways and turn restrictions at several study area intersections do not impact the regional trip distribution, but they do affect the trip distribution patterns in the Study Area. Based on a review of the existing travel patterns, roadway designations, and population centers in the area, it is estimated that approximately 30 percent of the sitegenerated traffic will travel to and from the north on Roslyn Road, 10 percent will travel to and from the north on Willis Avenue,, 20 percent will travel to and from the east and west on Old Country Road, 15 percent will travel to and from the south on Washington Avenue, and 5 percent will travel to and from the south on County Seat Drive. The primary trip distribution patterns for the North and South Buildings, based on the regional trip distribution patterns, are shown on Figures 5 and 6.

New trips generated by the space being evaluated as retail use will utilize existing on-street and offstreet public parking located mid-block on adjacent roadways as opposed to diverting to/from a site driveway. The retail trip distribution pattern is shown on Figure 7. Table 4 shows that 20 trips to and from the retail land use (10 entering and 10 exiting) are anticipated to be pass-by trips which is traffic that is already in the study area. Pass-by trips are added to the site driveways but not the Study Area intersections. Drivers in the study area accessing the proposed retail land uses will not access the retail uses through the site driveways because the garage access is limited to residents; therefore pass-by trips associated with the retail land use were not added to the site access locations but are included in the traffic volumes at the Study Area intersections.

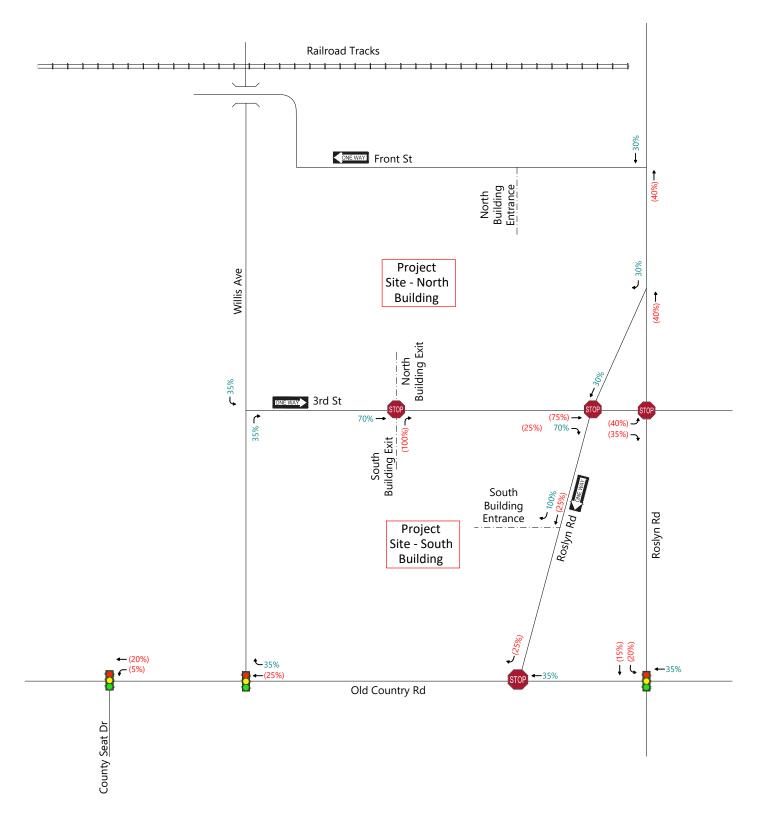
The project-related traffic volumes shown in Table 4 were assigned to the Study Area roadway network based on the primary trip assignments for the project which are illustrated on Figures 8, 9, and 10. These assigned volumes were then added to the 2028 No-Build peak hour traffic volumes to develop the 2028 Build peak hour traffic volumes. The 2028 Build traffic volumes are summarized on Figure 11.



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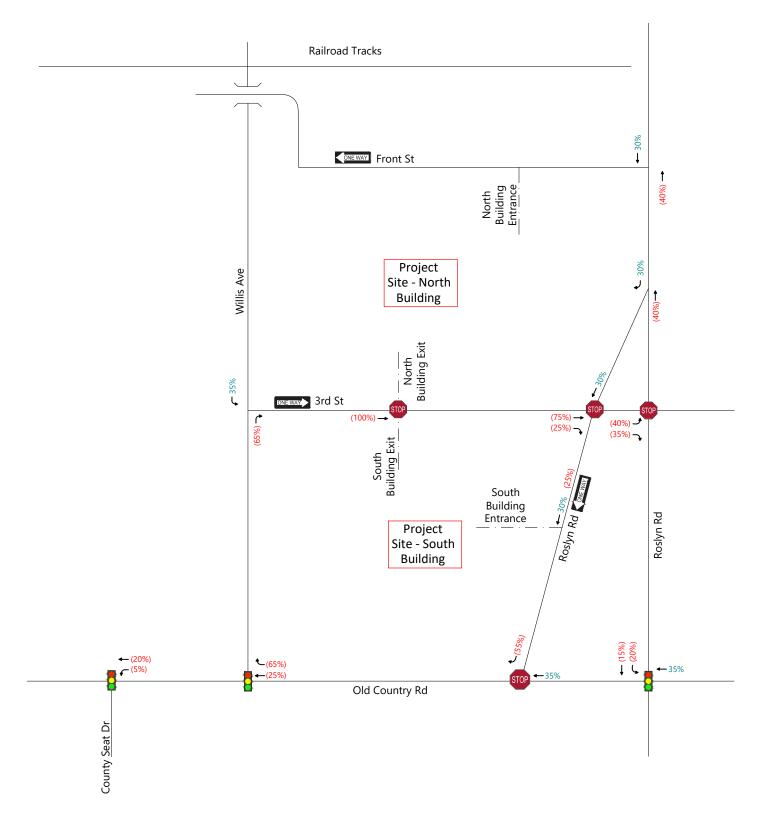




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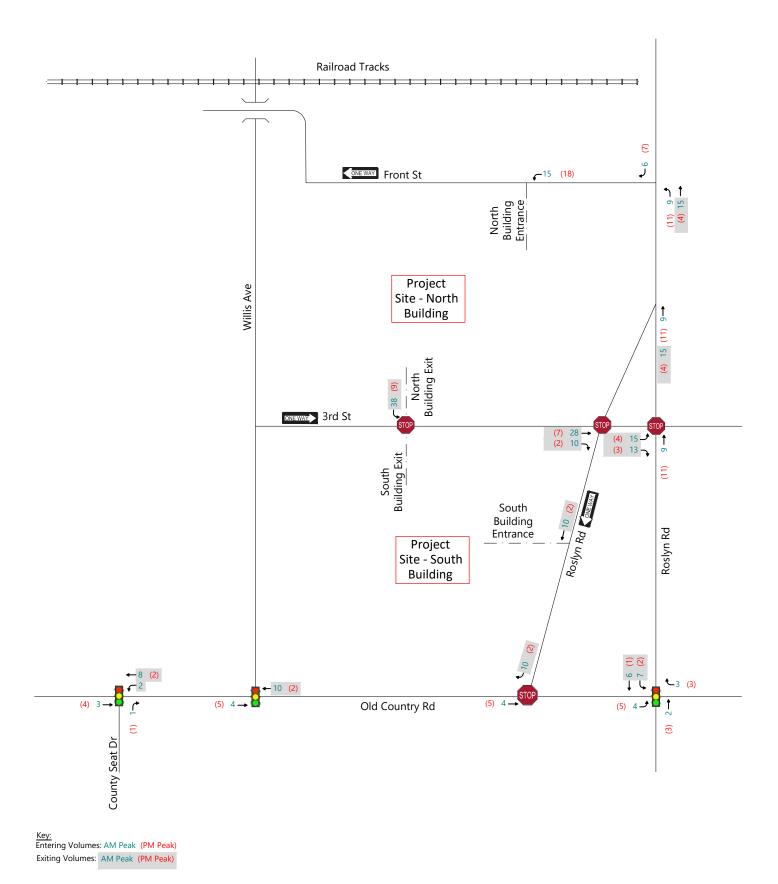




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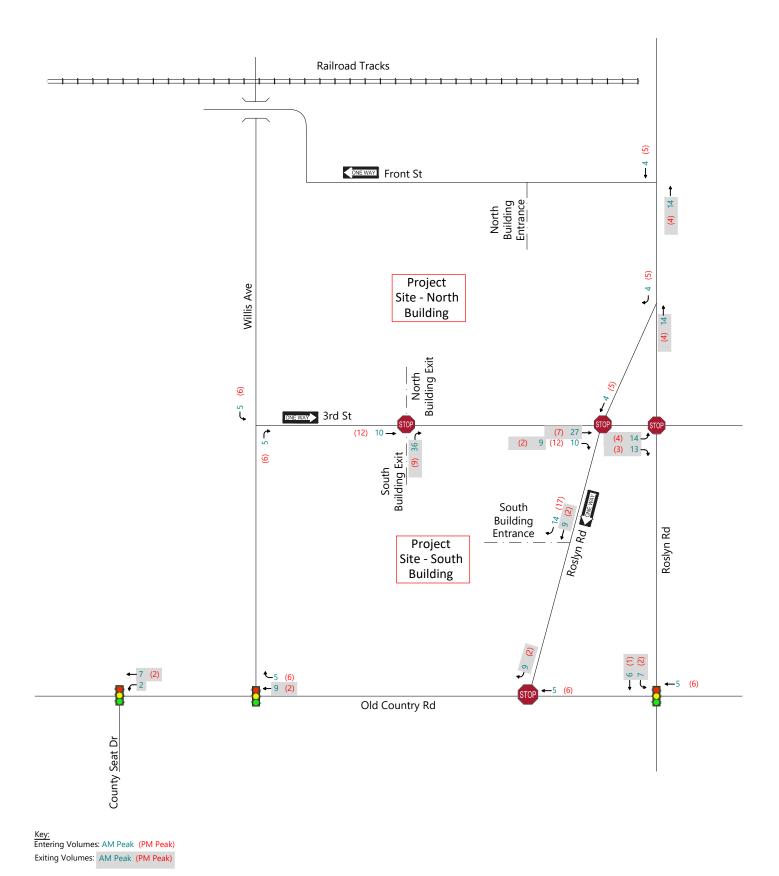






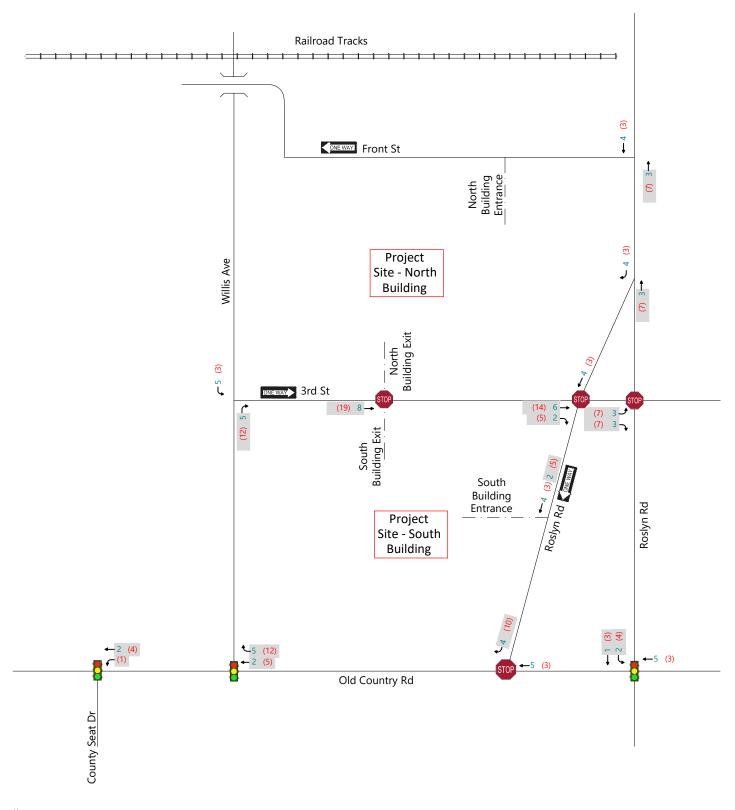








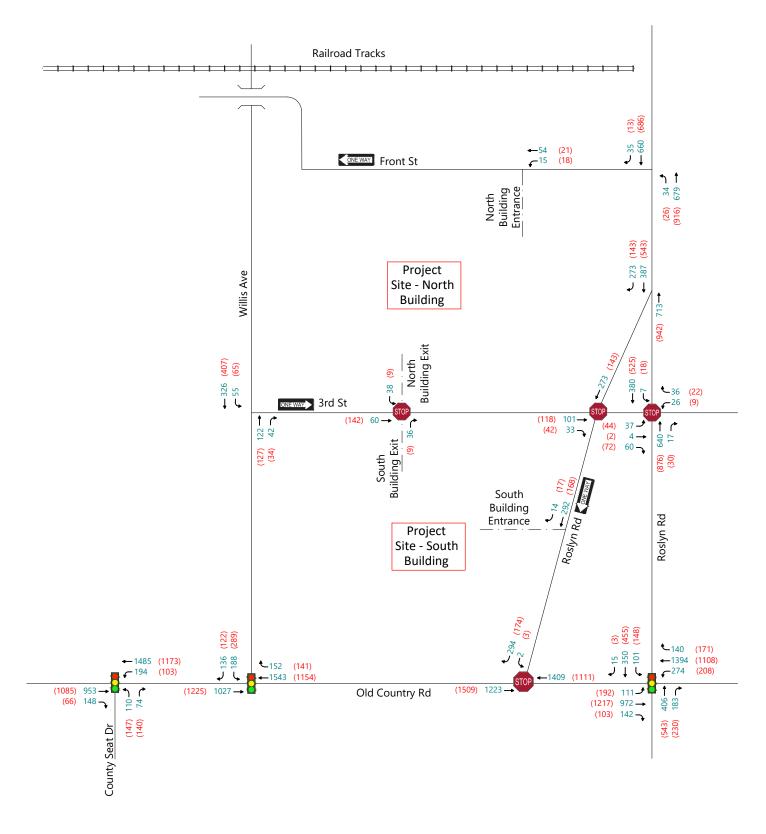




Key: Entering Volumes: AM Peak (PM Peak) Exiting Volumes: AM Peak (PM Peak)







Key: AM Peak (PM Peak)









# **Preliminary Site Plan**

A1 Preliminary Site Plan

	Contributing Area (SF)	ı	Runoff C		Rainfall (Ft)		Volume Required (CF)
EQUIRED STORAGE VOLUME CALCULATI	ON FOR 5" RAIN	FALL *					
ROOF AREA	32,174 SF	×	1.00	×	0.42	=	13,406
PAVEMENT AREA	8,000 SF	×	1.00	×	0.42	=	3,333
LANDSCAPE AREA	7,076 SF	×	0.30	×	0.42	=	885
TOTAL REQUIRED STORAGE VOLUME =							17,624

USE (27) 5' LEACHING GALLEYS STACKED 3 HIGH = 81 TOTAL LEACHING GALLEYS
PROPOSED 81 LEACHING GALLEYS X 160 CF/GALLEY = 12,960 CF USE (15) 5' LEACHING GALLEYS STACKED 2 HIGH = 30 TOTAL LEACHING GALLEYS PROPOSED 30 LEACHING GALLEYS X 160 CF/GALLEY = 4,800 CF

	Contributing Area (SF)		Runoff C		Rainfall (Ft)		Volume Required (CF)
QUIRED STORAGE VOLUME CALCU	LATION FOR 8" RAINI	ALL *					
ROOF AREA	32,096 SF	х	1.00	х	0.67	=	21,397
PAVEMENT AREA	10,833 SF	х	1.00	х	0.67	=	7,222
LANDSCAPE AREA	12.346 SF	×	0.30	×	0.67		2.469

PROVIDED STORAGE VOLUME DESIGN

USE (13) 12 FT DIAMETER DRYWELLS @ 20 FT EFFECTIVE DEPTH @ 100.88 CF / VF = 26,228 CF

USE (32) 5' LEACHING GALLEYS PROPOSED 32 LEACHING GALLEYS X 160 CF/GALLEY

TOTAL = 31.348 CF o.k.

SUBJECT TO GEOTECHNICAL AND PERCOLATION RESULTS, APPLICANT MAY SEEK TO REDUCE STORAGE PROVIDED BELOW 8° NASSAU COUNTY REQUIREMENT.

#### **Zoning Summary Chart - North Building**

Zoning District(S):	B-3 (Special Office	Use)		
Overlay District(S):	Development Incentive Overlay District Section 9 Block 355 Lots 25 and 140			
NCTM #:				
Use:	Apartments			
Zoning Regulation Requirements	Required	Provided		
FRONT YARD SETBACK	15 Feet	0 Feet *		
SIDE YARD SETBACK	15 Feet	15 Feet		
REAR YARD SETBACK	10 Feet	0 Feet *		
MINIMUM LOT WIDTH	N/A	235 Feet		
MAXIMUM STORIES	3 Stories	9 Stories *		
MAXIMUM BUILDING HEIGHT	35 Feet	114 Feet *		
MINIMUM LOT AREA	N/A	47,250 SF		
MAXIMUM FLOOR AREA RATIO	N/A	1.1		
MAXIMUM BUILDING COVERAGE OF LOT	75.5 %	68.0 %		
MAXIMUM BUILDING COVERAGE OF LOT  * Relief requested under Development Incentive Bonuses.		68.0 5		

#### **Zoning Summary Chart - South Building**

Zoning District(S):	B-3 (Special Office	Use)
Overlay District(S):	Development Incentive Overlay Dist	
NCTM #:	Section 9 Block 350	Lots 4 and 9
Use:	Apartments	
Zoning Regulation Requirements	Required	Provided
FRONT YARD SETBACK	15 Feet	0 Feet *
SIDE YARD SETBACK	15 Feet	15 Feet
REAR YARD SETBACK	10 Feet	0 Feet *
MINIMUM LOT WIDTH	N/A	235 Feet
MAXIMUM STORIES	3 Stories	9 Stories *
MAXIMUM BUILDING HEIGHT	35 Feet	114 Feet *
MINIMUM LOT AREA	N/A	55,275 SF
MAXIMUM FLOOR AREA RATIO	N/A	1.1
MAXIMUM BUILDING COVERAGE OF LOT	72.8 %	58.0 %
* Relief requested under Development Incentive Ronuses	Section 550-5-I	

#### North Building Parking Requirements:

250 UNITS x 2 SPACES = 500 SPACES

#### **North Building Parking Summary Chart**

	Size		Spaces	
Description	Required	Provided	Required	Provided
STANDARD SPACES	9 x 18	9 x 18	491	341
STANDARD ACCESSIBLE SPACES *	8 x 18	8 x 18	9	30
TOTAL SPACES			500	371

#### **South Building Parking Requirements:** 240 UNITS x 2 SPACES = 480 SPACES

TOTAL PARKING REQUIRED = 480 SPACES

#### **South Building Parking Summary Chart**

	Size		Spaces	
Description	Required	Provided	Required	Provided
STANDARD SPACES	9 x 18	9 x 18	471	367
STANDARD ACCESSIBLE SPACES *	8 x 18	8 x 18	9	24
TOTAL SPACES			480	391

\* ADA/STATE/LOCAL REQUIREMENTS
THIS PLAN IS COMPILED FROM AVAILABLE EXISTING INFORMATION AND IS FOR CONCEPTUAL PLANNING ONLY, FURTHER RESEARCH WILL BE REQUIRED TO VERIFY DIMENSIONS, ZONING REQUIREMENTS, WETLAND LIMITS, FIRE CODES, STATE AND LOCAL PERMITTING, PHYSICAL CONSTRAINTS ON SITE, AND TRAFFIC CIRCULATION.



Landscape Architecture and Geology, PC 100 Motor Parkway Suite 350 Hauppauge, NY 11788 631.787.3400



Key

Scale 1"=500'





### 120 & 125 Third Street

114 Old Country Road & 109 Front Street Mineola, New York 11501

lo.	Revision	Date	Appvd.
esign	MJW	Checked by	AN

August 24, 2022

Not Approved for Construction

**Preliminary** Site Plan

of Section 7209 of ARTICLE YORK Attachment I-153



November 3, 2022

Ref: 22090.00

Mayor Paul A. Pereira Village of Mineola 155 Washington Avenue Mineola, New York 11751

Re: Proposed Residential Development

85 Willis Avenue/111 South Street, Mineola, NY 11501

Dear Mayor Pereira and Members of the Board of Trustees,

VHB Engineering, Surveying, Landscape Architecture and Geology, P.C. (VHB) was retained by the Applicant in regard to a proposed project for multifamily residences at 111 Second Street in Mineola, NY. The site encompasses multiple properties which are occupied by a vacant office building (85 Willis Avenue) and the Village of Mineola Municipal Parking Field 23. Portions of the area to be developed are currently owned by the Long Island Rail Road, but this development would see a land swap such that the applicant would receive the half of the property closest to Second Street and the LIRR would have the rear half, closest to the railroad tracks. In proposing this land swap, the developer would construct a 92-unit apartment building (the proposed application) while the MTA would utilize their half of the property to construct a municipal parking structure (separate from this application).

The Applicant is seeking a special permit to develop the property Pursuant to the Village of Mineola Code. In support of this application, VHB has prepared a traffic assessment in order to demonstrate the relative impacts of the application on area traffic conditions in comparison with the existing usage of the property.

#### **Site Trip Generation**

As depicted on the Architectural Plans prepared by Ismael Leyna Architects dated August 16, 2022, the application would include 92 apartment units (85 one bedroom units and 7 two bedroom units) in a new four story building with parking underneath.

To estimate the site-generated traffic associated with the proposed use, the ITE publication *Trip Generation*, 11<sup>th</sup> *Edition*<sup>1</sup> was utilized. The number of vehicle trips generated was estimated using LUC 221 – Multifamily Housing (Mid-Rise). This estimate is summarized in Table 1, below.

In preparing this estimate, it should be noted that the dataset selected for the weekday a.m. and weekday p.m. peak hours was associated with units located within  $\frac{1}{2}$  mile of rail transit terminals. As the property is located approximately 1,000 feet travel distance from the Mineola LIRR Station, it is appropriate to utilize this data for the purposes of preparing this estimate. However, review of Land Use Code 221 shows that there is no Saturday data

<sup>&</sup>lt;sup>1</sup> Trip Generation Manual, 11th Edition, Institute of Transportation Engineers, Washington D.C., September 2021

Ref: 22090.00 Mayor Paul A. Pereira Village of Mineola November 3, 2022 Page 2



available for units within close proximity to a rail transit hub. Due to this, the estimate enumerated in Table 1 below refers to apartments with no nearby mass transit for the Saturday midday peak hour with a 25% reduction applied to account for the availability of alternative means of travel.

Table 1 Trip Generation Estimate – Proposed Project

Time Period	Movement	Multifamily Housing (92 units)
Weekday AM Peak	Enter	16
Hour	<u>Exit</u>	<u>13</u>
	Total	29
Weekday PM Peak	Enter	11
Hour	<u>Exit</u>	<u>16</u>
	Total	27
Saturday Midday	Enter	13
Peak Hour	<u>Exit</u>	<u>14</u>
	Total	27

<sup>1</sup> Trip generation estimate based on ITE LUC 221 – Multifamily Housing (Mid-Rise) for 92 Units

As shown in Table 1, the proposed project would generate 29 trips (16 entering, 13 exiting) during the weekday a.m. peak hour, 27 trips (11 entering, 16 exiting) during the weekday p.m. peak hour, and 27 trips (13 entering, 14 exiting) during the Saturday midday peak hour.

In order to understand the impact that the proposed development may have on the adjacent roadway traffic conditions, a comparison of the traffic which could be generated by the existing occupancy of the building was prepared. Based on information provided to VHB, it is our understanding that the existing structure was previously utilized as general office space and had approximately 39,000 sf of floor area. Therefore, it was assumed that this space could be re-occupied in its entirety in the same manner for the purposes of comparing the peak hour trip generation to the proposed development.

In order to estimate the site-generated traffic for the re-occupancy of the building, the ITE publication *Trip Generation*, 11<sup>th</sup> Edition was again referenced. From this manual, Land Use Code 710 (General Office Building) was selected for the 39,000 sf building. A summary of the resulting trip generation estimate is included in Table 2, below.

Ref: 22090.00 Mayor Paul A. Pereira Village of Mineola November 3, 2022 Page 3



Table 2 Trip Generation Estimate – Re-Occupancy of Existing Building

Time Period	Movement	Existing Office Building (39,000 sf)
Weekday AM Peak	Enter	52
Hour	<u>Exit</u>	<u>7</u>
	Total	59
Weekday PM Peak	Enter	9
Hour	<u>Exit</u>	<u>47</u>
	Total	56
Saturday Midday	Enter	11
Peak Hour	<u>Exit</u>	<u>10</u>
	Total	21

Trip generation estimate based on ITE LUC 710 – General Office Building for 39,000 sf

As shown in Table 2, the proposed re-occupancy of the existing office building would generate 59 trips (52 entering, 7 exiting) during the weekday a.m. peak hour, 56 trips (9 entering, 47 exiting) during the weekday p.m. peak hour, and 21 trips (11 entering, 10 exiting) during the Saturday midday peak hour. In comparison with the Proposed Project (as summarized in Table 1), this is 30 more trips during the weekday a.m. peak hour, 29 more trips during the weekday p.m. peak hour, and 6 fewer trips during the Saturday midday peak hour.

As the proposed project would generate less traffic during the key weekday a.m. and weekday p.m. hours relative to the existing condition, it can be said that it would result in a lesser impact to area traffic conditions. During the Saturday midday peak hour, the proposed project would generate marginally more traffic relative to the existing building, but during a period of lower background volumes and area congestion. Despite this, the level of traffic which would be generated is modest and would not be expected to result in a significant impact to area roadways.

Based on our evaluation, the proposed development will not have a negative impact on area roadways. The peak hour traffic volumes that would be generated by the proposed project will be significantly lower than could be realized under the existing occupancy of the building during the key weekday commuter periods and the granting of the sought application will not result in negative impacts from a transportation perspective.

If you have any questions, or require any additional information, please do not hesitate to contact me.

Sincerely,

VHB Engineering, Surveying and Landscape Architecture and Geology, P.C.

Aaron Machtay, PE

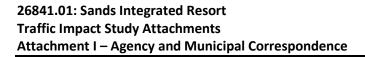
Transportation Project Manager

Cloron Machtox

amachtay@VHB.com



## I-5 Village of Garden City







August 17, 2023

Ref: 26841.01

#### VIA ELECTRONIC MAIL AND CERTIFIED RETURN RECEIPT MAIL

Records Access Officer Incorporated Village of Garden City 351 Stewart Avenue Garden City, NY 11530

Re: Traffic Impact Study – Other Planned Developments Request

Redevelopment of Nassau Veterans Memorial Coliseum Property

1255 Hempstead Turnpike, Uniondale, New York

To Records Access Officer:

Pursuant to the Freedom of Information Act, VHB Engineering, Surveying, Landscape Architecture and Geology, P.C. (VHB) is requesting the information outlined below for inclusion in a Traffic Impact Study that is being prepared for the redevelopment of the existing Nassau Veterans Memorial Coliseum property located at 1255 Hempstead Turnpike, hamlet of Uniondale, Town of Hempstead, New York. The proposed project is anticipated to be fully constructed by the end of 2029 with completion of Phase I for the project estimated by the end of 2026. Attached is a graphic depicting the current Study Area for the proposed project.

VHB is contacting you to determine if there are any recently approved or planned developments (that have current pending applications) within one mile of the Study area. For these projects, please provide as much specific information as possible about any recently-approved or planned developments, including, but not limited to, the type of proposed development; the size of the proposed development (square footage; numbers and types of units, if residential); the location of the proposed development; estimated time of completion of the project; and the availability of traffic studies - completed or ongoing. For these projects, please provide copies of site plans and the related traffic studies, as available. We understand that we may be asked to pay for the cost of copying.

We would appreciate hearing from you as soon as possible so that we may continue to move forward with our traffic analysis. If we do not receive a response from you by September 21, 2023, we will assume that there are no approved or planned development projects that could affect the study area. Should you have any questions or wish to discuss this matter, please do not hesitate to contact the undersigned. Thank you for your prompt attention to this matter.

Sincerely,

VHB Engineering, Surveying, Landscape Architecture and Geology, P.C.

Patrick Lenihan, PE

**Director of Transportation** 

PL/ba

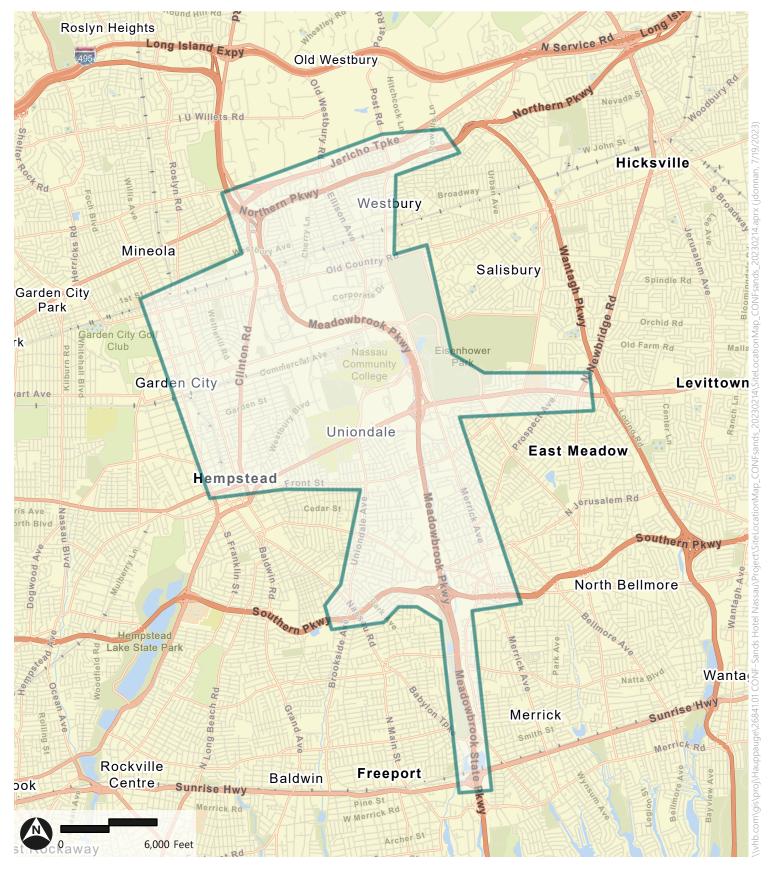
Attachments: Study Area Map

Filled and Signed FOIL Form

#### **Traffic Impact Study Limits**

Redevelopment of Nassau Veterans Memorial Coliseum Property







#### INCORPORATED VILLAGE OF GARDEN CITY 351 STEWART AVENUE GARDEN CITY, NEW YORK 11530



(516) 465-4052

## APPLICATION FOR PUBLIC ACCESS TO RECORDS CHAPTER 42 OF THE VILLAGE CODE

□ Building □ Public Works	☐ Treasurer☐ Recreation
FOLLOWING RECOR	DS:
N:	
REPRESENTING:	
E-MAIL:	
SIGNATURE:	thirt Line
OFFICE USE ONLY*	
Denied	Record cannot be found
Copies of Record	ls Available (Date):
Number of Copie	es:
Fee Received:	
Tista	Date
	E-MAIL: SIGNATURE: OFFICE USE ONLY* Denied Copies of Record

From: Patrick Lenihan
To: Ankita Rathi
Cc: Aaron Machtay

Subject: FW: [External] FOIL Request Nassau Veterans Memorial Coliseum Property

**Date:** Sunday, September 24, 2023 9:26:47 PM

See Below Re Garden City.

Who does this leave outstanding?. I need to try Hempstead back again tomorrow, we are playing phone tag

#### Patrick Lenihan, P.E.

Director of Transportation Transportation

**P** 631.787.3403

www.vhb.com

From: Karen Altman <kaltman@gardencityny.net>
Sent: Monday, September 18, 2023 12:01 PM
To: Patrick Lenihan <PLenihan@VHB.com>
Cc: Kelly Galanek <kgalanek@gardencityny.net>

**Subject:** [External] FOIL Request Nassau Veterans Memorial Coliseum Property

You don't often get email from kaltman@gardencityny.net. Learn why this is important

Good morning,

This is in response to your recent FOIL regarding the above subject.

At this time, the Village of Garden City has nothing responsive to your FOIL.

Please confirm receipt of this email.

Thank you,

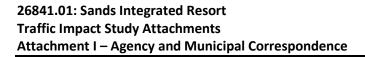
Karen

\*\* Please be advised that as of September 26, 2023 I will be retiring from the Village. As of that date, Kelly Galanek (<a href="mailto:kgalanek@gardencityny.net">kgalanek@gardencityny.net</a>) will be new Village Clerk and any correspondence should be sent to her.

Karen M. Altman Village Clerk Incorporated Village of Garden City 351 Stewart Avenue Garden City, NY 11530 (516) 465-4051 – Phone



## I-6 Village of Hempstead







August 17, 2023

Ref: 26841.01

#### VIA ELECTRONIC MAIL AND CERTIFIED RETURN RECEIPT MAIL

Records Access Officer Incorporated Village of Hempstead 99 James Garner Way Hempstead, NY 11550

Re: Traffic Impact Study – Other Planned Developments Request

Redevelopment of Nassau Veterans Memorial Coliseum Property

1255 Hempstead Turnpike, Uniondale, New York

To Records Access Officer,

Pursuant to the Freedom of Information Act, VHB Engineering, Surveying, Landscape Architecture and Geology, P.C. (VHB) is requesting the information outlined below for inclusion in a Traffic Impact Study that is being prepared for the redevelopment of the existing Nassau Veterans Memorial Coliseum property located at 1255 Hempstead Turnpike, hamlet of Uniondale, Town of Hempstead, New York. The proposed project is anticipated to be fully constructed by the end of 2029 with completion of Phase I for the project estimated by the end of 2026. Attached is a graphic depicting the current Study Area for the proposed project.

VHB is contacting you to determine if there are any recently approved or planned developments (that have current pending applications) within one mile of the Study area. For these projects, please provide as much specific information as possible about any recently-approved or planned developments, including, but not limited to, the type of proposed development; the size of the proposed development (square footage; numbers and types of units, if residential); the location of the proposed development; estimated time of completion of the project; and the availability of traffic studies - completed or ongoing. For these projects, please provide copies of site plans and the related traffic studies, as available. We understand that we may be asked to pay for the cost of copying.

We would appreciate hearing from you as soon as possible so that we may continue to move forward with our traffic analysis. If we do not receive a response from you by September 21, 2023, we will assume that there are no approved or planned development projects that could affect the study area. Should you have any questions or wish to discuss this matter, please do not hesitate to contact the undersigned. Thank you for your prompt attention to this matter.

Sincerely,

VHB Engineering, Surveying, Landscape Architecture and Geology, P.C.

Patrick Lenihan, PE

**Director of Transportation** 

PL/ba

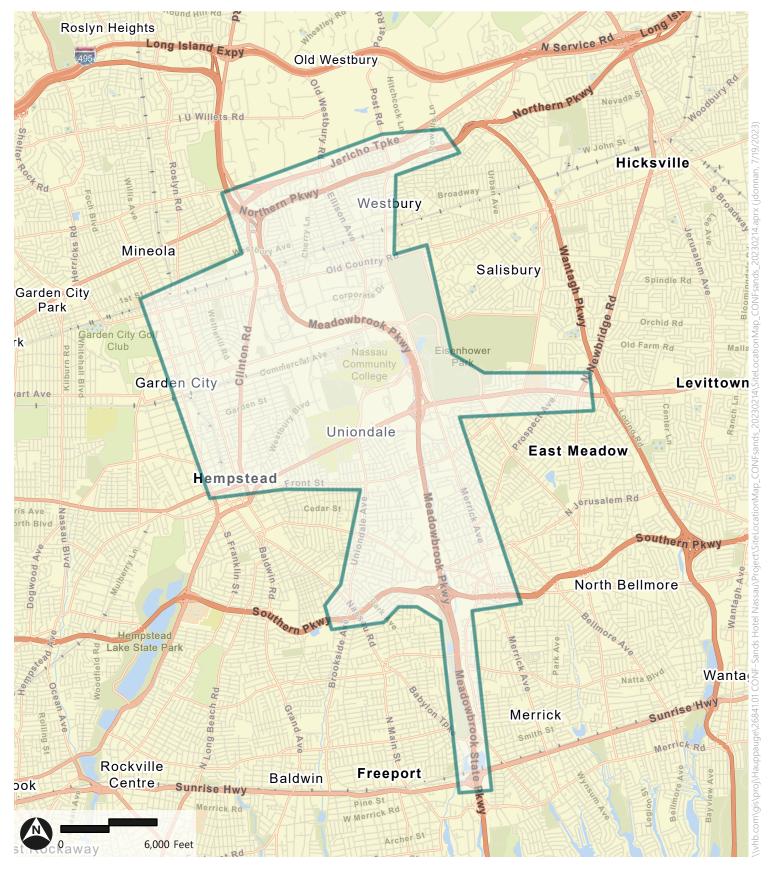
Attachments: Study Area Map

Filled and Signed FOIL Form

#### **Traffic Impact Study Limits**







#### **INCORPORATED VILLAGE OF HEMPSTEAD**

#### Application for Public Access to Records

TO:	Records Access Officer Incorporated Village of Hempstead 99 James A. Garner Way Hempstead, N.Y. 11550 Fax (516) 478-6599		Block:	l ot·
I HERI	EBY APPLY TO INSPECT THE FOLLOWING F		BIOCK.	
within information we made REASO VHB Elmpact located anticipestima	ation on recently approved or planned development one mile of study area (See attached map). For ation as possible including type of proposed dent of the cost of copying.  ON FOR INSPECTION OF RECORD(S): Engineering, Surveying, Landscape Architecter of the study for the redevelopment of the existing of at 1255 Hempstead Turnpike, Town of Heated to be fully constructed by the end of 2 ted by the end of 2026. Requested information lame: Patrick Lenihan  Address: 100 Motor Parkway, Suite 350	r these projects, evelopment, size traffic studies, size traffic s	please provide e (sq.ft. / numb ite plans etc. W  gy, P.C. is pe ans Memorial (	e as much specific per / type of units), /e understand that  rforming a Traffic Coliseum property oposed project is e I for the project ct Study.  e, NY 11788
Print R	Representing Agency: <u>LVS NY Holdco 2, LLC</u> l	Date: <u>08.03.202</u>	3 Phone: <u>(63</u>	<u>1)787-3403</u>
APPR	OVED:		rtment File	
DENIE	ED (for the reason(s) checked below)			
	Confidential			
	Unwarranted invasion of personal privacy			
	Record of which this village is legal custo	dian cannot be f	ound	
	Record is not maintained by this village			
	Exempted by stature other than the Freed	lom of Informati	on Act	
	Other (specify)			
Signat	ure Title		Date	
NOTIC	CE: You have a right to appeal a denial of this a	pplication to the	head of this vi	llage.
Print N	lame:	_ Print Address:		
Who m	nust fully explain his reasons for such denial in	writing seven (7	) days of receip	ot of an appeal.
I hereb	oy appeal: Signature		Date:	

-10-20

PB Case# 8 43



## CHAIRPERSON, KENNETHA PETTUS Planning Board Members

Leroy Brown, Marcia P. Turner
Rashid Walker, Lynnwood Deans
Michelle Banks, Secretary to the Planning Board
Dennis McDermott, Deputy Village Attorney

Inc. Village of Hempstead 99 Nichols Court P.O. Box 32, Hempstead, New York 11551-0032 (516) 489-3400 Ext. 263

### PLANNING BOARD APPLICATION

NOTE: ACCEPTANCE OF THIS APPLICATION BY THE VILLAGE CLE	RK'S OFFICE DOES NOT CONSTITUTE A COMPLETE APPLICATION
PROPERTY ADDRESS: 145 N. Franklin S	treetHempstead
SECTION 34 BLOCK 291 <sub>LOT(S)</sub> 89	LOT SIZE
ATTACHED COPY OF SURVEY/ OR PLOT PLAN INDICATE REQUIRED TO PROCESS THIS APPLICATION. ELEVATIN.	TING LOCATION OF PROPOSED PROJECT IS TION DRAWINGS ARE REQUIRED.
APPLICANT ☐ TENANT ☐ LEASEE	PROPERTY OWNER
	NAME Faith Baptist Church of Hempstead ADDRESS 145 N. Franklin Street
Hempstead, NY 11550	Hempstead, NY 11550
TELEPHONE NO. (516) 527-3627	TELEPHONE NO. (516) 527-3627
IF APPLICABLE ATTORNEY NAME	TYPE OF IMPROVEMENT/DEVELOPMENT Check One Below
NAME: White, Cirrito & Nally ADDRESS: 58 Hilton Avenue	Subdivision of Plot       □       New Building/Structure       □         Alteration       □       Addition       □         Inground Pool       □       Other       □
Hempstead, NY 11550 TELEPHONE NO. (516) 292-1818	Describe Item(s) Check Above: Applicant wants to construct a 5 story mixed use building with senior housing and retail
III.	
PRESENT RESIDENTIAL LAND USE  Describe  PROPOSED LAND USE One Family	NON-RESIDENTIAL LAND USE  EXISTING USE Describe: Church with attached retail
Transient, Hotel, Motel, Dormitory Describe Item(s) Checked Above:	building with senior
	housing and retail
IV. I request a Concept plan/Initial site plan review: X Yes V.	
BE ADVISED THAT PURSUANT TO HEMPSTEAD VILLA A filing fee of \$50 is hereby established and required in connectio subdivision or a site plan.	GE CODE THE FOLLOWING MAY APPLY: on with any application to the Planning Board for approval of a
<ul> <li>§ 8-5.2. Costs to be paid.</li> <li>The applicant to the Planning Board for the approval of a subdivis forth in this Code in addition to the following costs, which may be A. Advertising.</li> <li>B. Stenographic minutes of meetings.</li> <li>C. Engineering costs.</li> <li>D. Inspection costs.</li> <li>E. Legal fees.</li> <li>F. Recording fees.</li> </ul>	nion or a site plan shall be liable for and shall pay the costs as set incurred by the Village in processing the application:

§ 8-5.4. Deposits.

In addition to the filing fee, the following deposits are hereby established and required in connection with any application to the Planning Board for approval of subdivision or a site plan:

A. On application for preliminary approval there shall be a deposit of \$200.

B. On application for final approval of a subdivision there shall be a deposit of \$150, plus 1% of the amount certified by the Village Engineer as the cost of the public improvements other than water to be installed.

C. Upon submission of the approved plat for signature:

- (1) On a subdivision, there shall be a deposit of 5% of the amount of the bond required by the resolution of the Planning Board granting final approval.
- 2) On a site plan, there shall be a deposit of the amount certified by the Planning Board to be required to defray the costs of the Village as set forth in § 8-5.1.

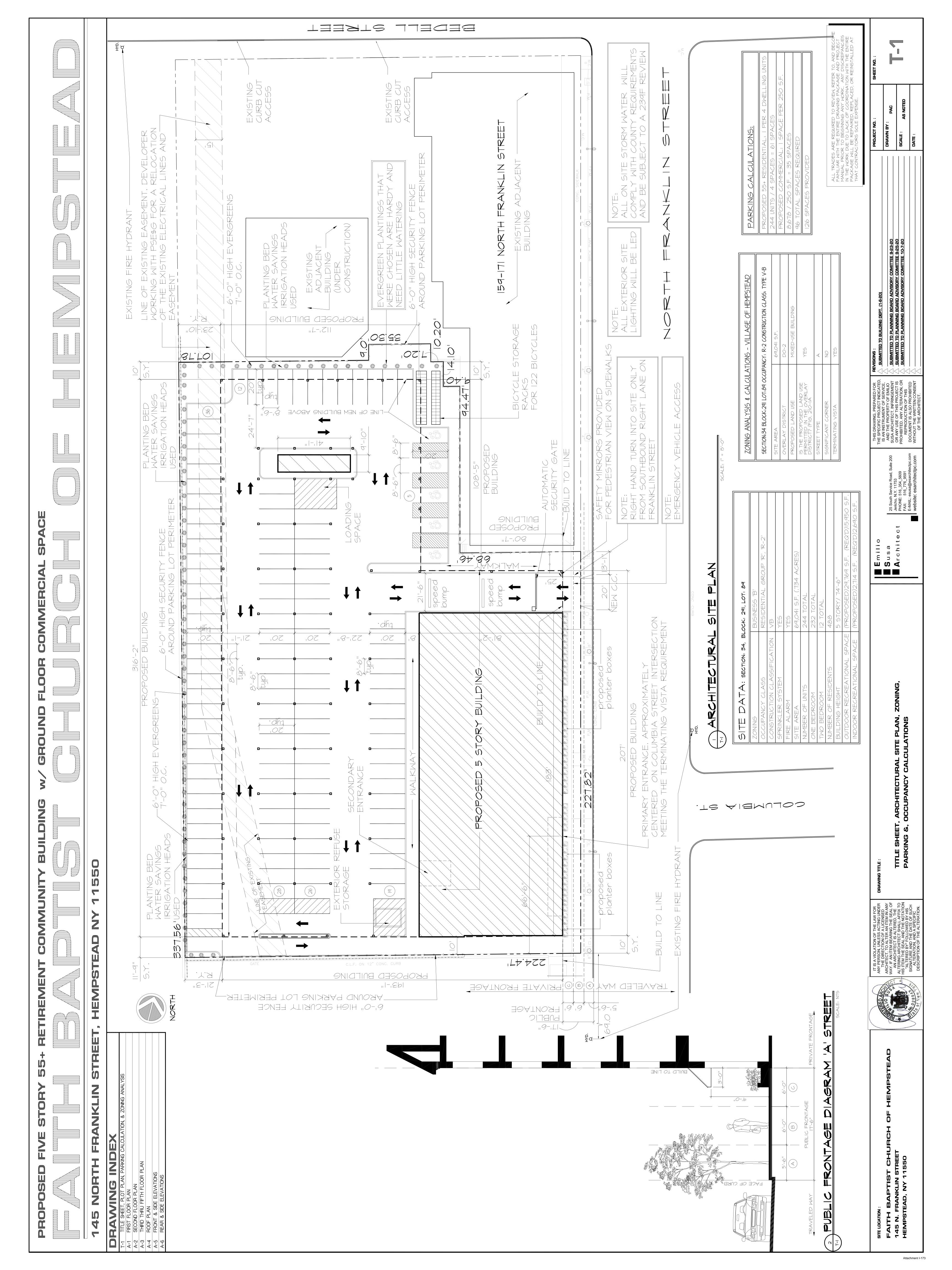
§ 8-5.5. Payment of costs above deposits.

In the event that the amount of the deposits required herein is insufficient to cover the costs as set forth herein, then the applicant prior to either preliminary or final approval, or reduction or discharge of the bond, as the case may be, shall pay to the Village the additional cost. In the event that the amount of the deposit shall exceed said costs as determined either at the time of an abandonment of the subdivision or the discharge of the bond, as the case may be, said unused deposit shall be returned to the applicant, provided that the applicant shall, within six months of discharge of the bond or the abandonment of the subdivision, as the case may be, file with the Planning Board a written demand for such refund. All unclaimed deposits shall become the property of the Village.

§ 8-5.6. Fees and deposits paid before consideration.

No consideration shall be given by the Planning Board to any application for preliminary or final approval of a proposed subdivision of site plan, nor shall any approved plat be signed, unless all required fees and deposits shall have been paid.

.VL		
AFFIDAVIT OF APPLICANT	A CONTRACTOR	
	N, DEPOSES AND SAYS: That I reside	
at 145 N. Franklin St. Hempstead  BEING DULY SWOR		
County of Nasson, State of V.	, that I am the	
Owner of the business described herein and	I have read the aforementioned and agree	
that I will conform to all applicable laws and codes.	1/0/0000	
0 0	1/8/2020	
Applicant's Signature Rev. Joe Brown	Date	
Sworn to before me this day of		
January 2020	ARON GOLDSTEIN	
100 gry 20 20 10	Notary Public – State of New York NO. 01GO6355808	
ha was	Qualified in Nassau County	
Notary Public, Nassau County, N.Y.	<ul> <li>My Commission Expires Mar 13, 2021</li> </ul>	
Nously Fuolic, Nassau County, N. 1.		
PROPERTY OWNER'S CONSENT	to the control of the	
Tev. Joe Brown am (are) the owner(s) of t	the subject property and consent to the ming	
of this application. Here		
Owner's Signature Sworn to before me this May of	1/8/2011 Date	
Owner's Signature	Date	
Sworn to before me thisday of	T = 000 per se se se s	
10NLY 2020	ADOLUGO POTEIN	
30197	ARON GOLDSTEIN Notary Public – State of New York	
My 113	NO. 01GO6355898	
Notary Public, Nassau County, N.Y.	Qualified in Nassau County	
	My Commission Expires Mar 13, 202	
	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
FOR VILLAGE USE ONLY DEPOSIT REQUIRED APPLICATION FEE \$	767.00	
DEPOSIT REQUIRED APPLICATION FEE \$	LO CADO HARCES S	
	11/15	
RECEIPT NO.	- M-	
Site Plan Public		
Hearing Required: Yes No Date of Hearing Decision: A Decision: A	Date of Decision	
Date of Meeting 2-21-20 Date of Decision 12-3-20 Decision: A	Approved Defiled	
Planning Board Approval Signatures:	. ( ) . (	
044041	LIXIUS	
Chairperson Kennetha Petius	04-04-0	
Name & Towns		
Leroy Brown Marcia P. Turner		
Rashid Walker Lynnwood Deans		
Ambina 17 minos		
Comments:		
Comments:		



## Traffic Impact Study

## Proposed Senior Housing 145 N Franklin Street Village of Hempstead, New York

#### PREPARED FOR:

145 Franklin LLC and Faith Baptist Church

301 A Central Avenue Lawrence, NY 11559

#### PREPARED BY:

Kimley-Horn of New York, P.C.

1 North Lexington Avenue, Suite 505

White Plains, NY 10601

914.368.9200

John Canning, P.E.

Associate

October 1, 2020, Revised October 13, 2020

Project Number 112347000





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### **APPENDIX**

Synchro Capacity Analyses



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### 1.0 EXECUTIVE SUMMARY

This report has been prepared by Kimley-Horn of New York, P.C. to document the potential traffic impacts associated with the proposed redevelopment of the property at 145 North Franklin Street in the Village of Hempstead, Nassau County, New York (the "Project"). This traffic impact study evaluated both existing and future traffic operating conditions at the intersections of North Franklin Street with Bedell Street, West Columbia Street and Jackson Street with and without the Project. The anticipated year of completion of this development is 2023.

### 1.1 Project Description

The Project site is situated on the west side of North Franklin Street, to the south of Bedell Street and north of Jackson Street. The property is currently developed with a total of approximately 50,300 square foot (sf) of commercial space. The buildings consist of a two-story, mixed-use building fronting on North Franklin Street and a cinema/theater in back, currently housing a church. Access to the property is provided via a full-movement driveway on Bedell Street which leads across an access easement to approximately 40 parking spaces behind the buildings.

It is proposed to redevelop the property to reduce the amount of commercial space on the property from 50,300 sf to 8,667 sf and to add 244 apartments for residents 55 and older. The site is proposed to provide 130 onsite parking spaces (97 are required per the Code) which will be accessed via a new, full-movement driveway on North Franklin Street, north of its intersection with West Columbia Street. The existing access to Bedell Street will be maintained, for emergency use only.

#### 1.2 Study Methodology

To assess existing traffic conditions at the study intersections, and to account for the current Covid-19 pandemic, turning movement counts were conducted and adjusted using the New York State Department of Transportation (NYSDOT) hourly traffic volumes previously collected on North Franklin Street, Bedell Street, West Columbia Street and Jackson Street between 2015 and 2019. Peak-hour traffic volumes were determined for the weekday AM and PM peak periods.

The 2020 existing peak-hour volumes were grown to the year 2023 by 1.3% per year (a total of 3.9% percent) to represent future conditions without the Project ("No-Build"). Inquiries with the Village of Hempstead Planning Board have not yet identified any planned or approved developments that would add a significant volume of traffic to the study intersections.

The trips anticipated to be generated by the Project during the peak hours were forecast based on data contained in the Institute of Transportation Engineers' (ITE) publication, *Trip Generation Manual*, 10th Edition. Due to the Project's proximity to the Hempstead Long Island Railroad station and the downtown Village of Hempstead, varying walking credits were taken for each type of use. It is estimated that the



proposed Project will result in a net decrease of 8 vehicular trips during the critical peak hour (weekday PM) and an increase of 26 vehicular trips during the weekday AM peak hour.

These trips were distributed to the study intersections and added to the No-Build volumes to represent future conditions with the Project ("Build").

Synchro analyses were conducted for the Existing, No-Build and the two Build traffic volume conditions and compared to intersection capacities to identify Project impacts.

### 1.3 Findings

It is proposed to reduce the commercial space on the site by 83%. Since senior residential units generate only a fraction of the traffic that commercial space does, the proposed redevelopment of the property will have virtually no traffic impact. The building typically generates the most traffic on a weekday evening ("Weekday PM Peak Hour"), when an estimated 94 trips would be generated by the current uses in the building (church, dance studio, dental office, regular office space, restaurant, deli/grocery, laundromat, dry cleaner). However, the property could just as easily be converted for use as a school or for a more intensive mix of medical office, cinema, retail and restaurant, in which case it would generate almost 3 times as much traffic, or 275 peak-hour trips, in the Weekday PM Peak Hour.

By comparison, the proposed development is projected to generate just 86 trips in the Weekday PM Peak Hour, 8 fewer than the current uses and 189 fewer than the highest/most-intense use of the property. Even these projections are conservative, as surveys conducted by the Village indicate that 40% of seniors in the Village have no cars, and another 40% have only one car. The heart of the Village's downtown is less than a 10-minute walk from the site and the Hempstead train station is only a 5-minute walk away, all suggesting that the Project will generate less traffic than the traffic study's conservative projection of 86 PM peak-hour trips.

In the morning peak hour ("Weekday AM Peak Hour"), when traffic volumes at the three study intersections are between 5% and 10% lower than in the PM peak hour, the traffic generated by the proposed redevelopment of the property (67 trips), is projected to be just 26 trips higher than the current uses of the site (42 trips), but would be 213 trips fewer than the 280 trips that would be expected to be generated by the existing property if it were repurposed for its highest/most-intense use as a school.

Even though the proposal to redevelop the property with 41,600 sf less commercial space and 244 senior apartments would generate substantially less traffic than if the existing buildings were reoccupied for their highest/most-intense use (and, therefore, would not have a traffic impact but would actually reduce traffic), this traffic study provides a conservative evaluation of the potential impacts by comparing the impact of redeveloping the property against the current uses that are in the building. As demonstrated herein, even



compared to the current uses, the proposed redevelopment of the property will not have a significant traffic impact.

### 1.4 Conclusions

The results of the detailed traffic analyses revealed that generally acceptable peak-hour traffic operating conditions will prevail on North Franklin Street from Jackson Street to Bedell Street, with or without the project, and that the site driveway will operate at acceptable levels of service, even during peak hours.



### 2.0 INTRODUCTION

This Traffic Impact Study has been prepared by Kimley-Horn of New York, P.C. to document the potential traffic impacts associated with the proposed redevelopment of the property at 145 North Franklin Street in the Village of Hempstead, Nassau County, New York. This report evaluates both existing and future traffic conditions surrounding the site both with and without the Project. The anticipated year of completion of this development is 2023.

The Project site is situated on the west side of North Franklin Street, to the south of Bedell Street and north of Jackson Street, as illustrated in **Figure 1**. The property is currently developed with a total of approximately 50,300 square foot (sf) of commercial space. The buildings consist of a two-story, mixed-use building fronting on North Franklin Street and a cinema/theater in back, currently housing a church. Access to the property is provided via a full-movement driveway on Bedell Street which leads across an access easement to approximately 40 parking spaces behind the buildings.

It is proposed to redevelop the property to reduce the amount of commercial space on the property from 50,300 sf to 8,667 sf and to add 244 apartments for residents 55 and older. The site is proposed to provide 130 onsite parking spaces (97 are required per the Code) which will be accessed via a new, full-movement driveway on North Franklin Street, north of its intersection with West Columbia Street. The existing access to Bedell Street will be maintained, for emergency use only.

This study evaluates existing traffic conditions as well as future conditions without the Project ("No-Build") and with the Project ("Build"). The No-Build condition is the benchmark against which the potential impacts of the proposed Project are compared. The following three intersections were determined to be the most likely to be impacted by the proposed action and were, therefore, studied in detail:

- Bedell Street & N Franklin Street (Signalized)
- Jackson Street & N Franklin Street (Signalized)
- West Columbia Street & N Franklin Street (Signalized)



Kimley» Horn of New York, P.C.

145 N Franklin Street Village of Hempstead, NY

**Project Location** 

Figure 1



### 3.0 EXISTING CONDITIONS

#### 3.1 Roadway Network

Evaluation of the traffic impacts associated with the proposed Project requires a thorough understanding of the existing roadway system in the vicinity of the site. The existing conditions observed in the study area include an inventory of the roadways, speed limits, intersection geometry, traffic control devices, pavement condition and markings. This information is provided below.

North Franklin Street is a north-south county roadway classified by the NYSDOT as an urban minor arterial which travels from its intersection with Old Country Road in the north to its intersection with Peninsula Boulevard in the south. Within the study area, it provides two travel lanes per direction of 10 to 12 feet in width and the pavement is in good condition. North Franklin Street is under the jurisdiction of Nassau County and the posted speed limit is 30 miles per hour (mph). Sidewalks are provided along both sides of the roadway. Street parking is generally provided along the west side of the roadway.

**Bedell Street** is an east-west oriented local roadway which travels from its intersection with Ranson Place in the west to where it terminates, east of Main Street. The roadway is under the jurisdiction of the Village of Hempstead. Bedell Street provides one travel lane in each direction of 8 to 9 feet in width and a posted speed limit of 30 miles per hour (mph). The pavement is in good condition and sidewalks are provided along both sides of the roadway. Street parking is generally provided along the north side of the roadway to the west of North Franklin and along both sides to the east.

West Columbia Street is an east-west oriented local roadway classified by the NYSDOT as an urban major collector to the east of Main Street. West Columbia Street runs from its intersection with North Franklin Street to its intersection with Washington Street in the east. The roadway is under the jurisdiction of the Village of Hempstead and provides one travel lane in each direction of 10 to 12 feet in width. The posted speed limit is 30 mph and the pavement is in fair condition. Sidewalks are provided along both sides of the roadway. Street parking is generally provided along the north side of the roadway.

Jackson Street is an east-west oriented local roadway classified by the NYSDOT as an urban major collector which runs from its intersection with Westbury Boulevard in the east to where it becomes Mulford Place in the west. The roadway is under the jurisdiction of the Village of Hempstead and provides one travel lane in each direction of 18 to 20 feet in width. The posted speed limit is 30 mph and the pavement is in fair to good condition. Street parking and sidewalks are provided along both sides of the roadway.



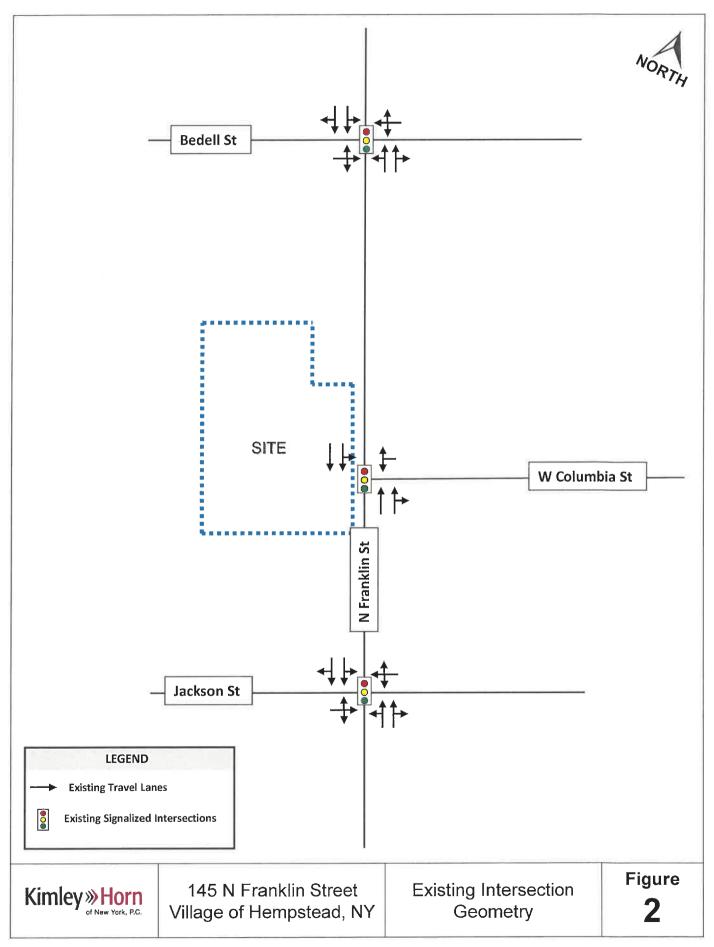
#### 3.2 Description of Study Intersections

The existing lane geometry at the study intersections is illustrated in **Figure 2**. The study intersections are described in detail below.

Bedell Street at North Franklin Street – Bedell Street forms the eastbound and westbound approaches to this signalized, four-legged intersection, while North Franklin Street forms the northbound and southbound approaches. Bedell Street provides one shared left/through/right-turn lane in each direction. North Franklin Street provides one shared left-turn/through lane and one shared through/right-turn lane in each direction. The intersection is controlled by a multi-phase traffic signal. Crosswalks are provided at the intersection across every approach.

West Columbia Street at North Franklin Street — West Columbia Street forms the westbound approach, while North Franklin Street forms the northbound and southbound approaches to this signalized, three-legged intersection. West Columbia Street provides one shared left-/right-turn lane. North Franklin Street provides one designated through lane in either direction in addition to one shared left-turn/through lane in the southbound direction and one shared through/right-turn lane in the northbound direction. The intersection is controlled by a multi-phase traffic signal. Crosswalks are provided at the intersection across every approach.

Jackson Street at North Franklin Street – Jackson Street forms the eastbound and westbound approaches to this signalized, four-legged intersection, while North Franklin Street forms the northbound and southbound approaches. Jackson Street provides one wide shared left/through/right-turn lane in either direction; however, observations indicated that they are typically/effectively used as one exclusive left-turn lane and one shared through/right-turn lane in either direction. North Franklin Street provides one shared left-turn/through lane and one shared through/right-turn lane in each direction. The intersection is controlled by a multi-phase traffic signal. Crosswalks are provided at the intersection across every approach.





### 3.3 Public Transportation

The project site is located only a five-minute walk away from the Metropolitan Transportation Authority's (MTA) Long Island Railroad (LIRR) Hempstead station on West Columbia Street. LIRR provides fast, frequent rail service between Penn Station in New York City and Hempstead, NY on the Hempstead Branch. There are 54 trains that stop at the Hempstead train station each weekday (26 eastbound trains and 28 westbound trains). In addition, there are 44 daily trains on weekends and holidays that stop at the Hempstead station (22 eastbound trains; 22 westbound trains). Peak express service between the LIRR Hempstead station and Penn Station takes approximately 50 minutes. A review of the weekday train schedules reveals that there are 3 and 2 trains that arrive or depart the station, during the AM and PM peak hours, respectively.

In addition to the LIRR train station, Nassau Inter-County Express (NICE) provides scheduled bus service between Nassau County, western Suffolk county, and the eastern part of Queens. Routes n40/41 operate along North Franklin Street and West Columbia Street, with a northbound bus stop conveniently located across North Franklin Street from the site and a southbound bus stop located at the intersection of North Franklin Street and West Columbia Street. Routes n40/41 operate between Mineola, Hempstead and Freeport with frequent bus service. From 5:30 to 11:30am (AM rush hour) and 2:45pm to 7:00pm (PM rush hour), n40/41 buses run every 10 to 15 minutes in each direction.

The project site is also located only a five-minute walk away from the Rosa Parks Transit Center on West Columbia Street, which provides access to 16 additional NICE bus routes:

- MMS Mercy Medical Shuttle
- n6 Hempstead to Jamaica
- n6x Hempstead to Jamaica Express
- n15 Roosevelt Field to Long Beach
- n16 Roosevelt Field to Rockville Center
- n27 Hempstead to Glen Gove
- n31 Hempstead to Far Rockaway via West Broadway
- n32 Hempstead to Far Rockaway via Broadway
- n35 Baldwin Harbor to Westbury
- n48 Hempstead to Hicksville via Carman
- n49 Hempstead to Hicksville via Newbridge
- n54 Hempstead to Sunrise Mall
- n55 Hempstead to Sunrise Mall
- n70 Hempstead to Farmingdale State College
- n71 Hempstead to Sunrise Mall
- n72- Hempstead to Farmingdale Route 110

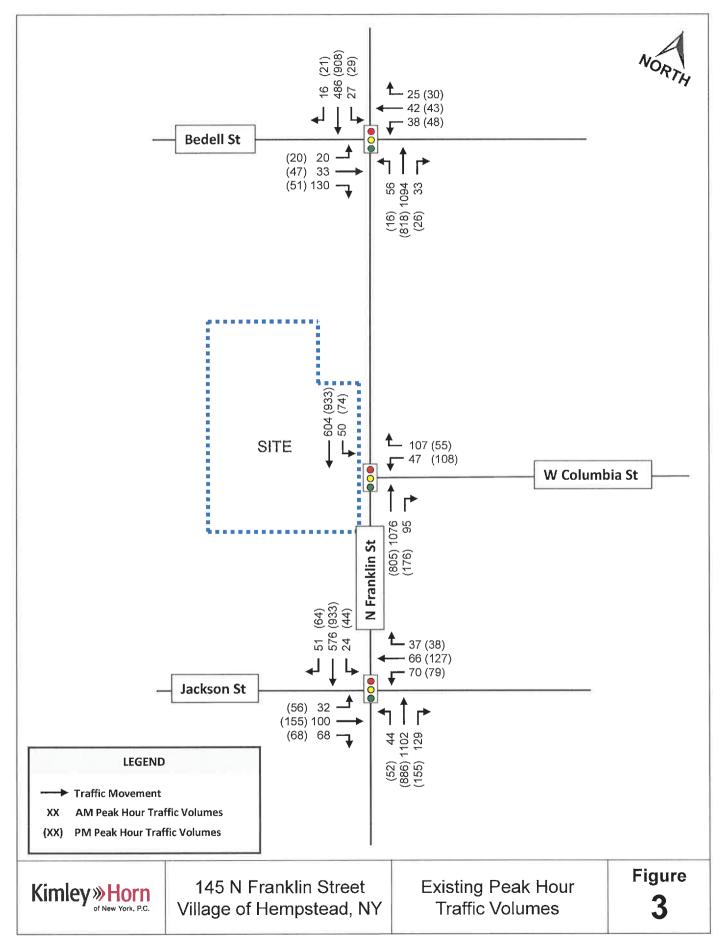


A Greyhound Bus Station is also only a five-minute walk away from the project site, located at 168 Jackson Street. Greyhound provides daily buses from Hempstead to Atlantic City, New York City, Atlanta, Binghamton, Charlotte, Boston and Miami, among other destinations. Buses operate Monday through Saturday, with no access on Sundays or holidays.

#### 3.4 Traffic Data Collection

To assess existing traffic conditions at the study intersections, turning movement counts were conducted on Wednesday, September 9, 2020. To accurately represent existing traffic volumes before the Covid-19 pandemic, the counts were then adjusted using NYSDOT hourly traffic volumes previously collected on North Franklin Street, Bedell Street, West Columbia Street and Jackson Street between 2015 and 2019. The volumes indicated that the weekday morning peak hour occurred from 8:30 to 9:30 AM and the weekday evening peak hour occurred from 4:15 to 5:15 PM.

The resulting 2020 Existing Peak Hour Traffic Volumes are provided in Figure 3.





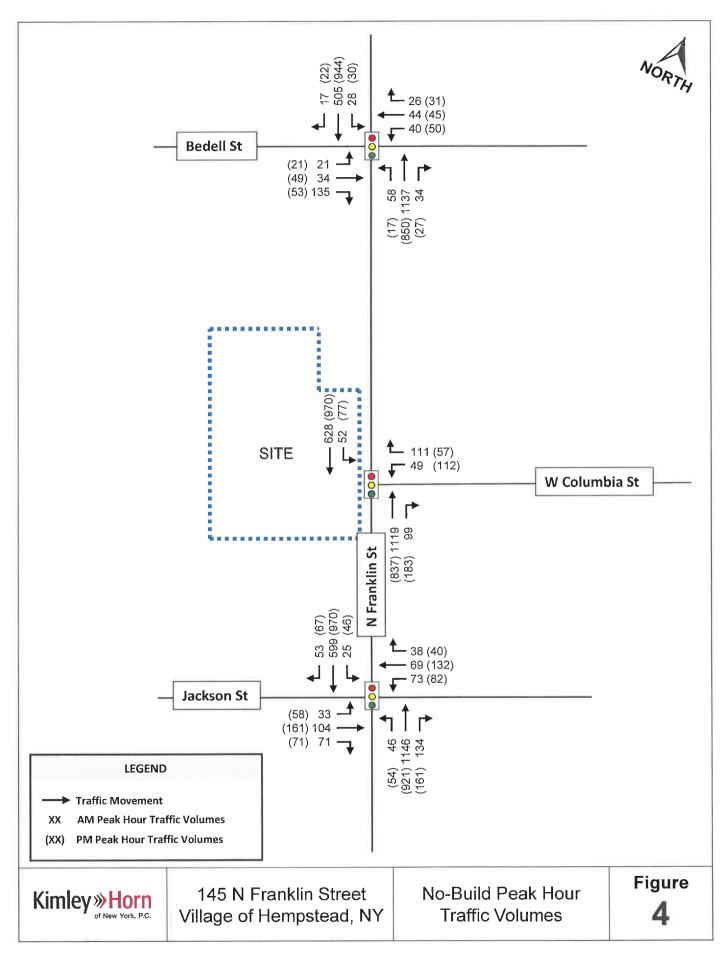
### 4.0 FUTURE NO-BUILD CONDITIONS

The future No-Build conditions are the forecast traffic conditions that are expected to occur without the proposed development. This includes background traffic growth and traffic associated with any other planned / approved developments.

The Village of Hempstead Planning Board was contacted to see if there are any planned or approved developments that would add a significant volume of traffic to the study intersections. No vicinity developments have been identified as of yet by the Village.

### 4.1 Background Traffic Growth

Background traffic growth represents typical traffic growth not associated with any planned development. Growth rate information was provided by Nassau County which indicated that an annual growth rate of 0.65% or less per year would be appropriate along roadways of similar classification. However, since the Project is located in an ever-developing downtown area, we expect additional vicinity developments to contribute traffic to the study intersections. Since the Village has not yet identified any of these developments, this study conservatively used a 1.3% growth rate per year (twice the maximum rate provided by Nassau County). Therefore, the 2020 Existing volumes were increased by a total of 3.9% to represent the 2023 No-Build traffic volumes shown on **Figure 4**.





### 5.0 PROJECT TRAFFIC

Project traffic is the number of vehicle trips forecast to be generated by the proposed development. This Project traffic is calculated and dispersed throughout the road network and onto the study intersections by using trip generation, trip distribution, and trip assignment.

#### 5.1 Trip Generation

The property is currently developed with a total of approximately 50,300 square foot (sf) of commercial space. The buildings consist of a two-story, mixed-use building fronting on North Franklin Street and a cinema/theater in back, currently housing a church. The two-story building has a gross floor area of 27,694 sf and is a mix of restaurant, dance studio, office, dentist, laundromat/dry cleaner, deli/grocery store, dance/studio and performing arts space/uses, as well as the front door for the church which occupies the 27,220 sf theater in back. There are a number of other uses that would be permitted to occupy these buildings under the current Code, including a school, similar to the one next door. This study evaluated the potential trip generation of the existing buildings occupied at their highest/most-intense use. However, to provide a conservative assessment, the Project's impact was determined by comparing future traffic operating conditions with the current uses in the buildings to those that will prevail if the property is redeveloped as proposed.

It is proposed to redevelop the property to reduce the amount of commercial space on the property from 50,300 sf to 8,667 sf and to add 244 apartments for residents 55 and older. Although tentative at this point, it is expected that 4,520 sf of the new commercial space will be a medical office with the balance split approximately equally between retail and restaurant uses. The site is proposed to provide 130 onsite parking spaces (97 are required per the Code) which will be accessed via a new, full-movement driveway on North Franklin Street, north of its intersection with West Columbia Street. The existing access to Bedell Street will be maintained, for emergency use only.

To evaluate the potential traffic impact of the Project, it is necessary to determine the traffic volumes expected to be generated by the development. A review was undertaken of the available trip generation data sources, including the reference published by the Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10th Edition. This widely utilized reference source contains trip generation rates for the related existing and proposed uses: "Shopping Center" (Land Use Code 820), "Small Office Building" (Land Use Code 712), "Medical-Dental Office Building" (Land Use Code 720), "High-Turnover (Sit-Down) Restaurant" (Land Use Code 932), "Church" (Land Use Code 560) and "Senior Adult Housing - Attached" (Land Use Code 252). It also contains trip generation rates for the potential uses of the building: "Movie Theater" (Land Use Code 444) and "Elementary School" (Land Use Code 520).

Due to the Project's proximity to the Hempstead Long Island Railroad station and the downtown Village of Hempstead, varying walking credits were taken for each type of land use. **Table 1,** below, summarizes the



number of trips generated by the existing uses at the site compared to the expected number of trips to be generated by the Project for the weekday AM and PM peak hours.

71.0	Size (1000 sf	Α	M Peak Hou	ır	PM Peak Hour			
Trip Generation	or DU)	Enter	Exit	Total	Enter	Exit	Tota	
		Existing Tri	ps		97	31 =		
Shopping Center	18.46	10	6	16	30	33	63	
Small Office Building	2.31	3	1	4	2	3	5	
Medical/Dental Office Building	0.77	2	0	2	0	2	2	
High-Turnover Restaurant	1.54	7	6	13	8	5	13	
Church	27.22	4	3	7	5	6	11	
Tota	26	16	42	45	49	94		
	Proj	ect Generate	ed Trips					
Shopping Center	2.08	1	1	2	3	4	7	
Medical/Dental Office Building	4.52	9	2	11	4	10	14	
High-Turnover Restaurant	2.08	10	8	18	11	7	17	
Senior Adult Housing - Attached	244	14	23	37	26	21	48	
Total Project (	Senerated Trips	33	34	67	44	42	86	
Net New	7	18	26	-1	-7	-8		

Based on ITE rates with varying credits for non-vehicular traffic (10% for retail and office/medical office, 15% for restaurant, 20% for church, 25% for senior housing).

Source: Kimley-Horn of New York P.C.

As can be seen from Table 1 above, overall, the Project will generate 67 trips in the weekday AM peak hour and 86 trips in the weekday PM peak hour. However, when compared to the traffic that would normally be generated by the current uses at the site, the proposed Project will result in a decrease of 8 vehicular trips (1 less entering; 7 less exiting) during the critical weekday peak hour (PM) and an increase of 26 vehicular trips (7 entering; 18 exiting) during the weekday AM peak hour.

It is noted, however, that the development could just as easily be converted for use as a school or for a more intensive mix of medical office, cinema, retail and restaurant. **Table 2**, below, summarizes the potential trips for the highest/most intense use of the building.



T. 0 "	Size (1000 sf	Α	M Peak Ho	ur	PM Peak Hour			
Trip Generation	or DU)	Enter	Exit	Total	Enter	Exit	Tota	
	Highest/Mo	st-Intense U	se: Mixed-	Use				
Shopping Center	10.82	6	4	9	18	19	37	
Medical/Dental Office Building	4.52	8	3	11	4	10	14	
High-Turnover Restaurant	10.82	50	41	91	56	34	90	
Movie Theater	24.14	5	0	5	126	8	134	
Total	Potential Trips	69	48	117	204	71	275	
	Highest/Most-Ir	ntense Use:	Elementary	School				
Elementary School	50.30	154	126	280	25	30	55	
Total	Potential Trips	154	126	280	25	30	55	

Based on ITE rates with varying values for non-vehicular traffic (10% for retail and medical/dental office, 15% for restaurant, 10% for movie theater, 20% for elementary school). Source: Kimley-Horn of New York P.C.

As can be seen from Table 2, at highest/most-intense use, the building could generate as many as 280 trips in the AM peak hour or 275 trips in the PM peak hour. By comparison, with the proposed development projected to generate just 86 trips in the weekday PM peak hour, that would be 189 fewer than the highest/most-intense use as an intensive mixed-use building (275 trips). In the weekday AM peak hour, when traffic volumes at the three study intersections are between 5% and 10% lower, the traffic generated by the proposed redevelopment of the property (67 trips) would be 213 trips fewer than the 280 trips that would be generated by the existing property, if it were repurposed for its highest/most-intense use as a school.

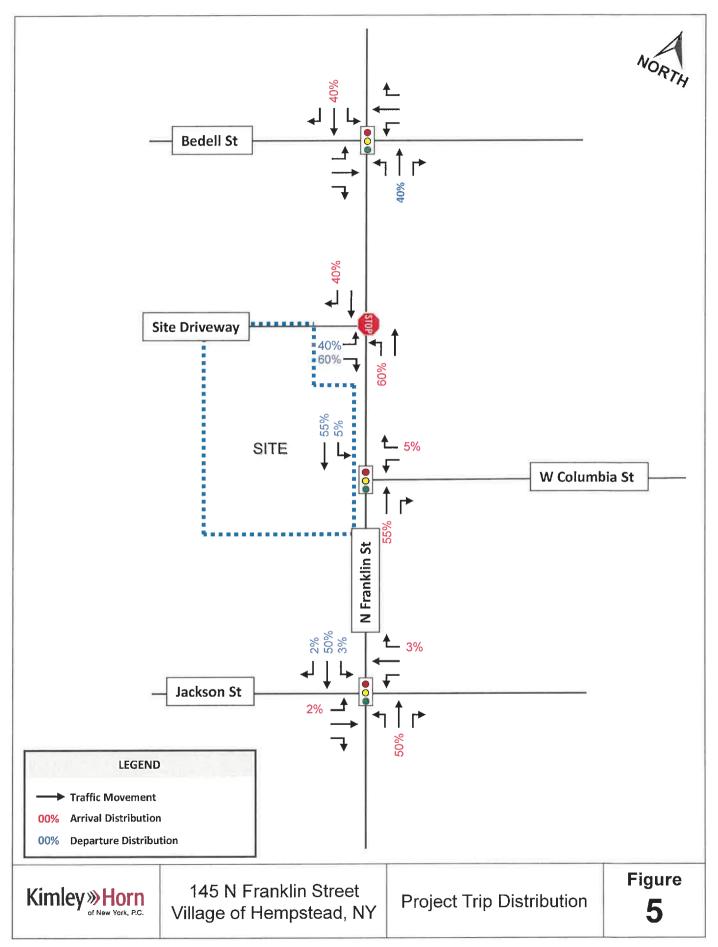
#### 5.2 Trip Distribution and Assignment

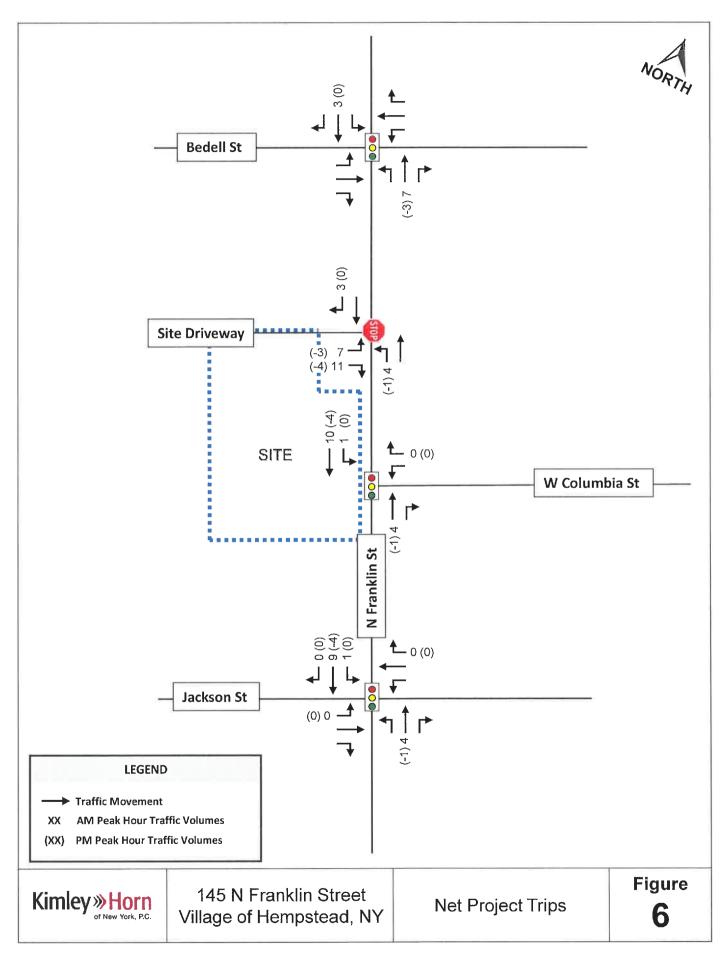
Trip distribution has been forecast by evaluating the existing traffic patterns, reviewing the density of the development in the general area and considering how they will interact with the proposed development. Virtual travel times were reviewed using Google maps to ascertain how motorists will travel between the site and trip origins/destinations. The trip distribution along the roadway network is forecast to be:

- 40% to/from the north along North Franklin Street
- 50% to/from the south along North Franklin Street
- 5% to/from the east along West Columbia Street
- 2% to/from the west along Jackson Street
- 3% to/from the east along Jackson Street



The Trip Distribution at the study intersections is illustrated in **Figure 5** and the Net Project Trips for the proposed development, which are summarized in **Figure 6**, were determined by applying the net new vehicular trips (shown in Table 2) to the arrival and departure percentages (shown in Figure 5).

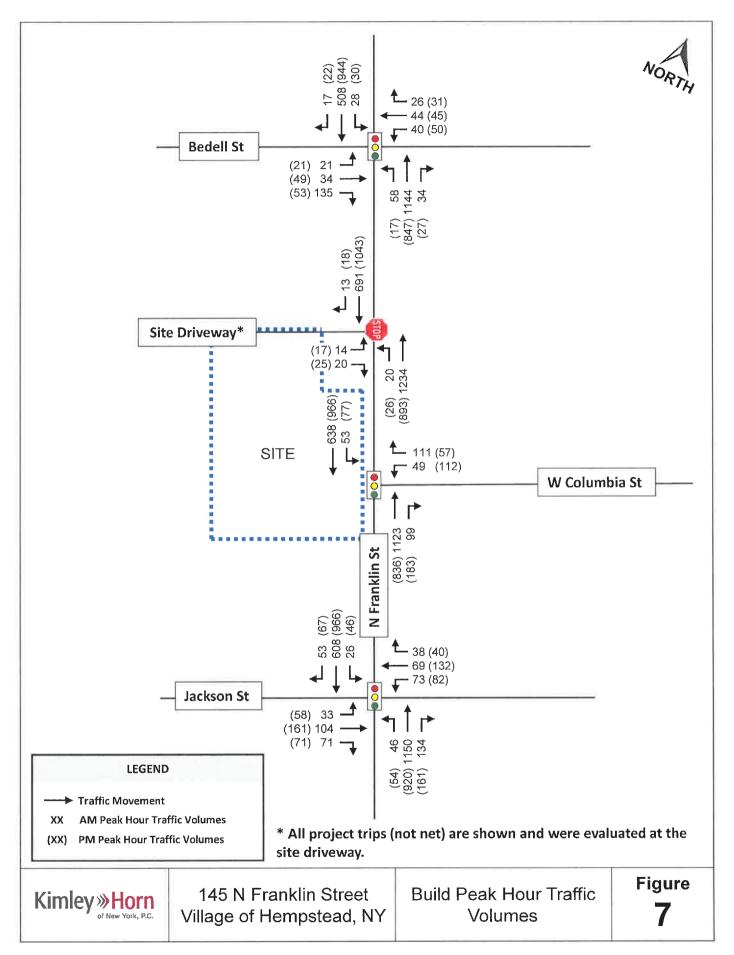






### 6.0 FUTURE BUILD TRAFFIC CONDITIONS

The Future Build conditions are defined as the forecast traffic conditions on the roadway network in the year 2023, with the proposed development. This includes background traffic growth, traffic associated with other planned or approved private developments, and trips generated by the proposed development. The No-Build volumes shown on Figure 4 were added to the project trips shown on Figure 6, resulting in the Build Peak Hour Traffic Volumes shown on **Figure 7**.





### 7.0 CAPACITY ANALYSIS

### 7.1 Intersection Capacity Analysis

An intersection capacity analysis was conducted with the Existing, No-Build and Build peak-hour traffic volumes (shown on Figures 3, 4 and 7) to assess the quality of the traffic flow at the study intersections. The criteria used to analyze the study intersections is based on the evaluation criteria contained in the Transportation Research Board's *Highway Capacity Manual* ("HCM") 6th Edition. The term "level of service" ("LOS") is used to denote the different operating conditions that occur at an intersection under various traffic volume loads. It is a qualitative measure that considers a number of factors including roadway geometry, speed, travel delay, and freedom to maneuver. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions.

Synchro 10 software was used to model the study intersections based on the parameters mentioned above. Synchro 10 software is widely used by traffic engineering professionals, is approved for use by the NYSDOT, and is consistent with the procedures in the HCM.

The LOS designations, which are based on delay, are reported differently for signalized and unsignalized intersections. For signalized intersections, LOS is based on the average control delay per vehicle for the various lane group movements within the intersection. LOS can be reported for individual turning movements, approaches, or for the intersection as a whole. For unsignalized intersections, the analysis assumes that traffic on the mainline is not affected by traffic on the side streets. Thus, the LOS designation is for the critical movement exiting the side street, which is generally the left turn out of the side street or side driveway. For the purposes of this analysis, control delay is defined as the total elapsed time that includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The average control delay for any particular minor movement is a function of the service rate or capacity of the approach and the degree of saturation.

The control delay criteria for the range of service levels for signalized and unsignalized intersections are shown below in **Table 3**.

Table 3 – LOS Criteria							
1 1 (1 00)	Control Delay Per Vehicle						
Level-of-Service (LOS)	Signalized Intersections	Unsignalized Intersections					
Α	≤ 10.0 seconds	≤ 10.0 seconds					
В	>10.0 and ≤ 20.0 seconds	>10.0 and ≤ 15.0 seconds					
С	>20.0 and ≤ 35.0 seconds	>15.0 and ≤ 25.0 seconds					
D	>35.0 and ≤ 55.0 seconds	>25.0 and ≤ 35.0 seconds					
E	>55.0 and ≤ 80.0 seconds	>35.0 and ≤ 50.0 seconds					
F	>80.0 seconds	>50.0 seconds					

Source: Transportation Research Board. Highway Capacity Manual.



To account for the observed use of the wide eastbound and westbound Jackson Street approaches to North Franklin Street as two lanes (one for left-turns), the calculated reduction in the permitted left-turn factor was reduced by half to reflect the assumption that half of left-turning vehicles who might otherwise block through traffic would stay left and that following vehicles would pass them on the right.

The results of the intersection analysis for the Existing, No-Build and Build volume conditions for the AM and PM peak hours are summarized in **Table 4** below. The Synchro worksheets are provided in the Appendix.

		Tab	le 4 – I	ntersec	tion C	apacity	Analy	sis Res	ults				
AM Peak Hour PM Peak Hour													
Intersection	Approach	Existing		No-Build		Bui	Build		Existing		No-Build		ld
meraconon		Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS	Delay (secs)	LOS
	EB LTR	54.5	D	55.1	E	55.1	Е	43.2	D	43.2	D	43.2	D
North Franklin	WB LTR	41.3	D	41.8	D	41.8	D	54.8	D	56.2	Е	56.2	E
Street & Bedell Street	NB LTR	6.6	Α	7.1	Α	7.3	Α	10.5	В	9.6	Α	9.5	Α
(Signalized)	SB LTR	7.8	Α	8.2	Α	8.2	Α	9.3	А	9.9	А	9.9	Α
	INT	13.1	В	13.6	В	13.7	В	14.4	В	14.4	В	14.4	В
North Franklin	WB LR	50.6	D	50.6	D	50.6	D	48.6	D	48.4	D	48.4	D
Street & West	NB TR	6.1	Α	6.8	Α	6.9	Α	7.4	Α	7.4	Α	7.4	Α
Columbia Street	SB LT	7.8	Α	8.3	А	8.5	Α	14.6	В	17.6	В	17.6	В
(Signalized)	INT	10.1	В	10.7	В	10.8	В	13.9	В	15.3	В	15.3	В
	EB LTR	37.0	D	37.7	D	37.6	D	35.2	D	39.2	D	39.1	D
North Franklin	WB LTR	51.8	D	51.7	D	51.7	D	70.9	E	97.4	F	97.0	F
Street & Jackson Street	NB LTR	12.5	В	13.6	В	13.7	В	21.5	С	22.2	С	22.1	С
(Signalized)	SB LTR	2.7	Α	2.8	Α	2.9	Α	13.3	В	11.4	В	11.3	В
	INT	14.8	В	15.5	В	15.5	В	24.3	С	26.6	С	26.5	С
North Property	EB LR	N/A	N/A	N/A	N/A	14.0	В	N/A	N/A	N/A	N/A	13.3	В
North Franklin Street & Site	NB LT	N/A	N/A	N/A	N/A	0.2	Α	N/A	N/A	N/A	N/A	0.5	Α
Driveway	SB TR	N/A	N/A	N/A	N/A	0.0	Α	N/A	N/A	N/A	N/A	0.0	Α
(Unsignalized)	INT	N/A	N/A	N/A	N/A	0.4	Α	N/A	N/A	N/A	N/A	0.5	Α

Note: LOS = Level of Service. Delay is shown in seconds per vehicle.

A descriptive summary of the Synchro analysis results shown in Table 4 for each study intersection is provided below.

#### North Franklin Street & Bedell Street

Under Existing conditions at this signalized intersection, the overall intersection operates at a level
of service (LOS) "B" during the weekday AM and PM peak hours. The eastbound and westbound
approaches experience LOS "D" during both peak hours.



- In the future under No-Build conditions (without the proposed Project, but with forecast increases in existing traffic volumes), the overall intersection and individual movements will continue to operate at existing levels of service during both peak hours. Individual movement delays will increase by no more than 1.4 seconds. The eastbound and westbound approaches will experience LOS "E" and "D" during the AM peak hour, respectively. During the PM peak hour, the eastbound and westbound approaches will experience LOS "D" and "E", respectively.
- Under future Build conditions (with the proposed Project traffic), the overall intersection and individual movements will continue to operate at no-build levels of service during both peak hours.
   Changes in individual movement delays will be imperceptible (0.2 seconds or less).

### North Franklin Street & West Columbia Street

- Under Existing conditions at this signalized intersection, the overall intersection operates at a LOS
   "B" during the weekday AM and PM peak hours. The West Columbia Street approach will operate at LOS "D" during both peak hours.
- In the future under No-Build conditions (without the proposed Project, but with forecast increases
  in existing traffic volumes), the overall intersection and individual movements will continue to
  operate at existing levels of service during both peak hours. Individual movement delays will
  increase by no more than 3.0 seconds.
- Under future Build conditions (with the proposed Project traffic), the overall intersection and individual movements will continue to operate at no-build levels of service during both peak hours.
   Changes in individual movement delays will be imperceptible (0.2 seconds or less).

#### North Franklin Street & Jackson Street

- Under Existing conditions at this signalized intersection, the overall intersection operates at a LOS
  "B" during the AM peak hour and LOS "C" during the PM peak hour. The westbound approach
  during the PM peak hour experiences a LOS "E", while all other movements experienced "D" or
  better during both peak hours.
- In the future under No-Build conditions (without the proposed Project, but with forecast increases in existing traffic volumes), the overall intersection and individual movements will continue to operate at existing levels of service during both peak hours except for the westbound approach during the PM peak hour, where a projected 26.5 second increase in delay will precipitate a change in LOS from "E" to "F". This increase in delay is projected to occur regardless of whether or not the proposed project is built. All other individual movement delays will increase by no more than 1.1 seconds in the AM peak hour and 4.0 seconds in the PM peak hour.
- Under future Build conditions (with the proposed Project traffic), the overall intersection and individual movements will continue to operate at no-build levels of service during both peak hours. Changes in individual movement delays will be imperceptible (0.4 seconds or less).



Although the analysis indicates that proposed redevelopment of the subject site will have no perceptible impact at this intersection, an undesirable level of service is projected to prevail on the westbound approach to this intersection during the Peak PM hour. It is noted that the traffic volume projections in this study are conservative and, consequently, LOS F conditions on the westbound approach will likely not materialize. Even if it should, as indicated in the attached supplemental analyses, LOS E conditions could easily be restored by reassigning a couple of green time to the Jackson Street approach from the N. Franklin Street approach. The N. Franklin Street approach would continue to operate at LOS C or better conditions with this change.

#### North Franklin Street & Site Driveway

• Under future Build conditions (with the proposed Project traffic), the Site Driveway will experience LOS "B" conditions during both peak hours. Delays to main line traffic on North Franklin Street will be minimal (0.5 seconds or less).



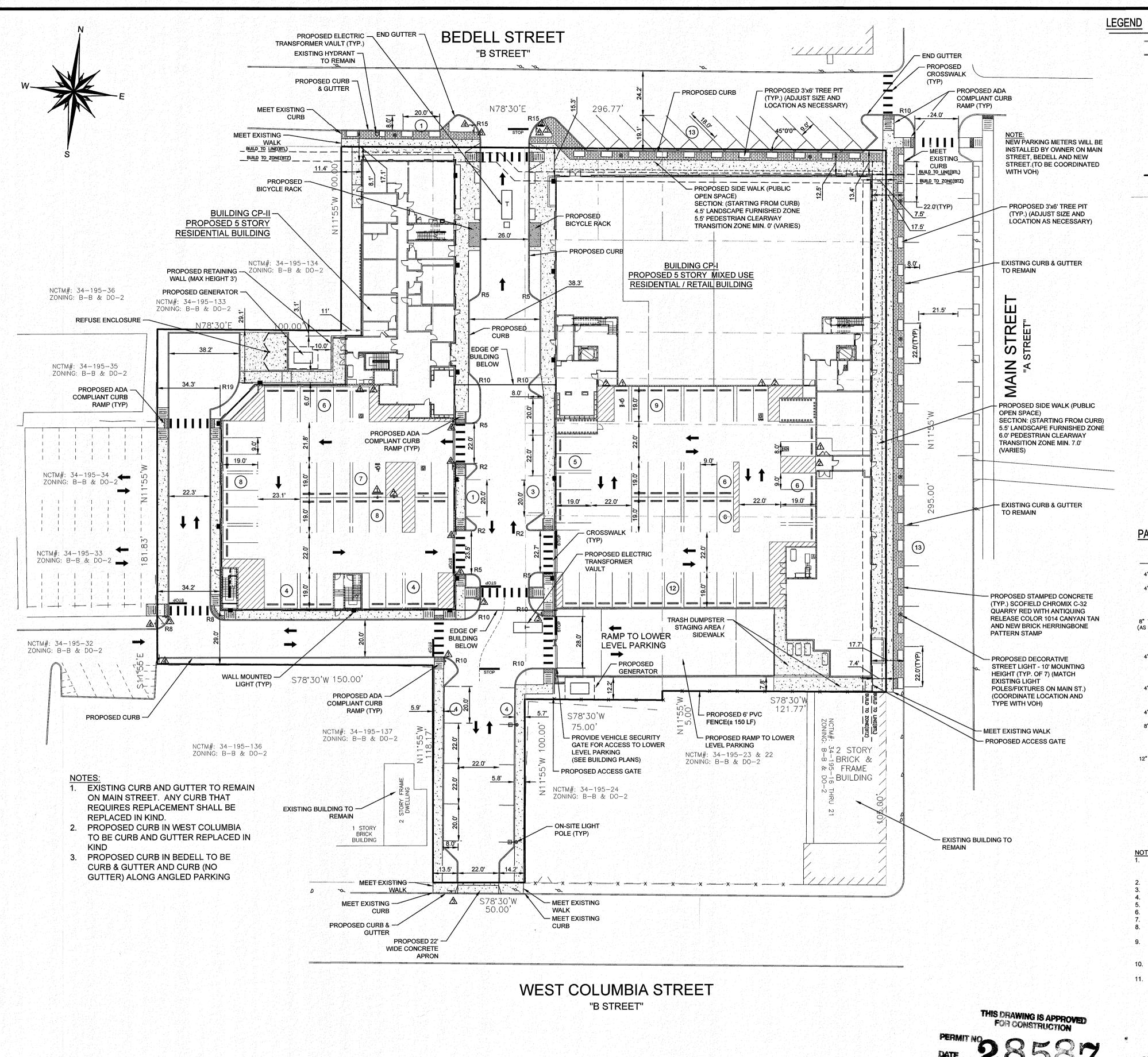
### 8.0 CONCLUSIONS

The site is currently developed with a total of approximately 50,300 square foot (sf) of commercial space and could be fitted out to accommodate a range of more traffic intensive uses. It is proposed to reduce the commercial component of the project by 83% and add senior residential development, which generates only a fraction of the traffic that commercial space does. As a result, the proposed development is projected to generate only slightly more traffic than the existing uses in the building during the weekday AM peak hour (when many of the commercial uses may be closed), and slightly less traffic than the existing uses in the building during the weekday PM peak hour (when many of the commercial uses may be closed).

If the building were upgraded to accommodate a school or a more intense mix of medical office and restaurant spaces, the volumes of traffic generated could be 3 to 4 times more than will be generated by the proposed development.

Detailed intersection capacity analyses revealed that generally acceptable peak-hour traffic operating conditions will prevail on North Franklin Street from Jackson Street to Bedell Street, with or without the project, that the site driveway will operate at acceptable levels of service, even during peak hours, and that changes in delay resulting from the subject project will be imperceptible.

Based on these findings, it is concluded that the increase in traffic volumes associated with the proposed Project will not have a significant adverse impact on traffic operating conditions on any of the surrounding roadways.



**EXISTING CURB LINE** PROPOSED CURB LINE PROPOSED BUILDING FOOTPRINT

PROPOSED STAMPED CONCRETE PROPOSED CONCRETE

PROPERTY LINE LOT LINE

> PROPOSED STREET LIGHT PROPOSED HANDICAP PARKING STALL

PROPOSED ADA CURB RAMP

PARKING STALL COUNT

OWNER/APPLICANT

CONIFER, LLC 1000 UNIVERSITY AVE **ROCHESTER, NY 14607** 

NASSAU COUNTY TAX MAP

SECTION 34, BLOCK 195, LOTS 8, 9, 10, 111, 116, 129-132, 135, 138

PROPERTY ADDRESS/LOCATION

THE PROPOSED SITE IS LOCATED WITHIN DOZ BLOCK 38 AND INCLUDES VILLAGE PARKING FIELD 8 AS WELL AS 155-179 MAIN STREET, 108-126 BEDELL STREET, AND 35-41 WEST COLUMBIA STREET IN THE VILLAGE OF HEMPSTEAD

SITE DATA

**BUILD TO ZONE:** 

LANDSCAPE &

**FURNISHING ZONE** 

TRANSITION ZONE

PEDESTRIAN CLEARWAY

AREA OF SITE: ±110,695 SF (± 2.54 ACRES) **EXISTING ZONING:** BUSINESS B **DOWNTOWN OVERLAY ZONE 2** 

(DO-2, TRANSIT DISTRICT) PARKING LOT, COMMERCIAL & EXISTING USE: RESIDENTIAL PROPOSED ZONING: MIXED USE RETAIL / RESIDENTIAL PROPOSED USE:

SITE FRONTAGE:

**ZONING REQUIREMENTS PROPOSED** REQUIRED MAIN STREET("A" STREET): 17.5' FROM FACE OF CURB BUILD TO LINE: 17.5'

6.0'

22.5' FROM FACE OF CURB

22.5'

BEDELL STREET ("B" STREET): BUILD TO LINE: 12' FROM FACE OF CURB 17' FROM FACE OF CURB **BUILD TO ZONE:** LANDSCAPE & 4.5' **FURNISHING ZONE** PEDESTRIAN CLEARWAY 5.5' 5.5' 2.0' TRANSITION ZONE

RETAIL (3 STALL / 1,000 SF): 22,290 SF @ 3 STALLS /1,000 SF = 67 STALLS TOTAL REQUIRED

PARKING PROVIDED: LOWER LEVEL GARAGE

PARKING REQUIREMENTS

RESIDENTIAL (1 STALL / UNIT):

228 UNITS @ 1 STALL / UNIT

PARKING REQUIRED:

= 170 (INCLUDES 6 HC STALLS) = 84 (INCLUDES 4 HC STALLS) **GROUND LEVEL** ON-STREET\* TOTAL PARKING = 296 STALLS

\*ON STREET PARKING INCLUDES: • 13 MAIN STREET METERED RETAIL PARKING 14 BEDELL STREET METERED RETAIL PARKING

12 NEW STREET METERED RETAIL PARKING

= 228 STALLS

= 295 STALLS

• 3 MAIN STREET METERED RETAIL PARKING LOCATED NORTH OF BEDELL STREET (SEE PARKING MANAGEMENT PLAN)

**BUILDING SUMMARY** PARKING GARAGE: LOWER LEVEL CP-I: 38,474 SF LOWER LEVEL CP-II: 21,414 SF GROUND LEVEL CP-I: 16,074 SF GROUND LEVEL CP-II: 14,489 SF

CP-I RESIDENTIAL: CP-II RESIDENTIAL LOWER LEVEL: 3,012 SF 780 SF 6,847 SF GROUND LEVEL: 2,528 SF 2ND LEVEL: 25,285 SF 15,688 SF 3RD LEVEL: 37,203 SF 15,688 SF 37,203 SF 15,688 SF 4TH LEVEL:

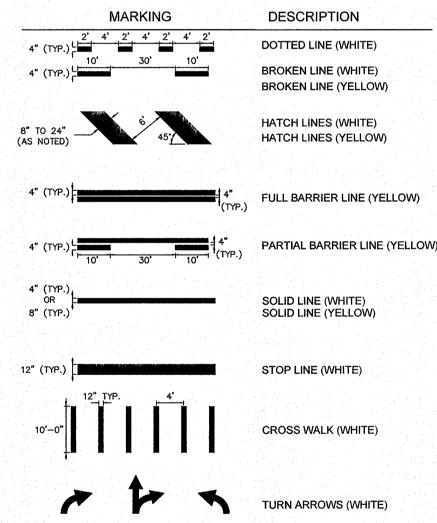
37,203 SF 15,688 SF 5TH LEVEL: **BUILDING TOTAL:** 142,434 SF 70,379 SF

TOTAL: 212,813 SF 22,290 SF (CP-I)

LEASING OFFICE SPACE: 505 SF (CP-I) BUILDING FOOTPRINT: CP-I = 42,210 SF CP-II = 21,087 SF

BUILDING HEIGHT: 54'-2"

### PAVEMENT MARKING LEGEND



NOTES:

1. THE WIDTH AND LAYOUT FOR EACH OF THESE MARKING SHALL CONFORM TO THE CURRENT NASSAU COUNTY STANDARD DETAILS UNLESS OTHERWISE SHOWN ON THIS ALL LONG LINES AND HATCHING TO BE EPOXY MATERIAL.

WORD MARKINGS AND CHARACTERS TO BE PREFORMED PAVEMENT MARKING TAPE. ALL ARROWS TO BE PREFORMED MARKING TAPE. ALL STOP LINES AND CROSSWALKS TO BE PREFORMED HIGH PERFORMANCE TAPE. ALL GRIDLOCK LINES TO BE PREFORMED HIGH PERFORMANCE TAPE. ALL REQUIRED 16" BARS TO BE PREFORMED HIGH PERFORMANCE TAPE. ALL HATCH LINES TO BE PLACED AT A 45 DEGREE ANGEL TO THE ADJACENT TRAVEL

9. PAVEMENT MARKING SYMBOLS SHALL BE DESIGNED IN ACCORDANCE WITH THE NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND THE PROVISIONS OF

THE NEW YORK STATE SUPPLEMENT TO THE NATIONAL MUTCD. 10. THE CONTINUED MAINTENANCE OF ALL PAVEMENT MARKINGS WITHIN THE V.O.H. R.O.W. SHALL BE THE RESPONSIBILITY OF THE V.O.H.

11. ALL HANDICAP RAMPS SHALL BE ADA COMPLIANT.

INC. VILLAGE OF HEMPSTEAD, NY

BUILDING DEPARTMENT INC. VILLAGE OF HEMPSTEAD HESE PLANS ARE ACCEPTED AS PROPOSED CONSTRUCTION BUT EXAMINATION DOES MEAN APPROVAL OR ANY LIABILITY THEREFORE THEY MUST MEET ALL REQUIREMENTS OF ALL APPLICABLE LAWS OR ORDINANCES WHETHER OR NOT CORRECTLY OR INCORRECTLY SHOWN.

RECEIVED

MAR 5 - 2023 -BUILDING DEPARTMENT BLDG. DEPT. COPY

# SIGN LEGEND

<del></del>	<u> </u>		
	SIGNAGE	M.U.T.C.O. NO.	DIMENSIC
	HESERVED PARKING Gi	R7-8	12"x18"
	VAN ACCESSIBLE	R7-8b	18"x12"
<u> </u>	NO STOPPING ANY TIME	NYR7-4	12"x18"
<u> </u>	STOP	R1-1	30"x30"
4	90 NOT ENTER	R5-1	30"x30"
 ß	<b>CONE WAY</b>	R6-1L	18"x32"
Â	CONE WAY	R6-1R	18"x32"

8-20-18 8-13-18 7-20-17 7-10-17 DATE:

9-10-18



### 60% CD DEVELOPMENT COORDINATION SET **REVISIONS:** 15202 GROUND LEVEL ALIGNMENT PLAN PROJECT NO.: DRAWN BY:

**BUILDING PERMIT** 

85% CD DEVELOPMENT

80% CD DEVELOPMENT

CARMAN PLACE VILLAGE OF HEMPSTEAD TOWN OF HEMPSTEAD, NASSAU COUNTY, NEW YORK

DATE: SCALE: N.C.T.M.: SECT. 34, BLK. 195, LOTS 8 - 10, 111, 116, 129 - 132, 135, 138 FILE NO.: **NELSON & POPE** 15202\_CARMAN PLACE CADD:

CHECKED BY:

ENGINEERS & SURVEYORS 2 WALT WHITMAN ROAD, MELVILLE, N.Y. 11747 PHONE (631) 427-5665 FAX (631) 427-5620 WWW.NELSONPOPE.COM P.E. SEAL AND SIGNATURE

AFFIX TO THE ITEM HIS SEAL AND NOTATION "ALTERED BY" FOLLOWED BY HIS SIGNATURE AND THE DATE OF SUCH ALTERATION, AND SPECIFIC DESCRIPTION OF THE ALTERATION.

SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE SEAL OF AN ENGINEER

GRAPHIC SCALE

( IN FEET )

1 inch = 30 ft.

IT IS A VIOLATION OF NEW YORK STATE EDUCATION LAW ARTICLE 145, PROFESSIONAL

ENGINEERING AND LAND SURVEYING, SECTION 7209 FOR ANY PERSON, UNLESS HE IS

ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER OR LAND

G:\projects\15202\Carman Place\_Conifier\SITE PLAN\15202\_CARMAN PLACE.dwg, 9/11/2018 9:42:49 AM, AutoCAD PDF (Smallest File).pc3

OR LAND SURVEYOR IS ALTERED, THE ALTERING ENGINEER OR LAND SURVEYOR SHALL

CCV

07/07/17

1" = 30'

Case No. 2041	Approved20	0
Fee Paid \$ 500.00	Denied	0

### **Appeal to the Board of Zoning Appeals**

(To be filed and submitted in triplicate with six sets of plot plans or site plans drawn to scale and a detailed description and location of the property together with all existing and proposed buildings and the distance of the same from the lot or street line. See also the requirements of area map, mailing of notices, etc., pursuant to the rules of the Board of Zoning Appeals as set forth in the Code of Ordinances of the Inc. Village of Hempstead.)

### In the Matter of the Appeal of

Clinton Manor LLC
226 Clinton Street, Hempstead

sec.34, block 245, lot 554-558, 563

to the
BOARD OF ZONING APPEALS
VILLAGE OF HEMPSTEAD

APPEARANCE BY Christopher Lynch, Esq.
ADDRESS 64 Hilton Ave, Hempstead
TELEPHONE 516-292-1818

### FOR OFFICE USE ONLY

1.	Application Examined by // // // // // // // // // // // // //	Date $4/13/21$
2.	Application accepted by	Date
3.	Ownership of property verified by	Date
4.	Public Hearing Scheduled for	Date
5.	Affidavit of Notification to property owners	Date
6.	Area maps filed	Date
7.	Decision of Board of Zoning Appeals	Date
		Date

# INFORMATION REQUIRED

	Has building permit been refused by Building Dept.? yes. Date Date
2.	If no building permit is required, has a denial notice been issued by Building Dept.?yes
3.	Is there a school, nursing home or hospital within 200 feet of the premises in question?no
4.	Is this an application for a variance or for a special exception?variance
5.	Approximate cost of work involved if the application is granted \$500,000.00
6.	Under what section of the Code of Ordinances is this application made? .139-6,139-20,139-106
7	This property is located in a Res B, Res C, Bus B zone.
8.	Variance or Special Exception Requested (cross out one). Describe
	Applicant wants to construct a 3 story mixed senior housing and residential apartment building with 60 senior housing units and 60 residential apartments, with lower level parking meeting code specifications.
9.	If this is an application for a variance, state whether same is based on unnecessary hardship or other
	claimed difficulty both
10	Describe the unnecessary hardship or other claimed difficulty.
	The premises is situated with mixed use zoning Business B, Residential B and Residential C. The premises is surrounded by apartment residences and the construction of this apartment building will be in comformity with the uses of the neighborhood
11.	. Has the unnecessary hardship or other claimed difficulty herein been self created?no
12	If this is an application for a special exception, set forth the reasons why the application should be granted.
	N/A
13.	If the work has already been completed or is in the stage of completion, set forth all details and dates.
	N/A

STATE OF NEW YORK
COUNTY OF NASSAU SS.:
ARIN GOLDSTEIN being duly sworn, deposes and says that he i
Managing Member of Clinton Manor LLC of the property above described. That al
statements made in this appeal are true to the best of his knowledge and belief, except as to the matter herein
stated to be alleged on information and belief, except as to the matters he believes the same to be true. That thi
appeal is made with the knowledge and consent and at the request of the whom of the property described herein
Sworn to before me this
26 th CRISTAL ACOSTA NOTARY PUBLIC-STATE OF NEW YORK
No. 01AC6410979
(Notary Public)  Qualified in Nassau County  My Commission Expires 11-09-2024
Note:-
If this application is not made by the owner, the owner must execute and sign the following affidavit:
STATE OF NEW YORK
COUNTY OF NASSAU ss.:
being duly sworn, deposes and says that he i
the owner of the premises herein by a certain deed dated theday of
made by, and recorded in the Nassau County Clerk's Office in Liber
of Deeds on Page on the
the application herein, is familiar with the contents thereof, and gives his consent to the same.
Sworn to before me this
day of
(Natara Dalia)
(Notary Public)
Applicant
Owner

Premises No. ......Sec.....Blk. .....Lot(s) ......



## CHAIRPERSON, KENNETHA PETTUS

Planning Board Members
Leroy Brown, Marcia P. Turner
Rashid Walker, Lynnwood Deans
Michelle Banks, Secretary to the Planning Board
Dennis McDermott, Deputy Village Attorney

# Inc. Village of Hempstead 99 Nichols Court P.O. Box 32, Hempstead, New York 11554-0032 (516) 489-3400 Ext. 263

PLANNING BOARD APPLICATION

ROPERTY ADDRESS: 226 Clinton Street	ZONING DISTRICT_Hempstead
ECTION 34 BLOCK 245 LOT(S) 554-558,5	663,567 LOT SIZE
ATTACHED COPY OF SURVEY/ OR PLOT PLAN INDICATE OF PROCESS THIS APPLICATION. ELEVA	ATING LOCATION OF PROPOSED PROJECT IS TION DRAWINGS ARE REQUIRED.
(I.	1
APPLICANT   TENANT   LEASEE	PROPERTY OWNER
NAME: Clinton Manor LLC	NAME: Clinton Manor LLC
ADDRESS: 301A Central Avenue	ADDRESS: 301A Central Avenue
Lawrence, NY 11559	Lawrence, NY 11559
TELEPHONE NO. (9/7) 680-73/7	TELEPHONE NO. (917 ) 680 - 7317
IF APPLICABLE ATTORNEY NAME	TYPE OF IMPROVEMENT/DEVELOPMENT Check One Below
NAME: White, Cirrito Wally & Lynch	Subdivision of Plot ☐ New Building/Structure ☑ Alteration ☐ Addition ☐
ADDRESS: 64 Hilton Avenue	Inground Pool
Hempstead, NY 11550	Describe Item(s) Check Above:
TELEPHONE NO. ( <u>516</u> ) <u>292–1818</u>	
PRESENT RESIDENTIAL LAND USE Describe Empty Ruilding	NON-RESIDENTIAL LAND USE EXISTING USE
	Describe:
PROPOSED LAND USE One Family □ Two or More Dwellings □	
Transient, Hotel, Motel, Dormitory Describe Item(s) Checked Above: Applicant wants	120 PROPOSED USE
construct a 3 story senior housing	and
residential apartment building with senior housing and 60 residential h	60
IV. request a Concept plan/Initial site plan review: Yes	
W. BE ADVISED THAT PURSUANT TO HEMPSTEAD VILLA A filing fee of \$50 is hereby established and required in connection subdivision or a site plan.  § 8-5.2. Costs to be paid. The applicant to the Planning Board for the approval of a subdivision in this Code in addition to the following costs, which may be A. Advertising.  B. Stenographic minutes of meetings. C. Engineering costs.	AGE CODE THE FOLLOWING MAY APPLY: on with any application to the Planning Board for approval of a sion or a site plan shall be liable for and shall pay the costs as set
D. Inspection costs.  E. Legal fees.  E. Recording fees	
F. Recording fees.	

ACCEPTANCE OF THIS APPLICATION BY THE VILLAGE CLERK'S OFFICE DOES NOT CONSTITUTE A COMPLETE APPLICATION

J-5.4. Deposits.

In addition to the filing fee, the following deposits are hereby established and required in connection with any application to the Planning Board for approval of subdivision or a site plan:

A. On application for preliminary approval there shall be a deposit of \$200.

On application for final approval of a subdivision there shall be a deposit of \$150, plus 1% of the amount certified by the Village Engineer as the cost of the public improvements other than water to be installed.

C. Upon submission of the approved plat for signature:

- (1) On a subdivision, there shall be a deposit of 5% of the amount of the bond required by the resolution of the Planning Board granting final approval.
- (2) On a site plan, there shall be a deposit of the amount certified by the Planning Board to be required to defray the costs of the Village as set forth in § 8-5.1.

§ 8-5.5. Payment of costs above deposits.

In the event that the amount of the deposits required herein is insufficient to cover the costs as set forth herein, then the applicant prior to either preliminary or final approval, or reduction or discharge of the bond, as the case may be, shall pay to the Village the additional cost. In the event that the amount of the deposit shall exceed said costs as determined either at the time of an abandonment of the subdivision or the discharge of the bond, as the case may be, said unused deposit shall be returned to the applicant, provided that the applicant shall, within six months of discharge of the bond or the abandonment of the subdivision, as

of the Village.  § 8-5.6. Fees and deposits paid before consideration.  No consideration shall be given by the Planning Board to any application for preliminary or final approval of a proposed subdivision or site plan, nor shall any approved plat be signed, unless all required fees and deposits shall have been paid.  VI.
AFFIDAVIT OF APPLICANT  I, Aron Goldstein BEING DULY SWORN, DEPOSES AND SAYS: That I reside at Laurence,  County of Nassmu , State of New York , that I am the forementioned and agree that will conform to all applicable laws and codes.  Applicant's Signature Date  Sworn to before me this 200 day of CRISTAL ACOSTA NOTARY PUBLIC-STATE OF NEW YORK No. 01AC6410979
PROPERTY OWNER'S CONSENT  Apply Gold Stein managing member of am (are) the owner(s) of the subject property and consent to the filing of the application Cluster managing member of the application Cluster managing members.
Sworn to before me this 20 day of  Other's Signature  Sworn to before me this 20 day of  CRISTAL ACOSTA  NOTARY PUBLIC-STATE OF NEW YORK  No. 01AC6410879  Quelified in Nassau County  My Commission Expires 11-09-2024
per village use only deposit required 20.00 application fee \$.200.00 add. charges \$
Site Plan Public Hearing Required: Yes No Date of Hearing Date of Decision Date of Meeting 2 2812 Decision: Approved Denied
Planning Board Approval Signatures:  PATHUR DE Chairperson, Kersbetha Petrop Public State
Comments:

# Short Environmental Assessment Form Part 1 - Project Information

#### **Instructions for Completing**

Part 1 - Project Information. The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information.

Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.

Part 1 - Project and Sponsor Information					
Name of Action or Project:					
Project Location (describe, and attach a location map):					
226 Clinton Street, Hempstead, NY 11550	0				
Brief Description of Proposed Action:					
Applicant wants to construct a 3 story	mixe	d senior hou	ısin	ıg	
and residential apartment building with	າ 60 ສ	senior housi	ina	uni	ts
and 60 residential apartments, with low	ver le	evel parking	J		
Hammer Hammer					
family					
Name of Applicant or Sponsor: Clinton Manor LLC	Teleph	one: 917-680-	731	17	
CITICON MANOL LLC	E-Mail	;			
Address:					
301A Central Ave					
City/PO:		State:		Code:	
Lawrence	- 1	NY	11	559	
1. Does the proposed action only involve the legislative adoption of a plan, l	local law,	ordinance,		NO	YES
administrative rule, or regulation?  If Yes, attach a narrative description of the intent of the proposed action and	l the envi	ronmantal recourses H	hat I		
may be affected in the municipality and proceed to Part 2. If no, continue to	question	i 2.	nat	х	
2. Does the proposed action require a permit, approval or funding from any				NO	YES
If Yes, list agency(s) name and permit or approval:					
Village of Hempstead Zoning Board of Ap	peals	5			lx.
3.a. Total acreage of the site of the proposed action?		acres			<u> </u>
b. Total acreage to be physically disturbed?		acres			
c. Total acreage (project site and any contiguous properties) owned					
or controlled by the applicant or project sponsor?		_acres			
4. Check all land uses that occur on, adjoining and near the proposed action	1.				
☐ Urban ☐ Rural (non-agriculture) ☐ Industrial ☐ Comm		•	•		
☐Forest ☐Agriculture ☐Aquatic ☐Other	(specify)	:			
☐ Parkland					

	NO	YES	N/A
a. A permitted use under the zoning regulations?	х		
b. Consistent with the adopted comprehensive plan?		х	
6. Is the proposed action consistent with the predominant character of the existing built or natural		NO	YES
landscape?			х
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Are	a?	NO	YES
If Yes, identify:	_	x	
8. a. Will the proposed action result in a substantial increase in traffic above present levels?		NO	YES
		x	
b. Are public transportation service(s) available at or near the site of the proposed action?		Ħ	x
c. Are any pedestrian accommodations or bicycle routes available on or near site of the proposed acti	on?	х	
9. Does the proposed action meet or exceed the state energy code requirements?		NO	YES
If the proposed action will exceed requirements, describe design features and technologies:			
	_	X	
10. Will the proposed action connect to an existing public/private water supply?		NO	YES
If No, describe method for providing potable water:			
			Lx
11. Will the proposed action connect to existing wastewater utilities?		NO	YES
If No, describe method for providing wastewater treatment:			x
17 To, describe medica for providing wasteward around and			
12. a. Does the site contain a structure that is listed on either the State or National Register of Historic		NO	YES
Places?		х	
b. Is the proposed action located in an archeological sensitive area?	l l	х	
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain		NO	YES
wetlands or other waterbodies regulated by a federal, state or local agency?		x	
b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody?		х	
If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres:	_		
14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check al  Shoreline Forest Agricultural/grasslands Early mid-succession	l that	apply:	
☐ Wetland ☐ Urban ☐ Suburban			
15. Does the site of the proposed action contain any species of animal, or associated habitats, listed		NO	YES
by the State or Federal government as threatened or endangered?		x	
16. Is the project site located in the 100 year flood plain?		NO	YES
		x	Ш
17. Will the proposed action create storm water discharge, either from point or non-point sources? If Yes,		NO	YES
a. Will storm water discharges flow to adjacent properties?		X	
b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains If Yes, briefly describe:	3)?		

18. Does the proposed action include construction or other activities that result in the impoundment of water or other liquids (e.g. retention pond, waste lagoon, dam)?	NO	YES
If Yes, explain purpose and size:	X	
19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility?	NO	YES
If Yes, describe:	x	
20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste?	NO	YES
If Yes, describe:	x	
I AFFIRM THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE KNOWLEDGE  Applicant/sporsor name: Acon Goldson Date: 3/16/11	BEST O	F MY

# **Traffic Impact Study**

# Proposed Clinton Street Redevelopment 226 Clinton Street Town of Hempstead, New York

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August 2021

Project Number 112347001

Kimley»Horn





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# **APPENDIX**

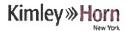
Transit-Oriented Development Report

Village of Hempstead Downtown Vision & Comprehensive Development Plan Update Synchro Capacity Analyses



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# 1.0 EXECUTIVE SUMMARY

This report has been prepared by Kimley-Horn Engineering and Landscape Architecture of New York, P.C. ("Kimley-Horn") to document the potential traffic impacts associated with the proposed replacement of an existing medical office building with of a residential building at 226 Clinton Street in the Village of Hempstead, Nassau County, NY ("the Project"). This traffic impact study evaluates both existing and future traffic operating conditions surrounding the site both with and without the Project. The anticipated year of completion of this redevelopment is 2024.

#### 1.1 Project Description

The Project site is situated on the east side of Clinton Street, to the west of East Columbia Street. The property is currently developed with a 20,131 square foot (sf) medical office building and a 90-space parking lot. Existing access to the site is provided by two driveways; an entrance-only driveway located to the north of the medical office building and a two-way driveway to the south of the building.

It is proposed to demolish the existing building and construct a three-story, residential apartment building containing 120 units, with 60 standard units and 60 units for residents 55 and older. A total of 105 parking spaces will be provided in a structure beneath the residential building. The existing driveways will be removed and replaced with a single driveway located at the southern end of the property which will provide access to the parking structure.

#### 1.2 Study Methodology

This study evaluates existing traffic conditions, as well as future conditions without the Project ("No-Build") and with the Project ("Build") at the site's southern access driveway. The No-Build condition is the benchmark against which the potential impacts of the proposed Project are compared.

Traffic counts were conducted in May 2021 during the weekday AM and PM peak periods when the combined roadway and Project traffic is expected to be highest. Due to the current COVID-19 pandemic, traffic volumes in the region have been lower than normal. Guidance provided by the New York State Department of Transportation (NYSDOT) was followed to ensure that the existing volumes used in this study are representative of normal (non-pandemic) conditions. Thus, the May 2021 counted volumes were increased by an average of 33% during the AM and PM peak hours.

The adjusted existing peak-hour volumes were grown to the year 2024 by a total of 3.9 percent to represent future conditions without the Project ("No-Build").

The number of trips expected to be generated by the Project during the peak hours were forecast based on data contained in the Institute of Transportation Engineers' (ITE) publication, *Trip Generation Manual*, 10th Edition. The Project trips for the 120 residential units were compared to the trips currently generated



by the medical office building to identify net increase or decrease in trips generated by the Project. Adjustments were made to account for non-vehicular trips made by public transit and pedestrians.

The Project-generated trips were distributed to the study intersection and added to the No-Build volumes to represent future conditions with the Project ("Build").

Synchro analyses were conducted for the Existing, No-Build and the Build traffic volume conditions and compared to intersection capacities to identify Project impacts.

An analysis was undertaken at the southern sight driveway to determine if there is sufficient sight distance provided.

#### 1.3 Findings

Because the Project is replacing the 20,131-sf medical office building, it is projected that it will result in a net <u>decrease</u> of 31 vehicular trips to the surrounding roadways during the weekday AM peak hour and a net increase of just 14 trips during the PM peak hour.

At the unsignalized intersection of the southern Site driveway with Clinton Street, the results of the Synchro analysis reveal that the Site driveway approach currently operates at a level of service<sup>1</sup> ("LOS") "D" during the AM peak hour and at LOS "E" during the PM peak hour. Both approaches of Clinton Street operate acceptably, at LOS "A", during the peak hours.

In the future under No-Build conditions, compared to Existing conditions, increased delays will result in the LOS dropping from LOS "D" to "E" on the driveway approach during the AM peak hour. The driveway and Clinton Street will continue to operate at LOS "E" during the PM peak hour.

Under future Build conditions (with the proposed Project traffic replacing the existing medical office traffic), compared to No-Build conditions, there will be a reduction in delay on the driveway approach (4.3 second reduction during the AM peak hour; 2.8 second reduction in the PM peak hour) resulting in the LOS being restored to "D" during the AM peak hour. The driveway and Clinton Street will continue to operate at existing levels during the PM peak hour.

The sight distance analysis reveals that sufficient intersection sight distance is available from the southern Site driveway, provided that the existing foliage located along Clinton Street to the south of the driveway is maintained so that it does not unduly obstruct sightlines. Sufficient stopping sight distance is also available along Clinton Street.

-

<sup>&</sup>lt;sup>1</sup> Traffic operating conditions or LOS are graded by traffic engineering professionals on an "A" to "F" scale, with LOS "A" representing the best conditions and LOS "F" representing the worst conditions.



#### 1.4 Conclusions

Based on the analysis provided herein, it is concluded that traffic from the proposed redevelopment of the property will not have a significant adverse impact on area traffic operating conditions as the proposed Project will add only 14 additional trips to the surrounding roadways during the busiest hour. The Project will also reduce the number of driveways serving the property to one, resulting in fewer conflicting movements along Clinton Street, and the remaining driveway will have more than sufficient sight distance. Finally, more than adequate parking will be provided for the proposed facility.



### 2.0 INTRODUCTION

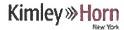
This report has been prepared by Kimley-Horn to document the potential traffic impacts associated with the proposed replacement of an existing medical office building with of a residential building at 226 Clinton Street in the Village of Hempstead, Nassau County, NY. This report evaluates both existing and future traffic operating conditions surrounding the site both with and without the Project. The anticipated year of completion of this redevelopment is 2024.

The Project site is situated on the east side of Clinton Street, to the west of East Columbia Street, as illustrated in **Figure 1**. The property is currently developed with a 20,131 square foot (sf) medical office building and a 90-space parking lot. Existing access to the site is provided by two driveways; an entrance-only driveway located to the north of the medical office building and a two-way driveway to the south of the building.

It is proposed to demolish the existing building and construct a three-story, residential apartment building containing 120 units, with 60 standard units and 60 units for residents 55 and older. A total of 105 parking spaces will be provided in a structure beneath the residential building. The existing driveways will be removed and replaced with a single driveway located at the southern end of the property which will provide access to the parking structure.

This study evaluates existing traffic conditions as well as future conditions without the Project ("No-Build") and with the Project ("Build") at the site's access point on Clinton Street. The No-Build condition is the benchmark against which the potential impacts of the proposed Project are compared.

mley » Horn



### 3.0 EXISTING CONDITIONS

#### 3.1 Roadway Network and Study Intersections

Evaluation of the traffic impacts associated with the proposed Project requires a thorough understanding of the existing roadway system in the vicinity of the site. The existing conditions observed in the study area include an inventory of the roadways, speed limits, on-street parking restrictions, intersection geometry, traffic control devices, pavement condition and markings. This information is provided below.

Clinton Street is classified by the New York State Department of Transportation ("NYSDOT") as an urban "Principal Arterial - Other". Clinton Street travels from its intersection with Peninsula Boulevard in the south to Meadow Street in the north, where it enters the Village of Garden City and is known as Clinton Road. Clinton Street is under the jurisdiction of Nassau County and provides two 10-foot travel lanes per direction with a shoulder on either side. The pavement is in fair to good condition and the posted speed limit is 30 miles per hour (mph). Sidewalks are provided on both sides of the road, and on-street parking is generally permitted along the west side of the roadway within the study area.

The existing lane geometry at the two existing site driveway intersections is described in detail below. As part of the Project, the northern site driveway will be eliminated

Clinton Street & Northern Site Driveway – Clinton Street forms the northbound and southbound approach to this unsignalized, T-intersection. The site driveway forms the east leg and provides one inbound lane only. Both Clinton Street approaches provide one through lane and one shared through-turn lane. This driveway will be eliminated in the future with the proposed Project and was not analyzed. However, counts were conducted at this location to identify the existing medical office's trip generations.

Clinton Street & Southern Site Driveway – The site driveway forms the westbound minor street approach to this unsignalized T-intersection with Clinton Street and provides one entering lane and one exiting lane permitting left and right turns. The northbound Clinton Street approach provides one through lane and one shared through/right-turn lane. The southbound approach provides one shared left-turn/through lane and one through lane. This driveway will be reconstructed, generally in its current location, and will provide access to the proposed parking structure. The reconstructed driveway will provide one entering lane and one exiting lane permitting left and right turns.

#### 3.2 Public Transportation

The project site is located only a 7-minute walk away from the Metropolitan Transportation Authority's (MTA) Long Island Railroad (LIRR) Hempstead station on West Columbia Street. LIRR provides fast, frequent rail service between Penn Station in New York City and Hempstead, NY on the Hempstead Branch. There are 50 trains that stop at the Hempstead train station each weekday (24 eastbound trains, 26 westbound trains)



and 44 daily trains on weekends and holidays that stop at the Hempstead station (22 trains in each direction). Peak express service between the LIRR Hempstead station and Penn Station takes approximately 50 minutes. A review of the weekday train schedules reveals that there are 4 and 3 trains that arrive or depart the station, during the AM and PM peak hours, respectively.

In addition to the LIRR train station, Nassau Inter-County Express (NICE) provides scheduled bus service between Nassau County, western Suffolk county, and the eastern part of Queens. Routes n15 and n35 operate along Clinton Street, with a northbound bus stop conveniently located 300 feet to the south of the site and a southbound bus stop located across Clinton Street near the intersection with Jackson Street. Route n15 operates between Roosevelt Field Mall in Garden City and Long Beach with frequent bus service provided on weekdays (112 total buses; 56 buses in each direction), Saturdays (102 buses; 51 buses in each direction) and Sundays (64 buses; 32 in each direction). Route n35 operates between Westbury and Baldwin Harbor with 72 buses on weekdays (36 buses in each direction), 54 buses on Saturdays (27 buses in each direction) and 28 buses on Sundays (14 buses in each direction).

The project site is also located only a 7-minute walk away from the Rosa Parks Transit Center on West Columbia Street, which provides access to 15 additional NICE bus routes:

- MMS Mercy Medical Shuttle
- n6 Hempstead to Jamaica
- n6x Hempstead to Jamaica Express
- n16 Roosevelt Field to Rockville Centre
- n27 Hempstead to Glen Gove
- n31 Hempstead to Far Rockaway via West Broadway
- n32 Hempstead to Far Rockaway via Broadway
- n40/41 Mineola to Freeport
- n48 Hempstead to Hicksville via Carman
- n49 Hempstead to Hicksville via Newbridge
- n54 Hempstead to Sunrise Mall
- n55 Hempstead to Sunrise Mall
- n70 Hempstead to Farmingdale State College
- n71 Hempstead to Sunrise Mall
- n72– Hempstead to Farmingdale Route 110
- · Shuttle to Hofstra campus

#### 3.3 Traffic Data Collection

To assess existing traffic conditions at the study intersections, turning movement counts were conducted at the two driveway intersections on Wednesday, May 19, 2021, between 7:00 and 9:30 a.m. and 4:00 and



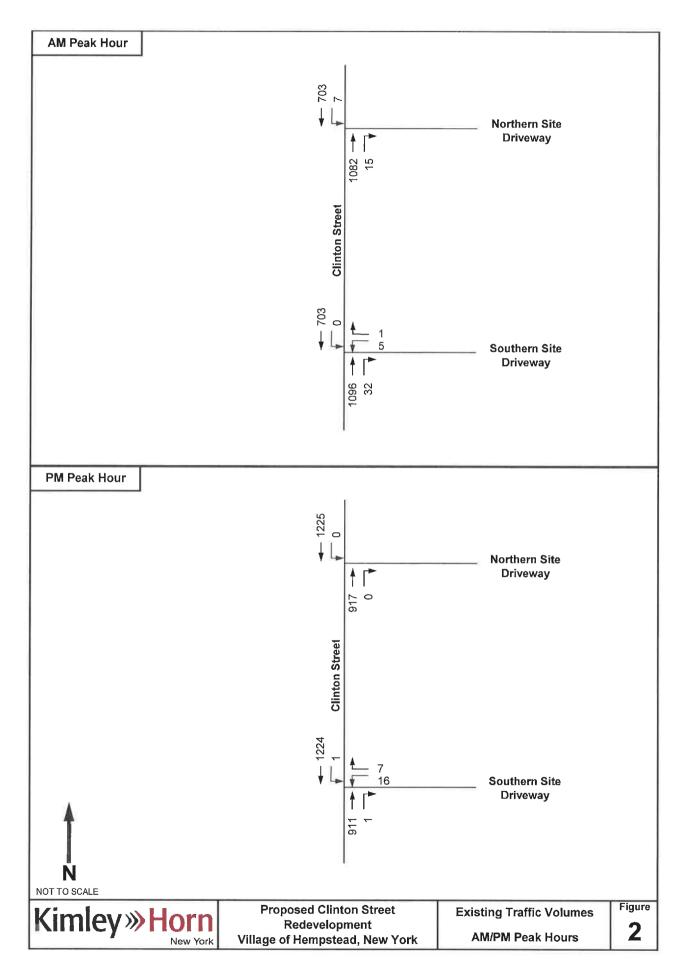
7:00 p.m. The counts were tabulated which indicated that the weekday morning peak hour occurred from 7:30 to 8:30 a.m. and the weekday evening peak hour occurred from 4:30 to 5:30 p.m.

Due to the current COVID-19 pandemic, traffic volumes in the region have been lower than normal. To assess existing traffic conditions at the study intersections during the pandemic, guidance<sup>2</sup> provided by the New York State Department of Transportation (NYSDOT) was followed to ensure that the existing volumes used in this study are representative of normal (non-pandemic) conditions. Using NYSDOT's Traffic Data Viewer, December 2018 traffic counts on Clinton Street approximately 600 feet to the north of the Project site were obtained. The 2018 NYSDOT counts were grown to the Year 2021 by 1.5% and then compared to the May 2021 counts at the study intersections. Based on this comparison, the May 2021 counted volumes were increased by an average of 33% during the AM and PM peak hours. The adjusted 2021 Existing Peak Hour Traffic Volumes are shown on **Figure 2**.

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<sup>&</sup>lt;sup>2</sup> 8/11/2020 NYSDOT Memorandum entitled, *Traffic Data Collection Guidance during COVID-19 Pandemic.* 





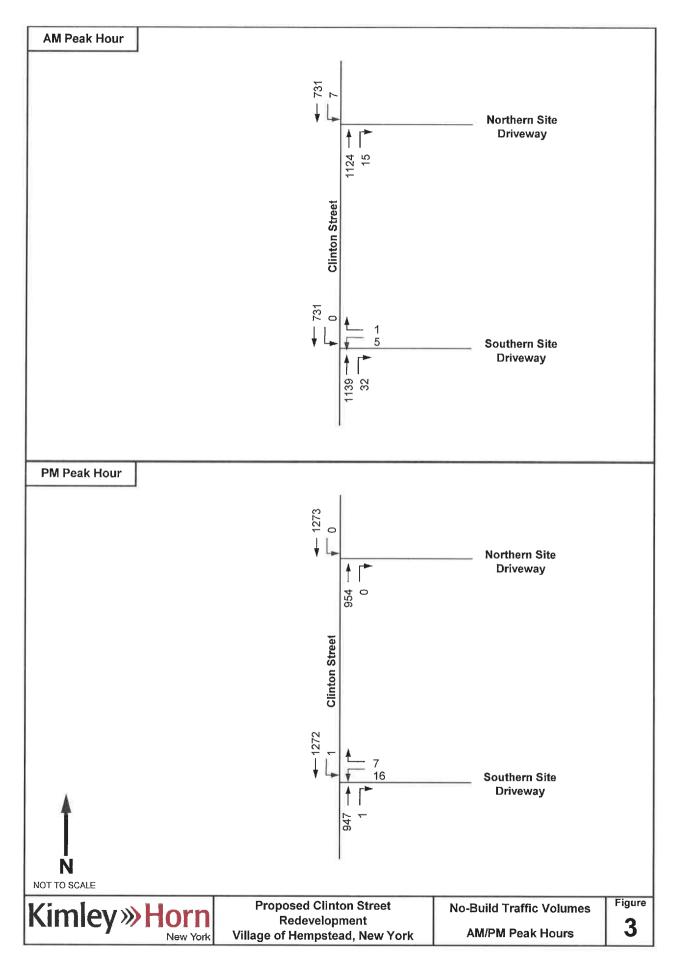
# 4.0 FUTURE NO-BUILD CONDITIONS

The future No-Build conditions are the forecast traffic conditions that are expected to occur without the proposed redevelopment. This includes background traffic growth and traffic associated with any other planned/approved developments.

The Village of Hempstead Planning Board was contacted to see if there are any planned or approved developments that would add a significant volume of traffic to Clinton Street in front of the site. No vicinity developments have been identified as of yet by the Village.

#### 4.1 Background Traffic Growth

Background traffic growth represents typical traffic growth not associated with any planned development. Growth rate information was provided by NYSDOT which indicated that an annual growth rate of 0.49% per year would be appropriate to use for roadways of similar classification. However, to account for traffic from potential future vicinity developments, this study conservatively applied a 1.3% annual growth rate (more thantwide the growth rate provided by NYSDOT) to the through movements on Clinton Street. As a result, the 2021 Existing through volumes were increased by a total of 3.9% to represent the 2024 No-Build traffic volumes shown in **Figure 3**.





#### 5.0 PROJECT TRAFFIC

Project traffic is the number of vehicular trips forecast to be generated by the proposed development. This Project traffic is calculated and dispersed throughout the road network and onto the study intersections by applying the trip generations to the trip distributions to get the trip assignments on individual intersection movements.

#### 5.1 Trip Generation

The property is currently developed with a 20,131-sf medical office building and access to the facility is provided via two driveways on Clinton Street, located to the north and south of the building.

It is proposed to demolish the existing structure and construct a three-level, 120-unit apartment building with 60 standard apartments and 60 apartments exclusively for residents aged 55 or older. A total of 105 parking spaces will be provided in a structure beneath the residential building. The two existing driveways will be removed and replaced with a single driveway located at the southern end of the property which will provide access to the parking structure.

To evaluate the potential traffic impact of the Project, it is necessary to determine the traffic volumes expected to be generated by the development. A review was undertaken of the available trip generation data sources, including the reference published by the Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10th Edition. This widely utilized reference source contains trip generation rates for the proposed uses: "Senior Adult Housing - Attached" (Land Use Code 251) and "Multi-Family Housing (Mid-Rise)" (Land Use Code 221).

Due to the availability of convenient public transportation (the nearby bus stops on Clinton Street, the Hempstead Long Island Railroad station, and the Rosa Parks Transit Center), and proximity to the Village's downtown commercial area, a 10% transit/walking credit was applied to the Project's trips. The 10% credit is considered to be conservative, as US Census data indicates that 44.4% of Hempstead residents who live within 0.25 miles of the Hempstead LIRR station take public transportation, bicycle or walk to work.

The Project's trip generation projections and comparison to the existing Medical office building's trip generations are summarized in **Table 1** below.



Trin Consention	Size (sf or	AM Peak Hour			PM Peak Hour		
Trip Generation	units)	Enter	Exit	Total	Enter	Exit	Tota
Exis	ting Develop	ment					
Medical/Dental Office Building (based on Driveway counts)	20,131 sf	54	6	60	2	23	25
Proje	ct Generated	Trips					
Senior Adult Housing – Attached (ITE LUC 252)	60 du	4	8	12	9	8	17
Multi-Family Housing (Mid-Rise) (ITE LUC 221)	60 du	5	15	20	17	10	27
Total Residential Trips	120 du	9	23	32	26	18	44
Public Transit/Walking Credit (10%)		-1	-2	-3	-3	-2	-5
Total Project Gen	erated Trips	8	21	29	23	16	39
Net New Vehicular I (compared to Medical Office trips based on drive		-46	+15	-31	+21	-7	+14

Source: Kimley-Horn Engineering and Landscape Architecture of New York

As can be seen from **Table 1** above, the Project will generate 29 vehicular trips in the weekday AM peak hour and 39 vehicular trips in the weekday PM peak hour. However, when compared to the existing trips generated by the current medical office at the site, the proposed Project will result in a decrease of 31 vehicular trips during the weekday AM peak hour and an increase of just 14 vehicular trips during the weekday PM peak hour.

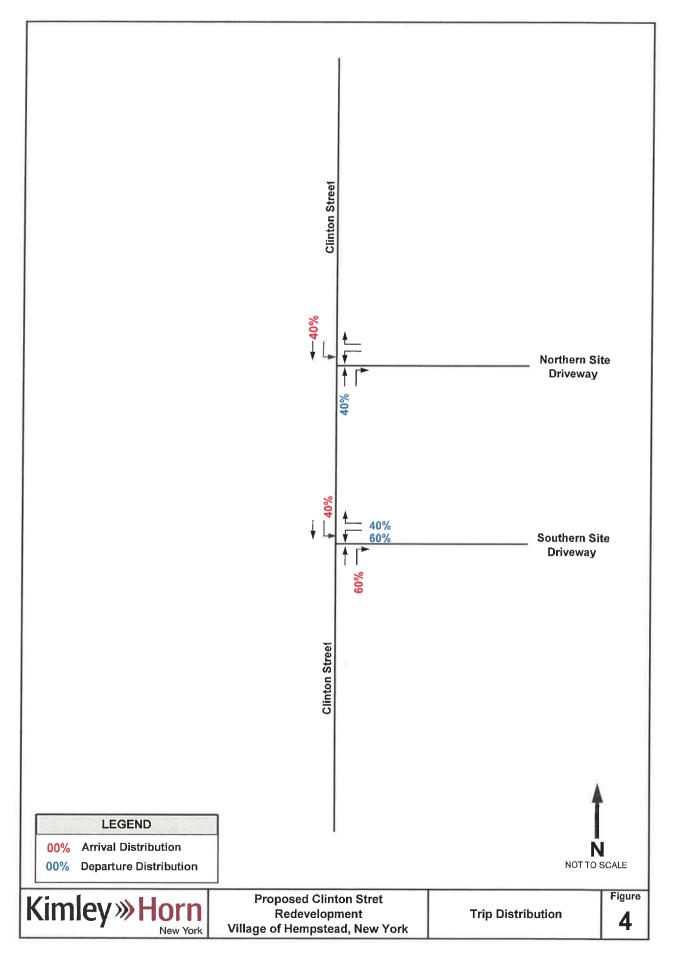
It is noted that the existing building can be used as medical clinic which would generate considerably more traffic than its current use and that, in the past, HIP Insurance Company did actually use this building as a HIP medical clinic.

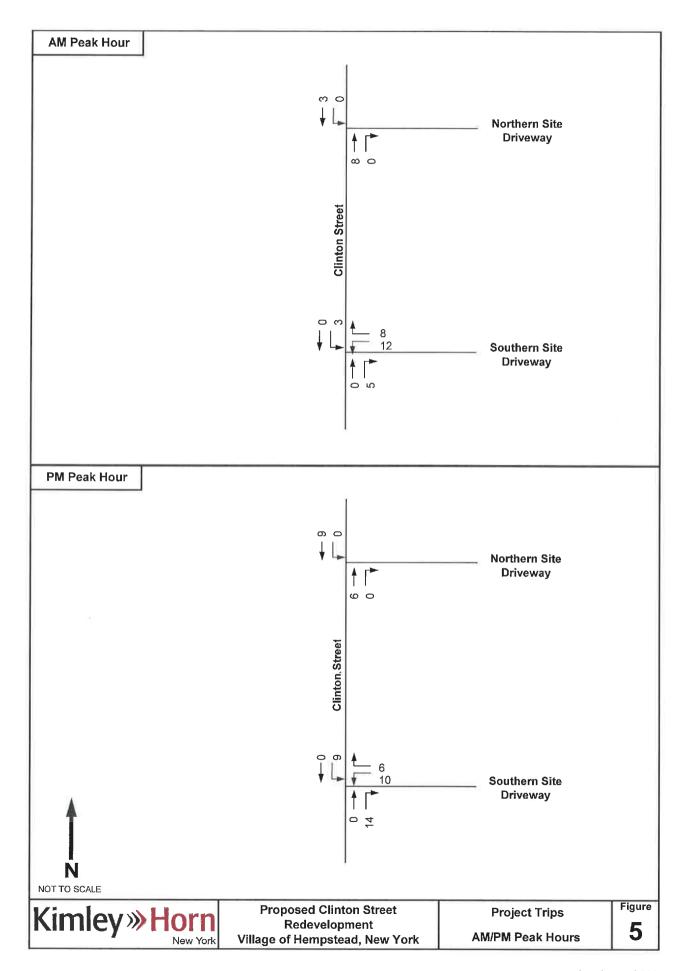
#### 5.2 Trip Distribution and Assignment

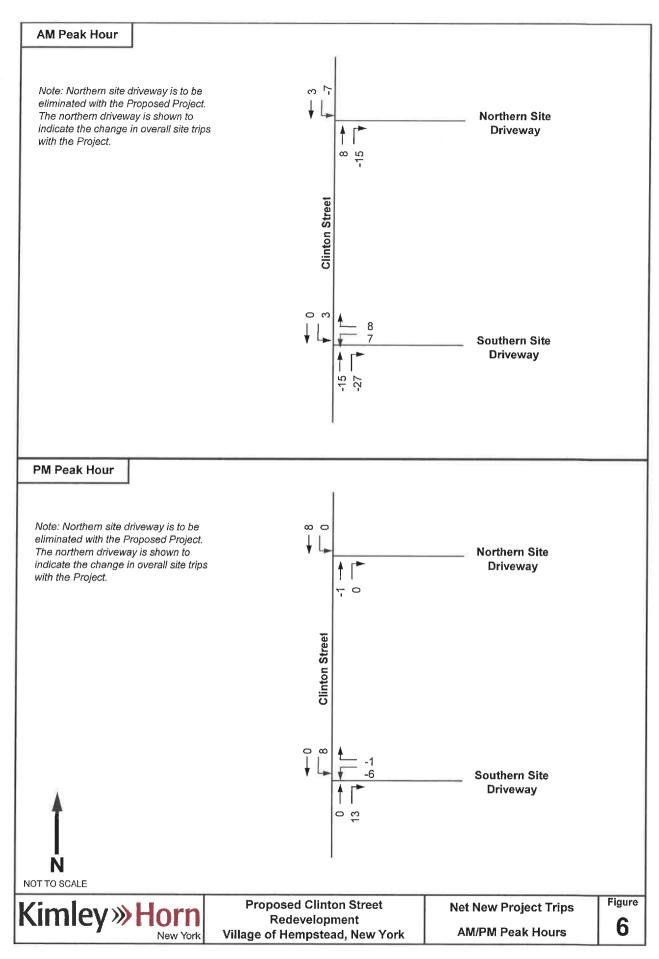
Trip distribution has been forecast by evaluating the existing traffic patterns at the site driveways and volumes on the study area roadways. The trip distribution along the roadway network is forecast to be:

- 40% to/from the north along Clinton Street
- 60% to/from the south along Clinton Street

The trip distributions are illustrated in **Figure 4** and the Project-Generated Trips for the proposed redevelopment, which are summarized in **Figure 5**, were determined by applying the project-generated vehicular trips (shown in Table 1) to the arrival and departure percentages (shown in Figure 4). The Net-Project Generated Trips, which are calculated by subtracting the Project trips from the existing medical office trips, are shown on **Figure 6**.



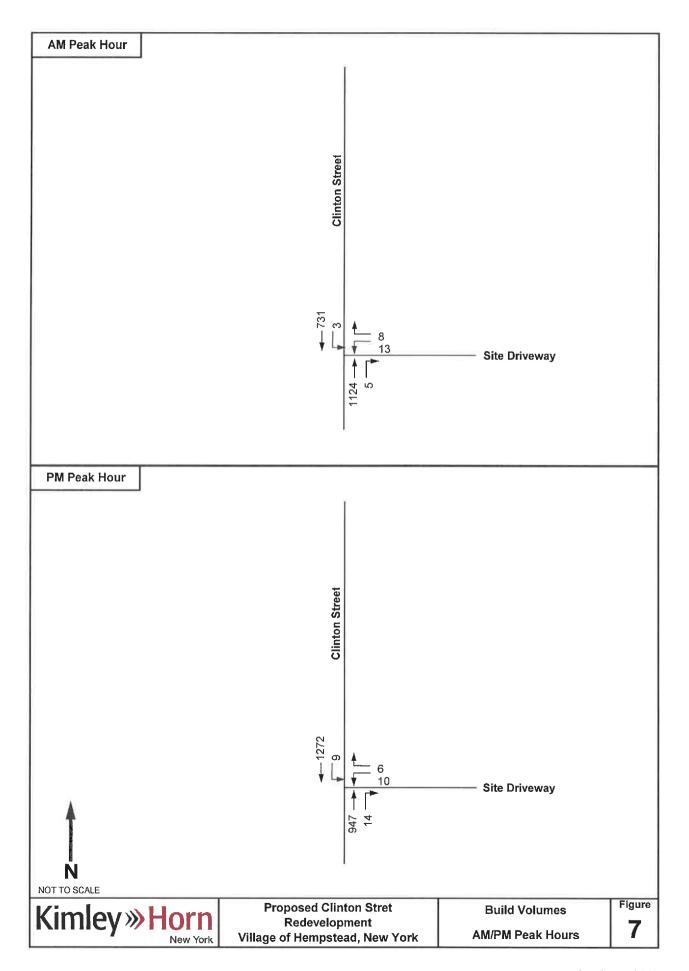






# 6.0 FUTURE BUILD TRAFFIC CONDITIONS

The Future Build conditions are defined as the forecast traffic conditions on the roadway network in the year 2024, with the proposed redevelopment. The future traffic volumes with the Project were determined by adding the Project trips shown on **Figure 5** to the No-Build volumes (less the existing medical office trips), resulting in the Build Peak Hour Traffic Volumes shown in **Figure 7**.





### 7.0 CAPACITY ANALYSIS

#### 7.1 Intersection Capacity Analysis

An intersection capacity analysis was conducted with the Existing, No-Build and Build peak-hour traffic volumes (shown in Figures 2, 3 and 7) to assess the quality of the traffic flow at the study intersection.

The criteria used to analyze intersections is based on the evaluation criteria contained in the Transportation Research Board's *Highway Capacity Manual* ("HCM") 6<sup>th</sup> Edition. The term "level of service" ("LOS") is used to denote the different operating conditions that occur at an intersection under various traffic volume loads. It is a qualitative measure that considers several factors including roadway geometry, speed, travel delay, and freedom to maneuver. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions.

Synchro 10 software was used to model the study intersection based on the parameters mentioned above. Synchro 10 software is widely used by traffic engineering professionals, is approved for use by the NYSDOT, and is consistent with the procedures in the HCM.

For unsignalized intersections, such as the Site driveway intersection, the analysis assumes that traffic on the mainline is not affected by traffic on the side streets. Thus, the LOS designation is for the critical movement exiting the side street, which is generally the left turn out of the side street or side driveway. For the purposes of this analysis, control delay is defined as the total elapsed time that includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The average control delay for any particular minor movement is a function of the service rate or capacity of the approach and the degree of saturation.

The control delay criteria for the range of service levels for unsignalized intersections are shown below in **Table 2**.

Table 2 – LOS Criteria for Unsignalized Intersections					
Level-of-Service (LOS) Control Delay Per Vehicle					
A	≤ 10.0 seconds				
В	>10.0 and ≤ 15.0 seconds				
C >15.0 and ≤ 25.0 seconds					
D	>25.0 and ≤ 35.0 seconds				
E	>35.0 and ≤ 50.0 seconds				
F >50.0 seconds					

Source: Transportation Research Board. Highway Capacity Manual.

The results of the intersection analysis for the Existing, No-Build and Build volume conditions for the AM and PM peak hours are summarized in **Table 3** below. The Synchro worksheets are provided in the Appendix.



Table 3 – Intersection Capacity Analysis Results								
		AM Peak Hour			PM Peak Hour			
Intersection	Approach	Existing LOS (Delay)	No-Build LOS (Delay)	Build LOS (Delay)	Existing LOS (Delay)	No-Build LOS (Delay)	Build LOS (Delay)	
	WB LR	D (34.5)	E (37.3)	D (33.0)	E (41.1)	E (45.5)	E (42.7)	
Clinton Street & Southern Driveway (Unsignalized)	NB TR	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	
(Onsignalized)	SB LT	A (0.0)	A (0.0)	A (0.1)	A (0.0)	A (0.0)	A (0.1)	

Note: LOS = Level of Service. Delay is shown in seconds per vehicle.

A descriptive summary of the Synchro analysis results shown in Table 3 for the Site driveway intersection is provided below.

#### Clinton Street & Site Driveway

- Under Existing conditions at this unsignalized intersection, the westbound driveway approach
  operates at level of service ("LOS") "D" in the AM peak hour and at LOS "E" in the PM peak hour.
  The northbound and southbound Clinton Street movements operate at LOS "A" conditions.
- In the future under No-Build conditions (without the proposed Project, but with forecast increases in existing traffic volumes), compared to No-Build conditions, increased delays on the driveway approach during the AM Peak Hour will see the LOS drop from LOS "D" under Existing conditions to LOS "E". During the PM peak hour, the driveway approach will continue to operate at Existing levels (LOS "E"). Clinton Street will continue to operate at LOS "A" during both peak hours.
- Under future Build conditions (with the proposed Project), due to the significant reduction in site trips during the AM peak hour and reduction in exiting site trips during the PM peak hour that are associated with the change in use from medical office to residential, the driveway delays will be lower than the delays experienced under No-Build conditions. During the AM Peak hour, the westbound driveway approach will see a 4.3 second decrease in delays with the LOS improving from LOS "E" to LOS "D". The driveway approach will see a 2.8 second reduction in delays during the PM peak hour and the LOS will remain at No-Build levels (LOS "E"). All movements on Clinton Street will continue to operate at LOS "A".



# 8.0 SIGHT DISTANCE ANALYSIS

A sight distance analysis was conducted at the location of the proposed site driveway on Clinton Street to determine if adequate intersection and stopping sight distances are provided. The sight distance requirements were determined based on criteria provided in the American Association of State Highway and Transportation Officials' (AASHTO) publication, A *Policy on Geometric Design of Highways and Streets*, 6<sup>th</sup> Edition (2011). NYSDOT speed survey data conducted in December 2018 on Clinton Street to the north of the site<sup>3</sup> indicates an 85<sup>th</sup> percentile speed of 43 miles per hour in each direction, which is well above the posted speed limit of 30 mph.

For intersection sight distances, the available sight distance on a minor street or driveway should provide drivers with a sufficient view of the intersecting highway to allow vehicles to enter or exit the intersection without "unduly interfering with major-road traffic operations" which is assumed to mean without excessively slowing through traffic (i.e. vehicles traveling at near the operating speed).

Per AASHTO, a sight distance of 510 feet looking to the left and to the right is recommended for a motorist exiting the site driveway. Field measurements reveal that a distance of over 700 feet is available looking to the right and a distance of 470 feet is available looking to the left. The view to the left is somewhat impacted by trees and vegetation. It is recommended that the foliage in the sightline be trimmed back.

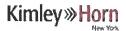
Stopping sight distance, the length of roadway that is visible to the driver, should be of sufficient length to allow a vehicle traveling at or near the operating speed to stop safely before reaching a stationary object in its path. In cases where sufficient intersection sight distance is not available, the stopping sight distance is the limiting factor in determining if an intersection or approach will provide sufficient sight distance.

For stopping sight distance, AASHTO recommends 345 feet of stopping sight distance for a driver traveling northbound on Clinton Street and 335 feet for a driver southbound on Clinton Street<sup>4</sup>. Field measurements indicate that the stopping sight distance for a driver travelling in either direction on Clinton Street is over 1,000 feet. Therefore, although the intersection sight distance to the left for drivers exiting the site driveway is slightly below the recommended value (and can easily be remedied by cleaning up existing foliage overgrowth), there will be well more than sufficient stopping sight distance. Therefore, the proposed site driveway will have sufficient sight distance.

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<sup>&</sup>lt;sup>3</sup> NYSDOT December 2018 volume and speed surveys taken on Clinton Street at a point 143 feet to the north of Yale Street (or approximately 600 feet north of the Project site).

<sup>&</sup>lt;sup>4</sup> Northbound Clinton Street approaching the driveway has a 1% downgrade; SB Clinton Street is at level grade.



#### 9.0 PARKING EVALUATION

A parking evaluation was conducted for the proposed residential development which will have 105 parking spaces in a parking structure under the residential building, which satisfies the Village Code requirement.

The peak parking demand for the proposed use was estimated based on data contained in the ITE *Parking Generation Manual*, 5<sup>th</sup> Edition. Parking rates for "Senior Adult Housing-Attached" and "Multi-Family Housing (Mid-Rise)" rates were used for the proposed apartment building.

Table 4 summarizes the projected parking demand per ITE data.

Table 4 – ITE Parking Generation Requirements							
Туре	ITE Land Use	ITE Code	Intensity	Number of Parking Spaces			
	Senior Adult Housing - Attached	252	60 dwelling units	37			
Proposed Redevelopment	Multifamily Housing (Mid-Rise)	67 <sup>1</sup>					
	104						
	105						

Notes: ITE Parking Generation rates for Weekday parking demand.

As can be seen from Table 4, ITE data projects a peak overnight parking demand of 104 vehicles, one fewer than the number of spaces proposed. Considering that 40% or renters in Hempstead do not own a vehicle (Village of Hempstead Downtown Vision and Comprehensive Development Plan Update, page 42), and that 31% of Village residents who live within a half mile of the train station take public transit to get to and from work (CTOD data provided in the appendix), it is expected that the maximum parking demand will be considerably less than this.

<sup>1.</sup> ITE General Urban/Suburban less than 0.5 miles to rail transit.



# 10.0 CONCLUSIONS

Based on the analysis provided herein, it is concluded that traffic from the proposed redevelopment of the property will not have a significant adverse impact on area traffic operating conditions as the proposed Project will add only 14 additional trips to the surrounding roadways during the busiest hour. The Project will also reduce the number of driveways serving the property to one, resulting in fewer conflicting movements along Clinton Street, and the remaining driveway will have more than sufficient sight distance. Finally, more than adequate parking will be provided for the proposed facility.

# EXHIBIT 9.2.21 JD

# **Traffic Impact Study**

# Proposed Clinton Street Redevelopment 226 Clinton Street Town of Hempstead, New York

PREPARED FOR:

**E&M Management** 

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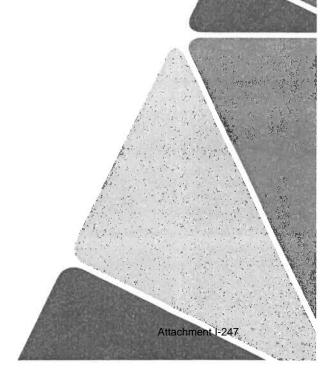
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Project Number 112347001





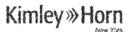


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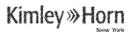
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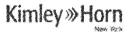
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Synchro Capacity Analyses



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## 1.0 EXECUTIVE SUMMARY

This report has been prepared by Kimley-Horn Engineering and Landscape Architecture of New York, P.C. ("Kimley-Horn") to document the potential traffic impacts associated with the proposed replacement of an existing medical office building with of a residential building at 226 Clinton Street in the Village of Hempstead, Nassau County, NY ("the Project"). This traffic impact study evaluates both existing and future traffic operating conditions surrounding the site both with and without the Project. The anticipated year of completion of this redevelopment is 2024.

#### 1.1 Project Description

The Project site is situated on the east side of Clinton Street, to the west of East Columbia Street. The property is currently developed with a 20,131 square foot (sf) medical office building and a 90-space parking lot. Existing access to the site is provided by two driveways; an entrance-only driveway located to the north of the medical office building and a two-way driveway to the south of the building.

It is proposed to demolish the existing building and construct a three-story, residential apartment building containing 120 units, with 60 standard units and 60 units for residents 55 and older. A total of 105 parking spaces will be provided in a structure beneath the residential building. The existing driveways will be removed and replaced with a single driveway located at the southern end of the property which will provide access to the parking structure.

#### 1.2 Study Methodology

This study evaluates existing traffic conditions, as well as future conditions without the Project ("No-Build") and with the Project ("Build") at the site's southern access driveway. The No-Build condition is the benchmark against which the potential impacts of the proposed Project are compared.

Traffic counts were conducted in May 2021 during the weekday AM and PM peak periods when the combined roadway and Project traffic is expected to be highest. Due to the current COVID-19 pandemic, traffic volumes in the region have been lower than normal. Guidance provided by the New York State Department of Transportation (NYSDOT) was followed to ensure that the existing volumes used in this study are representative of normal (non-pandemic) conditions. Thus, the May 2021 counted volumes were increased by an average of 33% during the AM and PM peak hours.

The adjusted existing peak-hour volumes were grown to the year 2024 by a total of 3.9 percent to represent future conditions without the Project ("No-Build").

The number of trips expected to be generated by the Project during the peak hours were forecast based on data contained in the Institute of Transportation Engineers' (ITE) publication, *Trip Generation Manual*, 10th Edition. The Project trips for the 120 residential units were compared to the trips currently generated



by the medical office building to identify net increase or decrease in trips generated by the Project. Adjustments were made to account for non-vehicular trips made by public transit and pedestrians.

The Project-generated trips were distributed to the study intersection and added to the No-Build volumes to represent future conditions with the Project ("Build").

Synchro analyses were conducted for the Existing, No-Build and the Build traffic volume conditions and compared to intersection capacities to identify Project impacts.

An analysis was undertaken at the southern sight driveway to determine if there is sufficient sight distance provided.

#### 1.3 Findings

Because the Project is replacing the 20,131-sf medical office building, it is projected that it will result in a net <u>decrease</u> of 31 vehicular trips to the surrounding roadways during the weekday AM peak hour and a net increase of just 14 trips during the PM peak hour.

At the unsignalized intersection of the southern Site driveway with Clinton Street, the results of the Synchro analysis reveal that the Site driveway approach currently operates at a level of service<sup>1</sup> ("LOS") "D" during the AM peak hour and at LOS "E" during the PM peak hour. Both approaches of Clinton Street operate acceptably, at LOS "A", during the peak hours.

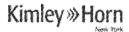
In the future under No-Build conditions, compared to Existing conditions, increased delays will result in the LOS dropping from LOS "D" to "E" on the driveway approach during the AM peak hour. The driveway and Clinton Street will continue to operate at LOS "E" during the PM peak hour.

Under future Build conditions (with the proposed Project traffic replacing the existing medical office traffic), compared to No-Build conditions, there will be a reduction in delay on the driveway approach (4.3 second reduction during the AM peak hour; 2.8 second reduction in the PM peak hour) resulting in the LOS being restored to "D" during the AM peak hour. The driveway and Clinton Street will continue to operate at existing levels during the PM peak hour.

The sight distance analysis reveals that sufficient intersection sight distance is available from the southern Site driveway, provided that the existing foliage located along Clinton Street to the south of the driveway is maintained so that it does not unduly obstruct sightlines. Sufficient stopping sight distance is also available along Clinton Street.

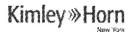
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<sup>&</sup>lt;sup>1</sup> Traffic operating conditions or LOS are graded by traffic engineering professionals on an "A" to "F" scale, with LOS "A" representing the best conditions and LOS "F" representing the worst conditions.



#### 1.4 Conclusions

Based on the analysis provided herein, it is concluded that traffic from the proposed redevelopment of the property will not have a significant adverse impact on area traffic operating conditions as the proposed Project will add only 14 additional trips to the surrounding roadways during the busiest hour. The Project will also reduce the number of driveways serving the property to one, resulting in fewer conflicting movements along Clinton Street, and the remaining driveway will have more than sufficient sight distance. Finally, more than adequate parking will be provided for the proposed facility.



## 2.0 INTRODUCTION

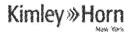
This report has been prepared by Kimley-Horn to document the potential traffic impacts associated with the proposed replacement of an existing medical office building with of a residential building at 226 Clinton Street in the Village of Hempstead, Nassau County, NY. This report evaluates both existing and future traffic operating conditions surrounding the site both with and without the Project. The anticipated year of completion of this redevelopment is 2024.

The Project site is situated on the east side of Clinton Street, to the west of East Columbia Street, as illustrated in **Figure 1**. The property is currently developed with a 20,131 square foot (sf) medical office building and a 90-space parking lot. Existing access to the site is provided by two driveways; an entrance-only driveway located to the north of the medical office building and a two-way driveway to the south of the building.

It is proposed to demolish the existing building and construct a three-story, residential apartment building containing 120 units, with 60 standard units and 60 units for residents 55 and older. A total of 105 parking spaces will be provided in a structure beneath the residential building. The existing driveways will be removed and replaced with a single driveway located at the southern end of the property which will provide access to the parking structure.

This study evaluates existing traffic conditions as well as future conditions without the Project ("No-Build") and with the Project ("Build") at the site's access point on Clinton Street. The No-Build condition is the benchmark against which the potential impacts of the proposed Project are compared.





## 3.0 EXISTING CONDITIONS

#### 3.1 Roadway Network and Study Intersections

Evaluation of the traffic impacts associated with the proposed Project requires a thorough understanding of the existing roadway system in the vicinity of the site. The existing conditions observed in the study area include an inventory of the roadways, speed limits, on-street parking restrictions, intersection geometry, traffic control devices, pavement condition and markings. This information is provided below.

Clinton Street is classified by the New York State Department of Transportation ("NYSDOT") as an urban "Principal Arterial - Other". Clinton Street travels from its intersection with Peninsula Boulevard in the south to Meadow Street in the north, where it enters the Village of Garden City and is known as Clinton Road. Clinton Street is under the jurisdiction of Nassau County and provides two 10-foot travel lanes per direction with a shoulder on either side. The pavement is in fair to good condition and the posted speed limit is 30 miles per hour (mph). Sidewalks are provided on both sides of the road, and on-street parking is generally permitted along the west side of the roadway within the study area.

The existing lane geometry at the two existing site driveway intersections is described in detail below. As part of the Project, the northern site driveway will be eliminated

Clinton Street & Northern Site Driveway – Clinton Street forms the northbound and southbound approach to this unsignalized, T-intersection. The site driveway forms the east leg and provides one inbound lane only. Both Clinton Street approaches provide one through lane and one shared through-turn lane. This driveway will be eliminated in the future with the proposed Project and was not analyzed. However, counts were conducted at this location to identify the existing medical office's trip generations.

Clinton Street & Southern Site Driveway – The site driveway forms the westbound minor street approach to this unsignalized T-intersection with Clinton Street and provides one entering lane and one exiting lane permitting left and right turns. The northbound Clinton Street approach provides one through lane and one shared through/right-turn lane. The southbound approach provides one shared left-turn/through lane and one through lane. This driveway will be reconstructed, generally in its current location, and will provide access to the proposed parking structure. The reconstructed driveway will provide one entering lane and one exiting lane permitting left and right turns.

#### 3.2 Public Transportation

The project site is located only a 7-minute walk away from the Metropolitan Transportation Authority's (MTA) Long Island Railroad (LIRR) Hempstead station on West Columbia Street. LIRR provides fast, frequent rail service between Penn Station in New York City and Hempstead, NY on the Hempstead Branch. There are 50 trains that stop at the Hempstead train station each weekday (24 eastbound trains, 26 westbound trains)



and 44 daily trains on weekends and holidays that stop at the Hempstead station (22 trains in each direction). Peak express service between the LIRR Hempstead station and Penn Station takes approximately 50 minutes. A review of the weekday train schedules reveals that there are 4 and 3 trains that arrive or depart the station, during the AM and PM peak hours, respectively.

In addition to the LIRR train station, Nassau Inter-County Express (NICE) provides scheduled bus service between Nassau County, western Suffolk county, and the eastern part of Queens. Routes n15 and n35 operate along Clinton Street, with a northbound bus stop conveniently located 300 feet to the south of the site and a southbound bus stop located across Clinton Street near the intersection with Jackson Street. Route n15 operates between Roosevelt Field Mall in Garden City and Long Beach with frequent bus service provided on weekdays (112 total buses; 56 buses in each direction), Saturdays (102 buses; 51 buses in each direction) and Sundays (64 buses; 32 in each direction). Route n35 operates between Westbury and Baldwin Harbor with 72 buses on weekdays (36 buses in each direction), 54 buses on Saturdays (27 buses in each direction) and 28 buses on Sundays (14 buses in each direction).

The project site is also located only a 7-minute walk away from the Rosa Parks Transit Center on West Columbia Street, which provides access to 15 additional NICE bus routes:

- MMS Mercy Medical Shuttle
- n6 Hempstead to Jamaica
- n6x Hempstead to Jamaica Express
- n16 Roosevelt Field to Rockville Centre
- n27 Hempstead to Glen Gove
- n31 Hempstead to Far Rockaway via West Broadway
- n32 Hempstead to Far Rockaway via Broadway
- n40/41 Mineola to Freeport
- n48 Hempstead to Hicksville via Carman
- n49 Hempstead to Hicksville via Newbridge
- n54 Hempstead to Sunrise Mall
- n55 Hempstead to Sunrise Mall
- n70 Hempstead to Farmingdale State College
- n71 Hempstead to Sunrise Mall
- n72

  Hempstead to Farmingdale Route 110
- Shuttle to Hofstra campus

#### 3.3 Traffic Data Collection

To assess existing traffic conditions at the study intersections, turning movement counts were conducted at the two driveway intersections on Wednesday, May 19, 2021, between 7:00 and 9:30 a.m. and 4:00 and

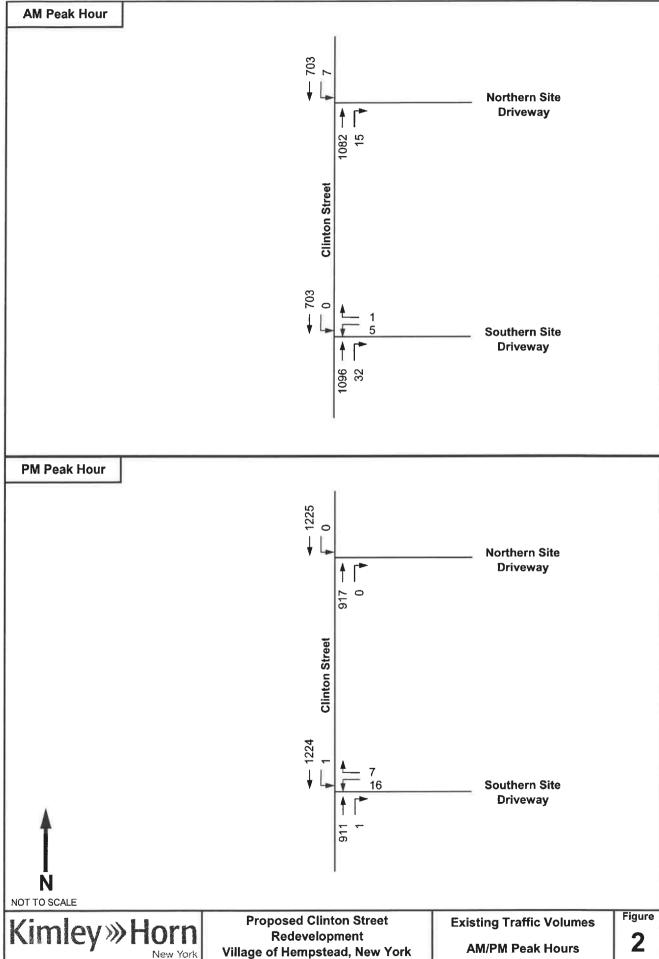


7:00 p.m. The counts were tabulated which indicated that the weekday morning peak hour occurred from 7:30 to 8:30 a.m. and the weekday evening peak hour occurred from 4:30 to 5:30 p.m.

Due to the current COVID-19 pandemic, traffic volumes in the region have been lower than normal. To assess existing traffic conditions at the study intersections during the pandemic, guidance<sup>2</sup> provided by the New York State Department of Transportation (NYSDOT) was followed to ensure that the existing volumes used in this study are representative of normal (non-pandemic) conditions. Using NYSDOT's Traffic Data Viewer, December 2018 traffic counts on Clinton Street approximately 600 feet to the north of the Project site were obtained. The 2018 NYSDOT counts were grown to the Year 2021 by 1.5% and then compared to the May 2021 counts at the study intersections. Based on this comparison, the May 2021 counted volumes were increased by an average of 33% during the AM and PM peak hours. The adjusted 2021 Existing Peak Hour Traffic Volumes are shown on **Figure 2**.

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<sup>&</sup>lt;sup>2</sup> 8/11/2020 NYSDOT Memorandum entitled, Traffic Data Collection Guidance during COVID-19 Pandemic.



Attachment I-258



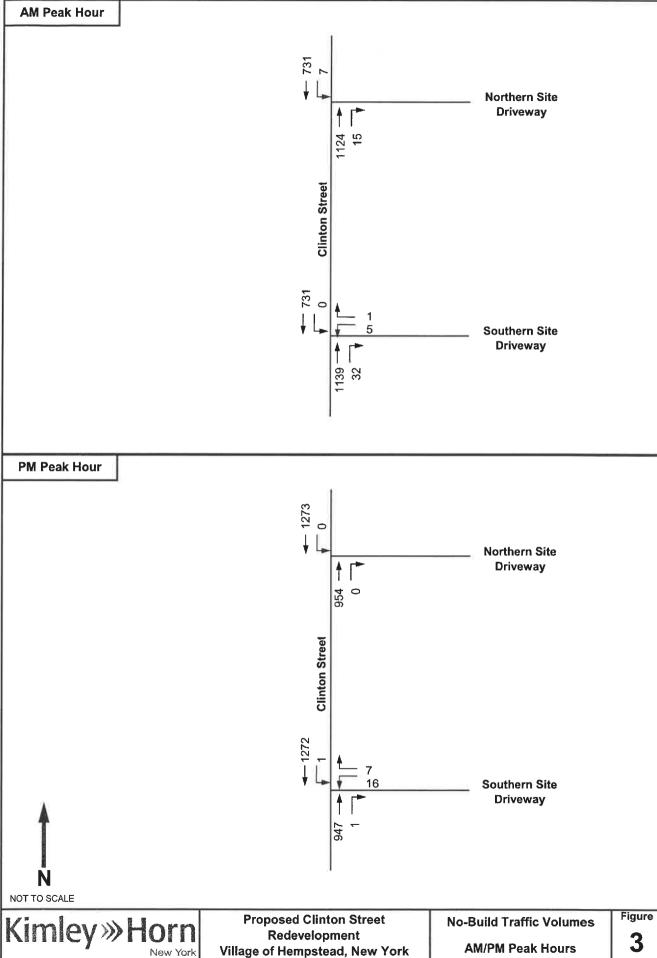
# 4.0 FUTURE NO-BUILD CONDITIONS

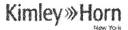
The future No-Build conditions are the forecast traffic conditions that are expected to occur without the proposed redevelopment. This includes background traffic growth and traffic associated with any other planned/approved developments.

The Village of Hempstead Planning Board was contacted to see if there are any planned or approved developments that would add a significant volume of traffic to Clinton Street in front of the site. No vicinity developments have been identified as of yet by the Village.

#### 4.1 Background Traffic Growth

Background traffic growth represents typical traffic growth not associated with any planned development. Growth rate information was provided by NYSDOT which indicated that an annual growth rate of 0.49% per year would be appropriate to use for roadways of similar classification. However, to account for traffic from potential future vicinity developments, this study conservatively applied a 1.3% annual growth rate (more thantwide the growth rate provided by NYSDOT) to the through movements on Clinton Street. As a result, the 2021 Existing through volumes were increased by a total of 3.9% to represent the 2024 No-Build traffic volumes shown in **Figure 3**.





## 5.0 PROJECT TRAFFIC

Project traffic is the number of vehicular trips forecast to be generated by the proposed development. This Project traffic is calculated and dispersed throughout the road network and onto the study intersections by applying the trip generations to the trip distributions to get the trip assignments on individual intersection movements.

#### 5.1 Trip Generation

The property is currently developed with a 20,131-sf medical office building and access to the facility is provided via two driveways on Clinton Street, located to the north and south of the building.

It is proposed to demolish the existing structure and construct a three-level, 120-unit apartment building with 60 standard apartments and 60 apartments exclusively for residents aged 55 or older. A total of 105 parking spaces will be provided in a structure beneath the residential building. The two existing driveways will be removed and replaced with a single driveway located at the southern end of the property which will provide access to the parking structure.

To evaluate the potential traffic impact of the Project, it is necessary to determine the traffic volumes expected to be generated by the development. A review was undertaken of the available trip generation data sources, including the reference published by the Institute of Transportation Engineers (ITE), *Trip Generation Manual*, 10th Edition. This widely utilized reference source contains trip generation rates for the proposed uses: "Senior Adult Housing - Attached" (Land Use Code 251) and "Multi-Family Housing (Mid-Rise)" (Land Use Code 221).

Due to the availability of convenient public transportation (the nearby bus stops on Clinton Street, the Hempstead Long Island Railroad station, and the Rosa Parks Transit Center), and proximity to the Village's downtown commercial area, a 10% transit/walking credit was applied to the Project's trips. The 10% credit is considered to be conservative, as US Census data indicates that 44.4% of Hempstead residents who live within 0.25 miles of the Hempstead LIRR station take public transportation, bicycle or walk to work.

The Project's trip generation projections and comparison to the existing Medical office building's trip generations are summarized in **Table 1** below.



	Size (sf or units)	AM Peak Hour			PM Peak Hour		
Trip Generation		Enter	Exit	Total	Enter	Exit	Total
Existi	ng Develo	pment					
Medical/Dental Office Building (based on Driveway counts)	20,131 sf	54	6	60	2	23	25
Projec	t Generate	d Trips					
Senior Adult Housing – Attached (ITE LUC 252)	60 du	4	8	12	9	8	17
Multi-Family Housing (Mid-Rise) (ITE LUC 221)	60 du	5	15	20	17	10	27
Total Residential Trips 120 du		9	23	32	26	18	44
Public Transit/Walking Credit (10%)		-1	-2	-3	-3	-2	-5
Total Project Genera	ted Trips	8	21	29	23	16	39
Net New Vehicular Project Trips (compared to Medical Office trips based on driveway counts)			+15	-31	+21	-7	+14

Source: Kimley-Horn Engineering and Landscape Architecture of New York

As can be seen from **Table 1** above, the Project will generate 29 vehicular trips in the weekday AM peak hour and 39 vehicular trips in the weekday PM peak hour. However, when compared to the existing trips generated by the current medical office at the site, the proposed Project will result in a decrease of 31 vehicular trips during the weekday AM peak hour and an increase of just 14 vehicular trips during the weekday PM peak hour.

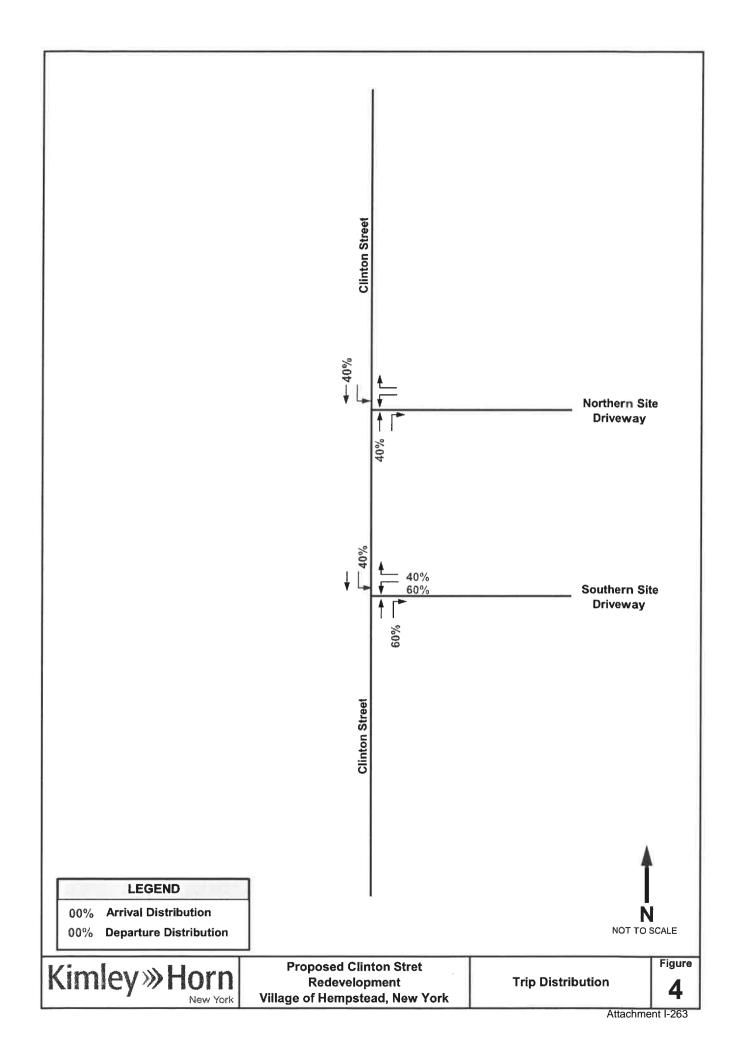
It is noted that the existing building can be used as medical clinic which would generate considerably more traffic than its current use and that, in the past, HIP Insurance Company did actually use this building as a HIP medical clinic.

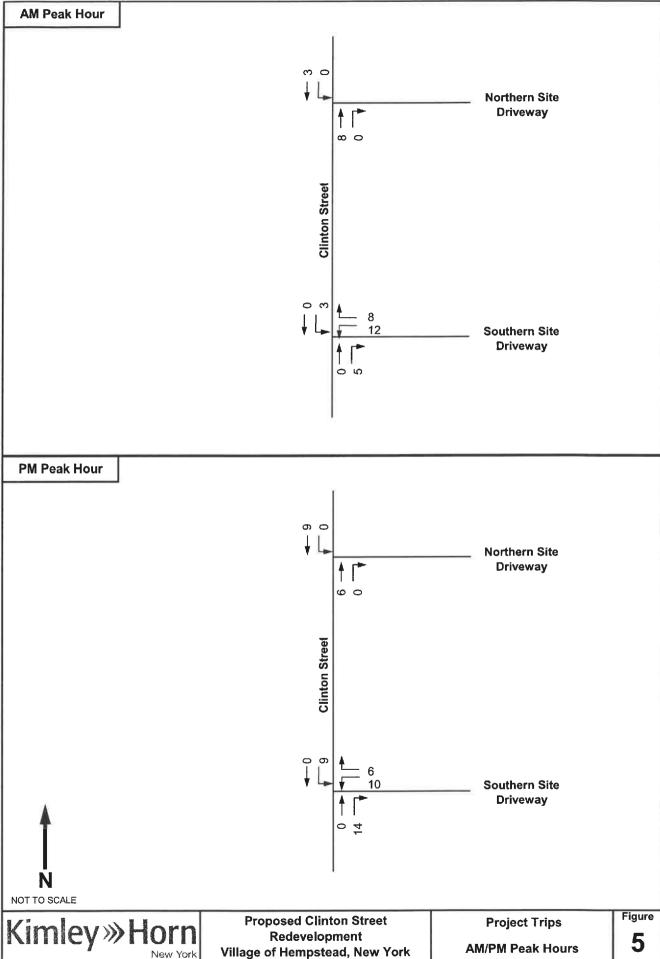
#### 5.2 Trip Distribution and Assignment

Trip distribution has been forecast by evaluating the existing traffic patterns at the site driveways and volumes on the study area roadways. The trip distribution along the roadway network is forecast to be:

- 40% to/from the north along Clinton Street
- 60% to/from the south along Clinton Street

The trip distributions are illustrated in **Figure 4** and the Project-Generated Trips for the proposed redevelopment, which are summarized in **Figure 5**, were determined by applying the project-generated vehicular trips (shown in Table 1) to the arrival and departure percentages (shown in Figure 4). The Net-Project Generated Trips, which are calculated by subtracting the Project trips from the existing medical office trips, are shown on **Figure 6**.

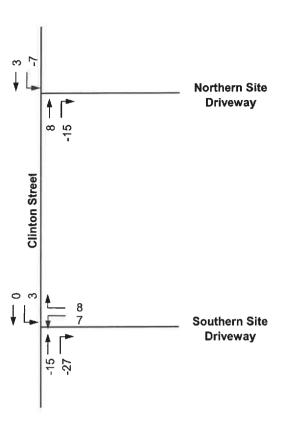




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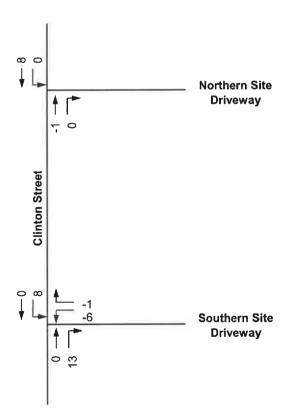
#### **AM Peak Hour**

Note: Northern site driveway is to be eliminated with the Proposed Project. The northern driveway is shown to indicate the change in overall site trips with the Project.



#### **PM Peak Hour**

Note: Northern site driveway is to be eliminated with the Proposed Project. The northern driveway is shown to indicate the change in overall site trips with the Project.





NOT TO SCALE

Kimley » Horn

Proposed Clinton Street Redevelopment Village of Hempstead, New York Net New Project Trips

AM/PM Peak Hours

Figure

6



## 6.0 FUTURE BUILD TRAFFIC CONDITIONS

The Future Build conditions are defined as the forecast traffic conditions on the roadway network in the year 2024, with the proposed redevelopment. The future traffic volumes with the Project were determined by adding the Project trips shown on **Figure 5** to the No-Build volumes (less the existing medical office trips), resulting in the Build Peak Hour Traffic Volumes shown in **Figure 7**.





## 7.0 CAPACITY ANALYSIS

#### 7.1 Intersection Capacity Analysis

An intersection capacity analysis was conducted with the Existing, No-Build and Build peak-hour traffic volumes (shown in Figures 2, 3 and 7) to assess the quality of the traffic flow at the study intersection.

The criteria used to analyze intersections is based on the evaluation criteria contained in the Transportation Research Board's *Highway Capacity Manual* ("HCM") 6<sup>th</sup> Edition. The term "level of service" ("LOS") is used to denote the different operating conditions that occur at an intersection under various traffic volume loads. It is a qualitative measure that considers several factors including roadway geometry, speed, travel delay, and freedom to maneuver. LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions.

Synchro 10 software was used to model the study intersection based on the parameters mentioned above. Synchro 10 software is widely used by traffic engineering professionals, is approved for use by the NYSDOT, and is consistent with the procedures in the HCM.

For unsignalized intersections, such as the Site driveway intersection, the analysis assumes that traffic on the mainline is not affected by traffic on the side streets. Thus, the LOS designation is for the critical movement exiting the side street, which is generally the left turn out of the side street or side driveway. For the purposes of this analysis, control delay is defined as the total elapsed time that includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The average control delay for any particular minor movement is a function of the service rate or capacity of the approach and the degree of saturation.

The control delay criteria for the range of service levels for unsignalized intersections are shown below in **Table 2**.

Table 2 – LOS Criteria for Unsignalized Intersections				
Level-of-Service (LOS) Control Delay Per Vehicle				
Α	≤ 10.0 seconds			
В	>10.0 and ≤ 15.0 seconds			
С	>15.0 and ≤ 25.0 seconds			
D	>25.0 and ≤ 35.0 seconds			
E	>35.0 and ≤ 50.0 seconds			
F	>50.0 seconds			

Source: Transportation Research Board. Highway Capacity Manual.

The results of the intersection analysis for the Existing, No-Build and Build volume conditions for the AM and PM peak hours are summarized in **Table 3** below. The Synchro worksheets are provided in the Appendix.

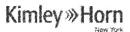


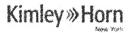
Table 3 – Intersection Capacity Analysis Results							
		AM Peak Hour			PM Peak Hour		
Intersection	Approach	Existing LOS (Delay)	No-Build LOS (Delay)	Build LOS (Delay)	Existing LOS (Delay)	No-Build LOS (Delay)	Build LOS (Delay)
Clinton Street & Southern Driveway (Unsignalized)	WB LR	D (34.5)	E (37.3)	D (33.0)	E (41.1)	E (45.5)	E (42.7)
	NB TR	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)
	SB LT	A (0.0)	A (0.0)	A (0.1)	A (0.0)	A (0.0)	A (0.1)

Note: LOS = Level of Service. Delay is shown in seconds per vehicle.

A descriptive summary of the Synchro analysis results shown in Table 3 for the Site driveway intersection is provided below.

#### Clinton Street & Site Driveway

- Under Existing conditions at this unsignalized intersection, the westbound driveway approach
  operates at level of service ("LOS") "D" in the AM peak hour and at LOS "E" in the PM peak hour.
  The northbound and southbound Clinton Street movements operate at LOS "A" conditions.
- In the future under No-Build conditions (without the proposed Project, but with forecast increases in existing traffic volumes), compared to No-Build conditions, increased delays on the driveway approach during the AM Peak Hour will see the LOS drop from LOS "D" under Existing conditions to LOS "E". During the PM peak hour, the driveway approach will continue to operate at Existing levels (LOS "E"). Clinton Street will continue to operate at LOS "A" during both peak hours.
- Under future Build conditions (with the proposed Project), due to the significant reduction in site trips during the AM peak hour and reduction in exiting site trips during the PM peak hour that are associated with the change in use from medical office to residential, the driveway delays will be lower than the delays experienced under No-Build conditions. During the AM Peak hour, the westbound driveway approach will see a 4.3 second decrease in delays with the LOS improving from LOS "E" to LOS "D". The driveway approach will see a 2.8 second reduction in delays during the PM peak hour and the LOS will remain at No-Build levels (LOS "E"). All movements on Clinton Street will continue to operate at LOS "A".



## 8.0 SIGHT DISTANCE ANALYSIS

A sight distance analysis was conducted at the location of the proposed site driveway on Clinton Street to determine if adequate intersection and stopping sight distances are provided. The sight distance requirements were determined based on criteria provided in the American Association of State Highway and Transportation Officials' (AASHTO) publication, A *Policy on Geometric Design of Highways and Streets, 6th Edition (2011).* NYSDOT speed survey data conducted in December 2018 on Clinton Street to the north of the site<sup>3</sup> indicates an 85th percentile speed of 43 miles per hour in each direction, which is well above the posted speed limit of 30 mph.

For intersection sight distances, the available sight distance on a minor street or driveway should provide drivers with a sufficient view of the intersecting highway to allow vehicles to enter or exit the intersection without "unduly interfering with major-road traffic operations" which is assumed to mean without excessively slowing through traffic (i.e. vehicles traveling at near the operating speed).

Per AASHTO, a sight distance of 510 feet looking to the left and to the right is recommended for a motorist exiting the site driveway. Field measurements reveal that a distance of over 700 feet is available looking to the right and a distance of 470 feet is available looking to the left. The view to the left is somewhat impacted by trees and vegetation. It is recommended that the foliage in the sightline be trimmed back.

Stopping sight distance, the length of roadway that is visible to the driver, should be of sufficient length to allow a vehicle traveling at or near the operating speed to stop safely before reaching a stationary object in its path. In cases where sufficient intersection sight distance is not available, the stopping sight distance is the limiting factor in determining if an intersection or approach will provide sufficient sight distance.

For stopping sight distance, AASHTO recommends 345 feet of stopping sight distance for a driver traveling northbound on Clinton Street and 335 feet for a driver southbound on Clinton Street<sup>4</sup>. Field measurements indicate that the stopping sight distance for a driver travelling in either direction on Clinton Street is over 1,000 feet. Therefore, although the intersection sight distance to the left for drivers exiting the site driveway is slightly below the recommended value (and can easily be remedied by cleaning up existing foliage overgrowth), there will be well more than sufficient stopping sight distance. Therefore, the proposed site driveway will have sufficient sight distance.

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<sup>&</sup>lt;sup>3</sup> NYSDOT December 2018 volume and speed surveys taken on Clinton Street at a point 143 feet to the north of Yale Street (or approximately 600 feet north of the Project site).

<sup>&</sup>lt;sup>4</sup> Northbound Clinton Street approaching the driveway has a 1% downgrade; SB Clinton Street is at level grade.



#### 9.0 PARKING EVALUATION

A parking evaluation was conducted for the proposed residential development which will have 105 parking spaces in a parking structure under the residential building, which satisfies the Village Code requirement.

The peak parking demand for the proposed use was estimated based on data contained in the ITE *Parking Generation Manual*, 5<sup>th</sup> Edition. Parking rates for "Senior Adult Housing-Attached" and "Multi-Family Housing (Mid-Rise)" rates were used for the proposed apartment building.

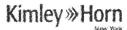
Table 4 summarizes the projected parking demand per ITE data.

	Table 4 – ITE Parking	Generation	on Requirements		
Туре	Type ITE ITE Land Use Code		Intensity	Number of Parking Spaces	
	Senior Adult Housing - Attached	252	60 dwelling units	37	
Proposed Redevelopment	Multifamily Housing (Mid-Rise)	221	60 dwelling units	67 <sup>1</sup>	
		104			
	Tot	tal Parking	g to be Provided	105	

Notes: ITE Parking Generation rates for Weekday parking demand.

As can be seen from Table 4, ITE data projects a peak overnight parking demand of 104 vehicles, one fewer than the number of spaces proposed. Considering that 40% or renters in Hempstead do not own a vehicle (Village of Hempstead Downtown Vision and Comprehensive Development Plan Update, page 42), and that 31% of Village residents who live within a half mile of the train station take public transit to get to and from work (CTOD data provided in the appendix), it is expected that the maximum parking demand will be considerably less than this.

<sup>1.</sup> ITE General Urban/Suburban less than 0.5 miles to rail transit.



## 10.0 CONCLUSIONS

Based on the analysis provided herein, it is concluded that traffic from the proposed redevelopment of the property will not have a significant adverse impact on area traffic operating conditions as the proposed Project will add only 14 additional trips to the surrounding roadways during the busiest hour. The Project will also reduce the number of driveways serving the property to one, resulting in fewer conflicting movements along Clinton Street, and the remaining driveway will have more than sufficient sight distance. Finally, more than adequate parking will be provided for the proposed facility.

# CASE #2041-APPLICATION OF CLINTON MANOR LLC DECISION

The applicant is the owner of the real property known as 226 Clinton Street,
Hempstead, New York 11550. Said property is located in the Business "B," Residence
"B" and Residence "C" zones and is known as Section 34, Block 245, Lot 554-558, 563,
567 on the Land and Tax Map of the County of Nassau. The applicant appeared through
counsel before this board on September 2, 2021 and October 2, 2021 hearings.

The applicant has requested permission to construct a three-story 120 unit apartment building, requiring variances in area and permitted uses. Under their initial presentation, the Applicant proposed to reserve 60 units of those units for senior citizen only (age 62 and older) occupancy. The requested variances are from Sections 139-6 (compliance required), 139-20 (front side yards) and 139-106 (permitted uses- Business "B" and Residence "B," Residence "C" zones) of the Code of the Incorporated Village of Hempstead (the "Code").

Pursuant to the provisions of Sections 139-138 and 139-140, this Board is empowered to grant the variances requested by the applicant. Section 139-139 of the Code sets forth the standards for the Board to consider in deciding whether or not to grant an application of the type presented herein. Generally, the Board, based on testimony and exhibits on behalf of the applicant, must consider; whether the relief requested will prevent the ordinary and reasonable use or depreciate the value of adjacent or nearby properties; whether it will adversely affect the health, safety, general welfare, comfort, convenience, or order of the Village; and whether it will alter the essential character of the Village.

Before deciding this case on its merits, The State Environmental Quality Review Act ("SEQRA") requires this Board to designate the type of action and whether or not it would effect the environment. This Board voted to designate this matter as a Type I action under SEQRA requiring the completion of the Environmental Assessment Form (long version). Applicant has complied with this requirement.

In addition, Section 7-712-b (2) of the Village Law sets forth that "[n]o such use variance shall be granted by a board of appeals without a showing by the applicant that applicable zoning regulations and restrictions have caused unnecessary hardship. In order to prove unnecessary hardship, the applicant shall demonstrate to the board of appeals that for each and every permitted use under the zoning regulations for the particular district where the property is located[:] (1) the applicant cannot realize a reasonable return, provided the lack of return is substantial as demonstrated by competent financial evidence; (2) that the alleged hardship relating to the property in question is unique, and does not apply to a substantial portion of the district or neighborhood; (3) that the requested use variance, if granted will not alter the essential character of the locality; and (4) that the alleged hardship has not been self-created."

As to the variance requested for the front and side yards variance, Section 7-712-b(3) of the Village Law sets forth the criteria for a variance based on area: (a) whether an undesirable change will be produced in the character of the neighborhood or a detriment to nearby properties will be created; (b) whether the benefit sought by the applicant can be achieved by some alternate method; (c) whether the requested variance is substantial; (d) whether the proposed variance will have an adverse effect on the

physical or environmental conditions in the neighborhood or district; and (e) whether the need for the variance was self-created.

In consideration of the foregoing, the Board approves this application with conditions because in part, the property is part of both residential zones and a business zone, and it would be extraordinarily difficult to realize a reasonable return without some sort of variance.

The approval is with the following conditions consented to by the applicant's attorney during the October 2021 hearing:

- 1. 70 of the 120 proposed units be reserved and only leased to "golden age" (age 62 and older) tenants, and the remaining 50 units can be leased at market rate.
- Applicant agrees to annual inspections of the units to ensure compliance with the above-mentioned condition that 70 of the proposed units be leased only to "golden age" tenants;
- 3. Applicant agrees to allow an annual audit of the tenant roll and books to ensure compliance with first listed condition of 70 units reserved for "golden age" tenants.

It should be duly noted that, pursuant to Section 139-138 of the Code, whenever the Board of Zoning Appeals imposes conditions upon the granting of an application and such conditions are initially met, but thereafter any one or more of such conditions is not complied with, the Zoning Board of Appeals is authorized to declare the grant, which was subject to such conditions, null and void after a hearing by the Board upon notice to all interested parties.

DANIEL LEO, Chairman

DAN OPPENHEIME

LLOYD BRATHWAITE

DATED: February 3, 2022

Attachment I-276

# **DISCLOSURE FORM**

In the Matter of the Application, Petition Request of

Clinton Manor LLC

226 Clinton Street, Hempstead, NY 11550

sec. 34, block 245, lot 554-558, 563, 567

for a variance, amendment, change of zoning, approval of a plat, exemption from a plat or official map, license or permit pursuant to the provisions of the Code of Ordinances of the Incorporated Village of Hempstead

Before:

Board of Trustees, Village of Hempstead

Board of Zoning Appeals, Village of Hempstead

Planning Board, Village of Hempstead

STATE OF NEW YORK SS.:

Aron Goldsteini

being duly sworn, deposes and says that the following are the names, residences, and nature and extent of interest in this Application, Petition or Request of any state officer, or any officer or employee of the Incorporated Village of Hempstead, or of any municipality of which the said Incorporated Village of Hempstead is s a part, in the person, partnership, corporation or association making this Application, Petition or Request (hereinafter called the applicant).

(For the purposes hereof your deponent acknowledges that he is aware that an officer or employee shall be deemed to have an interest in the applicant when he, his spouse, or their brothers, sisters, parents, children, grandchildren, or the spouse of any of them (a) is the applicant, or (b) is an officer, director, partner or employee of the applicant, or (c) legally or beneficially owns or controls stock of a corporate applicant or is a member of a partnership or association applicant, or (d) is a party to an agreement with such an applicant, express or implied, whereby he may receive any payment or other benefit, whether or not for services rendered,

dependent or contingent upon the favorable approval of such application, petition or request) except that the ownership of less than 5% of the stock of a corporation whose stock is listed on the New York or American Stock Exchanges shall not constitute an interest for the purposes of this Application, Petition or Request.

Deponent is aware that a person who knowingly and intentionally violates the provisions of Section 809 of the General Municipal Law of the State of New York, requiring the disclosures set forth hereinabove, shall be guilty of a misdemeanor,.

Deponent is the applicant.

Sworn to before me this

26 Hay of March, 20 H.

Notary Public

CRISTAL ACOSTA
NOTARY PUBLIC-STATE OF NEW YORK
No. 01AC6410979
Qualified in Nassau County
My Commission Expires 11-09-2024

# <u>DISCLOSURE FORM</u>

In	the	Matter	of the	Application,	Petition
Re	que	est of			

Clinton Manor LLC

226 Clinton Street, Hempstead, NY 11550

sec. 34, block 245, lot 554-558, 563, 567 ............

for a variance, amendment, change of zoning, approval of a plat, exemption from a plat or official map, license or permit pursuant to the provisions of the Code of Ordinances of the Incorporated Village of Hempstead

Before:

Board of Trustees, Village of Hempstead

Board of Zoning Appeals, Village of Hempstead

Planning Board, Village of Hempstead

STATE OF NEW YORK COUNTY OF NASSAU

Christopher Lynch

being duly sworn, deposes and says that the following are the names, residences, and nature and extent of interest in this Application, Petition or Request of any state officer, or any officer or employee of the Incorporated Village of Hempstead, or of any municipality of which the said Incorporated Village of Hempstead is s a part, in the person, partnership, corporation or association making this Application, Petition or Request (hereinafter called the applicant).

(For the purposes hereof your deponent acknowledges that he is aware that an officer or employee shall be deemed to have an interest in the applicant when he, his spouse, or their brothers, sisters, parents, children, grandchildren, or the spouse of any of them (a) is the applicant, or (b) is an officer, director, partner or employee of the applicant, or (c) legally or beneficially owns or controls stock of a corporate applicant or is a member of a partnership or association applicant, or (d) is a party to an agreement with such an applicant, express or implied, whereby he may receive any payment or other benefit, whether or not for services rendered,

dependent or contingent upon the favorable approval of such application, petition or request) except that the ownership of less than 5% of the stock of a corporation whose stock is listed on the New York or American Stock Exchanges shall not constitute an interest for the purposes of this Application, Petition or Request.

Deponent is aware that a person who knowingly and intentionally violates the provisions of Section 809 of the General Municipal Law of the State of New York, requiring the disclosures set forth hereinabove, shall be guilty of a misdemeanor,.

Deponent is the Attorney for the applicant.

Sworn to before me this

26 th day of March , 2021

Notary Public

CRISTAL ACOSTA
NOTARY PUBLIC-STATE OF NEW YORK
No. 01AC6410979
Qualified in Nassau County
My Commission Expires 11-09-2024

Male

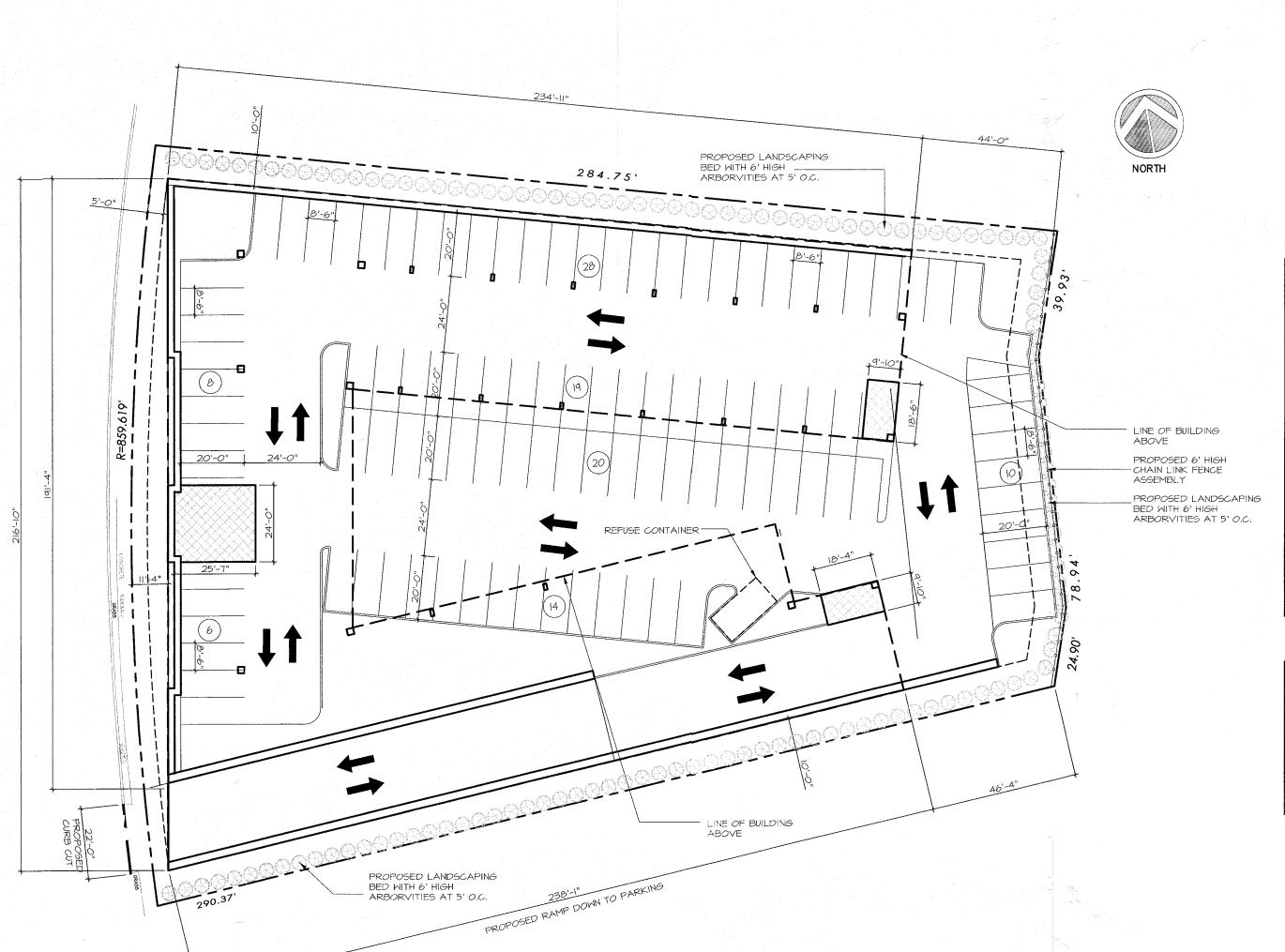
# PROPOSED SENIOR AND STANDARD RESIDENTIAL APARTMENT BUILDING

# 226 CLINTON STREET, HEMPSTEAD NY 11550

# **DRAWING INDEX**

- T-1 TITLE SHEET, PLOT PLAN, PARKING CALCULATION, & ZONING ANALYSIS
  A-1 PARKING LEVEL PLAN
- A-2 GROUND FLOOR PLAN
  A-3 SECOND & THIRD FLOOR PLANS
- A-4 SITE SECTION AND EXTERIOR ELEVATIONS





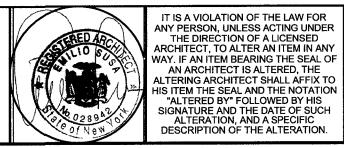
SITE DATA:	SECTION: 34, BL	OCK: 245, LOT: 554-558, 563, 567			
ZONING		BUSINESS 'A', Residential C & Residential B			
OCCUPANCY CLAS	55	RESIDENTIAL GROUP 'R', 'R-2'			
CONSTRUCTION CL	_ASSIFICATION	IIB			
SPRINKLER SYSTE	EM	YES			
FIRE ALARM		YES			
SITE AREA		54,959 S.F. (I.2 ACRES)			
LOT COVERAGE		31,923 S.F./54,959 SF = 58%			
NUMBER OF UNITS		120 TOTAL			
PROPOSED SENIC	R HOUSING:				
ONE BEDROOM: TWO BEDROOM:					
PROPOSED STAN	DARD RESIDENT	AIL APARTMENTS			
ONE BEDROOM:	41 TOTAL				
TWO BEDROOM:	5 TOTAL				
STUDIOS:	14 TOTAL				
NUMBER OF RESID	PENTS	131			
BUILDING HEIGHT		3 STORY/ 34'-10"/46'-10"			

PARKING CALCULATIONS:
PROPOSED SENIOR HOUSING: I PER 4 DWELLING UNITS
60 UNITS @ I SPACE PER 4 UNITS = 15 REQUIRED SPACES
RESIDENTIAL APARTMENTS: 1.5 PARKING SPACES PER DWELLING UNIT 60 UNITS * 1.5 SPACES = 90 REQUIRED SPACES
105 TOTAL SPACES REQUIRED
105 SPACES PROVIDED

ALL TRADES ARE REQUIRED TO REVIEW, REFER TO, AND BECOME FAMILIAR WITH THE ENTIRE DRAWING PACKAGE AND PROJECT MANUAL PRIOR TO BEGINNING ANY WORK. ANY DISCREPANCIES IN THE WORK DUE TO LACK OF COORDINATION WITH THE ENTIRE PACKAGE WILL BE REPAIRED, REPLACED, OR REINSTALLED AT THAT CONTRACTORS SOLE EXPENSE.

SITE LOCATION :

E&M MANAGEMENT 226 CLINTON STREET HEMPSTEAD, NY 11550



DRAWING TITLE

TITLE SHEET, ARCHITECTURAL SITE PLAN, ZONING, PARKING &, OCCUPANCY CALCULATIONS



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FAX: 516\_776\_9591

E-MAIL: esusa@esarchitectpc.com
website: esarchitectpc.com
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SUBMITTED TO BUILDING DEPT. (2-19-21)

SUBMITTED TO BUILDING DEPT. (2-19-21)

RESUBMITTED TO BUILDING DEPT. 3-17-21

RESUBMITTED TO BUILDING DEPT. (2-19-21)

PROJECT NO.

TO BUILDING DEPT. (2-19-21)

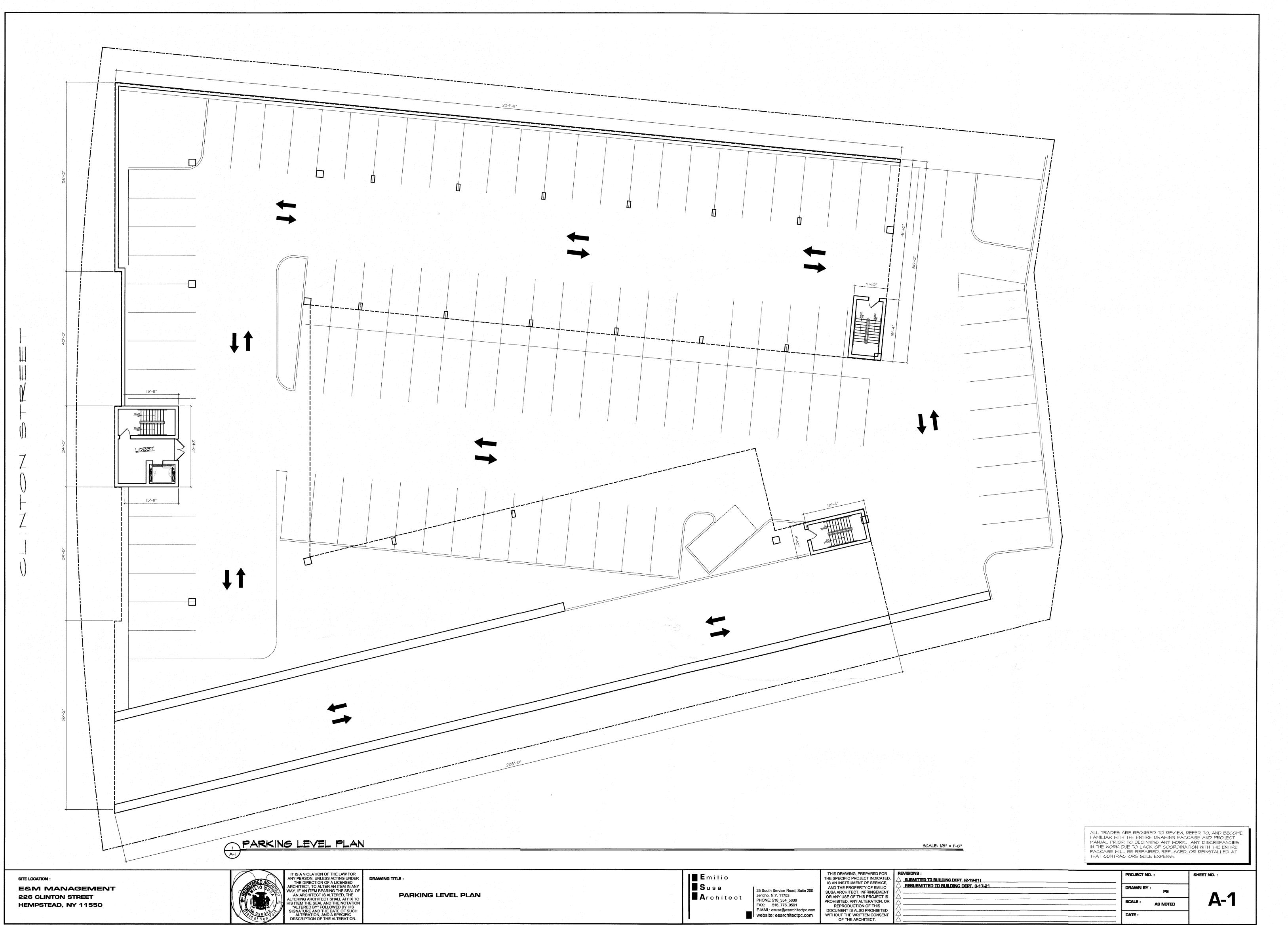
ED TO BUILDING DEPT. 3-17-21

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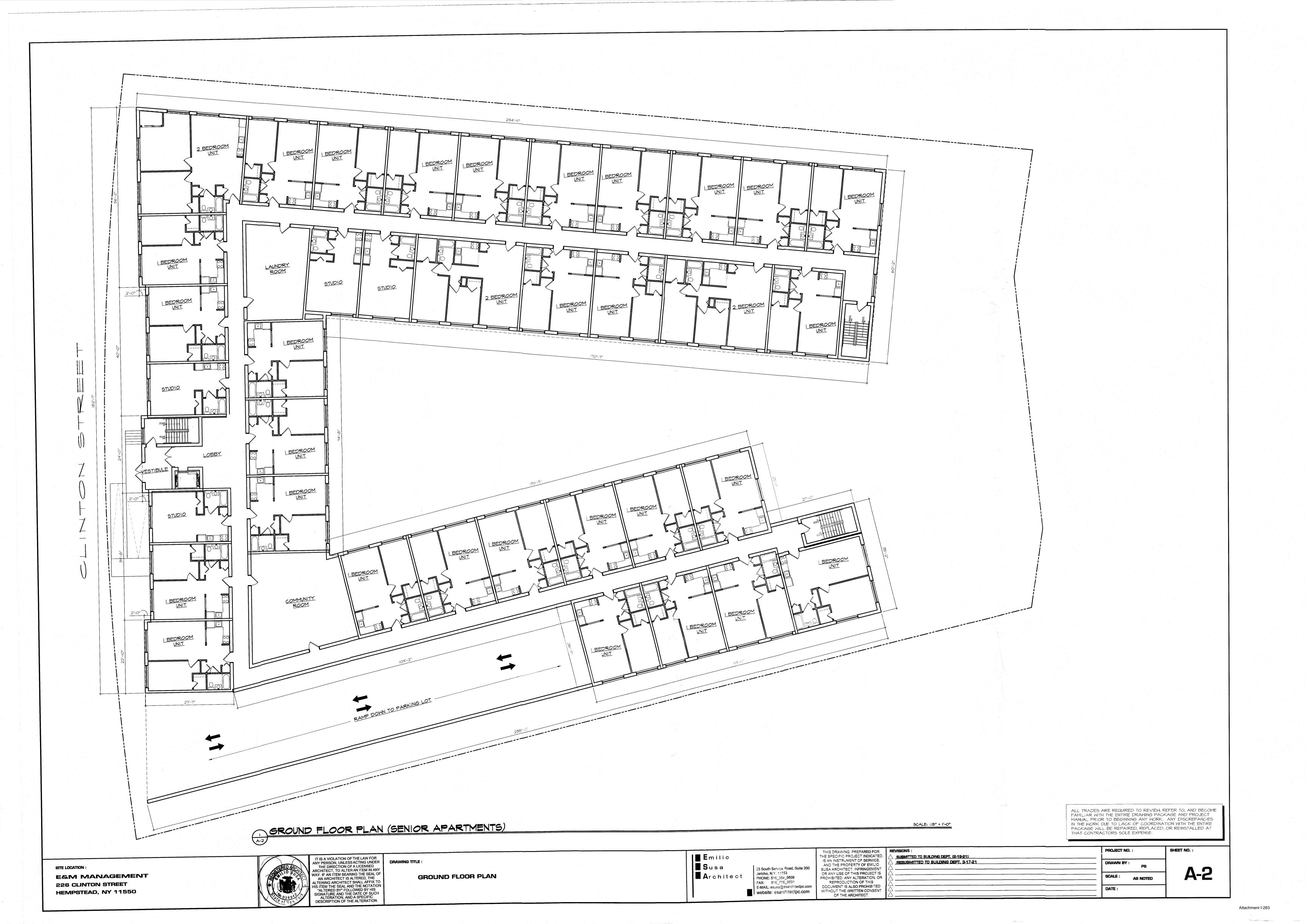
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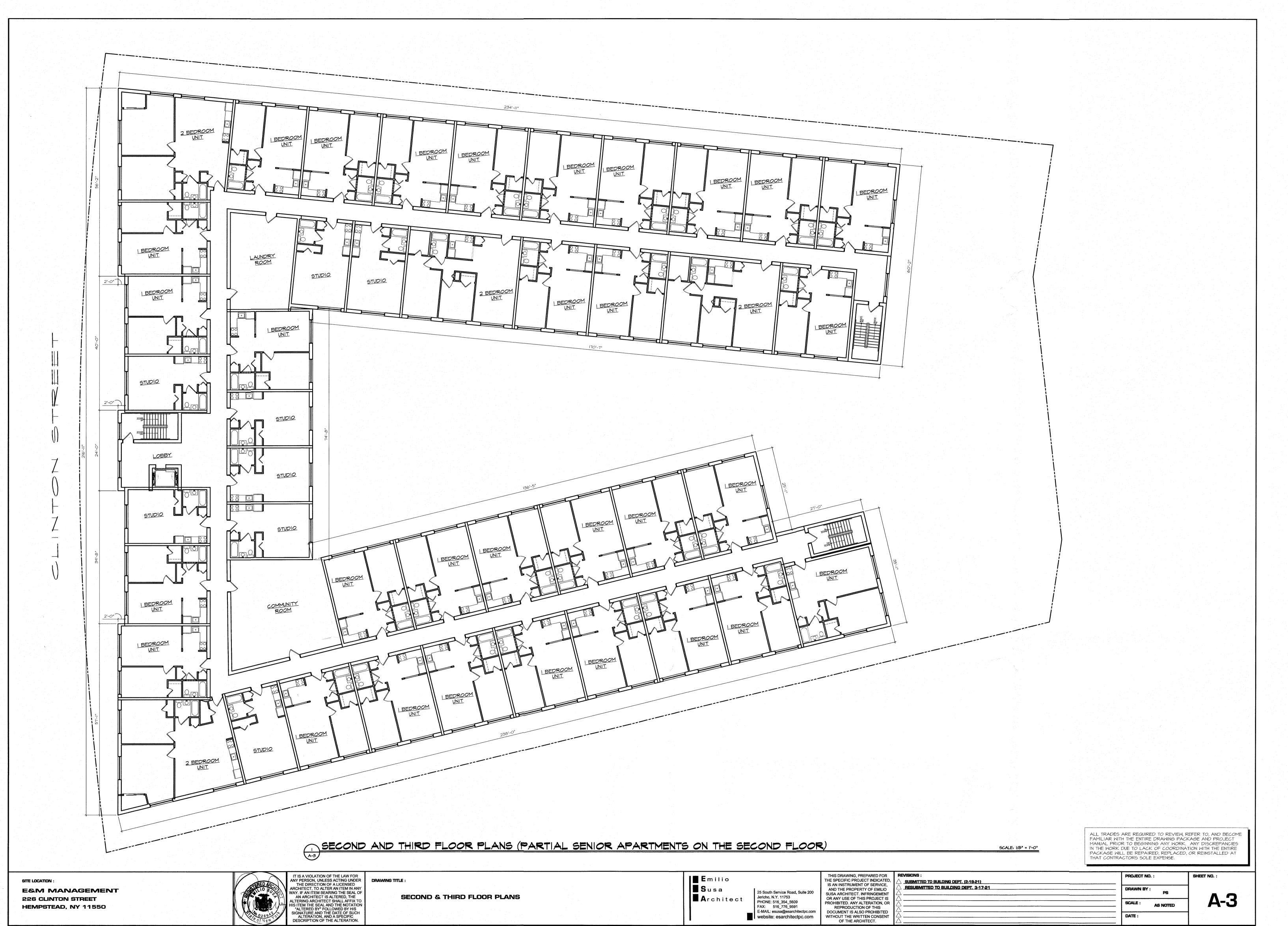
SHEET NO. :

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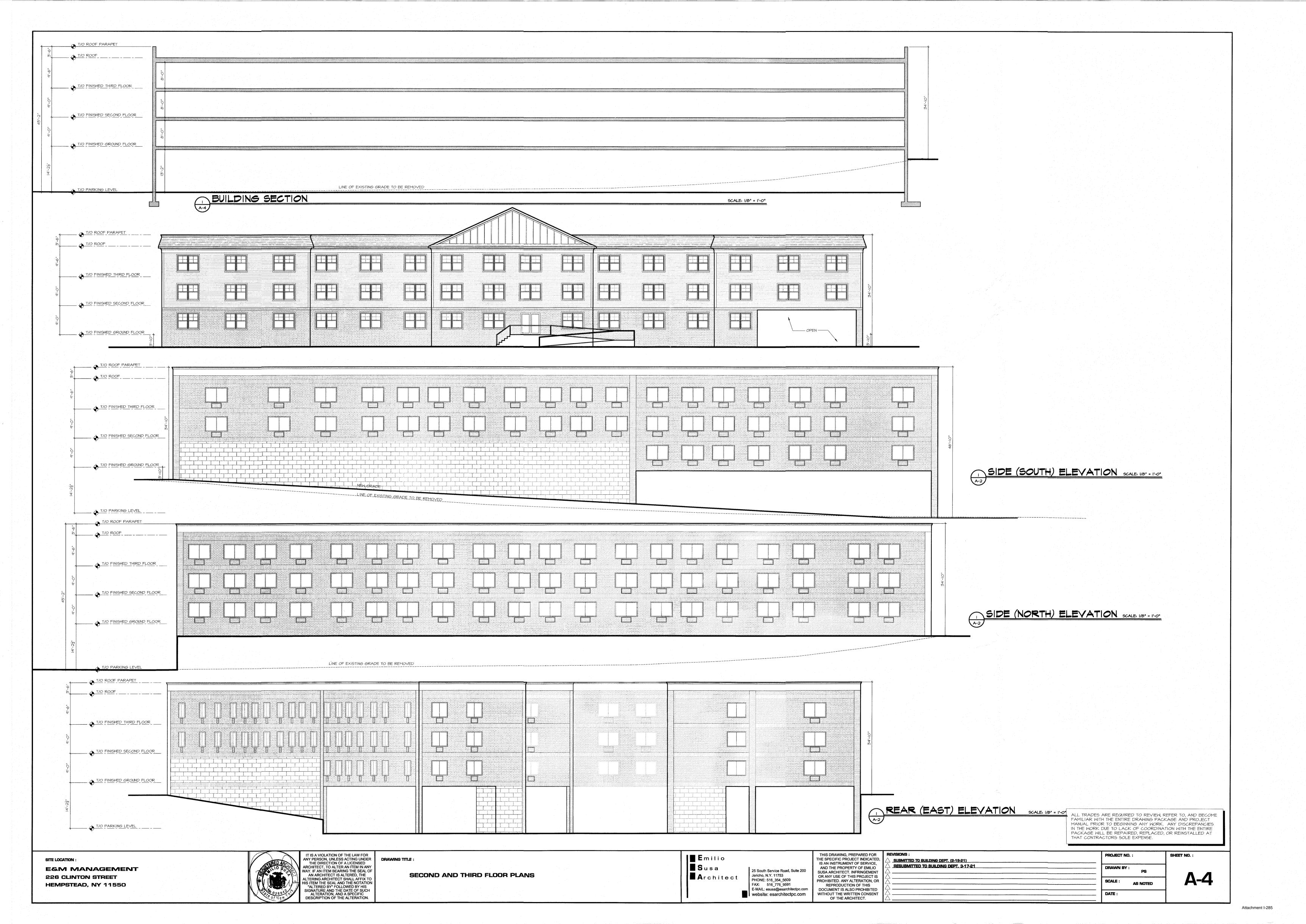


Attachment I-282





Attachment I-284



### Full Environmental Assessment Form Part 1 - Project and Setting

### Instructions for Completing Part 1

Part 1 is to be completed by the applicant or project sponsor. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification.

Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either "Yes" or "No". If the answer to the initial question is "Yes", complete the sub-questions that follow. If the answer to the initial question is "No", proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the applicant or project sponsor to verify that the information contained in Part 1 is accurate and complete.

### A. Project and Applicant/Sponsor Information.

1				
Name of Action or Project: 226 Clinton Street				
Project Location (describe, and attach a general location map):				
226 Clinton Street, Hempstead, NY, Tax Parcels: Section 34, Block 245, Lots 554-558, 567				
Brief Description of Proposed Action (include purpose or need):				
The proposed action includes the request to rezone a 1.2 acre site, for subsequent redevelopment. The site is currently developed with a medical office building and a surface parking lot. The site currently contains portions of 3 zoning districts: Business-A, Residential-C, and Residential-B (see Site Location map). The applicant is requesting a change of zone to have "E" designated on the entire property. The proposal includes redeveloping the site with a120-unit residential building (60 market rate units and 60 senior units, age 62+) and associated residential parking. The project will provide housing adjacent to the Transit Oriented Development overlay district within the Village of Hempstead. Parking for the proposed development will include 105 spaces located in the basement of the building, with 3 stories of residential above. The project is consistent with the Village of Hempstead Vision & Comprehensive Development Plan Update (May 2008), is within the Transit Oriented Development Floating Zone recommended in the Village's Comprehensive Plan for this site, and is within 1/4 of a mile (2 blocks) of the Village's intermodal transportation center.				
Name of Applicant/Sponsor:	plicant/Sponsor: Telephone: 917-680-7317			
Clinton Manor, LLC	E-Mail: (Redacted)			
Address: 301 A Central Avenue				
City/PO: Lawrence	State: NY	Zip Code: 11559		
Project Contact (if not same as sponsor; give name and title/role):	Telephone:			
Aron Goldstein	E-Mail;			
Address:				
City/PO:	State:	Zip Code:		
Property Owner (if not same as sponsor):	Telephone:			
(same)	E-Mail:			
Address:				
City/PO:	State:	Zip Code:		

## B. Government Approvals

B. Government Approvals, Funding, or Sponsorship. ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)				
Government Entity	If Yes: Identify Agency and Approval(s) Required	Applicati (Actual or		
a. City Counsel, Town Board, ☐Yes☑No or Village Board of Trustees				
b. City, Town or Village Yes No Planning Board or Commission	Village Planning Board (site plan approval)			
c. City, Town or Village Zoning Board of Appeals	Village Zoning Board (Zone Change - to E)	Sept 2021		
d. Other local agencies   ☑Yes□No	Village DPW (sewer access), Village Building Department (building permits)			
e. County agencies	NC Fire Marshal (Fire Safety); NCDPW (sewer, driveway, 239F); NC Planning (239M)			
f. Regional agencies Yes No				
g. State agencies Yes No	NYSDEC (SWPPP - Village is MS4)			
h. Federal agencies ☐Yes ☑No				
<ul><li>i. Coastal Resources.</li><li>i. Is the project site within a Coastal Area,</li></ul>	or the waterfront area of a Designated Inland W	aterway?	□Yes <b>☑</b> No	
<ul> <li>ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program?</li> <li>iii. Is the project site within a Coastal Erosion Hazard Area?</li> </ul>				
C. Planning and Zoning				
C.1. Planning and zoning actions.				
only approval(s) which must be granted to end • If Yes, complete sections C, F and G.			∐Yes <b>Z</b> No	
C.2. Adopted land use plans.				
a. Do any municipally- adopted (city, town, vi	llage or county) comprehensive land use plan(s)?	include the site	<b>∠</b> Yes□No	
	pecific recommendations for the site where the p	roposed action	<b>Z</b> Yes□No	
b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway; Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?) If Yes, identify the plan(s):				
	c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan?  If Yes, identify the plan(s):			

C.3. Zoning	
a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance.  If Yes, what is the zoning classification(s) including any applicable overlay district?  Business A, Residential C, Residential B	<b>☑</b> Yes□No
b. Is the use permitted or allowed by a special or conditional use permit?	☐Yes Z No
c. Is a zoning change requested as part of the proposed action?  If Yes,  i. What is the proposed new zoning for the site? "E"	☑Yes□No
C.4. Existing community services.	
a. In what school district is the project site located?  Hempstead Union Free School District	
b. What police or other public protection forces serve the project site?  Hempstead Police	
c. Which fire protection and emergency medical services serve the project site?  Hempstead-Fire District	
d. What parks serve the project site?  Briefley Park, Kennedy Memorial Park, Lincoln Park, Campbell Park, Mirchel Park	
D. Project Details	
D.1. Proposed and Potential Development	
<ul> <li>a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed components)?</li> </ul>	, include all
b. a. Total acreage of the site of the proposed action?  b. Total acreage to be physically disturbed?  c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor?  1.2 acres  1.2 acres  1.2 acres	
<ul> <li>c. Is the proposed action an expansion of an existing project or use?</li> <li>i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, square feet)?</li> <li>%</li></ul>	
<ul> <li>d. Is the proposed action a subdivision, or does it include a subdivision?</li> <li>If Yes,</li> <li>i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)</li> </ul>	□Yes <b>Ø</b> No
<ul> <li>ii. Is a cluster/conservation layout proposed?</li> <li>iii. Number of lots proposed?</li> <li>iv. Minimum and maximum proposed lot sizes? Minimum Maximum</li> </ul>	□Yes □No
e. Will the proposed action be constructed in multiple phases?  i. If No, anticipated period of construction:  ii. If Yes:  • Total number of phases anticipated  • Anticipated commencement date of phase 1 (including demolition)  • Anticipated completion date of final phase  • Generally describe connections or relationships among phases, including any contingencies where progred determine timing or duration of future phases:	Yes No

					1
	t include new resid				<b>☑</b> Yes ☐ No
If Yes, show num	bers of units propo		m E 1	3.6.10.1.79.21.76	
	One Family	Two Family	Three Family	Multiple Family (four or more)	
Initial Phase			-	<del></del>	
At completion				400 units	
of all phases				120 units	
	sed action include	new non-residentia	al construction (inclu	iding expansions)?	☐Yes <b>Z</b> No
If Yes,	- C - t				
i. Total number		onogad etmotures	2 stories height: an	px 182' width; and appx 238' length	
	extent of building s			TBD square feet	
				l result in the impoundment of any agoon or other storage?	□Yes <b>☑</b> No
If Yes,	s creation of a water	supply, leservon	, pond, lake, waste it	igoon or other storage:	
i. Purpose of the	impoundment:				
ii. If a water imp	oundment, the princ	cipal source of the	water:	Ground water Surface water stream	ms Other specify:
iii. If other than w	ater, identify the ty	pe of impounded/	contained liquids and	1 their source.	
iu Annrovimata	size of the proposed	l impoundment	Volume:	million gallons; surface area:	acres
	f the proposed dam			height; length	acres
vi. Construction	method/materials for	or the proposed da		ucture (e.g., earth fill, rock, wood, con-	crete):
D.2. Project Ope	erations				
				uring construction, operations, or both?	Yes / No
		tion, grading or in	stallation of utilities	or foundations where all excavated	
materials will re	emain onsite)				
If Yes:		Coming deposits on			
ii How much mat	rpose of the excava-	uon or arcaging: k earth sediment	etc ) is proposed to	be removed from the site?	
Volume	(specify tons or cub	ic vards):	s, etc.) is proposed to	o to followed from the site:	
	at duration of time?				
iii. Describe natur	iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them.				
7.					
1 . TT7111 at 1		·			[37] N.
If yes, describ	onsite dewatering o	r processing of ex	cavated materials?		∐Yes∐No
II yes, desciit	Je				
v What is the to:	tal area to be dredge	ed or excavated?		acres	
	aximum area to be		time?	acres	
			or dredging?	feet	
	vation require blast		5 5		☐Yes ☐No
				crease in size of, or encroachment	Yes /No
•	ig wetland, waterbo	dy, shoreline, bea	ch or adjacent area?		
If Yes:  i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic					
					er or geographic
description):					

ii. Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:				
iii. Will the proposed action cause or result in disturbance to bottom sediments?	□Yes □No			
If Yes, describe:  iv. Will the proposed action cause or result in the destruction or removal of aquatic vegetation?	☐ Yes ☐ No			
If Yes:  • acres of aquatic vegetation proposed to be removed:				
acres of aquatic vegetation proposed to be removed:     expected acreage of aquatic vegetation remaining after project completion:				
purpose of proposed removal (e.g. beach clearing, invasive species control, boat access):				
purpose of proposed removal (e.g. octav oloming, months of				
proposed method of plant removal:				
if chemical/herbicide treatment will be used, specify product(s):				
v. Describe any proposed reclamation/mitigation following disturbance:				
c. Will the proposed action use, or create a new demand for water?	✓ Yes   ✓ No			
If Yes:				
i. Total anticipated water usage/demand per day: TBD (no known supply issues) gallons/day	<b>Z</b> Yes □No			
ii. Will the proposed action obtain water from an existing public water supply?	M I es mino			
If Yes:				
Name of district or service area: Hempstead (V) WS	✓ Yes No			
Does the existing public water supply have capacity to serve the proposal?  In the existing district?	✓ Yes No			
Is the project site in the existing district?  In the project site in the existing district?	Yes No			
Is expansion of the district needed?    Description of the district needed?	✓ Yes No			
<ul> <li>Do existing lines serve the project site?</li> <li>iii. Will line extension within an existing district be necessary to supply the project?</li> </ul>	Yes ZNo			
If Yes:	103 2110			
The state of the same of the same this project.				
Describe extensions or capacity expansions proposed to serve this project:				
Source(s) of supply for the district:				
iv. Is a new water supply district or service area proposed to be formed to serve the project site?	☐ Yes ZNo			
If, Yes:				
Applicant/sponsor for new district:				
Date application submitted or anticipated:				
Proposed source(s) of supply for new district:				
v. If a public water supply will not be used, describe plans to provide water supply for the project:				
	7			
vi. If water supply will be from wells (public or private), what is the maximum pumping capacity: gallons	/minute.			
d. Will the proposed action generate liquid wastes?	✓ Yes   ☐ No			
If Yes:				
Total anticipated liquid weets generation per day:  TBD gallons/day				
ii. Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all composite of the composition of t	onents and			
approximate volumes or proportions of each):				
sanitary wastewater				
iii. Will the proposed action use any existing public wastewater treatment facilities?	<b>✓</b> Yes <b>N</b> o			
If Yes:	- 100 L 10			
Name of wastewater treatment plant to be used:  Nassau County Sewage District No.2, Trunk No. 3				
Name of district: Nassau County Sewage Disposal				
Does the existing wastewater treatment plant have capacity to serve the project?	✓ Yes  No			
Is the project site in the existing district?	✓ Yes   No			
Is expansion of the district needed?	☐ Yes <b>Z</b> No			

,			
	•	Do existing sewer lines serve the project site?  Will a line extension within an existing district be necessary to serve the project?	☑Yes□No □Yes☑No
		If Yes:  • Describe extensions or capacity expansions proposed to serve this project:	
îv.	Will If Y	a new wastewater (sewage) treatment district be formed to serve the project site? es:	□Yes ZNo
	•	Applicant/sponsor for new district:	
	•	What is the receiving water for the wastewater discharge?	
ν.		blic facilities will not be used, describe plans to provide wastewater treatment for the project, including specificing water (name and classification if surface discharge or describe subsurface disposal plans):	ifying proposed
vi.	Desc	cribe any plans or designs to capture, recycle or reuse liquid waste:	
	sourc	the proposed action disturb more than one acre and create stormwater runoff, either from new point ces (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point ce (i.e. sheet flow) during construction or post construction?	<b>Z</b> Yes □No
		much impervious surface will the project create in relation to total size of project parcel?  Square feet or TBD acres (impervious surface)	
ii.	Desc	Square feet or 1.2 acres (parcel size) cribe types of new point sources. Stormwater design to be provided fr site plan review.	
iii.		ere will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent pr undwater, on-site surface water or off-site surface waters)?	operties,
	_	If to surface waters, identify receiving water bodies or wetlands:	
	_	it to surface waters, identify receiving water bodies of wettailds.	
	_	Will at a manufacture man of flow to a discount manufacture?	Taxaa Taxaa
iv.	Does	Will stormwater runoff flow to adjacent properties? the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater?	☐Yes <b>Z</b> No ☐Yes <b>Z</b> No
f.	Does	the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel	☐Yes ☑No
		ustion, waste incineration, or other processes or operations?	
		dentify: pile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)	
ii	Stati	ionary sources during construction (e.g., power generation, structural heating, batch plant, crushers)	-
iii	. Stat	ionary sources during operations (e.g., process emissions, large boilers, electric generation)	
- 4		any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, deral Clean Air Act Title IV or Title V Permit?	□Yes ✓ No
i.	Is the	project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ent air quality standards for all or some parts of the year)	□Yes□No
		lition to emissions as calculated in the application, the project will generate:	
	•	Tons/year (short tons) of Carbon Dioxide (CO <sub>2</sub> ) Tons/year (short tons) of Nitrous Oxide (Ni-O)	
	•	Tons/year (short tons) of Nitrous Oxide (N <sub>2</sub> O) Tons/year (short tons) of Perfluorocarbons (PFCs)	
	•	Tons/year (short tons) of Fernational Bolling (FFCs)  Tons/year (short tons) of Sulfur Hexafluoride (SF <sub>6</sub> )	
	•	Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (HFCs)	
		Tans/year (short tans) of Hazardays Air Pollytants (HAPs)	

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants,	☐Yes  No		
landfills, composting facilities)?  If Yes:			
i. Estimate methane generation in tons/year (metric):			
ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to g	enerate heat or		
electricity, flaring):			
i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as	☐Yes <b>Z</b> No		
quarry or landfill operations?			
If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust):			
j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial	☐Yes <b>Z</b> No		
new demand for transportation facilities or services?			
If Yes:  i When is the peak traffic expected (Check all that apply):  Morning  Evening  Weekend			
Randomly between hours of to  ii. For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump truck	(s):		
1 VI ( D)			
iii. Parking spaces: Existing +/-88 Proposed 105 Net increase/decrease	+/- 17		
	□Yes ☑No		
iv. Does the proposed action include any shared use parking?  LIYes LINo  v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe:			
proposed access to site located several feet south of existing driveway on Clinton Street	access, aeserroe.		
vi. Are public/private transportation service(s) or facilities available within ½ mile of the proposed site?	<b>Z</b> Yes No		
vii Will the proposed action include access to public transportation or accommodations for use of hybrid, electric	<b>∠</b> Yes No		
or other alternative fueled vehicles?			
viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing Yes No			
pedestrian or bicycle routes?			
k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand	☐Yes ✓ No		
for energy?			
If Yes:  i. Estimate annual electricity demand during operation of the proposed action:			
i. Estimate almual electricity demand during operation of the proposed action.			
ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/l	ocal utility, or		
other):			
	Type This		
iii. Will the proposed action require a new, or an upgrade, to an existing substation?	□Yes□No		
1 II of angular Angular all items which coults			
<ul><li>I. Hours of operation. Answer all items which apply.</li><li>i. During Construction: ii. During Operations:</li></ul>			
Monday - Friday: 8:30 am - 5 pm*			
• Saturday: 8:30 am - 5 pm* • Saturday: 24/7			
Sunday: (*typical construction hours       Sunday: 24/7			
Holidays:as specified by Village Code)      Holidays:24/7			

оре	If the proposed action produce noise that will exceed existing ambient noise levels during construction, eration, or both?	✓ Yes □No
If yes:		
	vide details including sources, time of day and duration:	
return to	Construction noise may exceed ambient noise levels only during construction period due to use of typical construction equip ambient levels after construction has been completed. Construction noise will only occur during hours permitted by the Villa	ment. Noise will ge code.
ii. Wil	If the proposed action remove existing natural barriers that could act as a noise barrier or screen?	☐ Yes ☑ No
Des	ecribe:	
n. Will	the proposed action have outdoor lighting?	✓ Yes □No
If yes:		2 200 3.10
	cribe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:	
	cific fixtures to be determined, but shielded, directed exterior light fixtures are anticipated to be specified during site plan pro	cess.
ii. Wil	Il proposed action remove existing natural barriers that could act as a light barrier or screen?	☐ Yes Z No
Des	cribe:	
a Dar	a the managed estion have the natential to anadyee adom for more than one have not day?	☐ Yes ☑ No
	s the proposed action have the potential to produce odors for more than one hour per day?  Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest	LI res MINO
	res, describe possible sources, potential frequency and duration of odor emissions, and proximity to hearest cupied structures:	
occ	supred structures.	
· ·		
p. Will	the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons)	☐ Yes ZNo
	nemical products 185 gallons in above ground storage or any amount in underground storage?	
If Yes:		
i. Proc	duct(s) to be stored	
	ume(s) per unit time (e.g., month, year)	
	erally, describe the proposed storage facilities:	
a Wall	the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides,	☐ Yes ☑No
	cticides) during construction or operation?	LI 103 MINO
If Yes:	cherices) during construction of operation?	
	escribe proposed treatment(s):	
ı. De	some proposed deathen(s).	
ii Wi	ill the proposed action use Integrated Pest Management Practices?	☐ Yes ☐No
	the proposed action (commercial or industrial projects only) involve or require the management or disposal	
	lid waste (excluding hazardous materials)?	LI TES MINO
If Yes:	nd waste feverating navaraous materials):	
	scribe any solid waste(s) to be generated during construction or operation of the facility:	
2. Des		
•	Construction: tons per (unit of time) Operation: tons per (unit of time)	
₩ Dec	scribe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waster	
u. Des		
•	Construction:	
_	Openstions	
•	Operation:	
222 D	and dismously mathods (Socilities for solid resets compared on site.	
	posed disposal methods/facilities for solid waste generated on-site:	
•	Construction:	
	O	
•	Operation:	

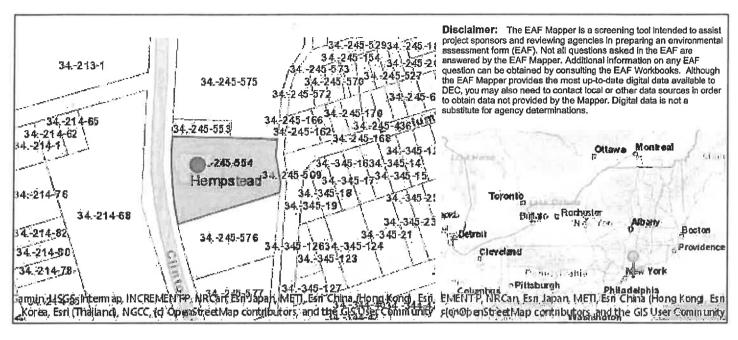
s. Does the proposed action include construction or modification of a solid waste management facility?				Yes 7 No	
If Yes:  i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or					
Tall as a second	-		or transfer station, composur	ig, iandini, or	
ii. Anticipated rate of disposal/processing:					
Tons/month, if transfer or	other non-c	combustion/thermal treatme	ent, or		
Tons/hour, if combustion of the combustion			•		
iii. If landfill, anticipated site life:		years			
t. Will the proposed action at the site involve t	he commer	cial generation, treatment,	storage, or disposal of hazard	lous Yes No	
waste?		-			
If Yes:			1 . 6 . 111.		
i. Name(s) of all hazardous wastes or constit	uents to be	generated, handled or man	aged at facility:		
ii. Generally describe processes or activities i	nvolving h	azardous wastes or constitu	uents:		
	1 .	/ 1			
<ul><li>iii. Specify amount to be handled or generate</li><li>iv. Describe any proposals for on-site minimi</li></ul>			is constituents.		
tv. Describe any proposats for on-site minimi	zanon, recj	yeinig of reuse of nazardou	is constituents.		
v. Will any hazardous wastes be disposed at	an existing	offsite hazardous waste fa	cility?	☐ Yes ☐ No	
If Yes: provide name and location of facility:					
If No: describe proposed management of any h	nazardous v	vastes which will not be se	nt to a hazardous waste facili	tv:	
11 110. describe proposed management of any 1	inizar do do 1	, , , , , , , , , , , , , , , , , , ,		· ·	
E. Site and Setting of Proposed Action					
E.1. Land uses on and surrounding the pro	ject site				
a. Existing land uses.					
	i. Check all uses that occur on, adjoining and near the project site.				
☑ Urban ☐ Industrial ☑ Commercial	Reside	ential (suburban) 🔲 Ru	ral (non-farm)		
☐ Forest ☐ Agriculture ☐ Aquatic	Other	(specify):			
ii. If mix of uses, generally describe:					
b. Land uses and covertypes on the project site	) <u>.</u>				
Land use or		Current	Acreage After	Change	
Covertype		Acreage	Project Completion	(Acres +/-)	
<ul> <li>Roads, buildings, and other paved or imposurfaces</li> </ul>	rvious	1.0	1.0	-	
Forested		0	0	0	
Meadows, grasslands or brushlands (non-					
agricultural, including abandoned agricult		0	0	0	
Agricultural		0	0	0	
(includes active orchards, field, greenhous	se etc.)	0		Ů	
Surface water features		0	0	0	
(lakes, ponds, streams, rivers, etc.)		0	0	0	
Wetlands (freshwater or tidal)		0	0	0	
Non-vegetated (bare rock, earth or fill)		0	0	0	
• Other					
Describe: Landscaped area		0.2	0.2		
-					

c. Is the project site presently used by members of the community for public recreation?	☐Yes ✓ No			
i. If Yes: explain: d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed	✓ Yes No			
day care centers, or group homes) within 1500 feet of the project site?				
If Yes,  i. Identify Facilities:				
Jackson Annex School, Jackson Main School, My Little One Daycare Corp., Staar Day Care WeeCare, Hempstead Family Hea	alth Center, Synergy			
Health Medical, P.C., NH Medical and Dental Center				
e. Does the project site contain an existing dam?	☐ Yes Z No			
If Yes:				
i. Dimensions of the dam and impoundment:				
<ul> <li>Dam height:</li> <li>Dam length:</li> <li>feet</li> <li>feet</li> </ul>				
Dam length:     Surface area:     acres				
Volume impounded: gallons OR acre-feet				
ii. Dam's existing hazard classification:				
iii. Provide date and summarize results of last inspection:				
f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility.	□Yes <b>☑</b> No lity?			
If Yes:	☐Yes☐ No			
i. Has the facility been formally closed?	L resL 140			
• If yes, cite sources/documentation:  ii. Describe the location of the project site relative to the boundaries of the solid waste management facility:				
n. Describe the location of the project site relative to the boundaries of the solid waste management facility.				
iii. Describe any development constraints due to the prior solid waste activities:				
g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? If Yes:	☐Yes <b>Z</b> No			
i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred:				
i. Designed with the state of t				
h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site?	Yes No			
If Yes:  i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site	☐ Yes <b>Z</b> No			
Remediation database? Check all that apply:				
Yes - Spills Incidents database Provide DEC ID number(s):				
☐ Yes – Environmental Site Remediation database Provide DEC ID number(s):				
<del>-</del>				
ii. If site has been subject of RCRA corrective activities, describe control measures:				
iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? If yes, provide DEC ID number(s): 130187, 130096, 130106	<b>Z</b> Yes□No			
iv. If yes to (i), (ii) or (iii) above, describe current status of site(s):				
All off-site:130187; State Superfund Program, 416 Clinton St (1950 ft to north), Class 04 (site closed w/ ongoing management/mainte	enance/monitoring):			
130096: State Superfund Program, 378 Fulton Ave (1350 ft to southeast), Class 02 (disposal of hazardous waste confirmed and pre- OR disposal not confirmed but site is listed on NPL); 130106: State Superfund Program, Clinton Rd (1550 ft to southeast), Class C (	sents significant threa			

v. Is the project site subject to an institutional control limiting property uses?	☐Yes ZNo
<ul> <li>If yes, DEC site ID number:</li> <li>Describe the type of institutional control (e.g., deed restriction or easement):</li> </ul>	
Describe any use limitations:	
Describe any engineering controls:	
Will the project affect the institutional or engineering controls in place?	☐Yes☐No
Explain:	
E.2. Natural Resources On or Near Project Site  a. What is the average depth to bedrock on the project site? greater than 6.5 ft feet	
	□vas(Zhia
b. Are there bedrock outcroppings on the project site?  If Yes, what proportion of the site is comprised of bedrock outcroppings?%	☐ Yes ZNo
A 160) Water Proposition of the first of the	
c. Predominant soil type(s) present on project site: Uh:Urban land-Hempstead Complex 97.4 % Um:Urban land-Mineola Complex 2.6 %	
Um:Urpan land-ivilnegia Complex 2.3 /6	
d. What is the average depth to the water table on the project site? Average:	
e. Drainage status of project site soils: Well Drained: 100 % of site	-
Moderately Well Drained:% of site	
Poorly Drained% of site	
f. Approximate proportion of proposed action site with slopes: 0-10%: 90 % of site 10 % of site	
☐ 10-15%:	
g. Are there any unique geologic features on the project site?  If Yes, describe:	Yes No
11 103, 4630/100.	
h. Surface water features.	
i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers,	
ponds or lakes)?	<b>Z</b> Yes□No
ii. Do any wetlands or other waterbodies adjoin the project site?	M 1 es 110
If Yes to either <i>i</i> or <i>ii</i> , continue. If No, skip to E.2.i.  iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal,	<b>Z</b> Yes □No
state or local agency?	2 40
iv. For each identified regulated wetland and waterbody on the project site, provide the following information:  Streams: Name unnamed adjacent stream Classification	
Lakes or Ponds: Name Classification	
Wetlands: Name Federal Waters: R4SBC     Approximate Size 1.26 ac	
• Wetland No. (if regulated by DEC)  v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired	Yes ZNo
waterbodies?  If yes, name of impaired water body/bodies and basis for listing as impaired:	
11 yes, name of impared water cody/codies and oasis for nearing as impared.	
i. Is the project site in a designated Floodway?	☐Yes <b>Z</b> No
j. Is the project site in the 100-year Floodplain?	☐Yes <b>Z</b> No
k. Is the project site in the 500-year Floodplain?	☐Yes <b>Z</b> No
1. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer?	<b>✓</b> Yes □No
If Yes:  i. Name of aquifer: Sole Source Aquifer Names:Nassau-Suffolk SSA	
1. Name of aquiter:	

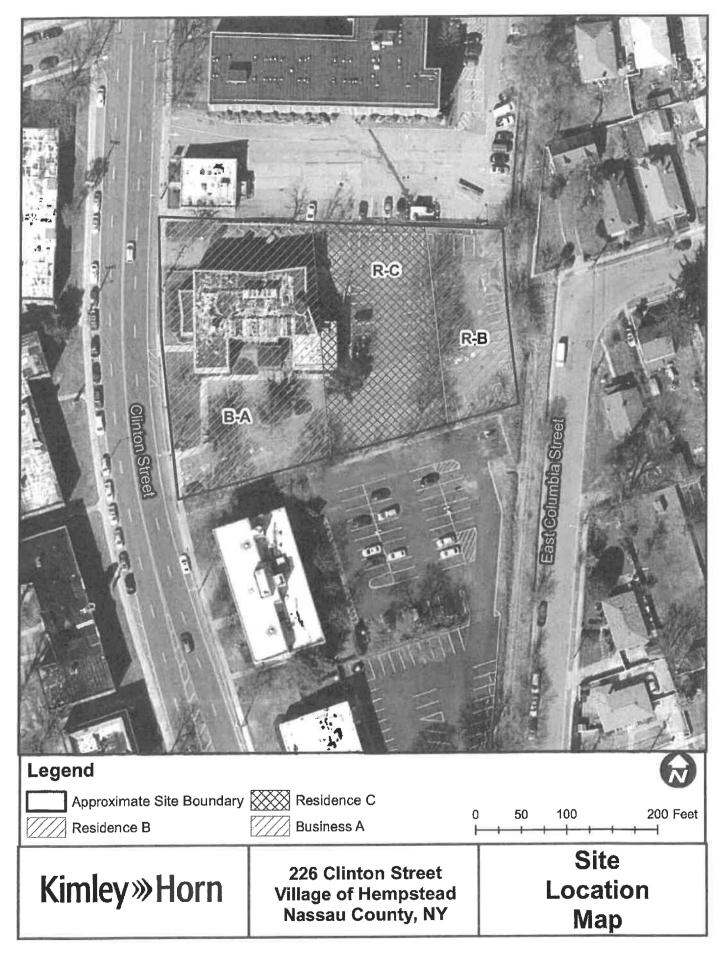
m. Ident	fy the predominant wildlife species that occupy or use the project site:	-	
Туріс	al urban species (i.e., raccoon,	+	
birds.	mice, squirrels, etc.)		
n. Does t	ne project site contain a designated significant natural community? ibe the habitat/community (composition, function, and basis for designation)	on):	☐Yes <b>Z</b> No
ii Sour	e(s) of description or evaluation:		
	t of community/habitat:		
	Currently:	acres	
	Following completion of project as proposed:	acres	
• '	Gain or loss (indicate + or -):	acres	
endang If Yes:  i. Spec	roject site contain any species of plant or animal that is listed by the federal ered or threatened, or does it contain any areas identified as habitat for an ered and listing (endangered or threatened):  anticipated. Existing site is fully developed. IPAC reported potential in the vicinity: each Amaranth (no habitat identified); Endangered - Roseate Tern, Sandplain Gerard	endangered or threatened specie  Threatened - Northern Long eared b	
	he project site contain any species of plant or animal that is listed by NYS concern?	as rare, or as a species of	☐ Yes Z No
If Yes:  i. Spec	es and listing:		
(see abov	a)		
. T. Al		shall Sahinan	My Why.
	roject site or adjoining area currently used for hunting, trapping, fishing or e a brief description of how the proposed action may affect that use:		Yes No
E.3. Des	gnated Public Resources On or Near Project Site		
Agricu	roject site, or any portion of it, located in a designated agricultural district ture and Markets Law, Article 25-AA, Section 303 and 304? ovide county plus district name/number:	certified pursuant to	☐Yes <b>Z</b> No
b. Are agr	icultural lands consisting of highly productive soils present?		☐Yes <b>Z</b> No
	s: acreage(s) on project site?		
	e(s) of soil rating(s):		
c. Does t	ne project site contain all or part of, or is it substantially contiguous to, a re	gistered National	□Yes <b>Z</b> No
If Yes:	Landinark:		
i. Natu	e of the natural landmark:   Biological Community   Geo de brief description of landmark, including values behind designation and	ological Feature	
11071	at the state of th	ALL - ALTONOMA OF MANAGEMENT	
-			
11.4	ating the formation and are for a factor of the factor of	A O	[] v[7] v
d. Is the p If Yes:	roject site located in or does it adjoin a state listed Critical Environmental	Area!	☐Yes <b>Z</b> No
	name:		
ii Racie	for designation:		
	nating agency and date:		
20018	hummb abanal ama ansai		

•		
c. Does the project site contain, or is it substantially contiguous to, a lead which is listed on the National or State Register of Historic Places, Office of Parks, Recreation and Historic Preservation to be eligible	or that has been determined by the Cor	nmissioner of the NYS
If Yes:  i. Nature of historic/archaeological resource: Archaeological Sit  ii. Name; Eligible property:Police Department	Historic Building or District	
iii. Brief description of attributes on which listing is based:		
eligibility based on: significant architectural style (armory building type) and age	(constructed 1927); building is Offsite approx.	450 ft NW
f. Is the project site, or any portion of it, located in or adjacent to an a archaeological sites on the NY State Historic Preservation Office (S	rea designated as sensitive for HPO) archaeological site inventory?	Yes No
g. Have additional archaeological or historic site(s) or resources been If Yes:  i. Describe possible resource(s):  ii. Basis for identification:		□Yes <b>☑</b> No
h. Is the project site within fives miles of any officially designated and scenic or aesthetic resource?  If Yes:	I publicly accessible federal, state, or lo	ocal Yes No
i. Identify resource: Meadowbrook State Pkwy, Southern State Pkwy, Sun	rise Hwy	
<ul> <li>ii. Nature of, or basis for, designation (e.g., established highway over etc.): scenic byway.</li> </ul>	rlook, state or local park, state historic	trail or scenic byway,
iii. Distance between project and resource: less than 5	miles.	
i. Is the project site located within a designated river corridor under to Program 6 NYCRR 666?  If Yes:	he Wild, Scenic and Recreational Rive	rs Yes No
i. Identify the name of the river and its designation:	CHICARD D. 4 CCC	
ii. Is the activity consistent with development restrictions contained in	n on YCRR Part 600?	☐Yes ☐No
F. Additional Information Attach any additional information which may be needed to clarify you have identified any adverse impacts which could be associated measures which you propose to avoid or minimize them.		nose impacts plus any
G. Verification I certify that the information provided is true to the best of my know Applicant/Sponsor Name prepared by Bonnie Von Ohlsen, AICP	ledge	
Signature_ Brune Rn Dika_	Title Kimley-Horn, planning consultant	for applicant



B.i.i [Coastal or Waterfront Area]	No
B.i.ii [Local Waterfront Revitalization Area]	No
C.2.b. [Special Planning District]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h [DEC Spills or Remediation Site - Potential Contamination History]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Listed]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.i [DEC Spills or Remediation Site - Environmental Site Remediation Database]	Digital mapping data are not available or are incomplete. Refer to EAF Workbook.
E.1.h.iii [Within 2,000' of DEC Remediation Site]	Yes
E.1.h.iii [Within 2,000' of DEC Remediation Site - DEC ID]	130187, 130096, 130106
E.2.g [Unique Geologic Features]	No
E.2.h.i [Surface Water Features]	Yes
E.2.h.ii [Surface Water Features]	Yes
E.2.h.iii [Surface Water Features]	Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.
E.2.h.iv [Surface Water Features - Wetlands Name]	Federal Waters
E.2.h.v [Impaired Water Bodies]	No
E.2.i. [Floodway]	No
E.2.j. [100 Year Floodplain]	No
E.2.k. [500 Year Floodplain]	No
E.2.I. [Aquifers]	Yes

L.Z.i, [Aquilet Trainles]	רכה אחוווס-מספפאיויפוווופו ואמווופ אווסטר סווחסר אחוווסרים פווחסים
E.2.n. [Natural Communities]	į No
E.2.o. [Endangered or Threatened Species]	r <b>No</b>
E.2.p. [Rare Plants or Animals]	No ·
E.3.a. [Agricultural District]	<sup></sup> No
E.3.c. [National Natural Landmark]	No
E.3.d [Critical Environmental Area]	No
E.3.e. [National or State Register of Historic Places or State Eligible Sites]	Yes - Digital mapping data for archaeological site boundaries are not available. Refer to EAF Workbook.
E.3.e.ii [National or State Register of Historic Places or State Eligible Sites - Name]	Eligible property:Police Department
E.3.f. [Archeological Sites]	<sub>E</sub> No
E.3.i. [Designated River Corridor]	, No



# National Flood Hazard Layer FIRMette





Village 36164 of Hempstead AREA OF MINIMAL FLOOD HAZARD Feet 1:6,000 73"36"SS"W 40"42"33" OTHER AREAS OF FLOOD HAZARD OTHER AREAS MAP PANELS FEATURES OTHER

SPECIAL FLOOD HAZARD AREAS With BFE or Depth Zure A.E. AO. AA, V.E. AA Without Base Flood Elevation (BFE)

Regulatory Floodway

e

0.2% Annual Chance Flood Hazard, Areco
of 196 senucal chance flood with swenger
depth less than one foot or with drainas Future Conditions 1% Annual areas of less than one square mile ?~~!

Area with Reduced Flood Risk due to Chance Flood Hazard Zone K Laves. See Notes. Zww k

Area with Flood Risk due to Lovee Zunu D

NO SCREEN Area of Minimal Flood Hazard Zone x Effective LONGS

GENERAL ---- Channel, Culvert, or Storm
STRUCTURES | 111111 | Leves, Dike, or Floodwall Channel, Cuivert, or Stonn Sower Area of Undetermined Flood Hazard Zent

29.2 Cross Sections with 1% Annual Chance 17.5 Water Surface Elevation - Constal Transect Limit of Study Base Flood Elevation Line (BFE)

Coastal Transect Baseline Profile Baseline Jurisdiction Boundary

Hydrographic Feature

Digital Data Available

Unmapped No Digital Data Available

The pin displayed on the map is an approximate point selected by the user and does not represe an authorizative property location.

This map compiles with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown compiles with FEMA's begamap accuracy standards

This map image is void if the one or more of the following map clements do not appear; bessemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, The flood hazard informission is derived silvectly from the surhoritative NFHL web services provided by FEMA. This map was exported on 8/13/2021 at 3:17 PM and does not FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for reflect changes or smendmants subsequent to this date and become supersaded by new data over time. ime. The NFHL and effective information may change or

0

250

500

1,000

1,500

2,000

		Agency Use Only [If applicable]
Full Environmental Assessment Form	Project:	
Part 2 - Identification of Potential Project Impacts	Date:	

Part 2 is to be completed by the lead agency. Part 2 is designed to help the lead agency inventory all potential resources that could be affected by a proposed project or action. We recognize that the lead agency's reviewer(s) will not necessarily be environmental professionals. So, the questions are designed to walk a reviewer through the assessment process by providing a series of questions that can be answered using the information found in Part 1. To further assist the lead agency in completing Part 2, the form identifies the most relevant questions in Part 1 that will provide the information needed to answer the Part 2 question. When Part 2 is completed, the lead agency will have identified the relevant environmental areas that may be impacted by the proposed activity.

If the lead agency is a state agency and the action is in any Coastal Area, complete the Coastal Assessment Form before proceeding with this assessment.

### Tips for completing Part 2:

- Review all of the information provided in Part 1.
- Review any application, maps, supporting materials and the Full EAF Workbook.
- Answer each of the 18 questions in Part 2.
- If you answer "Yes" to a numbered question, please complete all the questions that follow in that section.
- If you answer "No" to a numbered question, move on to the next numbered question.
- Check appropriate column to indicate the anticipated size of the impact.
- Proposed projects that would exceed a numeric threshold contained in a question should result in the reviewing agency checking the box "Moderate to large impact may occur."
- The reviewer is not expected to be an expert in environmental analysis.
- If you are not sure or undecided about the size of an impact, it may help to review the sub-questions for the general question and consult the workbook.
- When answering a question consider all components of the proposed activity, that is, the "whole action".
- Consider the possibility for long-term and cumulative impacts as well as direct impacts.
- Answer the question in a reasonable manner considering the scale and context of the project.

1. Impact on Land Proposed action may involve construction on, or physical alteration of, the land surface of the proposed site. (See Part 1. D.1)  If "Yes", answer questions a - j. If "No", move on to Section 2.	□nc	· 🗹	YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may involve construction on land where depth to water table is less than 3 feet.	E2d	Ø	
b. The proposed action may involve construction on slopes of 15% or greater.	E2f	Ø	
c. The proposed action may involve construction on land where bedrock is exposed, or generally within 5 feet of existing ground surface.	E2a		
d. The proposed action may involve the excavation and removal of more than 1,000 tons of natural material.	D2a	Ø	
e. The proposed action may involve construction that continues for more than one year or in multiple phases.	D1e	Ø	
f. The proposed action may result in increased erosion, whether from physical disturbance or vegetation removal (including from treatment by herbicides).	D2e, D2q	Ø	
g. The proposed action is, or may be, located within a Coastal Erosion hazard area.	B1i		
h. Other impacts:			

2. Impact on Geological Features  The proposed action may result in the modification or destruction of, or inhib access to, any unique or unusual land forms on the site (e.g., cliffs, dunes, minerals, fossils, caves). (See Part 1. E.2.g)  If "Yes", answer questions a - c. If "No", move on to Section 3.	oit 🗹 NC	) 🗆	YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Identify the specific land form(s) attached:	E2g		
b. The proposed action may affect or is adjacent to a geological feature listed as a registered National Natural Landmark.  Specific feature:	ЕЗс	D.	П
c. Other impacts:			
3. Impacts on Surface Water  The proposed action may affect one or more wetlands or other surface water bodies (e.g., streams, rivers, ponds or lakes). (See Part 1. D.2, E.2.h)  If "Yes", answer questions a - l. If "No", move on to Section 4.	□no	) <b>2</b>	YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may create a new water body.	D2b, D1h		
b. The proposed action may result in an increase or decrease of over 10% or more than a 10 acre increase or decrease in the surface area of any body of water.	D2b		
c. The proposed action may involve dredging more than 100 cubic yards of material from a wetland or water body.	D2a		
d. The proposed action may involve construction within or adjoining a freshwater or tidal wetland, or in the bed or banks of any other water body.	E2h	Ø	
e. The proposed action may create turbidity in a waterbody, either from upland erosion, runoff or by disturbing bottom sediments.	D2a, D2h		
f. The proposed action may include construction of one or more intake(s) for withdrawal of water from surface water.	D2c		
g. The proposed action may include construction of one or more outfall(s) for discharge of wastewater to surface water(s).	D2d		
h. The proposed action may cause soil erosion, or otherwise create a source of stormwater discharge that may lead to siltation or other degradation of receiving water bodies.	D2e		
<ol> <li>The proposed action may affect the water quality of any water bodies within or downstream of the site of the proposed action.</li> </ol>	E2h		
<ol> <li>The proposed action may involve the application of pesticides or herbicides in or around any water body.</li> </ol>	D2q, E2h		
k. The proposed action may require the construction of new, or expansion of existing, wastewater treatment facilities.	D1a, D2d		

1. Other impacts:		П	П
I. Other Impacts.			_
4. Impact on groundwater  The proposed action may result in new or additional use of ground water, or may have the potential to introduce contaminants to ground water or an aqui (See Part 1. D.2.a, D.2.c, D.2.d, D.2.p, D.2.q, D.2.t)  If "Yes", answer questions a - h. If "No", move on to Section 5.	<b>✓</b> NC fer.		YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may require new water supply wells, or create additional demand on supplies from existing water supply wells.	D2c		
b. Water supply demand from the proposed action may exceed safe and sustainable withdrawal capacity rate of the local supply or aquifer.  Cite Source:	D2c	ם	
c. The proposed action may allow or result in residential uses in areas without water and sewer services.	D1a, D2c		0
d. The proposed action may include or require wastewater discharged to groundwater.	D2d, E21		
e. The proposed action may result in the construction of water supply wells in locations where groundwater is, or is suspected to be, contaminated.	D2c, E1f, E1g, E1h	0	
f. The proposed action may require the bulk storage of petroleum or chemical products over ground water or an aquifer.	D2p, E21	0	0
g. The proposed action may involve the commercial application of pesticides within 100 feet of potable drinking water or irrigation sources.	E2h, D2q, E2I, D2c		
h. Other impacts:			
<ol> <li>Impact on Flooding         The proposed action may result in development on lands subject to flooding.         (See Part 1. E.2)         If "Yes", answer questions a - g. If "No", move on to Section 6.     </li> </ol>	□NC		YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in development in a designated floodway.	E2i		
b. The proposed action may result in development within a 100 year floodplain.	E2j		
c. The proposed action may result in development within a 500 year floodplain.	E2k	V	
d. The proposed action may result in, or require, modification of existing drainage patterns.	D2b, D2e		
e. The proposed action may change flood water flows that contribute to flooding.	D2b, E2i, E2j, E2k		
f. If there is a dam located on the site of the proposed action, is the dam in need of repair, or upgrade?	, Ele		

g. Other impacts:			
6. Impacts on Air		W)	
The proposed action may include a state regulated air emission source. (See Part 1. D.2.f., D.2.h, D.2.g)  If "Yes", answer questions a - f. If "No", move on to Section 7.	✓NO		YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
<ul> <li>a. If the proposed action requires federal or state air emission permits, the action may also emit one or more greenhouse gases at or above the following levels: <ol> <li>More than 1000 tons/year of carbon dioxide (CO<sub>2</sub>)</li> <li>More than 3.5 tons/year of nitrous oxide (N<sub>2</sub>O)</li> <li>More than 1000 tons/year of carbon equivalent of perfluorocarbons (PFCs)</li> <li>More than .045 tons/year of sulfur hexafluoride (SF<sub>6</sub>)</li> <li>More than 1000 tons/year of carbon dioxide equivalent of hydrochloroflourocarbons (HFCs) emissions</li> <li>43 tons/year or more of methane</li> </ol> </li> </ul>	D2g D2g D2g D2g D2g D2h		0 0 0
b. The proposed action may generate 10 tons/year or more of any one designated hazardous air pollutant, or 25 tons/year or more of any combination of such hazardous air pollutants.	D2g	D.	0
c. The proposed action may require a state air registration, or may produce an emissions rate of total contaminants that may exceed 5 lbs. per hour, or may include a heat source capable of producing more than 10 million BTU's per hour.	D2f, D2g	0	
d. The proposed action may reach 50% of any of the thresholds in "a" through "c", above.	D2g	0	
e. The proposed action may result in the combustion or thermal treatment of more than 1 ton of refuse per hour.	D2s		0
f. Other impacts:			
7. Impact on Plants and Animals  The proposed action may result in a loss of flora or fauna. (See Part 1. E.2. n  If "Yes", answer questions a - j. If "No", move on to Section 8.	nq.)	✓NO	□YES
If You , another questions at j. If I've , more on to become .	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may cause reduction in population or loss of individuals of any threatened or endangered species, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2o		
b. The proposed action may result in a reduction or degradation of any habitat used by any rare, threatened or endangered species, as listed by New York State or the federal government.	E2o		
c. The proposed action may cause reduction in population, or loss of individuals, of any species of special concern or conservation need, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.	E2p		
d. The proposed action may result in a reduction or degradation of any habitat used by any species of special concern and conservation need, as listed by New York State or the Federal government.	E2p		

e. The proposed action may diminish the capacity of a registered National Natural Landmark to support the biological community it was established to protect.	ЕЗС		
f. The proposed action may result in the removal of, or ground disturbance in, any portion of a designated significant natural community.  Source:	E2n		<u>.</u>
g. The proposed action may substantially interfere with nesting/breeding, foraging, or over-wintering habitat for the predominant species that occupy or use the project site.	E2m	0	П
h. The proposed action requires the conversion of more than 10 acres of forest, grassland or any other regionally or locally important habitat.  Habitat type & information source:	E1b		П
i. Proposed action (commercial, industrial or recreational projects, only) involves use of herbicides or pesticides.	D2q	Ö	П
j. Other impacts:		0	D
8. Impact on Agricultural Resources  The proposed action may impact agricultural resources. (See Part 1. E.3.a. a  If "Yes", answer questions a - h. If "No", move on to Section 9.	nd b.)	NO	YES
	nd b.)  Relevant  Part I  Question(s)	No, or small impact may occur	Moderate to large impact may occur
The proposed action may impact agricultural resources. (See Part 1. E.3.a. a	Relevant Part I	No, or small impact	Moderate to large impact may
The proposed action may impact agricultural resources. (See Part 1. E.3.a. a If "Yes", answer questions a - h. If "No", move on to Section 9.  a. The proposed action may impact soil classified within soil group 1 through 4 of the	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
The proposed action may impact agricultural resources. (See Part 1. E.3.a. a If "Yes", answer questions a - h. If "No", move on to Section 9.  a. The proposed action may impact soil classified within soil group 1 through 4 of the NYS Land Classification System.  b. The proposed action may sever, cross or otherwise limit access to agricultural land	Relevant Part I Question(s)  E2c, E3b	No, or small impact may occur	Moderate to large impact may occur
The proposed action may impact agricultural resources. (See Part 1. E.3.a. a If "Yes", answer questions a - h. If "No", move on to Section 9.  a. The proposed action may impact soil classified within soil group 1 through 4 of the NYS Land Classification System.  b. The proposed action may sever, cross or otherwise limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc).  c. The proposed action may result in the excavation or compaction of the soil profile of	Relevant Part I Question(s)  E2c, E3b  E1a, Elb	No, or small impact may occur	Moderate to large impact may occur
<ul> <li>The proposed action may impact agricultural resources. (See Part 1. E.3.a. a If "Yes", answer questions a - h. If "No", move on to Section 9.</li> <li>a. The proposed action may impact soil classified within soil group 1 through 4 of the NYS Land Classification System.</li> <li>b. The proposed action may sever, cross or otherwise limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc).</li> <li>c. The proposed action may result in the excavation or compaction of the soil profile of active agricultural land.</li> <li>d. The proposed action may irreversibly convert agricultural land to non-agricultural uses, either more than 2.5 acres if located in an Agricultural District, or more than 10</li> </ul>	Relevant Part I Question(s)  E2c, E3b  E1a, Elb  E3b	No, or small impact may occur	Moderate to large impact may occur
<ul> <li>The proposed action may impact agricultural resources. (See Part 1. E.3.a. a If "Yes", answer questions a - h. If "No", move on to Section 9.</li> <li>a. The proposed action may impact soil classified within soil group 1 through 4 of the NYS Land Classification System.</li> <li>b. The proposed action may sever, cross or otherwise limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc).</li> <li>c. The proposed action may result in the excavation or compaction of the soil profile of active agricultural land.</li> <li>d. The proposed action may irreversibly convert agricultural land to non-agricultural uses, either more than 2.5 acres if located in an Agricultural District, or more than 10 acres if not within an Agricultural District.</li> <li>e. The proposed action may disrupt or prevent installation of an agricultural land</li> </ul>	Relevant Part I Question(s)  E2c, E3b  E1a, Elb  E3b  E1b, E3a	No, or small impact may occur	Moderate to large impact may occur

h. Other impacts:

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9. Impact on Aesthetic Resources  The land use of the proposed action are obviously different from, or are in sharp contrast to, current land use patterns between the proposed project and a scenic or aesthetic resource. (Part 1. E.1.a, E.1.b, E.3.h.)  If "Yes", answer questions a - g. If "No", go to Section 10.	<b>✓</b> N	0 [	]YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Proposed action may be visible from any officially designated federal, state, or local scenic or aesthetic resource.	E3h		
b. The proposed action may result in the obstruction, elimination or significant screening of one or more officially designated scenic views.	E3h, C2b		
c. The proposed action may be visible from publicly accessible vantage points: i. Seasonally (e.g., screened by summer foliage, but visible during other seasons) ii. Year round	E3h	0	0
<ul> <li>d. The situation or activity in which viewers are engaged while viewing the proposed action is:</li> <li>i. Routine travel by residents, including travel to and from work</li> <li>ii. Recreational or tourism based activities</li> </ul>	E3h E2q, E1c		0 0
e. The proposed action may cause a diminishment of the public enjoyment and appreciation of the designated aesthetic resource.	E3h		
f. There are similar projects visible within the following distance of the proposed project:  0-1/2 mile ½ -3 mile 3-5 mile 5+ mile	D1a, E1a, D1f, D1g		
g. Other impacts:		0	0
10. Impact on Historic and Archeological Resources The proposed action may occur in or adjacent to a historic or archaeological resource. (Part 1. E.3.e, f. and g.) If "Yes", answer questions a - e. If "No", go to Section 11.	<b>✓</b> N0	o [	YES
, , , , , , , , , , , , , , , , , , , ,	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may
a. The proposed action may occur wholly or partially within, or substantially contiguous to, any buildings, archaeological site or district which is listed on the National or State Register of Historical Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places.	E3e		
b. The proposed action may occur wholly or partially within, or substantially contiguous to, an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory.	E3f	0	ū
c. The proposed action may occur wholly or partially within, or substantially contiguous to, an archaeological site not included on the NY SHPO inventory.  Source:	E3g		0

d. Other impacts:			
If any of the above (a-d) are answered "Moderate to large impact may e. occur", continue with the following questions to help support conclusions in Part 3:			
The proposed action may result in the destruction or alteration of all or part of the site or property.	E3e, E3g, E3f	0	0
<ol> <li>The proposed action may result in the alteration of the property's setting or integrity.</li> </ol>	E3e, E3f, E3g, E1a, E1b		0
iii. The proposed action may result in the introduction of visual elements which are out of character with the site or property, or may alter its setting.	E3e, E3f, E3g, E3h, C2, C3		
11. Impact on Open Space and Recreation The proposed action may result in a loss of recreational opportunities or a reduction of an open space resource as designated in any adopted municipal open space plan. (See Part 1. C.2.c, E.1.c., E.2.q.) If "Yes", answer questions a - e. If "No", go to Section 12.	NO		YES
If Yes, answer questions a - e. If No, go to section 12.	Relevant	No, or	Moderate
	Part I Question(s)	small impact may occur	to large impact may occur
a. The proposed action may result in an impairment of natural functions, or "ecosystem services", provided by an undeveloped area, including but not limited to stormwater storage, nutrient cycling, wildlife habitat.	D2e, E1b E2h, E2m, E2o, E2n, E2p		n
b. The proposed action may result in the loss of a current or future recreational resource.	C2a, E1c, C2c, E2q		
c. The proposed action may eliminate open space or recreational resource in an area with few such resources.	C2a, C2c E1c, E2q	0	0
d. The proposed action may result in loss of an area now used informally by the community as an open space resource.	C2c, E1c		
e. Other impacts:			<b>-</b>
12. Impact on Critical Environmental Areas  The proposed action may be located within or adjacent to a critical environmental area (CEA). (See Part 1. E.3.d)  If "Yes", answer questions a - c. If "No", go to Section 13.	✓ NO		YES
1) Tes, unswer questions a - c. 1/110, go to Section 15.	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action may result in a reduction in the quantity of the resource or characteristic which was the basis for designation of the CEA.	E3d	Ò	٥
b. The proposed action may result in a reduction in the quality of the resource or characteristic which was the basis for designation of the CEA.	E3d	ם	
c. Other impacts:			0

13. Impact on Transportation  The proposed action may result in a change to existing transportation systems (See Part 1. D.2.j)  If "Yes", answer questions a - f. If "No", go to Section 14.	s. 🔽 N	0 🗌	YES
ay 100 y anome, questions to y, y 110 y go to becitein a.	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. Projected traffic increase may exceed capacity of existing road network.	D2j		0
b. The proposed action may result in the construction of paved parking area for 500 or more vehicles.	D2j	0	<u> </u>
c. The proposed action will degrade existing transit access.	D2j		
d. The proposed action will degrade existing pedestrian or bicycle accommodations.	D2j		
e. The proposed action may alter the present pattern of movement of people or goods.	D2j		
f. Other impacts:		0	0
14. Impact on Energy The proposed action may cause an increase in the use of any form of energy. (See Part 1. D.2.k)  If "Yes", answer questions a - e. If "No", go to Section 15.	<b>✓</b> N0	о 🔲	YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action will require a new, or an upgrade to an existing, substation.	D2k		
<ul> <li>The proposed action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two-family residences or to serve a commercial or industrial use.</li> </ul>	D1f, D1q, D2k		
c. The proposed action may utilize more than 2,500 MWhrs per year of electricity.	D2k		
d. The proposed action may involve heating and/or cooling of more than 100,000 square feet of building area when completed.	D1g	0	
e. Other Impacts:			
15. Impact on Noise, Odor, and Light  The proposed action may result in an increase in noise, odors, or outdoor ligh (See Part 1. D.2.m., n., and o.)  If "Yes", answer questions a - f. If "No", go to Section 16.	ting. NO		YES
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
<ul> <li>a. The proposed action may produce sound above noise levels established by local regulation.</li> </ul>	D2m		
b. The proposed action may result in blasting within 1,500 feet of any residence, hospital, school, licensed day care center, or nursing home.	D2m, E1d		
c. The proposed action may result in routine odors for more than one hour per day.	D2o		

d. The proposed action may result in light shining onto adjoining properties.	D2n		
e. The proposed action may result in lighting creating sky-glow brighter than existing area conditions.	D2n, E1a		
f. Other impacts: Potential for typical construction noise during construction phase of project			
16. Impact on Human Health  The proposed action may have an impact on human health from exposure to new or existing sources of contaminants. (See Part 1.D.2.q., E.1. d. f. g. and h.)  If "Yes", answer questions a - m. If "No", go to Section 17.			
	Relevant Part I Question(s)	No,or small impact may cccur	Moderate to large impact may occur
a. The proposed action is located within 1500 feet of a school, hospital, licensed day care center, group home, nursing home or retirement community.	E1d	Ø	□
b. The site of the proposed action is currently undergoing remediation.	Elg, Elh		
c. There is a completed emergency spill remediation, or a completed environmental site remediation on, or adjacent to, the site of the proposed action.	Elg, Elh		
d. The site of the action is subject to an institutional control limiting the use of the property (e.g., easement or deed restriction).	Elg, Elh		
e. The proposed action may affect institutional control measures that were put in place to ensure that the site remains protective of the environment and human health.	Elg, Elh		
f. The proposed action has adequate control measures in place to ensure that future generation, treatment and/or disposal of hazardous wastes will be protective of the environment and human health.	D2t		
g. The proposed action involves construction or modification of a solid waste management facility.	D2q, E1f		
h. The proposed action may result in the unearthing of solid or hazardous waste.	D2q, E1f		
<ul> <li>i. The proposed action may result in an increase in the rate of disposal, or processing, of solid waste.</li> </ul>	D2r, D2s		
j. The proposed action may result in excavation or other disturbance within 2000 feet of a site used for the disposal of solid or hazardous waste.	Elf, Elg Elh		
<ul> <li>k. The proposed action may result in the migration of explosive gases from a landfill site to adjacent off site structures.</li> </ul>	Elf, Elg		
l. The proposed action may result in the release of contaminated leachate from the project site.	D2s, E1f, D2r		
m. Other impacts:			

17. Consistency with Community Plans		_	
The proposed action is not consistent with adopted land use plans. (See Part 1. C.1, C.2. and C.3.)	NO		YES
If "Yes", answer questions a - h. If "No", go to Section 18.			
	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
a. The proposed action's land use components may be different from, or in sharp contrast to, current surrounding land use pattern(s).	C2, C3, D1a E1a, E1b		п
b. The proposed action will cause the permanent population of the city, town or village in which the project is located to grow by more than 5%.	C2		ם
c. The proposed action is inconsistent with local land use plans or zoning regulations.	C2, C2, C3		
d. The proposed action is inconsistent with any County plans, or other regional land use plans.	C2, C2		0
e. The proposed action may cause a change in the density of development that is not supported by existing infrastructure or is distant from existing infrastructure.	C3, D1c, D1d, D1f, D1d, Elb		
f. The proposed action is located in an area characterized by low density development that will require new or expanded public infrastructure.	C4, D2c, D2d D2j		
g. The proposed action may induce secondary development impacts (e.g., residential or commercial development not included in the proposed action)	C2a		Ö
h. Other:			0
18. Consistency with Community Character  The proposed project is inconsistent with the existing community character.  (See Part 1. C.2, C.3, D.2, E.3)  If "Yes" answer questions a - p. If "No" proceed to Part 3.	✓NO	,	/ES
The proposed project is inconsistent with the existing community character.	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
The proposed project is inconsistent with the existing community character. (See Part 1. C.2, C.3, D.2, E.3)	Relevant Part I Question(s) E3e, E3f, E3g	No, or small impact	Moderate to large impact may
The proposed project is inconsistent with the existing community character.  (See Part 1. C.2, C.3, D.2, E.3)  If "Yes", answer questions a - g. If "No", proceed to Part 3.  a. The proposed action may replace or eliminate existing facilities, structures, or areas	Relevant Part I Question(s)	No, or small impact may occur	Moderate to large impact may occur
The proposed project is inconsistent with the existing community character.  (See Part 1. C.2, C.3, D.2, E.3)  If "Yes", answer questions a - g. If "No", proceed to Part 3.  a. The proposed action may replace or eliminate existing facilities, structures, or areas of historic importance to the community.  b. The proposed action may create a demand for additional community services (e.g.	Relevant Part I Question(s) E3e, E3f, E3g	No, or small impact may occur	Moderate to large impact may occur
The proposed project is inconsistent with the existing community character. (See Part 1. C.2, C.3, D.2, E.3)  If "Yes", answer questions a - g. If "No", proceed to Part 3.  a. The proposed action may replace or eliminate existing facilities, structures, or areas of historic importance to the community.  b. The proposed action may create a demand for additional community services (e.g. schools, police and fire)  c. The proposed action may displace affordable or low-income housing in an area where	Relevant Part I Question(s)  E3e, E3f, E3g  C4  C2, C3, D1f	No, or small impact may occur	Moderate to large impact may occur
The proposed project is inconsistent with the existing community character. (See Part 1. C.2, C.3, D.2, E.3)  If "Yes", answer questions a - g. If "No", proceed to Part 3.  a. The proposed action may replace or eliminate existing facilities, structures, or areas of historic importance to the community.  b. The proposed action may create a demand for additional community services (e.g. schools, police and fire)  c. The proposed action may displace affordable or low-income housing in an area where there is a shortage of such housing.  d. The proposed action may interfere with the use or enjoyment of officially recognized	Relevant Part I Question(s)  E3e, E3f, E3g  C4  C2, C3, D1f D1g, E1a	No, or small impact may occur	Moderate to large impact may occur
The proposed project is inconsistent with the existing community character. (See Part 1. C.2, C.3, D.2, E.3)  If "Yes", answer questions a - g. If "No", proceed to Part 3.  a. The proposed action may replace or eliminate existing facilities, structures, or areas of historic importance to the community.  b. The proposed action may create a demand for additional community services (e.g. schools, police and fire)  c. The proposed action may displace affordable or low-income housing in an area where there is a shortage of such housing.  d. The proposed action may interfere with the use or enjoyment of officially recognized or designated public resources.  e. The proposed action is inconsistent with the predominant architectural scale and	Relevant Part I Question(s)  E3e, E3f, E3g  C4  C2, C3, D1f D1g, E1a  C2, E3	No, or small impact may occur	Moderate to large impact may occur

	vidench nor outh	[trubbineanie]
Project :		
Date:		

# Full Environmental Assessment Form Part 3 - Evaluation of the Magnitude and Importance of Project Impacts Determination of Significance

Part 3 provides the reasons in support of the determination of significance. The lead agency must complete Part 3 for every question in Part 2 where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.

Based on the analysis in Part 3, the lead agency must decide whether to require an environmental impact statement to further assess the proposed action or whether available information is sufficient for the lead agency to conclude that the proposed action will not have a significant adverse environmental impact. By completing the certification on the next page, the lead agency can complete its determination of significance.

### Reasons Supporting This Determination:

To complete this section:

- Identify the impact based on the Part 2 responses and describe its magnitude. Magnitude considers factors such as severity, size or extent of an impact.
- Assess the importance of the impact. Importance relates to the geographic scope, duration, probability of the impact occurring, number of people affected by the impact and any additional environmental consequences if the impact were to occur.
- The assessment should take into consideration any design element or project changes.
- Repeat this process for each Part 2 question where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.
- Provide the reason(s) why the impact may, or will not, result in a significant adverse environmental impact
- For Conditional Negative Declarations identify the specific condition(s) imposed that will modify the proposed action so that no significant adverse environmental impacts will result.
- Attach additional sheets, as needed.

1.	Impact	on	Land -

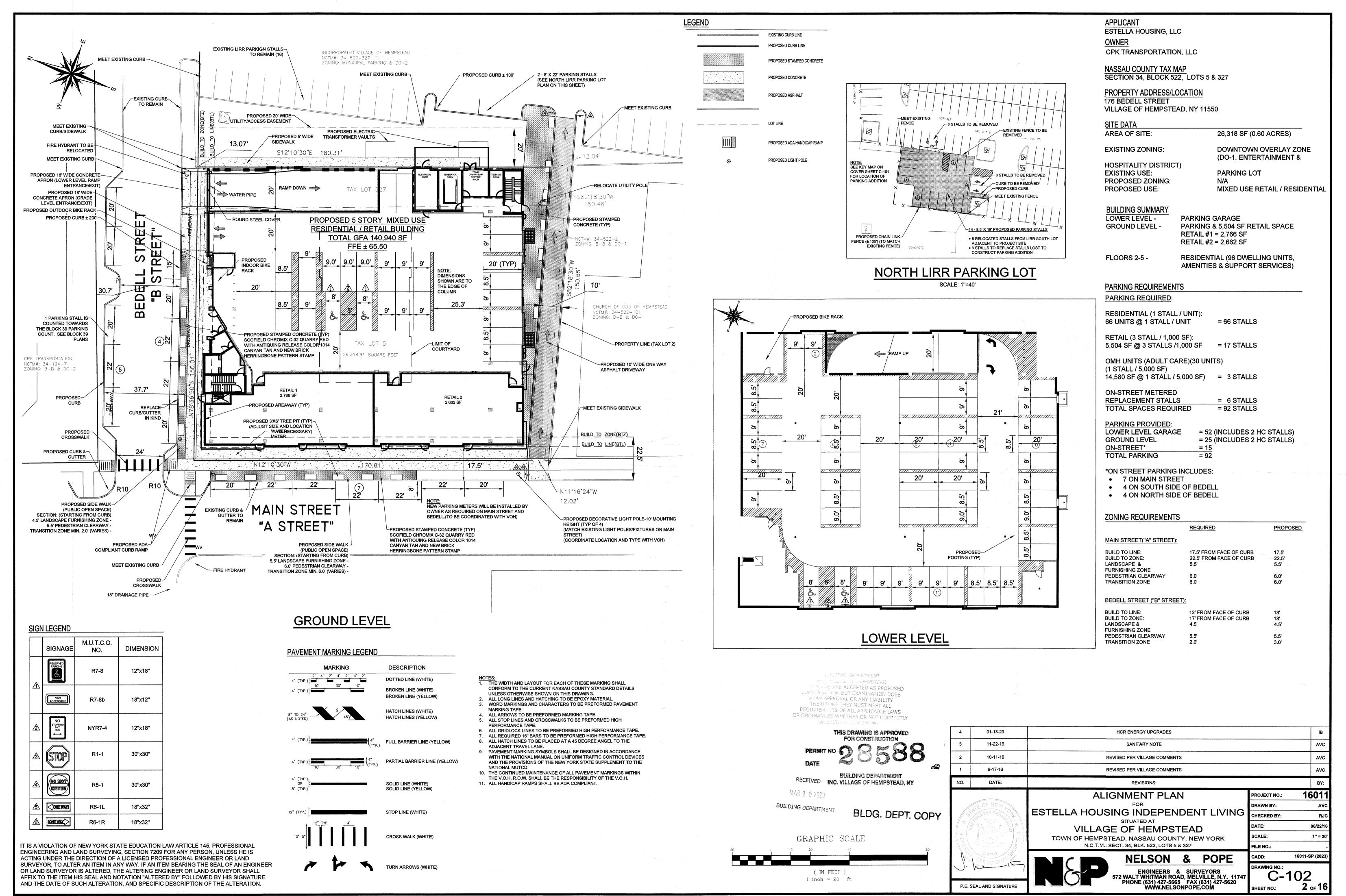
- 1e. The proposed action will involve construction and physical alteration of the site, however, the site is currently developed, in a built-up village area. The construction is anticipated to be done in one phase, but may take longer than 1 year (18 mos.). A sediment and erosion control plan is proposed to be implemented, as well as Best Management Practices during the construction phase.
- 3. Impacts on Surface Water a north-south running unnamed watercourse is located off site to the east. However, with implementation of sediment and erosion control measures and Best Management Practices during construction, no adverse impacts to the off-site stream are anticipated.
- 5. Impacts on Flooding the site is located in Zone X, Area of Minimal Flood Hazard (see FEMA FIRMette, attached). Anecdotally, according to the site owner, the site is not subject to flooding. Proposed site plans will include a stormwater management plan including practices to address the potential for flooding, although this is not anticipated to be a significant adverse impact of the project. No construction is proposed within 40 feet of the stream.
- 13. Impact on Transportation The proposed action will modify the use on site from medical office to residential, thereby changing the traffic volumes. According to the traffic study done for the project, the project will generate 29 vehicular trips in the weekday AM peak hour, and 39 vehicular trips in the weekday PM peak hour. When compared to the existing trips generated by the current medical office use, the proposed project will result in a decrease of 31 vehicular trips in the weekday AM peak hour, and an increase of just 14 vehicular trips in the weekday PM peak hour. This is not anticipated to have an adverse impact on traffic and roadways.

Beneficial impacts - The project will redevelop a 1.2-acre site containing office and parking, and provide housing within the Village of Hempstead. The

illage's intermodal tra	Zone recommended in the Villa ansportation center.	age's Comprehensive De	velopment Plan for	this site, and is within 1/	4 of a mile (2 blocks) of the
		- CO!!C	70 1 3 1	Unlisted Actions	
	Determination	n of Significance	- Type I and	Onnsted Actions	
SEQR Status:	Determination  Type 1	Unlisted	- Type I and	Ollisted Actions	
-		Unlisted	Part 2	Part 3	Attachment I-314

Upon review of the information recorded on this EAF, as noted, plus this additional support information  Traffic Impact Study (August 2021) prepared by Kimley Horn Engineering and Landscape Architecture of NY. PC: Architectural Plan set (March 2021), prepared by Emilio Susa, AIA; and Draft Supplemental Generic Environmental Impact Statement (DSGEIS) for the Downtown Overlay Zones & Zoning Map Amendments (dated 5/12/12)
and considering both the magnitude and importance of each identified potential impact, it is the conclusion of the Village of Hempstead Zoning Board of Appeals as lead agency that:
A. This project will result in no significant adverse impacts on the environment, and, therefore, an environmental impact statement need not be prepared. Accordingly, this negative declaration is issued.
B. Although this project could have a significant adverse impact on the environment, that impact will be avoided or substantially mitigated because of the following conditions which will be required by the lead agency:
There will, therefore, be no significant adverse impacts from the project as conditioned, and, therefore, this conditioned negative declaration is issued. A conditioned negative declaration may be used only for UNLISTED actions (see 6 NYCRR 617.7(d)).
C. This Project may result in one or more significant adverse impacts on the environment, and an environmental impact statement must be prepared to further assess the impact(s) and possible mitigation and to explore alternatives to avoid or reduce those impacts. Accordingly, this positive declaration is issued.
Name of Action: 226 Clinton Street
Name of Lead Agency: Village of Hempstead Zoning Board of Appeals
Name of Responsible Officer in Lead Agency: Ashley Zeigler-Fletcher
Title of Responsible Officer: Administrator, Zoning Board of Appeals
Signature of Responsible Officer in Lead Agency:  Date:
Signature of Preparer (if different from Responsible Officer)  Brune Van France:  9/16/21
For Further Information:
Contact Person: Ashley Zeigler-Fletcher, Adminstrator ZBA
Address: 99 James A. Garner Way, Hempstead, NY 11550
Telephone Number: 515-478-6201.
E-mail: afletcher@villageofhempsteadny.gov
For Type 1 Actions and Conditioned Negative Declarations, a copy of this Notice is sent to:
Chief Executive Officer of the political subdivision in which the action will be principally located (e.g., Town / City / Village of) Other involved agencies (if any) Applicant (if any) Environmental Notice Bulletin: <a href="http://www.dec.ny.gov/enb/enb.html">http://www.dec.ny.gov/enb/enb.html</a>

Upon review of the information recorded on this EAF, as noted, plus this additional support information
Traffic impact Study (August 2021) prepared by Kimley Horn Engineering and Landscape Architecture of NY. PC: Architectural Plan set (March 2021) prepared by Emilio Susa, AIA; and Draft Supplemental Generic Environmental impact Statement (DSGEIS) for the Downtown Overlay Zones & Zoning Map Amendments (dated 5/12/12)
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C. This Project may result in one or more significant adverse impacts on the environment, and an environmental impact statement must be prepared to further assess the impact(s) and possible mitigation and to explore alternatives to avoid or reduce those impacts. Accordingly, this positive declaration is issued.
Name of Action: 226 Clinton Street
Name of Lead Agency: Village of Hampstead Zoning Board of Appeals
Name of Responsible Officer in Lead Agency: Daniel Leo
Title of Responsible Officer: Chairman, Zoning Board of Appeals
Signature of Responsible Officer in Lead Agency:  Date: 2/3/22  Signature of Preparer (if different from Responsible Officer)  Date: 9/16/21
Signature of Preparer (if different from Responsible Officer)  Date: 9/16/21
For Further Information:
Contact Person: Ashley Zeigler-Fletcher, Adminstrator ZBA
Address: 99 James A. Gamer Way, Hempstead, NY 11550
Telephone Number: 515-478-6201.
E-mail: (Redacted)
For Type 1 Actions and Conditioned Negative Declarations, a copy of this Notice is sent to:
Chief Executive Officer of the political subdivision in which the action will be principally located (e.g., Town / City / Village of) Other involved agencies (if any) Applicant (if any)
Environmental Notice Bulletin: http://www.dec.nv.gov/enb/enb.html





# ENVIRONMENTAL ASSESSMENT FORM (EAF) SUPPLEMENT

### VILLAGE OF HEMPSTEAD

RENAISSANCE DOWNTOWNS URBANAMERICA
BLOCK 38
MAIN STREET, BEDELL STREET AND WEST COLUMBIA STREET
VILLAGE OF HEMPSTEAD, NASSAU COUNTY



# PREPARED FOR: RENAISSANCE DOWNTOWNS URBANAMERICA

c/o Renaissance Downtowns, LLC 9 Gerhard Road Plainview, New York 11803 Contact: Darren Monti (516) 433-9000

# FOR SUBMISSION TO: INCORPORATED VILLAGE OF HEMPSTEAD

Village Board of Trustees 99 Nichols Court Hempstead, New York 11550 Contact: Patricia Perez, Village Clerk (516) 478-6206

# PREPARED BY: NELSON, POPE & VOORHIS, LLC

572 Walt Whitman Road Melville, New York 11747 Contact: Carrie O'Farrell, AICP (631) 427-5665



November 2016

## RENAISSANCE DOWNTOWNS URBANAMERICA

Main Street, Bedell Street and West Columbia Street Village of Hempstead, Nassau County, NY

# ENVIRONMENTAL ASSESSMENT FORM (EAF) SUPPLEMENT REDEVELOPMENT BLOCK 38

Prepared for:

Renaissance Downtowns UrbanAmerica, LLC

9 Gerhard Road

Plainview, New York 11803 Contact: Sean McLean, VP

(516) 433-9000

For Submission to:

Incorporated Village of Hempstead

Village Board of Trustees

99 Nichols Court

Hempstead, New York 11550

Contact: Patricia Perez, Village Clerk

(516) 478-6206

Prepared by:

Nelson, Pope & Voorhis, LLC

572 Walt Whitman Road Melville, NY 11747

Contact: Carrie O'Farrell, AICP

(631) 427-5665

November 2016



## Renaissance Downtowns UrbanAmerica

## Main Street, Bedell Street and West Columbia Street Village of Hempstead, Nassau County, NY

## ENVIRONMENTAL ASSESSMENT FORM (EAF) SUPPLEMENT

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#### **ATTACHMENT**

(Full size PDFs on CD in back pocket of EAF Supplement Binder)

Attachment 1 Site Plans, prepared by Nelson & Pope Engineers & Surveyors, dated

November 22, 2016



#### 1.0 DESCRIPTION OF THE PROPOSED ACTION

#### 1.1 Introduction

This document is an Environmental Assessment Form ("EAF") Supplemental Report ("Supplement") which accompanies the Part I Long Form EAF for the Renaissance Downtowns UrbanAmerica project proposed on property identified as "Block 38" on the "Regulating Plan" provided as Figure 2-5 in the Draft Supplemental Generic Environmental Impact Statement ("DSGEIS") for the Downtown Overlay Zone ("DOZ") Code and Zoning Map amendments adopted by the Village Board of Trustees in July of 2012. This project is part of the second round of planned development proposed as part of the redevelopment and revitalization of the Village of Hempstead's downtown as envisioned in the planning initiatives undertaken by the Village in recent years.

The subject action involves a site plan application for the removal of existing buildings including two two-story detached residences located along Bedell Street and a single-story multi-tenant strip commercial building along Main Street. The existing buildings will be demolished and replaced with two (2) five-story mixed-use buildings. The proposed buildings will contain 22,600 square feet ("SF") of retail, restaurant and medical office space on the first floor and 228 residential apartment units in four floors above the ground floor commercial space. Parking is proposed to be provided in a basement level parking garage extending below both buildings, as well as on the ground level. A through-street is proposed at grade between the buildings (see enclosed Site Plans, Attachment 1 and Site Plan Diagrams in the Block 38 Design Booklet, Appendix A) and a detailed project description is provided in Section 1.4.

This EAF Supplement is intended to provide the Village with the information and analyses necessary to determine if the proposed action is consistent with the development scenario evaluated in the SGEIS for the DOZ and Zoning Map Amendments and if it is consistent with the conditions and thresholds specified in the Adopted Findings Statement dated July 3, 2012 for the SGEIS. The Supplement also provides the framework for identifying, assessing, and mitigating any previously unforeseen impacts from site and project-specific site plan proposals or issues that may not have been fully evaluated. If the Applicant demonstrates that a project is consistent with the development scenario evaluated in the SGEIS, meets the conditions and thresholds in the 2012 Findings Statement, and no other unforeseen or unevaluated significant impacts are identified, no further review under State Environmental Quality Review Act ("SEQRA") is required.

The intention of the SGEIS was to evaluate the potential environmental impacts associated with the proposed zoning amendments, including a "reasonable worst-case development scenario", or build-out of the anticipated development that could result pursuant to the DOZ's estimated 5,017,322 square feet ("SF") of development. Section 1.0 (Executive Summary) of the Draft SGEIS states that the development scenario is evaluated to ensure that "the review of the proposed action and its anticipated impacts is not segmented, and also provides the ability to establish guidelines as to when further SEQRA review is appropriate, based on conditions and thresholds to be established in the statement of findings."



Section 6.0 (Future Actions) of the DSGEIS outlines the additional analysis required for specific development projects proposed pursuant to the DOZs. The introduction to this section describes the purpose of a GEIS and references SEQRA regulations regarding further review of site specific actions pursuant to SEQRA. Pursuant to 6NYCRR Part 617.10(d) of the Environmental Conservation Law ("ECL"), "When a final generic EIS has been filed under this part:

- (1) No further SEQR compliance is required if a subsequent proposed action will be carried out in conformance with the conditions and thresholds established for such actions in the generic EIS or its findings statement;
- (2) An amended findings statement must be prepared if the subsequent proposed action was adequately addressed in the generic EIS but was not addressed or was not adequately addressed in the findings statement for the generic EIS;
- (3) A negative declaration must be prepared if a subsequent proposed action was not addressed or was not adequately addressed in the generic EIS and the subsequent action will not result in any significant environmental impacts;
- (4) A supplement to the final generic EIS must be prepared if the subsequent proposed action was not addressed or was not adequately addressed in the generic EIS and the subsequent action may have one or more significant adverse environmental impacts."

The Adopted Findings Statement for the DOZs and Zoning Map Amendments contains the conditions and thresholds for supplementary impact analyses and mitigation measures for future development under the DOZs.

In terms of process for SEQRA review, the process is initiated with the submission of the Part I EAF and necessary supplemental information at the Pre-Submission stage of the Site Plan review process. In accordance with 6NYCRR Part 617, the Village will need to classify the action and coordinate review with involved agencies (required for "Type I" actions and optional for "Unlisted" actions). The Village must allow 30 days for coordinated review (unless involved agencies respond in less than 30 days), prior to establishing lead agency pursuant to 6NYCRR Part 617. Once the lead agency is established, the lead agency may make a determination of significance based on the information submitted.

#### 1.2 Project Background

The Village of Hempstead has been engaged in various planning and public outreach initiatives to promote redevelopment and revitalization in the downtown over the past decade. Toward this end, the Village identified the vision for the downtown through planning studies and stakeholder participation, completed environmental assessments of new zoning and land use policies, and adopted new Village zoning laws to implement this vision in 2012. The Village also recently approved the first ("Phase I") downtown redevelopment site plan since the adoption of the DOZ ("Washington and Front Street") and has entered Phase II of the downtown revitalization which includes the subject action and several others (Block 37, Block 42 and others) that will contribute



to and catalyze the redevelopment envisioned for the area. The Village's Community Development Agency ("CDA") has also sought and been awarded New York State Brownfield Opportunity Area ("BOA") funding to further investigate and plan for redevelopment and revitalization in other parts of the downtown, including the targeting of 40 different brownfield sites for remediation and redevelopment to create beneficial and productive land uses.

The underlying reason for the Village's 2012 DOZ ordinance was to implement redevelopment initiatives identified by the Village's Comprehensive Plan Update as essential to the Village's success and well-being. The DOZ is a form-based code which can be applied to the majority of the downtown area located within one-half mile of the Rosa Parks Hempstead Transit Center, and provides the framework for a three-tiered, mixed-use overlay district that allows residential development to stimulate activity in the downtown core. The DOZs are intended to provide the flexibility for various uses, densities, and design options that would achieve coordinated redevelopment by encouraging and incentivizing a mix of land uses on appropriate individual or contiguous assembled parcels. The DOZs provide for a consistent and high-quality streetscape and public realm establishing uniform street and building requirements based on the frontage type, rather than the use proposed. This is intended to establish consistent, inviting and pedestrian-friendly character to the downtown core. The DOZs require that storefronts be created in key street front locations, as defined by the Zoning Standards Map. Storefronts create street level activity and interest that promote successful retail businesses, enhance social interaction, and strengthen the character and aesthetic qualities of downtown streetscapes. Design standards that help to achieve fully functional and aesthetically pleasing storefronts are invaluable elements of the DOZ Code and the future success and sustainability of the Village's central business district.

The subject project, which is one of just a few proposed redevelopment projects since the adoption of the DOZ, is designed to assist in the redevelopment in the downtown utilizing the DO Zoning; however, before the site plan can be approved, a determination of the project's conformance with the Adopted SEQRA Findings Statement for the SGEIS must be performed and a determination of non-significance must be rendered by the lead agency.

The EAF Supplement supports a finding that the proposed project is consistent with the development scenario evaluated in the SGEIS as well as the conditions and thresholds identified in the Adopted Findings Statement. In addition, no significant adverse environmental impacts have been identified to date with respect to the proposed action. In fact, the proposed project is expected to be a stepping stone in improving the character of the downtown by replacing an existing outdated single-story multi-unit strip commercial building and parking lot with two new architecturally attractive, five-story mixed-use buildings within two blocks of the Hempstead railroad station. This development, along with the proposed five-story mixed-use building on Block 37, will go far in achieving the Village's goal of improving the conditions and fostering new development along North Main Street. The incorporation of "green" initiatives employing sustainable design technologies under Leadership in Energy and Environmental Design ("LEED") Neighborhood Development ("ND") guidelines makes the project more energy efficient and environment friendly and also provides conformity with the intent of the DO zoning.



A Part I Long Environmental Assessment Form (Appendix E) accompanies this EAF Supplemental Report and provides the information required by SEQRA for assisting the Lead Agency, Village of Hempstead Planning Board, and other involved agencies in determining project significance and rendering a decision as to its conformity with the Adopted Findings Statement.

#### 1.3 Location of the Proposed Action and Current Site Conditions

#### 1.3.1 Location of the Proposed Action

The proposed site is located within DOZ Block 38 and includes Village Parking Field 8 as well as 155-179 Main Street, and 122 and 126 Bedell Street, in the Village of Hempstead (see **Figure 1**). Block 38 is further identified as Nassau County tax map: Section 34; Block 195; Lots 8, 9, 10, 111, 116, 129, 130, 131, 132, 135 and 138 (11 contiguous tax lots) which have a combined area of +/-2.54 acres (see **Figure 9**).

Adjacent and nearby land uses include:

To the North: an autobody shop, auto repair shop, taxi service parking lot, vacant buildings,

and retail;

To the South: a salon, professional and medical offices, pre-school, a health center, and

apartments:

To the East: a Dell Transportation Corporation school bus parking facility, LIRR train

station, restaurants, and retail/personal services; and

<u>To the West</u>: a salon, medical office, church, autobody shop, and residence.

The subject site is located within the Village's Business B ("B-B") Zoning District and Downtown Overlay Zone-2 ("DO-2," "Transit District").

The aerial photograph presented in **Figure 2** locates the proposed site in the context of its surroundings and local street network and identifies general land uses in the vicinity of the site. Vehicular access to the site is presently available via a through-lane that extends between Bedell Street and West Columbia Street as well as by direct access from on-street parallel parking along the site's frontages along Bedell Street, Main Street, and West Columbia Street.

#### 1.3.2 Present Site Conditions

The subject site is presently developed with a single-story mixed-use commercial building containing seven small businesses (three restaurants, a laundromat, billiards hall, beauty salon and check cashing business) and one currently vacant commercial unit; two (2) two-story residences; a parking lot leased by a nearby automobile dealership for inventory vehicles; a municipal parking lot; and a mid-block thru-lane. Tax Lot 138, which is approximately 1.08 acres, is located in the middle of the block and has access from both Bedell Street and West Columbia Street is utilized as a Village metered surface parking lot that contains 99 surface



parking stalls. This lot includes a marked "no parking zone" in the southwest corner, which has a parking equivalent of 16 spaces (see the Parking Management Plan, page 29, **Appendix H-1**) Public parking is also available in 20 spaces along the abutting streets, including 8 along Bedell Street and 12 along Main Street. Based on this inventory, the total estimated number of parking spaces serving the property, including on-street, metered surface and private off-street spaces is estimated to be +/-119 spaces. Other lots and existing uses located on the same block (between Main Street, Bedell Street, West Columbia Street and North Franklin Street) are not part of the current redevelopment proposal.

A parking utilization study was completed to determine the parking demand for the existing public parking spaces utilizing Block 38 and the on-street spaces along the property's Bedell and Main Streets frontages. The parking surveys found that a total of 38 parking spaces (25 on-site metered spaces, five parallel on-street spaces along Bedell Street and eight parallel on-street spaces along Main Street) were occupied during the peak demand. The survey was conducted over a week in January 2014 and then verified in 2016 by conducting a count every hour on Thursday April 14, 2016 between 7:00 AM and 7:00 PM and on Saturday April 16, 2016 between 11:00 AM and 4:00 PM (see **Appendix H-2**, Parking Assessment). This confirms that Block 38 is an underutilized parking lot, suitable for redevelopment.

The subject redevelopment site is almost entirely impervious (+/-97 percent) with the exception Nassau County Tax Map ("NCTM") Section 34, Block 195, Lot 135, two small front lawns at the residential properties (NCTM Section 34, Block 195, Lots 129 and 130), and some other minor growth summing to roughly three percent of the property. Site topography is essentially flat north to south (between Bedell and West Columbia Streets) and slopes slightly from Main Street towards the west. No significant natural resources exist on the site.

Utilities, including water, sewer, electric, natural gas, and telephone are available in the rights-of-way of Bedell Street, West Columbia Street and Main Street, including eight-inch (8") diameter sewer mains and six-inch (6") diameter water mains. Fire hydrants are also present at the southwest corner of Bedell Street and Main Street and just west of the access/thru-lane along West Columbia Street. The existing mid-block access lane and municipal parking lot utilize a curb and concrete gutter system to direct stormwater to at least one catch basin on-site as well as drainage structures within the Bedell Street right-of-way. Several drain inlets are also present on-site within paved parking lots on the northeast quadrant of Block 38. Utility easements are not shown on the survey of the property, however, a series of utility poles are installed within sidewalk areas along each of the three street frontages and along the mid-block thru lane which is part of the subject site.

## 1.4 Description of the Proposed Action

The subject action involves a site plan application for the removal of existing buildings including two two-story residences and a single-story multi-tenant commercial building and redevelopment of the site with two (2) five-story buildings. The new buildings are planned to contain a total of 6,600 SF of dry retail, 6,600 SF of medical office space, 9,400 SF of restaurant space and 208,379 SF of residential space containing 228 dwelling units. The proposed unit mix will



include 26 studio, 148 1-BR/1-Bath, and 54 2-BR/2-Bath units, and 11,568 SF of residential amenity space (6,843 SF on the first floor and 4,725 SF on the second floor). Interior courtyards of 4,060 SF and 4,510 SF are proposed on the second and third floors, respectively, of the larger building and will provide outdoor seating, landscaped areas and recreation space for the residents. A courtyard terrace (elevated courtyard) is also proposed for the smaller building and will consist of approximately 4,222 SF. Similar to the larger building, this area will provide outdoor seating and recreation/amenity space for residents. In addition, the smaller building will also provide a landscaped area off of the ground floor lobby which will serve as another outdoor amenity space. Parking is proposed on the ground level (84 spaces) and within a basement parking garage spanning below both buildings (170 spaces) for a total of 254 parking spaces in the basement and ground level of the building. An additional 42 parking spaces will be on-street parking including 14 along Bedell Street, 16 along Main Street (including three spaces along Main Street on Block 40), and 12 spaces in the internal road between the buildings, for a total of 296 spaces. The proposed Block 38 redevelopment will have frontage along Main Street and Bedell Street and on-site vehicle access (egress only) from Bedell Street and ingress/egress from West Columbia Street. The existing mid-block thru-street will be enhanced with decorative pavers and sidewalk areas and will provide access to buildings' basement and ground-floor parking garage. The Block 38 Design Booklet (Appendix A) provides floor plans, a breakdown of uses and units provided in each building, the locations of proposed commercial spaces, residential amenity spaces and service areas.

Table 1 provides a summary of the proposed development on Block 38.

Table 1
BLOCK 38 REDEVELOPMENT PROGRAM

Floor	Dry Retail (SF)	Medical Office (SF)	Restaurant (SF)	Total Studio Units	Total 1BR Units	Total 2BR Units	Total Units	Residential Amenity Uses (SF)
В	Parking Garage, Lobby, Storage & Mechanical/Service Space							
1	6,600	6,600	9,400	0	0	0	0	6,843
2	0	0	0	6	25	12	43	4,725
3	0	0	0	6	41	14	61	0
4	0	0	0	7	41	14	62	0
5	0	0	0	7	41	14	62	0
Total	6,600	6,600	9,400	26	148	54	228	11,568

As described above in Section 1.3, a parking utilization study was completed to determine the parking demand for the existing public parking spaces utilizing Block 38 and the on-street spaces on the property's Bedell and Main Streets frontages. Based on the results of this study, the peak parking demand of 38 parking spaces (25 on-site metered spaces, five parallel on-street spaces along Bedell Street and eight parallel on-street spaces along Main Street) can be accommodated on the existing underutilized Village parking lot located adjacent to the north (Block 40) and the on-street spaces along Main Street adjacent to Block 40 (see **Appendix H-1**, Parking Management Plan and **Appendix H-2**, Parking Assessment). It is noted that seven existing businesses are currently located in the existing Block 38 commercial building, three of which (all restaurants) are being relocated across the street to Block 37 (currently proposed for



redevelopment). Since seven businesses are being relocated or will no longer exist on Block 38, the parking demand associated with these uses will also be removed (or accounted for in the Block 37 redevelopment). Therefore, the parking utilization study is conservative, as no deduction was taken for the parking demand attributed to the seven existing commercial uses.

The proposed mix of retail, medical office, restaurant, and residential (studio, one-bedroom and two-bedroom rental apartments) within two adjacent five-story buildings with basement and ground level parking will provide much needed investment, essential land uses, and an increase in development density and activity that will help catalyze community redevelopment and economic revitalization in the Downtown. The subject redevelopment is consistent with smart growth planning principles and complies with various LEED Neighborhood Development ("ND") standards<sup>1</sup>. In addition, new development will provide essential goods and services, temporary construction and full and part-time post construction jobs for area residents, and new and affordable housing opportunities. The new residential opportunities will help to increase the vitality of the downtown. Also, the efficient and compact nature of the proposed development and its close proximity to the train station and other mixed land uses within walkable distances, will help to promote transit oriented activity and help to make the downtown a more desirable place to live, work, shop and visit. The proposed development complies with and exceeds the required five percent private open space requirement which would be 5,535 SF on the subject property by providing 12,793 SF of space (in the form of private courtyards/terraces) and exceeds the minimum required ten percent minimum civic space requirement of 11,070 SF by providing 35,853 SF of civic space in the form of enhanced streetscape areas with high quality paving, lighting and landscaping. In addition to site access, the proposed internal through street will provide an opportunity for pedestrian-oriented public space that can be utilized for neighborhood fairs and other events. This is achieved by limiting vehicular through traffic, and surface treatment of that street, together with landscaping options and the provision of wider sidewalk areas (see Appendix A, Block 38 Design Booklet, page 10).

The proposed site plan has been designed to conform to the applicable DOZ (DO-2). The site plan which is part of the overall project submission includes certain information relevant to the alignment of the proposed buildings with respect to certain zoning standards. A list of development standards required under the DO-2 Transit District and the proposed project's conformity to each standard is demonstrated in **Appendix B-1**.

The proposed project incorporates "green" initiatives employing sustainable design technologies, and along with other proposed projects in the DOZ, will fulfill the minimum requirements to achieve status as a LEED ND certified project. A narrative and a checklist of incorporated LEED ND design features has been prepared (see **Appendix B-2**).

The project will include an on-site drainage collection and recharge system to accommodate the anticipated volume of rainwater from the building and paved areas and is designed for a minimum of a five-inch rainstorm. Additional volume is provided for the drainage system proposed to be located below the parking garage (eight-inch rainstorm design) to prevent

<sup>&</sup>lt;sup>1</sup> Leadership in Energy and Environmental Design-Neighborhood Development (LEED-ND) is a voluntary rating system that promotes environmentally friendly residential and mixed-use developments based on a project's consistency with an array of tried and true environmental principles, practices, and standards.



overflow during even severe storm events. The system will utilize interconnected subsurface leaching pools and stormwater chambers providing a total storage volume of 55,408 cubic feet ("CF") (see Grading and Drainage Plans, **Attachment 1**).

#### Community Benefits Policy Description

A variety of community benefits are proposed in fulfillment of DOZ requirements and the February 20, 2013 "Community Benefits Agreement" ("CBA") between the Master Developer (RDUA LLC), the Village of Hempstead and the Village's Community Development Agency. These benefits relate to the Master Developer's adherence to the agreed upon "Construction Jobs Policy," "Operations Jobs Policy," and "Local Contracting Policy." The methods of conformance to these policies include: contractors exercising their best efforts to ensure that a minimum of 25 percent of the labor force needed for the construction and operation of the project is fulfilled by local (Hempstead) residents; a minimum of 25 percent of work contracts going to local (Hempstead) contractors; and requiring Community Benefits fees be paid as part of the Site Plan approval process. Post construction businesses are also required to use best efforts to provide 25 percent of available operations jobs to local residents. In addition to these benefits, as previously mentioned, this project will contain a significant affordable housing component. In the larger building 45 percent of the proposed dwelling units will be marketed as affordable workforce housing and 55 percent of the units will be rented at market rates. In the smaller building 75 percent of the proposed dwelling units will be marketed as affordable units, while the remaining 25% of the units will be market rate. .

The reviews, permits and approvals that apply to the proposed project are identified below:

Table 2
REVIEWS, PERMITS & APPROVALS

Agency/Entity	Review, Permit/Approval Required		
Village Planning Board	Site Plan Approval		
Village Water Department	Water Supply Approval		
Village Department of Public Works	Sewer Access Approval		
Village Building Department	Building Permit		
Nassau County Department of Public Works	Sewer Connection Approval		
Nassau County Fire Marshal	Site Plan Review; Fire Safety		
New York State Department of Environmental	State Pollution Discharge Elimination System (SPDES)		
Conservation	GP 0-15-002 General Permit for Stormwater Discharg		
	from Construction Activity		
United States Environmental Protection	Drywell Remediation		
Agency			



#### 2.0 ENVIRONMENTAL ASSESSMENT

The Findings Statement for the Downtown Overlay Zones ("DOZ") and Zoning Map Amendments SGEIS identifies the thresholds, standards and reviews necessary to adequately assess projects proposed under the Village's DOZ regulations. The intent of these guidelines was to ensure that potential issues identified during the SGEIS process receive the level of evaluation necessary to ensure that potential impacts from site-specific development plans are avoided or mitigated to the maximum extent practicable as required by SEQRA. Therefore, this EAF Supplement is performed to determine if the project is consistent with the development scenario evaluated in the SGEIS, meets the applicable conditions and thresholds outlined in the duly adopted Findings Statement of July 3, 2012, and whether there are any significant unforeseen environmental impacts that are not properly mitigated and require further attention.

#### 2.1 Hazardous Materials

#### 2.1.1 Background

The Findings Statement for the SGEIS for the Village's DOZ and Zoning Map Amendments contains the standards, conditions and thresholds for supplementary impact analyses and mitigation. The purpose of these standards, conditions and thresholds is to identify potential issues and concerns associated with site-specific development applications that may trigger the need for supplemental information and analyses to ensure the remediation of any existing hazardous conditions and to ensure environmental integrity. Therefore, the following supplemental review is performed to assess and ultimately determine if the project is consistent with the development scenario evaluated in the SGEIS; conforms with the standards, conditions and thresholds promulgated by the Village in its duly adopted Findings Statement; and that no significant environmental impacts will result from project approval and implementation.

In regard to possible health, safety and environmental conditions from existing hazardous materials, the Findings Statement indicates that appropriate sampling and analysis, and site remediation (if necessary) will be completed where recognized environmental conditions ("REC's") are identified. The Findings Statement further states that, such remediation is required prior to initiation of construction activities and must be completed in accordance with the protocols, procedures, standards and documentation requirements of the appropriate supervising entity, such as Nassau County Department of Health (NCDH), New York State Department of Labor, Nassau County Fire Marshal and/or New York State Department of Environmental Conservation ("NYSDEC").

#### 2.1.2 Assessment

The proposed action will take place on a site that is currently used for mixed commercial, residential (two homes) and parking uses (municipal surface parking lot and auto dealership overflow parking). Existing uses and uses known to have occupied the site in the recent past include: several restaurants, a wireless communications store, check cashing business, beauty salon, billiards hall, laundromat, and auto dealership overstock yard. The only one of these uses



that may have at one time involved the use, storage or handling of hazardous materials is the laundromat, if dry cleaning services were provided.

Several Phase I and Phase II Environmental Site Assessments ("ESAs") have been conducted on Block 38 over the past several years at different locations based on property ownership. These investigations include the following:

- Phase I and II ESAs and Ground Penetrating Radar Survey for the Lau Property
- Phase I and II ESAs on 122 and 126 Bedell Street
- Phase I and II ESAs on the RDUA Property (Lots 135 & 138)



## Phase I Environmental Site Assessment: Lau Property

A Phase I Environmental Site Assessment ("ESA") was conducted by Nelson, Pope & Voorhis LLC to further investigate the potential for hazardous site conditions on what is referred to as the "Lau Property" and a Phase I ESA report dated October 16, 2015 was prepared (see **Appendix C-1**). The "Lau Property" encompasses +/-1.25 acres within Block 38 at the corner of Bedell Street and Main Street and includes Nassau County tax map Section 34, Block 195, Lots 8, 9, 10, 111, 116, 131 and 132 (see **Figure 9**). A second Phase I ESA was prepared for the Village parking lot property, which is described below.



The Phase I ESA identified the following with respect to recognized environmental conditions (RECs), controlled recognized environmental conditions, *de minimus* conditions and/or historic environmental conditions in connection with the subject property, subject to the methodology and limitations of this report.

Four (4) recognized environmental conditions were noted on the subject property based on the site reconnaissance, interviews and regulatory agency records review.

- 1. There are two (2) floor drains that discharge directly to the subsurface. Based on observations during the site reconnaissance former discharges may have adversely impacted subsurface soils.
- 2. The open grate stormwater leaching pools located in the parking areas of the subject property should be sampled to ensure that none of the structures are contaminated.
- 3. The northern portion of the property which is currently utilized to store cars should be surveyed using Ground Penetrating Radar (GPR) in order to determine if any subsurface structures associated with the former building that occupied this property are present.
- 4. The northern portion of the property which is currently utilized to store cars should be investigated in order to determine if any open grate leaching pools are located on the subject property since assess was not provided during the site reconnaissance for this report.

No *de minimus* conditions were noted on the subject property based on the site reconnaissance, interviews and regulatory agency records review.

One (1) historic environmental condition was noted on the property based on the site reconnaissance, interviews and regulatory agency records review. The subject property was reported to have been the site of a spill incident which has since been rectified. The spill (Spill #1411628) occurred on March 13, 2015 and was identified as involving the release of Number 2 fuel oil to soil due to equipment failure during the removal of a 1,000-gallon underground fuel oil storage tank. Approximately 68.86 tons of impacted soil was removed as part of the cleanup and endpoint samples confirmed that all contamination had been removed. The file for this incident was closed on April 8, 2015.

A Tier 1 Vapor Encroachment Condition ("VEC") Assessment was conducted as part of the Phase I ESA, due to the proximity of several other spill incidents. The assessment was conducted in accordance to the methods and procedures, outlined within American Society of Testing and Materials ("ASTM") ASTM E2600-10, Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions.



For this assessment, under conditions where the direction of groundwater flow can be ascertained, critical search distances are used to determine if a VEC exists. Specifically, the following distances are applied to the Tier I Assessment:

**Upgradient Sources** 

1,760 feet for Chemical of Concern (COC) 520 feet for petroleum hydrocarbons

Cross-gradient Sources

365 feet for COC

165 feet for petroleum hydrocarbon LNAPL sources & 95 feet dissolved petroleum hydrocarbon sources with plume considerations

**Down-gradient Sources** 

100 feet for COC/petroleum hydrocarbon LNAPL sources

30 feet dissolved petroleum hydrocarbon sources

Review of the regulatory agency database report provided for the subject property identified several regulatory sites located within the critical distances noted above. Many of the sites listed did not report the release which could potentially result in the generation of soil gas. Several spills were noted within the critical distances, however, information reviewed regarding these sites indicated that contamination is limited to the surface and subsurface soils on the site and that groundwater was not affected. All of these incidents were closed by the NYSDEC and did not require any further action or investigation. As a result, the subject property is not expected to be negatively affected by a VEC. Based on the information reviewed, it is concluded that a VEC can be ruled out since it does not exist or is not likely to exist.

#### Phase II Environmental Site Assessment: Lau Property

Based on the findings the Phase I ESA, a Limited Phase II ESA investigation was performed by Nelson, Pope & Voorhis LLC (report dated November 5, 2015) to address the REC's identified in the Phase I ESA (Appendix C-2). This investigation was undertaken to address issues raised in the prior Phase I ESA prepared by Nelson, Pope & Voorhis, LLC for the Lau Property. A sampling and analysis program was designed to determine if the on-site stormwater leaching pools and basement floor drains had been impacted by the prior and existing uses of the subject property. The sampling and analysis plan consisted of soil/sediment quality testing using analytical test methods consistent with expected parameters and agency soil cleanup objectives. The following presents an evaluation of the results of this investigation.

1. Three (3) stormwater leaching pools located in the paved parking area on the west side of the building and two (2) floor drains located in the basement on the east and west sides of the building were sampled and analyzed for the presence of volatile and semi-volatile organic compounds and metals. The analytical results revealed that several of the analyzed semi-volatile and metal constituents exhibited elevated concentrations. Several of the analyzed constituents exceeded the regulatory guidance values set forth in the NYSDEC. Since these concentrations exceed the NYSDEC guidance values, it is recommended that LP-1, LP-2, FD-1 and FD-2 be



remediated under the auspices of United States Environmental Protection Agency ("US EPA") personnel.

#### Ground Penetrating Radar (GPR) Survey: Lau Property

In September of 2016, NP&V personnel performed a Ground Penetrating Radar (GPR) survey to determine if any subsurface structures (i.e. tanks or leaching pools) associated with the former structures that occupied the Lau property were present. In order to accurately determine if any structures were present, the survey area was divided into a systematic grid. Specifically, the GPR unit was passed along parallel transects approximately three (3) feet apart. Any anomalies noted during each pass were marked on the ground for further analysis. The GPR unit was then traversed along the perpendicular and various axes in order to further define the anomaly. This type of survey allows the technician to determine if any subsurface structures are present. The survey conducted at the above referenced property did identify several anomalies in the larger parking area which was accessed from the western portion of the property and no anomalies were detected on the smaller parking lot located on the southwest corner of Main and Bedell Streets. The anomalies detected on the larger parking area may have been some type of concrete slab associated with the structures that formerly occupied the property since the anomalies were detected approximately six (6) feet below the surface of the property. The figure attached to teh GPR report (Appendix C-3) identifies the areas of the property which were surveyed and the location of the anomalies detected. No anomalies typical of a subsurface storage tanks or other structures were observed. Based on the GPR survey, no subsurface structures of significance were identified during the GPR survey.

## Phase I Environmental Site Assessment 122 & 126 Bedell Street (Residential Lots)

Nelson, Pope & Voorhis conducted a Phase I ESA on the two existing residential lots located along Bedell Street within Block 38 which culminated in a report dated November 13, 2015 (**Appendix C-4**). Address 122 and 126 Bedell Street (NCTM#: Section 34, Block 195, Lots 130 & 129, respectively) are adjacent to one another, have a combined total land area of +/-3,750 SF, and both contain a two-story single-family home.

Two (2) recognized environmental conditions were noted on the subject property based on the site reconnaissance, interviews and regulatory agency records review for the Phase I ESA:

- 1. There are floor drains in both basements located adjacent to the boilers that service each home and which discharge directly to the subsurface.
- 2. Suspected ACM floor tiles were observed in both residences.

No controlled recognized environmental conditions were noted on the subject property based on the site reconnaissance, interviews and regulatory agency records review.

No de minimus conditions were noted on the subject property based on the site reconnaissance, interviews and regulatory agency records review.



No historic environmental condition was noted on the subject property based on the site reconnaissance, interviews and regulatory agency records review.

It is the opinion of the environmental professional conducting the analyses that this evidence exists for two (2) RECs in connection with the subject property, based on the reconnaissance, interviews or regulatory agency records review conducted as part of this Phase I ESA, subject to the methodology and limitations of this report. The following recommendations indicate that a Limited Phase II ESA should be conducted in order to determine if any elevated concentrations are present on the subject property:

- 1. The floor drains in the basements of each residence should be sampled to determine if subsurface soils have been impacted by the oil burners located adjacent to the floor drains
- 2. According to Industrial Code 56, if major renovation or demolition of any of the buildings is contemplated, a complete asbestos survey for both friable and non-friable ACM is required. Therefore, an asbestos survey should be conducted to determine if any ACM is present in the onsite residences.

#### Limited Phase II Environmental Site Assessment 122 & 126 Bedell Street (Residential Lots)

Based on the findings of the Phase I ESA, a Limited Phase II ESA investigation was performed by Nelson, Pope & Voorhis LLC (report dated December 3, 2015) to address REC's identified during the Phase I ESA for 122 and 126 Bedell Street (**Appendix C-5**).

A sampling and analysis program was designed to determine if the basement floor drains had been impacted by the prior and existing uses of the subject property. The sampling and analysis plan consisted of soil/sediment quality testing using analytical test methods consistent with expected parameters and agency soil cleanup objectives. The following presents an evaluation of the results of this investigation.

1. The two (2) floor drains located in the basements of the two (2) residences were sampled and analyzed for the presence of volatile and semi-volatile organic compounds and metals. The analytical results revealed that several of the analyzed volatile and semivolatile organic compounds and metal constituents exhibited elevated concentrations. Several of the elevated concentrations exceeded the NYSDEC guidance values set forth in Part 375. As a result, it is recommended that Floor Drain-1 (FD-1) and FD-2 be remediated under the auspices of USEPA personnel.

#### Phase I Environmental Site Assessment: RDUA Property (Lots 135 & 138)

A Phase I ESA was also conducted on the Village owned portion of Block 38 (Lots 135 & 138) in October 16, 2015 (Appendix C-6). The Phase I ESA for this property is summarized below.

The majority of the subject property consists of a paved municipal parking lot within which two (2) open grate curbside storm drains were found to be present as well as a solid manhole cover



which overlies an unknown utility. An automobile storage area located in the northern end of the property is approximately 5,000 square feet in size and consists of a bare soil area enclosed with a chain link fence. Other than some minor staining on the portion of the property occupied by the fenced area used for the storage of automobiles, there was no other evidence of discharge, areas of stressed vegetation, residue of oils or other toxic substances, major staining, pools of discharge, petroleum or chemical odors, or other such indicators noted during the site reconnaissance.

Three (3) recognized environmental condition was noted on the subject property based on the site reconnaissance, interviews and regulatory agency records review.

- 1. There are two (2) open grate curbside catch basins located on the subject property and one (1) manhole cover overlying an unidentified utility.
- 2. Due to the historical use and former development of the subject property the possibility exists that underground utilities (i.e. tanks, cesspools, etc.) may still be present at the subject property.
- 3. The parcel located in the northwest corner of the subject property contains area of stained soils.

No controlled recognized environmental conditions were noted on the subject property based on the site reconnaissance, interviews and regulatory agency records review.

- One (1) de minimus condition was noted on the subject property based on the site reconnaissance, interviews and regulatory agency records review.
  - 1. Minor surface staining was observed in the fenced in automobile storage area located on the subject property.

No historic environmental conditions were noted on the subject property based on the site reconnaissance, interviews and regulatory agency records review.

Limited Phase II Environmental Site Assessment: RDUA Property, Block 38 (Lots 135 & 138)

A Limited Phase II ESA (Appendix C-7) including a GPR survey and sampling of drainage structures and surface soils, was conducted on NCTM Lots 135 and 138 and a report dated September 15, 2016 was prepared to summarize the findings and conclusions from this work. This investigation was conducted to address issues raised in a prior Phase I ESA prepared for the site by Nelson, Pope & Voorhis, LLC. A sampling and analysis program was designed to determine if the on-site stormwater leaching pools and surface soils of the storage yard had been impacted by prior or existing uses of the subject property. The sampling and analysis plan consisted of soil/sediment quality testing using analytical test methods consistent with expected parameters and agency soil cleanup objectives. The following summarizes the results of this investigation.



1. Three (3) stormwater leaching pools located in the paved parking area and two (2) surface soil samples were collected and analyzed for the presence of volatile and semi-volatile organic compounds and metals. The analytical results revealed that several of the analyzed volatile and semi-volatile organic compounds and metal constituents exhibited elevated concentrations. Several of the analyzed constituents exceeded the regulatory guidance values set forth in the NYSDEC Part 375. Since these concentrations exceed the NYSDEC guidance values, it is recommended that all three (3) of the leaching pools and the area surrounding one (1) of the surface soil samples (SS-1) be remediated under the auspices of United States Environmental Protection Agency (USEPA) personnel.

#### **Block 38 Remediation**

A work plan will be submitted to the US EPA for the remediation of affected stormwater leaching pools on both the Lau and RDUA properties. Once the work plan is approved, the leaching pool remediation will be conducted and clean end point samples will be obtained prior to their closure. The drainage structures will be removed and backfilled with clean sand. Excavated material from the leaching pools will be transported off-site to an approved waste facility for disposal.

Also, the two floor drains (one in the residential basements at 122 and 126 Bedell Street) will be remediated under the auspices of EPA, including removal of contaminated soils and proper disposal of recovered material at a licensed disposal facility. An asbestos survey must also be performed on the two homes to further evaluate the potential presence of ACM before demolition. The survey and any necessary asbestos abatement must be performed by a qualified contractor and all ACM that is recovered must be handled and disposed in strict conformance with applicable regulations.

Finally, all subsurface structures including concrete slabs or foundations associated with past development will be removed prior to construction.

#### Future Uses and Activities

In regard to future uses, the proposed project involves the redevelopment of the site to include a more compact development consisting of two mid-rise structures containing residential apartments, retail, restaurant, and deli or take-out uses, medical office space and structural parking within the building footprints. It is expected that the two five-story buildings will use natural gas rather than relying on an oil burner that would require one or more large fuel oil storage tanks. Based on the mix of land uses proposed on Block 38, the use, handling, storage, and/or disposal of hazardous wastes on-site is not anticipated, with the possible exception of future medical offices, which could, but will not necessarily, generate small volumes of biowaste, blood and blood products, needles and syringes, cultures and stocks or other regulated medical waste, depending on the specific medical services provided. Such materials are regulated and there are various regulatory standards and procedures in place for their handling to ensure public health and safety. Consequently, there is no significant anticipated increased risk of human or environmental exposure to hazardous materials as a result of the proposed new uses, subject to assessment of the existing conditions on the site and cleanup in accordance with EPA



and other applicable requirements. Overall, it is expected that the cleanup of the site will provide a benefit to the community.

#### 2.2 Shadows

#### 2.2.1 Background

The 2012 DGEIS identified several sun-sensitive resources within the Village that may be impacted by an increase in building height. As indicated in the DGEIS, if a project is located within proximity to a parcel with potential impacts to sun-sensitive resources, a site-specific review of shadow impacts would be required. The proposed project includes a five-story, 60-foot high, building on the project site. As a result, potential impacts from the building on nearby sun-sensitive resources may occur.

The methodology utilized to determine potential impacts from increased shadows was taken from the CEQR Technical Manual, Chapter 8.<sup>2</sup> The CEQR Technical Manual defines a shadow as the circumstance in which a building or other built structure blocks the sun from the land. Shadows can have impacts on publicly accessible open spaces or natural features by adversely affecting their use and/or important landscaping and vegetation. In general, increases in shadow coverage makes parks feel darker and colder, affecting the experience of park patrons. Shadows can also have impacts on historic resources whose features are sunlight sensitive by obscuring the features or details which make the resources significant. Shadows occurring within an hour and a half of sunrise or sunset generally are not considered significant under CEQR. The manual recommends a three step process in order to determine the impact of shadows from a potential structure on sun sensitive resources.

Step 1 involves determining potential sun-sensitive resources that may be affected by a proposed structure. A sun-sensitive resource is defined as follows:

"...those resources that depend on sunlight or for which direct sunlight is necessary to maintain the resource's usability or architectural integrity."

Sunlight sensitive resources include public open space, architectural resources that depend on direct sunlight for enjoyment (e.g., buildings with stained glass windows, buildings or properties with historic landscapes), natural resources (e.g., wetlands, surface water bodies) and Greenstreets (planted areas within the unused portions of roadbeds).

In order to determine the overall potential impact area, a 258-foot radius was created surrounding the Study Area boundary. This radius was determined using referenced methodologies that define the height: shadow relationship as 4.3 times the height of a given structure to determine the potential area of impact. In this case, the maximum height of the proposed structure is 60 feet (when multiplied by 4.3 is 258 feet); this represents the potential maximum distance from a structure that a shadow may have an impact. As indicated in the CEQR Technical Manual,

<sup>&</sup>lt;sup>2</sup> CEQR stands for "City Environmental Quality Review" which is New York City's guide to environmental review.



shadows are never cast south of an angle measuring 108 degrees in either direction from true north. This area was calculated and excluded from the shadow impact analysis area. As a result, only one sun-sensitive resource was identified within the shadow impact analysis area, which is depicted in **Figure 3**. **Table 3** provides a listing of the resource, the type of resource, and the sun-sensitive feature that the resource contains.

Table 3
SUN-SENSITIVE RESOURCES

	Site Name	Site Address	Resource Type	Sun Sensitive Feature
I	Faith Baptist	145 N. Franklin	Religious	Stained Glass
1	Church of	Street	Institution	Windows
	Hempstead			

A description of the site and the respective sun-sensitive features is provided below.

Faith Baptist Church: The church is located on the west side of North Franklin Street and features east facing stained glass windows above the building entrance.

#### 2.2.2 Shadow Assessment

In order to determine the impact of shadows from the proposed development and maximum potential development area, a 3-D model was constructed of both the proposed building and maximum potential structure. As indicated in the CEQR Technical Manual, Chapter 8, shadows were analyzed for the vernal equinox (March 21), the summer solstice (June 21), a representative day between the vernal equinox and summer solstice (May 6) and the winter solstice (December 21). Shadows are considered between 1.5 hours after sunrise and 1.5 hours prior to sunset as infinite shadows occur outside of this time period. Appendix D contains illustrations of potential shadows during the various analysis days for both scenarios, which was utilized as a screening analysis to determine if shadows would potentially impact the sun-sensitive resource. Results of the screening analysis indicated that incremental shadows from the proposed building have the potential to impact the sun-sensitive resources at the church.

As the screening analysis identified potential shadow impacts on the church, a detailed shadow analysis was performed to determine if shadows from the proposed project would be located within shadows currently cast by surrounding structures, or if shadows cast from the proposed development would result in an increase in shadows on the sun-sensitive resources. **Table 4** below provides details regarding the analysis day. It is noted that as per the CEQR Technical Manual, daylight savings time is not utilized for analysis purposes.

Table 4
SUN-SENSITIVE RESOURCES – SHADOW IMPACTS

Analysis Day	Dece	mber 21	Mar	ch 21	May	6	June	21
Sunrise/Sunset	7:16	AM/4:31	5:57	AM/6:09	4:47	AM/6:58	4:24	AM/7:31
	AM		PM		PM		PM	
Timeframe of	8:46	AM - 3:01	7:27	AM - 4:49	6:07	AM - 5:28	5:54	AM - 6:01
Analysis	PM		PM		PM		PM	
Resource A- Faith Baptist Church of Hempstead								
Shadow		N/A		N/A		N/A		N/A
enter/exit times								
Duration of		N/A		N/A		N/A		N/A
Incremental						-5		
Shadow					Ĭ			

As illustrated in **Appendix D** and **Table 4** above, results from the secondary analysis did not indicate that any incremental shadows from the proposed buildings will reach the stained glass windows on the east facing façade of Faith Baptist Church. The location of the church, the proposed buildings, and the height of the proposed buildings does not make it feasible for shadows from the proposed buildings to reach the windows of the church. As a result, no shadow related impacts are anticipated as a result of the proposed project.

#### 2.3 Historic and Cultural Resources

#### 2.3.1 Background

As recognized by the Adopted Findings Statement, site specific development applications are required to consider proximity and potential impacts to historic and cultural resources pursuant to SEQR (6 NYCRR Part 617). Based on a review of the New York State Office of Parks, Recreation and Historic Preservation's (OPRHP's) Cultural Resource Information System (CRIS) database, there are no cultural resources on or adjacent to the subject property; however, three State or Federal Register of Historic Places were identified within the general area. These landmarks include:

- St. George's Episcopal Church, 319 Front Street, Hempstead;
- St. George's Episcopal Church Rectory, 217 Peninsula Boulevard, Hempstead; and
- Hempstead Post Office, 200 Fulton Avenue, Hempstead.

The closest of the above-listed landmarks (i.e., the Hempstead Post Office) is approximately 1,365 feet from the subject premises, and due to the substantial distance between the two sites, significant adverse impacts are not expected from the proposed development.

In regard to landmarks that are not currently listed but are "Eligible" for listing in the area, several exist in the downtown and surrounding area, the closest of which are:



- Hempstead Armory, 216 Washington Street, Hempstead;
- Hempstead Library, 115 Nichols Court, Hempstead;
- Hempstead Bank Building, 54 Main Street, Hempstead; and
- Stivuson, Tilford Building, 274 Main Street, North Hempstead.

Of these "Eligible" sites, the closest is approximately 900 feet from the subject premises.

#### 2.3.2 Assessment

#### Visual Character

The visual character of the site is that of an underutilized parking lot and a thru-street, an auto dealership overstock storage yard, a single-story multi-unit strip retail building, and two two-story single-family homes. The visual character of the subject site and its current improvements could be vastly improved to make it a more desirable place to live, work, shop and visit. The Block is almost entirely paved or covered with buildings, the parking lot contains numerous parking meters, the building has no defining architectural qualities and little to no landscaping exists on the site. The existing condition is not ideal with respect to visual character or promoting a positive image in the community. In addition, the use as an open air parking lot involves vehicle movement and parking and related noise, activity and visual detraction from community character.

The Block 38 Design Booklet, Appendix A provides existing site photographs that illustrate the existing visual context of the subject site and its improvements, in relation to surrounding uses. Appendix A also contains renderings and elevations of the proposed buildings to show a visual context of the site. The height of the proposed building is appropriate in the downtown setting and is consistent with the DOZs and the reviews and analyses conducted pursuant to the GEIS and downtown revitalization planning documents. Buildings in the heart of Hempstead Village are a range of heights, from two stories to over ten stories. Given the prominence of the corner setting, the architecture and height of the new building is expected to provide a defining character in the area that will be a positive reinforcement of the revitalization of downtown Hempstead. Coupled with the proposed five-story building to the east on Block 37, the new structures will help in shaping and improving the future character of the built downtown environment along the North Main Street corridor.

The proposed project satisfies the requirements of the Village's DOZs, created to foster beneficial redevelopment of downtown Hempstead, and is consistent with the goals of the Village's Comprehensive Plan Update. This proposed project will advance transformation of underutilized parking lots into vibrant mixed use pedestrian and transit oriented development. It is anticipated that after the successful completion of this project, the overall quality of the community character in the downtown area will be further improved.

#### Construction

There are no historic or cultural resources on or immediately adjacent to the subject project therefore it is unlikely that significant impacts will result from construction activities or



operation of the proposed staging areas and future buildings. Figures 4 and 5 show cultural and historic resources in the area.

#### 2.4 Community Facilities and Services

#### 2.4.1 Background

The Adopted Findings Statement requires the review of future proposed site plans with respect to certain community facilities and services. Review of the Findings Statement as compared with the proposed project finds that specific consideration is warranted with respect to police and fire services and sewage collection and water supply facilities. Review by the Village police and fire departments are necessary to ensure that provisions for public safety and fire protection are properly addressed. The Adopted Finding Statement notes that the Village sewage collection system is aged and experiences significant operation issues under current conditions, particularly during heavy rainfall events. It notes that improvements to the sewer system are necessary in order to facilitate future growth. The Findings note a need for a system wide assessment that identifies the thresholds for necessary improvements in connection with future development and system capacity, as well as specific site location and projected wastewater flow and potable water demand requirements.

#### 2.4.2 Assessment

As required by the Adopted Findings Statement, the site plan was submitted to Village Police and Fire Department for review and input. The locations of key community service facilities are provided in Figure 6 and Figure 7. The status of review and input received to date are discussed below.

#### 2.4.2.1 Fire

A letter request (see Appendix F) to obtain input and comments on the proposed project was submitted to the Fire Department. A number of site design elements have been incorporated into the design of the building to ensure adequate fire and emergency vehicle access area around three sides of the proposed building. Based on an October 13, 2016 meeting with the Fire Chief Charles Hendry, the Village Fire Department reviewed the site plan and noted that the Department's required 20' wide access is provided around at least three sides of the proposed building and hydrants are in close proximity to the building. Chief Hendry requested that the subsurface transformer vaults be evaluated for the load of 77,000 pounds to accommodate the department's tower ladder and aerial equipment. At Chief Hendry's request, the applicant will provide verification of this information with an annotated site plan highlighting the clear zones for the fire apparatus, and fire hydrant and stand pipe locations for the Department's records and ready use during any future emergency response.

The site plan and application were submitted to the Nassau County Fire Marshal for review and approval of fire apparatus access, fire service features and fire protection system requirements.



The plan was approved by the NC Fire Marshal on July 28, 2016 (see **Appendix F**). Building construction and signage (standards for sprinklers, smoke alarms, pavement markings for fire apparatus roadways, etc.) will be required as part of building construction and will be reflected on building permit plans for the proposed project. Based on the input received from the Village Fire Department to date and the pending review by the Nassau County Fire Marshal, the proposed site plan will incorporate any necessary fire safety features and design requirements.

#### 2.4.2.2 Police

A request letter was submitted to the Village police department and a meeting with the Police Chief McGowan was held June 23, 2016 to review the proposed site plan (see Appendix F). Safety and security measures inherent in the project include security gates at all access points, security lighting throughout the parking garage and on the building exterior, and security cameras, which are expected to assist in reducing the demands for police protection for the project. Chief McGowan recognized the proposed site development as an improvement to existing conditions and requested that the future owner/operators of the buildings provide the Hempstead Police Department with fobs for key code access to the residential buildings and access to the exterior security cameras for the proposed buildings. Both these requests were positively received and thought to be a benefit to the proposed projects and overall security of the area. The Chief indicated that given the various security features of the proposed buildings, the proposed project is not viewed as project that would place significant additional demand on the department (see Appendix F).

#### 2.4.2.3 Water

The proposed project is being designed with LEED ND site design and green building features employing sustainable design technologies. The buildings are proposed to be furnished with high-efficiency low flow appliances and fixtures to reduce potable water demand in order to reduce the burden on municipal water supply and the resultant wastewater generated as a result of this development. Anticipated water use from the proposed 228 units and 22,600 SF of restaurant/retail/medial office is 36,919 gallons per day (gpd), of which 26,925 gpd is attributed to the residential units and 9,994 gpd is attributed to the commercial uses as shown in the **Table 5** below:



## Table 5 PROJECTED WATER DEMAND BASED ON LAND USE AND DWELLING UNIT TYPE

Unit Type	ESIDENTIAI	Number of Units	Water Use Per Unit <sup>(1)</sup>	Total
Studio/1-Bath	26	78.48	2,040	
One-Bedroom/1-Bath	148	114.45	16,939	
Two-Bedroom/2-Bath	54	147.15	7,946	
TOTAL RESIDENTIAL	228	TVN EN AZOVI, KVÍDNY	26,925	
NON	RESIDENT	IAL USES		
Use Type	Size (SF)	No. of Seats	GPD (per SF or Seat)	Total
Restaurant	9,400	314	30	9,420
Dry Retail	6,600		0.03	198
Medical Office	6,600		0.06	396
TOTAL NONRESIDENTIAL	22,600	314	120-11-32-12-3	9,994
TOTAL PROJECT WATER USE			EL SERVICIO EL MANGIORIO	36,919

A water availability request letter was sent to the Village Water Department (see Appendix F) and a meeting was requested with the Village of Hempstead Water Plant Superintendent Mike Taylor. Representatives from the Village met with the Master Developer (RDUA) and the Village's Water Department and Dept. of Public Works consultants (Cameron Engineering and J. R. Holzmacher) on July 13, 2016 to discuss system wide concerns regarding the ability for the Village sewer and water infrastructure to accommodate the increased demand from proposed redevelopment activities. During this meeting, the need to complete a system wide analysis of the Village's water distribution system and the capacity of the existing wells serving the downtown area was discussed in light of the proposed redevelopment anticipated. As a result of this meeting, the Village requested their consultants prepare the necessary scopes of work to complete the required analysis of the downtown water and sewer infrastructure for current needs and potential near-term development anticipated to occur within the downtown. These studies are currently underway, and will outline the necessary upgrades or improvements the Village may need in order to meet the anticipated demands. Applicants for redevelopment activities will be responsible to fund their assessed fair share of the necessary improvements. Upon conclusion of these studies, water and sewer availability will be granted based on the developer's payment of the assessed fair share fee for system upgrades. Confirmation of water availability is required as a condition of final approval.

#### 2.4.2.4 Sewer

As noted above, the proposed project is being designed with LEED ND site design and green building design features employing sustainable design technologies and is proposed to be furnished with high-efficiency low-flow appliances and fixtures. These fixtures not only use less potable water but also reduce the amount of discharge to the wastewater collection system, thus, reducing the burden on municipal facilities. The total anticipated wastewater generation is



36,919 gallons per day (gpd), of which 26,925 gpd is attributed to the residential units and 9,994 gpd is attributed to the commercial uses.

The Findings Statement makes note that the Village's sewage collection system is aged and numerous sections of sewer line are subject to significant problems due to clogging, breakage, inflow, infiltration and insufficient capacity to convey sanitary waste. Recognizing these concerns and limitations, the Village of Hempstead commissioned an extensive study by Cameron Engineering & Associates, LLP entitled "Village of Hempstead Sewer Evaluation Study ("Sewer Study") and dated May 2013. This study was based on a comprehensive evaluation of the existing sewer system (both conveyance infrastructure and pump stations) involving hydraulic modeling of the collection system to allow for evaluation of the system capacities under various conditions (i.e., peak sanitary flow, stormwater inflow, etc.) and further evaluated the system capacity to determine the sewer availability for potential new development using two different flow schemes. A sewer availability request letter for the proposed redevelopment on Block 38, plus two additional planned projects (mixed use redevelopment of Block 37 and relocation of Dell Transportation on Block 42) was submitted (see Appendix F). Together, these three projects have a combined projected wastewater generation of approximately 55,000 gpd.

As discussed above, representatives from the Village met with the Master Developer (RDUA) and the Village's Water Department and Dept. of Public Works consultants (Cameron Engineering and J. R. Holzmacher) on July 13, 2016 to discuss system wide concerns regarding the ability for the Village sewer and water infrastructure to accommodate increased demand from proposed redevelopment activities. During this meeting, the need to complete the Sewer Study commissioned by the Village of Hempstead in 2012/2013 was discussed. As a result of this meeting, the Village requested their consultants to prepare the necessary scopes of work to complete the required analysis of the downtown water and sewer infrastructure for current needs and potential future development anticipated to occur within the downtown. These studies are currently underway, and will outline the necessary upgrades or improvements the Village may need in order to meet the anticipated demands. Applicants for redevelopment activities will be responsible to fund their assessed fair share of the necessary improvements. Upon conclusion of these studies, water and sewer availability will be granted based on the developer's payment of the assessed fair share fee for system upgrades. Confirmation of sewer availability is required as a condition of final approval.

Because the Village sewer collection system flows south to the County's sewage collection in Baldwin, the Village has worked with the County to ensure adequate capacity is available for projects proposed for connection to the Village sewer collection system. The County has initiated the construction of a new pump station to address the previous capacity issues impacting the County's facilities in Baldwin, which is scheduled for completion in July 2017. A letter of service availability was submitted to confirm that additional capacity will be available for the Village of Hempstead revitalization efforts once the new pump station and associated improvements are completed. A response was received from Nassau County DPW on July 19, 2016, which confirms that Nassau County can allow for connection of the project to the sewer system upon completion of the new pump station (anticipated by the end of July 2017), subject to the approval of the Village for connection to the Village's sewer collection system (see



**Appendix F**). As the construction timeframe for the County's pump station/improvements is anticipated to be completed by the end of July 2017, the County's sewer improvements would be completed prior to the completion of the proposed project (anticipated in 2018).

#### 2.5 Traffic and Parking

#### 2.5.1 Background

The Adopted Finding Statement requires review of trip generation for site specific projects and also requires that the trip distribution assumptions be compared against the assumptions in the Traffic Impact Statement (TIS). This information will be used to determine if additional traffic analysis is warranted for individual development projects and will be used to establish fair share traffic mitigation for each individual project.

#### 2.5.2 Traffic Assessment

A Traffic Impact Study ("TIS") was completed by Nelson & Pope dated June 2016 and revised August 2016 (see **Appendix G**). A comprehensive transportation study was conducted for the Hempstead Village Downtown Overlay Zoning Supplemental Generic Environmental Impact Statement (DOZ SGEIS). However, this study was based on a variety of assumptions as the exact location of future uses was not known. It was therefore recommended in the DOZ SGEIS study that site specific traffic analyses be conducted as projects are proposed so that their impact can be compared to the development scenario as proposed in the DOZ SGEIS.

The purpose of the newly prepared traffic study is to estimate the traffic generated by the proposed development and compare the results to the traffic generation and assumptions that were used as the basis of the DOZ SGEIS traffic study. The traffic added to the intersections in the vicinity of the proposed site by the proposed development was compared to the site traffic volumes within the DOZ SGEIS traffic study to determine if additional analyses are required, identify the traffic impacts associated with proposed development and develop measures to mitigate these impacts if any. This report summarizes the results of a detailed trip generation analyses of the proposed development by estimating the vehicular volume and traffic patterns that the proposed development will generate during peak hours, and analyzing the effect of the additional volume on the surrounding road network.

The TIS investigated the potential traffic impacts associated with the development of Block 38, plus two additional properties in the Village of Hempstead proposed for redevelopment, referred to as Blocks 37 and 42. These developments are a mix of residential and commercial uses. Block 38 will consist of 228 apartments, 6,600 SF of retail space, 6,600 SF of medical office and 9,400 SF of restaurant. Block 37 will consist of 66 apartment units, 30 independent living units and 5,497 SF of restaurant space. Block 42 will accommodate Dell Bus, which will relocate from Block 37 and will also provide structured parking, a portion of which will be used by Dell Bus with the potential to use the remaining spaces to store local car dealer inventory. Access and/egress to and from the proposed developments will be provided along West Columbia Street and Bedell Street for Block 38; Bedell Street for Block 37; and Kellum Place and Union Place



for Block 42.

The following is a summary of the TIS investigation and the findings (see Appendix G for figures and supporting information):

- 1. The following intersections were included in this study:
  - North Franklin Street at Union Place/Old Franklin Street
  - ➤ Main Street at Union Place
  - > North Franklin Street at Kellum Place
  - Main Street at Kellum Place
  - North Franklin Street at Atlantic Avenue/Parking Lot
  - > North Franklin Street at Bedell Street
  - > Main Street at Bedell Street
  - North Franklin Street at West Columbia Street
  - > Main Street at West Columbia Street
- 2. Existing volumes were counted in June 2015 and February 2016 during the weekday AM, weekday PM and Saturday midday peak periods and seasonally adjusted to reflect the highest seasonal volume. The June 2015 counts were then grown to 2016 levels by applying a 0.6% growth factor for a period of one year.
- 3. Future No Build traffic volumes were determined by applying a 0.6% annual growth factor for a period of 3 years to the seasonally adjusted volumes and then adding the traffic generated by the other planned developments in the vicinity of the site.
- 4. The trip generation for the proposed developments was prepared utilizing trip generation data published by the Institute of Transportation Engineers (ITE) publication, *Trip Generation*, *Ninth Edition*.
- 5. The proposed development on Block 38 is projected to generate 126 trips (64 entering and 62 exiting) during the AM Peak hour, 103 trips (55 entering and 48 exiting) during the PM peak hour and 194 trips (106 entering and 88 exiting) during the Saturday midday peak hour.
- 6. The proposed development on Block 37 is projected to generate 31 trips (15 entering and 16 exiting) during the AM Peak hour, 25 trips (14 entering and 11 exiting) during the PM peak hour and 46 trips (25 entering and 21 exiting) during the Saturday midday peak hour.
- 7. The proposed development on Block 39 is projected to generate 44 trips (15 entering and 29 exiting) during the AM Peak hour, 48 trips (26 entering and 22 exiting) during the PM peak hour and 75 trips (42 entering and 33 exiting) during the Saturday midday peak hour.
- 8. The proposed development on Block 42 is projected to generate 16 trips (14 entering and 2 exiting) during the weekday AM peak hour, 64 trips (34 entering and 30 exiting) during the PM peak hour and 0 trips (0 entering and 0 exiting) during the Saturday midday peak hour.



- 9. Compared the traffic added to the intersections listed above by the proposed development and the estimated site traffic volumes contained in the DOZ SGEIS traffic study to determine the level of traffic volume added by the proposed project.
- 10. The site-generated traffic was distributed to the study intersections and incorporated into the future Build Condition.
- 11. From an overall perspective, during the No Build Condition, the signalized intersection of Main Street and Kellum Place is projected to operate at LOS A during the weekday AM, PM and Saturday midday peak periods. With the construction of the proposed project, the intersection and individual movements will continue to operate at No Build conditions during the analyzed peak periods with minimal increase in delay. Therefore, no mitigation measures are required at this location.
- 12. From an overall perspective, during the No Build Condition, the signalized intersection of North Franklin St and Atlantic Avenue/Parking Lot is projected to operate at LOS A, A, B during the weekday AM, PM and Saturday midday peak periods, respectively. With the construction of the proposed project, the intersection will continue to operate at No Build conditions during the analyzed peak periods with minimal increase in delay, except during the AM peak hour, where the LOS will change from A to B. However, the overall increase of delay is only 0.4 seconds. This is not considered a significant impact and all individual movements will continue to operate at No Build LOS. Therefore, no mitigation measures are required at this location.
- 13. From an overall perspective, during the No Build Condition, the signalized intersection of North Franklin Street and Bedell Street is projected to operate at LOS B, A, A during the weekday AM, PM and Saturday midday peak periods, respectively. With the construction of the proposed project, the intersection will continue to operate at No Build conditions during the analyzed peak periods with minimal increase in delay. During the Saturday peak hour, the westbound approach of Bedell Street will experience a change from LOS C to D with an increase in delay of 3.6 seconds. This is not considered a significant impact. Therefore, no mitigation measures are required at this location.
- 14. From an overall perspective, during the No Build Condition, the signalized intersection of Main Street and Bedell Street is projected to operate at LOS A during the weekday AM, PM and Saturday midday peak periods. With the construction of the proposed project, the intersection will continue to operate at No Build conditions during the analyzed peak periods with minimal increase in delay. During the Saturday peak period the eastbound approach will experience a change from LOS A to B with an increase in delay of 1.3 seconds. This is not considered a significant impact. Therefore, no mitigation measures are required at this location.
- 15. From an overall perspective, during the No Build Condition, the signalized intersection of North Franklin St and West Columbia Street is projected to operate at LOS A during the weekday AM, PM and Saturday midday peak periods. With the construction of the proposed project, the intersection will continue to operate at No Build conditions during the analyzed peak periods, except during the Saturday peak hour when the LOS will change from A to B with an increase in delay of 2.1 seconds. During the AM peak hour, the westbound approach will experience a change in LOS from C to D with an increase in



- delay of 4.7 seconds. During the PM peak hour, the westbound approach will experience a change in LOS from C to D with an increase in delay of 3.7 seconds These are not considered significant impacts and therefore, no mitigation measures are required at this location.
- 16. From an overall perspective, during the No Build Condition, the signalized intersection of Main Street and West Columbia Street is projected to operate at LOS B during the weekday AM, PM and Saturday midday peak periods. With the construction of the proposed project, the intersection and individual movements will continue to operate at No Build conditions during the analyzed peak periods, except for the Saturday peak hour when the westbound left/through movement will change from LOS B to C with an increase in delay of 0.9 seconds. This is not considered a significant impact and therefore, no mitigation measures are required at this location.
- 17. In the No Build Condition, the southbound North Franklin Street approach at the intersection of North Franklin Street at Union Place is projected to operate at LOS A during the analyzed peak hours and the westbound Union Place approach operates at LOS C, D, F during the weekday AM, PM and Saturday midday peak hours respectively. With the construction of the proposed project, all the approach movements will continue to operate at No Build conditions during the analyzed peak periods with minimal increase in delay. Therefore, no mitigation measures are required at this location.
- 18. In the No Build Condition, the eastbound Union Place approach at the intersection of Old Franklin Street and Union Place is projected to operate at LOS A during the analyzed peak hours and the southbound Old Franklin Street approach operates at LOS A, A, B during the weekday AM, PM and Saturday midday peak hours respectively. With the construction of the proposed project, all approach movements will continue to operate at No Build conditions during the analyzed peak periods with minimal increase in delay. Therefore, no mitigation measures are required at this location.
- 19. In the No Build Condition, the northbound/southbound Main Street approaches at the intersection of Main Street and Union Place is projected to operate at LOS A and the eastbound/westbound Union Place approaches operate at LOS B during the analyzed peak hours. With the construction of the proposed project, all the approach movements will continue to operate at No Build conditions during the analyzed peak periods with minimal increase in delay. Therefore, no mitigation measures are required at this location.
- 20. In the No Build Condition, the southbound North Franklin Street approach at the intersection of North Franklin Street at Kellum Place is projected to operate at LOS A during the analyzed peak hours and the westbound Kellum Place approach operates at LOS C, C, D during the weekday AM, PM and Saturday midday peak hours respectively. With the construction of the proposed project, the southbound approach will continue to operate at No Build conditions during the analyzed peak periods. The westbound approach will experience a change in LOS during all peak periods. During the AM peak the LOS will change from D to E with an increase in delay of 18.5 seconds. During the PM peak the LOS will change from C to E with an increase in delay of 13.9 seconds. During the Saturday peak the LOS will change from C to D with an increase in delay of 9.5 seconds. Although there is a slight increase in delay on the westbound approach, the volumes exiting



Kellum Place equate to approximately 1 vehicle per minute during the peak periods which should not result in any operational issues.

- 21. After the construction of the proposed projects, the eastbound left-turn/through movement of West Columbia Street will operate at LOS A during the analyzed peak periods. The southbound left/right-turn movement of Block 38 Site Driveway will operate at LOS A during the AM and PM peak periods and at LOS B during the Saturday midday peak period.
- 22. After the construction of the proposed projects, the westbound left-turn/through movement of Bedell Street will operate at LOS A for Block 37 Site Driveway during the analyzed peak periods. The northbound left/right-turn movement of Block 37 Site Driveway will operate at LOS A at Bedell Street during the analyzed peak periods.
- 23. After the construction of the proposed projects, the westbound left-turn/through movement of Kellum Place will operate at LOS A during the analyzed peak periods. The northbound left/right-turn movement of Block 39 Site Driveway will operate at LOS A during the analyzed peak periods.
- 24. After the construction of the proposed projects, the eastbound left-turn/through movement of Kellum Place will operate at LOS A during the analyzed peak periods. The southbound left/right-turn movement of Block 42 Site Driveway will operate at LOS A during the analyzed peak periods.
- 25. After the construction of the proposed projects, the westbound left-turn/through movement of Union Place will operate at LOS A during the analyzed peak periods. The northbound left/right-turn movement of Block 42 Site Driveway will operate at LOS A during the analyzed peak periods.

Based on the results of the traffic study as detailed in the body of this report, it can be seen that the traffic that will be added to the study intersections from the proposed developments are lower than that from the Master Plan in the DOZ SGEIS study. These proposed developments fall well within the proposed Master Plan in terms of the trips that will be generated. The impacts associated with the proposed developments are minimal and therefore no additional traffic analyses or mitigations should be required. However, traffic analyses were conducted at the study intersection for the proposed developments. As can be seen from the review of the capacity analyses, the proposed projects will not significantly impact the operation of the roadways and intersections in the study, which is consistent with the findings in the DOZ SGEIS Study.

#### 2.5.3 Parking

The total number of parking spaces required for the proposed project pursuant to DOZ requirements is 296 spaces (see Alignment Plan, Attachment 1). To fulfill the requirement parking standards, a total of 296 spaces are proposed, which includes 228 spaces to be dedicated for residents and 68 for retail/restaurant/office uses. A total of 170 of the 298 spaces proposed will be provided in the basement of the building (which is reserved for the residential use only), 84 spaces will be on the ground level, and 42 spaces will be on-street parking. A total of ten Americans with Disabilities Act (ADA) accessible spaces will be provide in the building's



parking garage to comply with the minimum seven-space requirement for 296 spaces. Six of these spaces will be provided in the basement and four will be on the ground floor with access to elevators.

As discussed in Section 1.4, a parking utilization study was completed to determine the parking demand for the existing public parking spaces utilizing Block 38, including the on-street spaces along the Block 38 street frontages on Bedell and Main Streets. The parking surveys found that a total of 38 parking spaces (25 on-site metered spaces, five parallel on-street spaces along Bedell Street and eight parallel on-street spaces along Main Street) were occupied during the peak period. This included any illegally parked cars on the Block 38 lot and the above described street frontages. The survey was conducted every hour on Thursday April 14, 2016 between 7:00 AM and 7:00 PM and on Saturday April 16, 2016 between 11:00 AM and 4:00 PM. The peak parking demand was observed to be during the weekday at 1:00 PM (see Appendix H-2, Parking Assessment).

The parking utilization study also counted the public spaces existing on the Village parking lot located adjacent to the north (Block 40) and the on-street spaces along Main Street, Kellum Place and Bedell Street adjacent to Block 40 (see **Appendix H-1**, Parking Management Plan and **Appendix H-2**, Parking Assessment). A total of 40 public spaces (metered) are located on Block 40 and 51 public on-street parking spaces are located on Kellum Place, Main Street and Bedell Street adjacent to Block 40. The parking survey found that a total of 10 out of the 40 available spaces on the Block 40 municipal lot were utilized and 22 of the 51 available spaces on Main Street, Bedell Street and Kellum Place adjacent to Block 40 were occupied during the peak parking demand. As a result, 59 excess public spaces (of a total 91 available public spaces) exist in the public parking lot and adjacent street frontages of Block 40. Therefore, the existing peak parking demand from Block 38, a total of 38 spaces as described, above can be accommodated in the Lot 40 municipal parking lot and the on-street parking surrounding Block 40 (see **Appendix H-1**, Parking Management Plan and **Appendix H-2**, Parking Assessment).

It is noted that seven existing businesses are currently located in the existing Block 38 commercial building, three of which (all restaurants) are being relocated across the street to Block 37 (currently proposed for redevelopment). Since seven businesses are being relocated or will no longer exist on Block 38, the parking demand associated with these uses will also be removed (or accounted for in the Block 37 redevelopment). Therefore, the parking utilization study is conservative, as no deduction was taken for the parking demand attributed to the seven existing commercial uses.

#### 2.6 Noise

#### 2.6.1 Background

As recognized by the Adopted Findings Statement,<sup>3</sup> sound level measurements taken in the area during the preparation of the SGEIS<sup>4</sup> (Draft SGEIS Section 3.6) indicate the potential for

<sup>&</sup>lt;sup>3</sup> Adopted by the Village of Hempstead Village Board on July 3, 2012



unacceptable noise exposure for residential use based upon Department of Housing and Urban Development ("HUD") standards<sup>5</sup>. It is HUD's general policy to provide minimum national standards that are applicable to HUD programs so as to protect citizens against excessive noise in their homes. Thus, new development projects proposed under the DO Zones that incorporate residential uses and are located on arterial roadways are required to conduct a noise analysis to determine if ambient noise levels are acceptable for residential use, or if such residential buildings need to provide attenuation to achieve the HUD recognized interior guidelines. Although these standards are not directly applicable as a requirement for the project as proposed, they provide guidance of relative noise impacts and a basis by which a comparative analysis can be made.

#### 2.6.2 Assessment

An assessment of ambient noise levels was conducted at the proposed northeastern building line (at the northeast corner of Main Street and Bedell Street approximately 10 feet south and west of the sidewalks at that corner) (see **Appendix I-1** for Monitoring Station Location Map). Sound level measurements were collected for four one-hour periods during both the peak morning and evening traffic periods. The peak morning traffic sound level measurements were collected on Wednesday April 27, 2016 between 7 am and 9 am, a period when the weather was partly cloudy and cool (50° F) and winds were calm. Peak afternoon traffic period sound level measurements were collected on Wednesday April 27, 2016 between 4 pm and 6 pm and during this timeframe, the weather was clear and temperature was approximately 55° F and winds were calm. Both measurement periods were at least 120 minutes in length with continuous sound level measurements collected and stored by the meter every second.

For this project, a Cassella CEL 633C Octave Band Analyzer was used to collect the sound level readings, which is a Type 1 sound level meter with continuous data logging capabilities. The data were analyzed using Casella Insight data management software and the individual readings and results for Leq were exported for each period. The summary of the noise monitoring data is provided in **Appendix I-2**, including the results for start and end times, duration, LAeq (which indicates Leq for A weighted decibels), LAF<sub>max</sub> with time (maximum decibel reading), and LAF<sub>min</sub> (minimum decibel reading). The results of the noise monitoring are summarized in **Table 6**.

<sup>5</sup> U.S. Department of Housing and Urban Development, <u>The Noise Guidebook</u>, Office of Community Planning and Development, Office of Environmental and Energy, Washington D.C.



<sup>&</sup>lt;sup>4</sup> Supplemental Generic Environmental Impact Statement prepared for the adoption of amendments to the Village of Hempstead Zoning Code and Village Zoning Map to create Downtown Overlay ("DO") Zones intended to implement the redevelopment sought in the Village's Downtown Vision & Comprehensive Development Plan Update, accepted June 19, 2012 by the Village of Hempstead Village Board.

	Table 6	
Noise	<b>Monitoring</b>	Results

Time Period	LA <sub>EQ</sub> dB(A)
Morning I	Levels
7 am to 8 am	63.6
8 am to 9 am	62.7
Evening I	Levels
4 pm to 5 pm	62.7
5 pm to 6 pm	63.8

The major source of elevated noise in the vicinity of the site is generated by vehicular traffic on both Bedell Street and Main Street with highest levels associated with trucks, horns and music from car stereos. Typical sound pressure/noise levels for an urbanized location with adjacent roadways carrying high volumes of traffic can range from 65 dBA to as high as 90 dBA<sup>6</sup> and the monitoring results indicate that existing sound levels are generally lower than is typical for the existing urbanized setting. Average sound levels for the four one hour periods at peak traffic generation hours at the property line ranged from 62.7 to 63.8 dBA, which is within range of the typical levels for urbanized areas. The noise descriptor used by HUD is the day-night noise level ( $L_{dn}$ ). In order to provide a comparison with HUD noise standards for residential communities, the  $L_{dn}$  was estimated based on the monitoring results. Utilizing methodology prescribed by the FTA for residential use,  $L_{dn}$  may be computed using the hourly  $L_{eq}$ . It is noted that since the roadways are the primary source of ambient noise, and the roadways have a predictable diurnal pattern,  $L_{dn}$  may be computed from the one hourly  $L_{eq}$  measurement.

According to the FTA Guidance, the following procedures apply to this partial-duration measurement option for L<sub>dn</sub>:

- Measure the one-hour L<sub>eq</sub> during any hour of the day. The loudest hour during the
  daytime period is preferable. If this hour is not selected, then others may be used with
  less precision.
- Convert the measured hourly Leq to Ldn with the applicable equation:

For measurements between 7 am and 7 pm:  $L_{dn} \approx L_{eq} - 2$ For measurements between 7 pm and 10 pm:  $L_{dn} \approx L_{eq} + 3$ For measurements between 10 pm and 7 am:  $L_{dn} \approx L_{eq} + 8$ 

Federal Transit Administration, (FTA-VA-90-1003-06) May 2006. <u>Transit Noise and Vibration Impact Assessment, Appendix D.</u>



<sup>&</sup>lt;sup>6</sup> Cyril M. Harris, 1998. <u>Handbook of Acoustical Measurements and Noise Control</u>, 3<sup>rd</sup> Edition, Acoustical Society of America, (ii) Bruel & Kjaer, 1988, <u>Acoustical Noise Measurement</u>, (iii) M. David Egan, McGraw Hill, 1972 and U.S. Department of Housing and Urban Development, Office of Community Planning and Development, The Noise Guidebook.

The resulting value of  $L_{dn}$  will be moderately underestimated due to the use of the adjustment constants in these equations.

As noted above, for measurements between 7 AM and 7 PM, the  $L_{dn} \approx L_{eq}$  minus 2. Utilizing the worst case, which occurred during the pm peak traffic period, the  $L_{eq}$  for the hour was computed at 63.8 dBA; thus, the  $L_{dn}$  is estimated at 61.8 dBA.

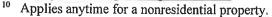
Based upon the results from this assessment, the sound levels at the project building line would be considered "Acceptable" under the HUD Noise Exposure Guidelines. According to HUD guidance, the site is suitable for residential use. Standard building construction provides 25 dBA attenuation; and thus the interior noise levels will be below the HUD interior sound level guideline of 45 dBA and no additional attenuation is required. In addition, it is further noted that even if the L<sub>dn</sub> was calculated to be up to 67 dBA, standard construction methods achieve attenuation of 25 dBA, which achieve an interior level of 42 dBA (3 dBA less than the 45 dBA interior level standard).

#### Conformance with Village Code

The Village's noise standard is provided in Article VI, Section 95-8 of Village Code and regulates noise disturbances. A noise disturbance is defined as "any sound which either endangers or injures the safety or health of humans or animals or annoys or disturbs a reasonable person of normal sensitivity or endangers or damages property or 85 dBA as measured with a sound level meter; or 85 dB in any 1/3 octave band having a center frequency between 63 and 500 hertz inclusive." Chapter 95, Section 95-8.2A under general prohibitions states: It shall be unlawful for any person to unreasonably make, continue or cause to be made or continued any unreasonable noise or noise disturbance. Therefore, the project must comply with this requirement for any operational activities. Chapter 95, §95-8.3G. has specific provisions for construction related activity, specifically prohibiting noise generating activity other than, "the erection, including excavating, demolition, alteration or repair, of any building other than between the hours of 7:00 AM and 6:00 PM, except in a case of urgent necessity in the interest of public safety, and then only with a permit issued by the Superintendent of the Building Department, which permit may be renewed for a period of three days or less while the emergency continues."

The Village Noise ordinance also includes specific standards for noise generated by the operation of any machinery, equipment, pump, fan, exhaust fan, attic fan, air-conditioning apparatus or similar mechanical device which exceeds 65 dBA during the day (9 AM to 10 PM) at a residential property line 10 or 50 dBA at night (10 PM to 9 AM), impulsive noise with peak of 85 dBA during the day or peak of 70 dBA at night, or continuous sound with octave band

The HUD "Acceptable" level is defined as a Day-Night Average Sound Level of less than or equal to 65 dBA.
See <a href="http://www.engineeringtoolbox.com/sound-transmission-massive-walls-d\_1409.html">http://www.engineeringtoolbox.com/sound-transmission-massive-walls-d\_1409.html</a>





exceeding the values provided in the DSGEIS<sup>11</sup> (see Appendix I-3). In terms of operations, the mechanical equipment associated with the proposed building's heating and ventilating system will be fully contained and insulated to dampen noise, and would be designed to meet these noise regulations to avoid producing levels that would result in any significant increase in ambient noise levels. Conformance with the noise level values contained in the law is determined by considering noise emitted directly from stationary activities. Therefore, noise sources associated with operations will comply with these provisions.

Construction and demolition activities will be required to meet the Village noise ordinance and therefore will only be conducted between 7 AM and 6 PM. The proposed action will include the demolition of existing structures, site preparation (including removal of existing pavement and excavation for construction of subsurface parking) and construction of the proposed structure. The demolition, site preparation and construction of the proposed building is anticipated to be completed over an 18 to 24 month period. Construction equipment will be required to meet the Village Noise ordinance, designed to minimize noise impacts to adjacent properties. Construction will be managed to ensure that precautionary measures are taken to further reduce noise impacts on any nearby sensitive noise receptors. Additionally, the construction noise shall be temporary (less than two years in duration) and no permanent noise impacts will result. Therefore, the proposed building construction will not result significant long term stationary noise sources above the current ambient noise levels.

#### 2.7 Stormwater

#### 2.7.1 Background

The Findings Statement adopted for the DOZ SGEIS states that stormwater management would be required on a site specific basis at the time development is proposed, at which time conformance with the requirements of the NYSDEC Phase II Stormwater Regulations, as well as Village and County stormwater review/conformance would be required. Currently, stormwater runoff generated from the subject property is partially collected in several on-site open grate storm drains. The property generally slopes from higher elevations along the eastern perimeter of the property (Main Street) to the west. The overall system provides limited detention, and ultimately, when filled, overflows towards the west, ultimately to the drainage system in North Franklin Street, which discharges to County conveyance system. As documented in the DOZ SGEIS, stormwater inflow has been directly related to increases in flows to the Village sewage collection system that ultimately flows to the County's sewer collection system in Baldwin. Therefore reductions in stormwater inflow to the County's sewer system are beneficial to the overall function of the County sewer system.

The Findings Statement also notes that, "stormwater is currently directed from roadways into the Nassau County conveyance system which discharges to the two subsurface stream culverts that discharge to Hempstead Lake." There was also a noted benefit of reduced pollutant load to

Table 3.6-4 of the Draft Supplemental Generic Environmental Impact Statement for the Downtown Overlay Zones and Zoning Map Amendments, Village of Hempstead.



Hempstead Lake, and reduced stormwater inflow to the Village sewer system, as well as overall improvements to the combined Village sewer system and stormwater system as issues with system backup, overflow conditions and illicit discharges are identified and properly managed. Meetings with the Nassau County Department of Public Works have confirmed that there are issues with backup of stormwater systems in the Village of Hempstead. The Findings conclude that on-site retention of stormwater through individual site development plans would be expected to reduce runoff to the County conveyance system resulting in overall benefits with respect to stormwater handling, surface water and groundwater quality.

#### 2.7.2 Assessment

The proposed site development includes an on-site drainage system which utilizes stormwater leaching pools proposed within the proposed perimeter roadways around the building and interior to the site ("Drainage System A, B and C") which provide for a total storage volume of 23,408 CF and is designed based on a five-year rainfall event. Additionally a second system that utilizes leaching galleys installed beneath the proposed building's parking garage is designed to accommodate an eight-inch rain storm ("Drainage System D") and provides a total storage volume of 32,000 CF (see "Grading and Drainage Plans" Attachment 1). The system will contain all stormwater runoff within appropriate design parameters and in conformance with Nassau County and Village drainage requirements. Based on soil borings completed in June of 2016, the depth to groundwater on the property is 26 feet below the ground surface and site soils are suitable leaching soil quality under Uniform Soil Classification ("USC") methods. The proposed drainage design will be subject to engineering review during the site plan process. Engineering review and construction oversight by the Village and engineering personnel will ensure a properly installed and functioning system that will retain stormwater on the subject site pursuant to the design parameters. Overall, the proposed drainage system will provide a significant increase in the amount of stormwater runoff retained and recharged on-site, and will result in a decrease in the volume of runoff that will ultimately overflow to the Nassau County The project will conform with applicable County and Village drainage drainage system. requirements, and will be subject to engineering review and approval for design and installation.

Erosion control plans are included in the Site Plan (see Sheets 10 and 11, Attachment 1). These sheets detail the erosion control measures to be employed during construction. These measures include the use of project limiting fence/silt fence along the site's periphery to minimize/prevent sediment from washing into adjacent streets and properties. Inlet protection will be utilized around drainage inlets to prevent sedimentation. A stabilized construction entrance will be installed from West Columbia Street. A dust control and watering plan has also been prepared and is included on the Erosion Control Details, which includes specifications for temporary stabilization practices. The proposed locations, sizes, and lengths of each of the temporary erosion and sediment control practices planned during site construction activities are provided on the Erosion Control Plan, as well as the dimensions, material specifications, and installation details for all erosion and sediment control practices.

As a result of the increased drainage retention proposed a significant reduction in stormwater runoff and burden on the County drainage and sewer system is anticipated. No significant adverse stormwater impacts are anticipated as a result of the proposed project, and conversely, it



is expected that the project will result in substantial stormwater benefit to the Village, County and ultimately the environment.

#### 2.8 Construction

#### 2.8.1 Background

The SGEIS and Statement of Findings for the SGEIS provide extensive analysis of the construction process that would be expected to occur in the downtown as revitalization efforts are completed. It was recognized that demolition and construction is inevitable regardless of what occurs on sites proposed for redevelopment, and that these activities are temporary, intermittent, and mitigated to the extent practicable, and would be well worth any temporary impacts and inconvenience that may occur. The Findings also note that "all construction including redevelopment is regulated under Village Code Chapter 50, which requires building permits and oversight by the Superintendent of Buildings." The Findings Statement also notes that construction management plans will be required for each site-specific development proposal, as they are proposed, and these plans will ultimately be approved by the Village. The level of information and planning needed depends upon the specific type and nature of the project, the size of the site and proposed development, the level of cleanup and site preparation needed to make the location suitable for development, the location of construction staging areas and the proposed construction activities.

#### 2.8.2 Assessment

This document provides a construction management plan consistent with the requirements of the Findings Statement. The plan is included herein for SEQRA documentation purposes, and will be subject to further review and approval by the Village Superintendent of Buildings in conformance with Chapter 50 of the Village Code.

#### Construction Phasing Plan

The project will be constructed in one continuous phase. The construction period is expected to take between 18 and 24 months beginning in the Fall 2016 and ending in the Fall of 2018. The first step in the proposed redevelopment and revitalization process involves the installation of project limiting fencing. Next the existing commercial building along Main Street and the two residences along Bedell Street will be demolished. Once the buildings on Block 38 are demolished, debris from the buildings will be shipped off-site to a licensed recycling and/or construction and demolition materials (C&D) disposal facility. Next slabs, footings, and/or foundation walls will be removed and pavement will be ripped up and shipped off-site and shipped off-site for disposal.

Block 38 may be used for partial or full staging of equipment and parking of private worker vehicles during the demolition process but two additional areas will be reserved for staging during this phase of the project. The two staging areas include land located east of Block 39 on along the south side of Kellum Place and a lot located between Blocks 39 and 40 with access off



of the west side of Main Street (Figure 8). Construction workers will also use these sites to park their personal vehicles during the construction process.

Initial site preparation and construction management activities that include mobilization of construction equipment and delivery of construction materials and installation of soil and sediment controls on Block 38 are expected to take about two weeks. The Erosion and Sediment Control ("ESC") Plan (see Sheets 10 and 11 of the Site Plan, Attachment 1) shows the various techniques proposed for avoiding and/or mitigating possible construction related impacts, including the installation of project limiting fencing, silt fencing, a stabilized construction entrance along West Columbia Street, and inlet protection around stormwater inlets and catch basins and posting of construction site signage. Once in place, erosion and sedimentation controls will be periodically inspected and maintained throughout the construction process to ensure that they are fully functional.

All site work, including demolition and cleanup on Block 38, removal of pavement and other existing non-building structures, excavation of soil for the building footings, installation of footings and drainage structures, and construction of the basement parking garage will be continuous in the early stages of the project and is expected to occur over the first five to six months of the project. Immediately after this work is completed, construction of the two five-story buildings will begin which is anticipated to take approximately 12 months. Once the buildings and parking facilities are constructed and utilities are connected, final interior and exterior construction treatments will be completed, and final site landscaping and street trees will be installed.

Construction materials are expected to be delivered directly to the proposed development site or to the materials storage and staging areas located near the northeast end of Block 39 and on the west side of Main Street between Blocks 39 and 40. The exact types and quantities of materials and equipment to be stored in the staging area cannot be specified at this time; however, the off-site staging area provides the necessary flexibility to allow the construction site and staging area to work in tandem during construction to ensure the most efficient redevelopment process possible.

In terms of vehicular access to the proposed staging areas, the worst case scenario would involve all construction workers using their own transportation to access the off-site staging area. However, this is unlikely as some workers may carpool while others may take advantage of readily available public transportation. These trips will primarily occur before both the morning and afternoon peak period hours for traffic on area roads, and therefore trips related to construction workers are expected to be better accommodated by the existing road system. Nevertheless, an estimated 37,000 CY of soil must be removed from the site to construct the basement and subsurface parking garage which will temporarily increase heavy equipment traffic along area streets over the course of an approximately two to three month period. Workers will likely take lunch at the construction site and/or staging area or one of the local food establishments. The typical work week for laborers will be Monday through Friday and possibly Saturday, should the schedule require it. Work hours will comply with Village Code, § 95-8.3 G., ("Noise Disturbance," "Specific prohibitions") and therefore will fall between the hours of 7:00 AM and 6:00 PM. The anticipated construction vehicle travel route would be south along



Main Street and east along Kellum Place or continuing south along Main Street to the second staging area located on the west side of Main Street between Blocks 39 and 40, and from these sites to Block 38 and the reverse for departing trips. **Figure 8** shows the prescribed construction routes.

The building should be fully enclosed within approximately 18 to 20 months from the start of construction on the site.

Overall, construction management has been well-planned to promote safe on-site and off-site working conditions and efficient demolition and construction operations; to provide convenient and safe access to and from the site during construction; and to promote increased work production and a reduced overall construction period. The construction management plan may change prior to or during construction to enhance the ability to achieve these goals. An off-site staging area is an important feature of the construction management plan, and the plan, including any future changes, will be subject to review and approval by the Village under Chapter 50, "Building Construction Administration," and as with any construction project, the Superintendent of Buildings will be kept informed of status and progress and will be involved with site management during construction. Using the two staging areas during construction as and when needed will help to keep construction equipment and employee vehicles off of public streets and out of on- and off-street parking spaces that are typically used by business owners, their customers, employees, and service and delivery personnel, and local residents. The developer will designate a primary site construction contact/supervisor, who will be responsive to Village requests and field decisions during the construction process.

The 2012 Findings Statement recognizes that construction is temporary and intermittent, and will occur over time regardless of the DOZ initiative. Temporary inconvenience, therefore is an inevitable and unavoidable cost of achieving the housing, economic development and revitalization goals of the Village. Site-specific construction management is appropriate and necessary to ensure that these temporary impacts are minimized and proposed management techniques ensure that impacts are avoided or mitigated to the maximum extent practicable.



#### 3.0 SUMMARY

This document is a Supplement to the Part I EAF for the Renaissance Downtowns UrbanAmerica Block 38 redevelopment site plan. The EAF Supplement is intended to provide the lead agency with additional information to assist in rendering a SEQRA determination of significance. The discussion items are consistent with the Statement of Findings on the DOZ SGEIS, and therefore include the requisite analyses for the specific site and actions which are the subject of this application. Topics investigated include:

- Hazardous Materials
- Shadows
- Historic and Cultural Resources
- Community Facilities and Services
- Traffic and Parking
- Noise
- Stormwater
- Construction

The analyses are conducted as per the Statement of Findings in order to address the required future actions as outlined in that document. Given the measures noted herein, as provided for in the Findings Statement, it is submitted that the project is consistent with the Findings Statement and that no significant adverse environmental impacts will occur as a result of the proposed project.



Village of Hempstead Renaissance Downtowns UrbanAmerica EAF Supplement for Redevelopment of Block 38

### **FIGURES**







## **LOCATION MAP**

Source: ESRI Web Mapping Service

Scale: 1 inch = 200 feet

**UrbanAmerica Village of Hempstead** 

**EAF Supplement** 





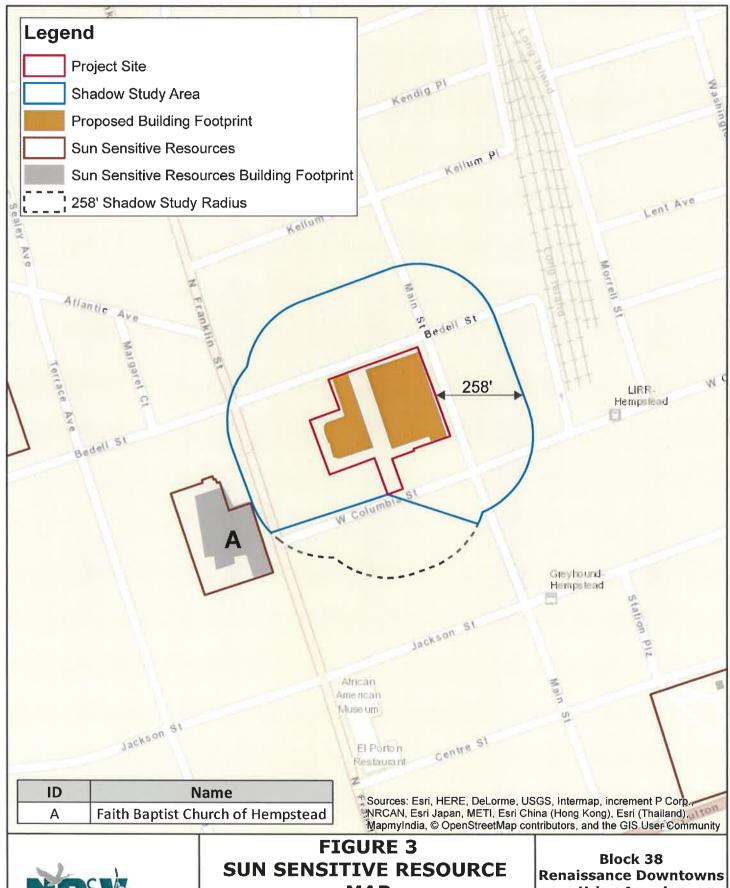
## FIGURE 2 AERIAL PHOTOGRAPH

Source: NYS Orthophography, 2013

Scale: 1 inch = 100 feet



**EAF Supplement** 





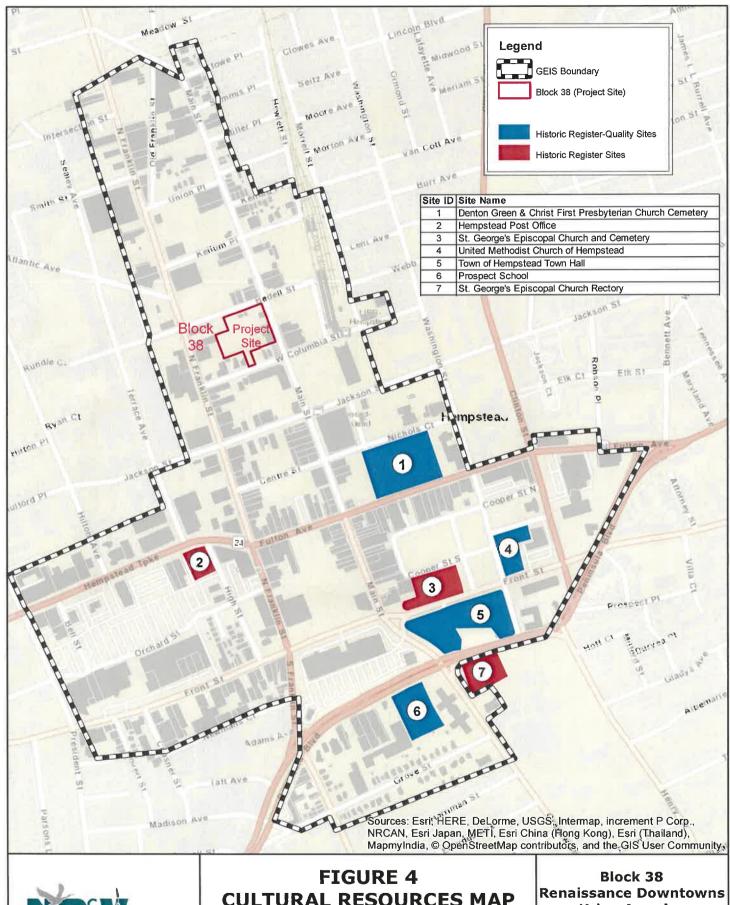
# MAP

Source: ESRI Web Mapping Service:

Nassau County GIS Scale: 1 inch = 300 feet

**UrbanAmerica** Village of Hempstead

**EAF Supplement** 





## **CULTURAL RESOURCES MAP**

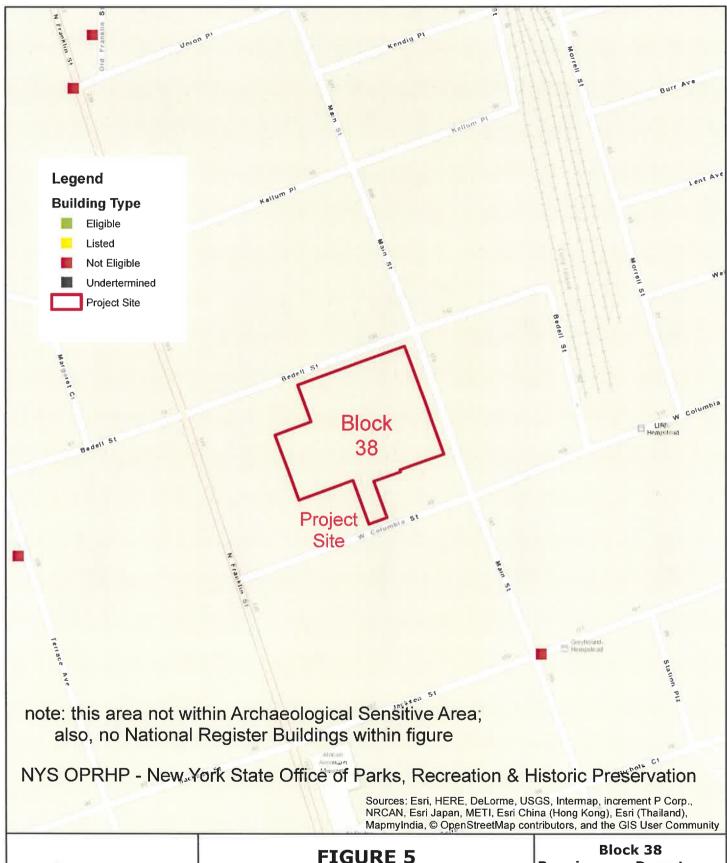
Source: ESRI wms; Nassau GIS; NP&V Village of Hempstead GEIS fig 3-8, 2012

Scale: 1 inch = 700 feet



**UrbanAmerica** Village of Hempstead

**EAF Supplement** 

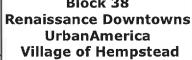




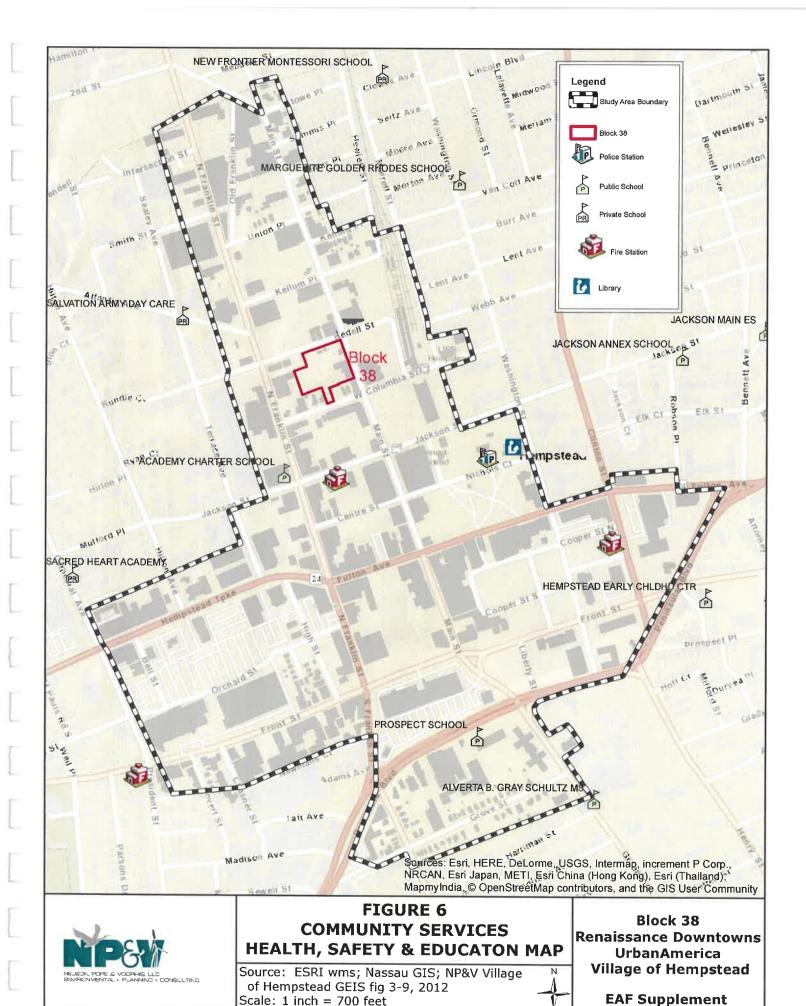
## FIGURE 5 OPRHP MAP

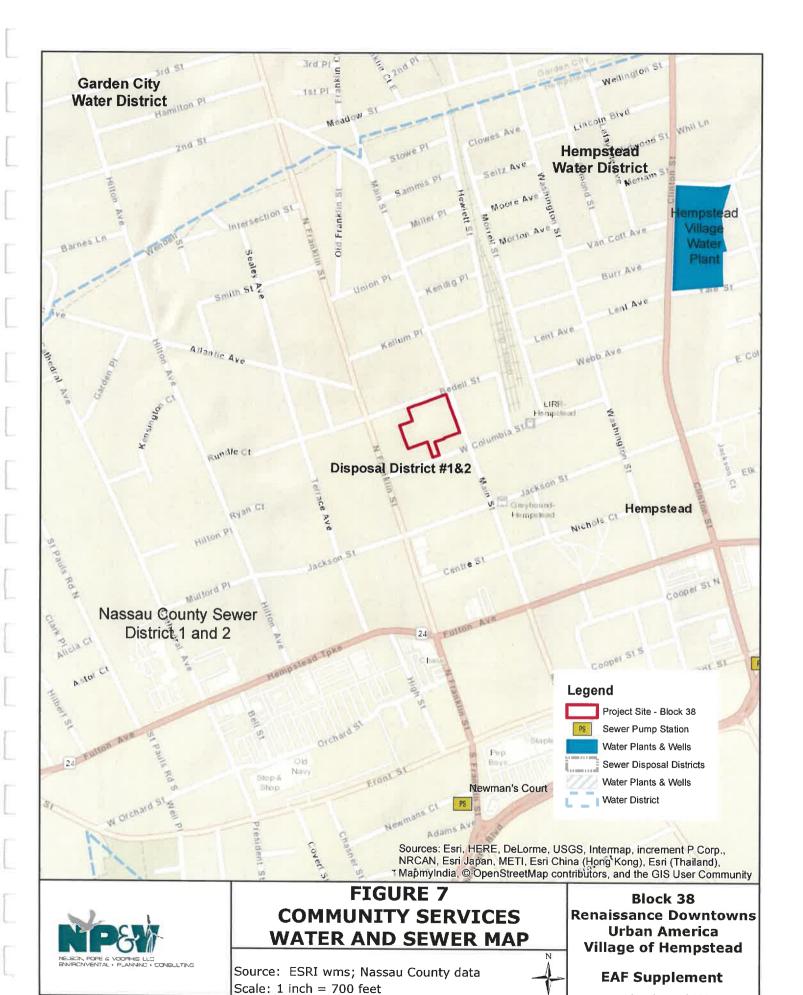
Source: ESRI wms; NYS OPRHP; cris.parks.ny.gov assessed 3/16/2016

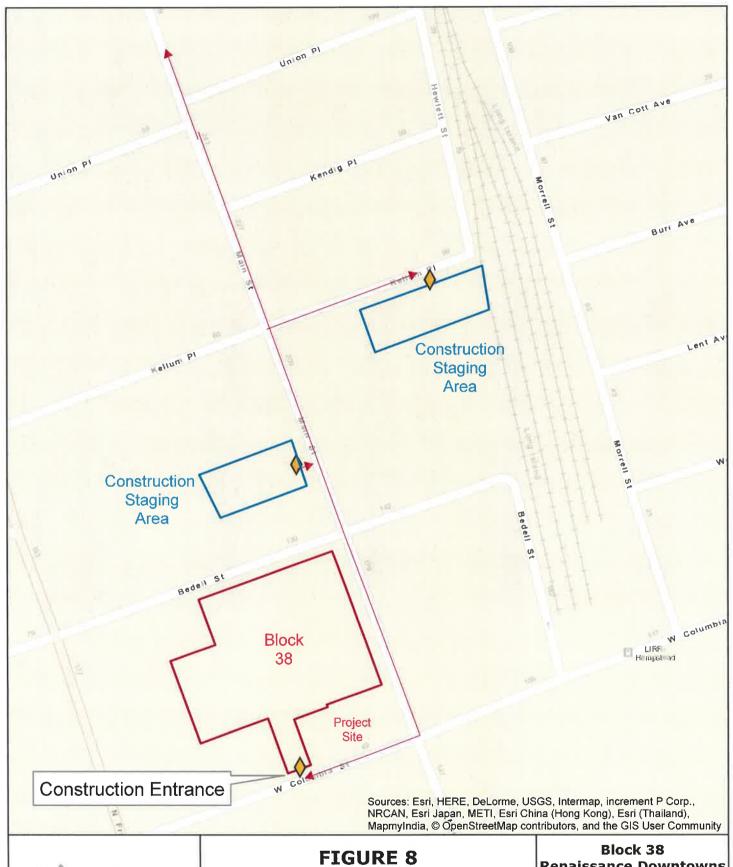
Scale: 1 inch = 250 feet



**EAF Supplement** 









# FIGURE 8 CONSTRUCTION ROUTE MAP

Source: ESRI Web Mapping Service

Scale: 1 inch = 200 feet

Block 38 Renaissance Downtowns UrbanAmerica Village of Hempstead

**EAF Supplement** 

Attachment I-394





# FIGURE 9 TAX MAP PARCELS

Source: NYS Orthophography, 2013

Scale: 1 inch = 100 feet

Block 38 Renaissance Downtowns Urban America Village of Hempstead

**EAF Supplement** 

Attachment I-396

# **APPENDICES**

(Note: See CD-ROM in back pocket of document for PDF of all appendices)

Appendix A	Block 38 Design Booklet
Appendix B	Zoning Compliance
Appendix B-1	DOZ Development Standards Checklist & Narrative
Appendix B-2	LEED Neighborhood Development (ND) Checklist & Narrative
Appendix C	Environmental Site Assessments
Appendix C-1	Phase I ESA, NP&V, Lau Property, October 16, 2015
Appendix C-2	Phase II ESA, NP&V, Lau Property, November 5, 2015
Appendix C-3	Ground Penetrating Radar (GPR) Survey Results, Block 38, Lau Property
Appendix C-4	Phase I Environmental Site Assessment 122 & 126 Bedell Street
	(Residential Lots), November 13, 2015
Appendix C-5	Limited Phase II Environmental Site Assessment 122 & 126 Bedell Street
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Appendix C-6	Phase I ESA, NP&V, RDUA Property (Lots 135 & 138), October 16, 2015
Appendix C-7	Limited Phase II Environmental Site Assessment: Block 38 (Lots 135 & 138),
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Appendix F	Community Service Correspondence
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Appendix H-2	Parking Assessment
Appendix I	Noise
Appendix I-1	Sound Level Monitoring Station Location
Appendix I-2	Sound Level Monitoring Data
Appendix I-3	Octave Band Standards for Machinery, Equipment and Fans

#### **ATTACHMENT**

Attachment 1 Site Plans, prepared by Nelson & Pope Engineers & Surveyors, dated

November 22, 2016

See CD-ROM in back pocket of document for PDF with full size of

plans



Village of Hempstead Renaissance Downtowns UrbanAmerica EAF Supplement for Redevelopment of Block 38

# **PLANS**

See CD-ROM in back pocket of document for PDF with full size of plans





# ENVIRONMENTAL ASSESSMENT FORM (EAF) SUPPLEMENT

#### VILLAGE OF HEMPSTEAD

RENAISSANCE DOWNTOWNS URBANAMERICA
BLOCK 37
SOUTHEAST CORNER OF BEDELL STREET & MAIN STREET
VILLAGE OF HEMPSTEAD, NASSAU COUNTY



# PREPARED FOR: RENAISSANCE DOWNTOWNS URBANAMERICA

c/o Renaissance Downtowns, LLC 9 Gerhard Road Plainview, New York 11803 Contact: Darren Monti (516) 433-9000

# FOR SUBMISSION TO: INCORPORATED VILLAGE OF HEMPSTEAD

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# PREPARED BY: NELSON, POPE & VOORHIS

572 Walt Whitman Road Melville, New York 11747 Contact: Carrie O'Farrell, AICP (631) 427-5665



November 2016

# RENAISSANCE DOWNTOWNS-URBAN AMERICA

Block 37 Southeast Corner of Bedell Street and Main Street Village of Hempstead, Nassau County, NY

# ENVIRONMENTAL ASSESSMENT FORM (EAF) SUPPLEMENT

Prepared for:

Renaissance Downtowns, LLC

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For Submission to:

Incorporated Village of Hempstead

Village Board of Trustees

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Contact: Patricia Perez, Village Clerk

(516) 478-6206

Prepared by:

Nelson, Pope & Voorhis, LLC

572 Walt Whitman Road Melville, NY 11747

Contact: Carrie O'Farrell, AICP

(631) 427-5665

November 2016



# Renaissance Downtowns-Urban America

### Block 37 Southeast Corner of Bedell Street and Main Street Village of Hempstead, Nassau County, NY

### ENVIRONMENTAL ASSESSMENT FORM (EAF) SUPPLEMENT

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Site Plan, Nelson & Pope Engineers & Surveyors, November 22, 2016

RELSON POPE & VOCAHIS, LLC ENVADOWENTAL • PLANNING • CONSULTING

Attachment 1

#### 1.0 DESCRIPTION OF THE PROPOSED ACTION

#### 1.1 Introduction

This document is an Environmental Assessment Form ("EAF") Supplement which accompanies the Part I EAF Long Form for the Renaissance Downtowns-Urban America (RDUA) Block 37 redevelopment project. This project involves the construction of one five-story building with a basement parking on a 0.60 acre property currently occupied by Dell Transportation, which uses the property to park and dispatch a fleet of buses (see Figure 1, Location Map). The proposed new building will contain a total of 96 dwelling units including 35 studio, 49 one-bedroom, and 12 two-bedroom apartments; and 5,497 square feet (SF) of ground floor retail space (three restaurants). Thirty of the 96 residential units will be set aside as "Adult Care Units" ("Estella Housing Independent Living") for persons with special needs. Parking will be provided at grade and in one level of structured parking below the building. A central courtyard is also proposed within the building. To facilitate construction of the proposed building, nearby land to the west (Block 38) will be utilized for construction staging/parking (at the former Village parking lot) and temporary parking of buses until the existing Dell Transportation company relocates to a nearby site (Block 42). A detailed project description is provided in Section 1.4 of this supplemental report.

This EAF Supplement is intended to provide the Village with the additional information necessary to determine if the proposed action is: 1) consistent with the development scenario evaluated in the Supplemental Generic Environmental Impact Statement ("SGEIS") for the Village of Hempstead's Downtown Overlay Zones and Zoning Map Amendments; 2) is consistent with the conditions and thresholds specified in the Adopted Findings Statement for the July 3, 2012 SGEIS; and 3) whether there is the potential for any significant adverse environmental impacts from the project, and if so, how these impacts can be avoided or suitably mitigated. If the applicant demonstrates that the project is: a) consistent with the development scenario evaluated in the SGEIS; b) meets the conditions and thresholds outlined by the 2012 Findings Statement; and c) that no other previously unforeseen significant environmental concerns are identified or such potential impacts are minimized to the maximum extent practicable, no further review under New York's State Environmental Quality Review Act ("SEQRA") is required.

The intention of the 2012 SGEIS was to evaluate the potential environmental impacts associated with the proposed zoning amendments, including a "reasonable worst-case development scenario", or build-out of the anticipated development that could result pursuant to the DO Zones which was estimated to be 5,017,322 SF of development. Section 1.0 (Executive Summary) of the Draft SGEIS states that the development scenario is evaluated to ensure that "the review of the proposed action and its anticipated impacts is not segmented, and also provides the ability to establish guidelines as to when further SEQRA review is necessary, based on conditions and thresholds to be established in the statement of findings."

Section 6.0 (Future Actions) of the 2012 Draft SGEIS outlines the additional reviews and analyses required for specific development projects proposed pursuant to the adopted DO Zones.



The introduction to this section describes the purpose of the SGEIS and references SEQRA regulations outlining the thresholds triggering a requirement for further review of site specific actions pursuant to SEQRA. As per 6NYCRR Part 617.10(d) of the Environmental Conservation Law ("ECL"), "[w]hen a final generic EIS has been filed under this part:

- (1) No further SEQR compliance is required if a subsequent proposed action will be carried out in conformance with the conditions and thresholds established for such actions in the generic EIS or its findings statement;
- (2) An amended findings statement must be prepared if the subsequent proposed action was adequately addressed in the generic EIS but was not addressed or was not adequately addressed in the findings statement for the generic EIS;
- (3) A negative declaration must be prepared if a subsequent proposed action was not addressed or was not adequately addressed in the generic EIS and the subsequent action will not result in any significant environmental impacts;
- (4) A supplement to the final generic EIS must be prepared if the subsequent proposed action was not addressed or was not adequately addressed in the generic EIS and the subsequent action may have one or more significant adverse environmental impacts."

The Adopted Findings Statement for the Downtown Overlay Zones and Zoning Map Amendments SGEIS, contains the thresholds and conditions for supplemental impact analyses and impact avoidance and minimization measures for future development under the DO Zones. The intention of these thresholds, conditions and safeguards was to provide a framework for identifying the need for additional information, review and analysis upon submission of detailed site-specific development applications and plans.

In regard to supplemental SEQRA review, the process is initiated with the submission of a Part I EAF along with supporting information at the pre-submission stage of the site plan review process. The Village then classifies the action as to its "type" in accordance with 6NYCRR Part 617 and based on this classification, determines the level of coordinated review required with involved agencies. The Village must allow 30 days for coordinated review (unless involved agencies respond in less than 30 days), prior to establishing lead agency in accordance with 6NYCRR Part 617. Once the lead agency is established, it may commence the environmental review and make a determination of significance based on the information submitted.

<sup>&</sup>lt;sup>1</sup> Coordinated review is required for all "Type I" actions, actions requiring an EIS, and all conditional negative declarations and is optional for all other "Unlisted" actions. Type II actions are exempt from further review.



#### 1.2 Project Background

Since 2005, the Village of Hempstead has been engaged in planning initiatives to promote redevelopment and revitalization in the downtown area. Toward this end, the Village identified the vision for the downtown through planning studies and public outreach, completed environmental assessments of proposed land use and zoning policies, and adopted new Village zoning laws to foster the realization of its vision.

In July 2012, the Village of Hempstead adopted the Downtown Overlay Zones ("DOZ") The purpose of the DOZ ordinance was to implement redevelopment and revitalization initiatives sought in the Village's Comprehensive Plan Update. The DOZ is a state-of-the-art form-based code which applies to most of the downtown area within a 1/2 mile of the Rosa Parks Hempstead Transit Center, and involves a three-tiered, mixed-use zoning district framework that promotes critically important economic development and revitalization activities in the downtown area. The DOZs are intended to provide the flexibility for various land use, density, and development design options that would achieve coordinated redevelopment by encouraging and incentivizing a mix of appropriate land uses on individual and assembled parcels. The DOZ provides a consistent and a high-quality public streetscape by establishing uniform street and building requirements based more on the frontage type, than the use proposed. This is intended to establish consistent, inviting and pedestrian-friendly character to the downtown core. The DOZ require that storefronts be created in key street-front locations, as defined by the Zoning Standards Map. Storefronts help to promote greater street level activity which can foster successful retail businesses, enhance community character, enrich downtown aesthetic qualities, support greater social interaction, and create a desirable sense-of-place. Consequently, standards for achieving the visual and functional intent of storefronts and streetscapes are essential design features of the DOZ Code.

The proposed Block 37 project utilizes the DOZ and therefore requires a determination of conformance with the Adopted Findings Statement for the 2012 "SGEIS" and subsequent site plan approval from the Village Planning Board. The EAF Part I and this supplemental report support a finding that the proposed project is consistent with the development scenario evaluated in the SGEIS and the conditions and thresholds identified in the Adopted SGEIS Findings Statement. Analyses within this document also supports a finding that potential adverse impacts from the subject project have been avoided or mitigated to the maximum extent practicable and that significant adverse environmental impacts have not been identified and are not expected from its implementation. In fact, the proposed project is expected to improve the character of this portion of the downtown area by replacement and relocation of an existing school bus parking facility, with a pedestrian friendly and architecturally attractive mixed-use multi-story building to create a more vibrant transit-oriented neighborhood. The incorporation of "green" initiatives employing sustainable design technologies under Leadership in Energy and Environmental Design ("LEED") Neighborhood Development ("ND") guidelines makes the project more energy efficient and environmentally friendly and also provides conformity with the intent of the DO zoning. Moreover, it is concluded that in consideration of the consistency with required community benefits standards, anticipated economic development, expansion of housing opportunities, and creation of a compact, efficient, walkable and transit-oriented downtown, the subject action is one that will have an overall positive effect on the Village.



A Long EAF Part I Form accompanies this EAF Supplement (Appendix A) and provides the required information under SEQRA to assist in this environmental review and provide the basis for the Village of Hempstead Planning Board to issue a SEQRA Determination of Significance and statement of conformity with the Adopted SGEIS Findings Statement.

## 1.3 Location of the Proposed Action and Current Site Conditions

### 1.3.1 Location of the Proposed Action

The site of the proposed project is located at the southeast corner of Bedell Street and Main Street (see **Figure 1**) adjacent to the LIRR parking lot in downtown Village of Hempstead, Nassau County, New York. The subject property consists of two tax lots, specifically described as Nassau County Tax Map No: Section 34; Block 522; Lots 5 and 327, totaling approximately 0.60 acre.

The subject site is located within the Business B Zoning District and the DOZ's Hospitality and Entertainment Overlay District (DO-1).

#### Surrounding land uses:

<u>To the North</u>: A vacant dilapidated one-story commercial building at the northeast corner of Main Street and Bedell Street which is slated for future redevelopment (Block 39);

<u>To the South</u>: Iglesia de Dios (Church of God of Hempstead) and mixed small strip commercial businesses (restaurant, personal service and retail);

To the East: Long Island Rail Road's Hempstead Station and commuter parking lot;

To the West: Surface parking lot (southwest corner of Main Street and Bedell Street)

The aerial photograph presented in Figure 2 identifies the proposed redevelopment site in the context of its surroundings and shows land uses and existing development patterns in the vicinity of the site. Vehicular access to the site is presently available via one full movement access on Bedell Street.

Reviews, permits and approvals that apply to the proposed project are identified below:

# Table 1 Reviews, Permits & Approvals

Agency/Entity	Review, Permit/Approval Required
Village Planning Board	Site Plan Approval
Village Water Department	Water Supply Approval
Village Department of Public Works	Sewer Access Approval
Village Building Department	Building Permit
Nassau County Dept. of Public Works	Sewer Connection approval
Nassau County Fire Marshal	Site Plan/Fire Safety Review

#### 1.3.2 Present Site Conditions

The subject 26,319 square foot (SF), 0.60-acre site is presently 100 percent impervious (asphalt) and contains a school bus parking lot, parking lot lighting, office trailer accessed by an exterior wooden stairway and heated by electricity, a small dumpster, two (2) portable toilets, two (2) open-grate stormwater leaching pools, and a chain-link fence around its perimeter. The site has relatively flat topography, no landscaping, and no significant natural features. The property has frontage on Main Street, Bedell Street, and abuts a Long Island railroad commuter parking lot. **Appendix B** provides site photos of the existing site conditions. All essential utilities are available and accessible from Main Street including water (six-inch main), sewer (eight-inch main), electric, natural gas, and telephone.

#### 1.4 Description of the Proposed Action

The proposed project involves the removal of an existing asphalt school bus parking lot and office trailer occupied by Dell Transportation and construction of a five-story mixed-use building with structured parking below. The five-story building with basement parking will have a total gross floor area of +/-140,940 SF (+/-23,490 SF per level). The building will contain 96 dwelling units including 35 studio, 49 one-bedroom and 12 two-bedroom units; 10,468 SF of residential amenities or support services space (e.g., community room, conference room, library/computer lab, fitness room, support services office, director's office, laundry, mail room, janitor's closet); and three ground floor restaurants (totaling 5,497 SF) with a combined seating of 205 persons at capacity. Thirty (or 31 percent) of the 96 residential units will be set aside as "Adult Care Units" ("Estella Housing Independent Living") for persons with special needs. **Appendix B** provides building floor plans, building sections, sample unit layouts and building elevations.

The total required parking for the proposed use is 86 parking spaces, which will be accommodated by 52 spaces in the basement of the building, 25 spaces on the ground level of the building, and 15 will be on-street spaces that will be distributed between Bedell Street (eight parallel spaces) and Main Street (seven parallel spaces) for a total of 92 spaces. Additionally, a parking survey was completed to determine the peak parking demand for the existing public parking spaces along the property frontage on Main Street. The survey indicated that at peak,



six of the seven on-street spaces on Main Street were occupied. Therefore, an additional six spaces have been accounted for in the overall parking demand of on-street parking for the project. Four Americans with Disabilities Act (ADA) accessible spaces will be provide in the building's parking garage including two in the lower level and two on the ground floor. Sixty-six of the new spaces will be for residential tenants (including all parking in the lower level of the parking garage), 17 will be for retail uses and three will be for adult care units. In order to provide a necessary 20 foot wide utility and access easement on the east side of the building, 28 metered Long Island Rail Road (LIRR) parking spaces within the adjacent Village parking lot will be restriped or relocated. Sixteen replacement spaces will be provided adjacent to the east of Block 37 and 12 replacement spaces will be provided within an existing Village parking lot (leased lot) adjacent to the LIRR parking area (see Site Plan and Parking Management Plan, Appendix D-1).

The existing Dell Bus facility will be relocated to Block 42 once the parking structure and office is constructed and ready for use.

The project is an important step in the redevelopment and revitalization of the Village of Hempstead. This mixed use development is proposed to enhance community character and downtown aesthetic qualities, provide needed residential facilities, including dwellings for people of limited income with special needs and increase business and employment opportunities within a walkable transit oriented DO-1 "Entertainment and Hospitality Overlay District. The three restaurants proposed within the building are being relocated from adjacent Block 38, which is also proposed for redevelopment as part of the Phase II redevelopment of downtown Hempstead. The relocated restaurants will occupy a portion of the ground floor that faces Main Street. Stormwater leaching galleys will be installed beneath the proposed building to accommodate an eight-inch rain storm ("Drainage System A," +/-24,708 SF). The drainage design for a limited area outside of the building footprint along the south side of the property, is designed for a five-inch rainstorm ("Drainage System B," +/-2,910 SF) (see "Grading and Drainage Plan" attached at the end of this document. Connections will be made to existing sewer and water infrastructure installed within the Main Street and Bedell Street right-of-ways.

The proposed site plan has been designed to conform to the applicable DO Zone (DO-1). The site plan which is part of the overall project submission includes certain information relevant to the alignment of the proposed buildings with respect to certain zoning standards. A list of development standards required under the DO-1 district and the proposed project's conformity to each standard is included as **Appendix C-1**.

The proposed project along with other proposed projects in the DOZ is consistent with a variety of Leadership in Energy and Environmental Design ("LEED") Neighborhood Development ("ND") standards and will fulfill the minimum requirements to achieve status as a LEED ND certified project under these standards. The project satisfies certain LEED ND siting and design criteria relating to: preferred project location; site connectivity; compact and mixed use development; access to transit; proximity to housing and jobs; housing affordability; walkable streets; tree lined streets and shade trees; access to civic and public spaces, recreational facilities and schools; community outreach; and universal design. A checklist and more detailed narrative of incorporated LEED ND design features is provided in **Appendix C-2**.



### Community Benefits Policy Description

A variety of community benefits are proposed in fulfillment of DOZ requirements and the February 20, 2013 "Community Benefits Agreement" ("CBA") between the Master Developer (RDUA LLC), Village of Hempstead and the Village's Community Development Agency. These benefits relate to the Master Developer's adherence to the agreed upon "Construction Jobs Policy," "Operations Jobs Policy," and "Local Contracting Policy." The methods of conformance to these policies include: provide that contractors use their best efforts to ensure that a minimum of 25 percent of the labor force needed for the construction and operation of the project is fulfilled by local (Hempstead) residents; a minimum of 25 percent of work contracts go to local (Hempstead) contractors; and required Community Benefits fees are paid as part of the Site Plan approval process. Post construction businesses are required to use best efforts to provide 25% of operations jobs to local residents as well. In addition to these benefits, the project will require that the Developer provide or cause to be provided a minimum of 10% of the total number of housing units to be constructed as part of the Project as affordable dwelling units. Renaissance Downtowns is committed to working with the Village to best fulfill this requirement.

#### 2.0 ENVIRONMENTAL ASSESSMENT

The Findings Statement for the SGEIS on the DOZs and Zoning Map Amendments contains the conditions and thresholds for supplementary impact analyses and mitigation measures for future development proposed under a DOZ. The intent of these conditions and thresholds is to help identify any aspects of proposed actions that may not have been considered or fully considered by the SGEIS and therefore requires supplemental information and analysis to determine if previously unforeseen impacts may occur and may be significant. The following analysis assesses project consistency with the development scenario evaluated in the SGEIS, whether the project meets the conditions and thresholds outlined by the SGEIS Findings Statement, and whether significant unforeseen impacts may occur.

#### 2.1 Hazardous Materials

#### 2.1.1 Background

In 2015, Nelson, Pope & Voorhis, LLC (NP&V) conducted Phase I Environmental Site Assessments (ESAs) of the subject property (Block 37) along with other Dell Transportation properties in the area (including Block 39). The purpose of the investigations was to identify any existing hazardous environmental conditions that may require remediation prior to development based on a comprehensive records review, site reconnaissance, interviews and evaluations, and reporting (see **Appendix E-1**).

#### Block 37: 2015 Phase I ESA

Based on a review of Sanborn maps the subject property (Block 37) is known to have been occupied by the G.D. Van Vaanken Lumber Yard in 1892 and 1897, during which time a single railroad track terminated on the property. In 1904, 1909 and 1919, Block 37 was occupied by



the Nassau Lumber Company and two (2) railroad tracks ended at the site. Several large buildings used for storage of lumber and an office building in the northwest corner of the property were also identified on the parcel. In 1925 and 1937, Nassau Lumber and the office building remained on the site; however, the railroad tracks and the large lumber storage buildings were no longer present. In 1950 and 1961, the office building was still present but the remaining area of the parcel was vacant. In 1963, the building was used for "Auto Parts Storage" while the parcel remained vacant. In 1970, the parcel was identified as "Used Auto Sales." The surrounding area was moderately developed with dwellings, retail stores, parking lots, auto sales and service facilities, the Nassau County Department of Health, garages, a woodworking facility, paint shops, restaurants, and related facilities.

Review of 1903 and 1918 USGS maps revealed that Block 37 was within a lightly developed area with a large amount of vacant land present. USGS maps for the 1947 through 1994 period, however, indicate that Block 37 was located within a densely developed area, suggesting significant growth. There were several parks, schools, country clubs, post offices, fire stations, and libraries in the surrounding area and the LIRR tracks were located immediately east of the property.

Review of aerial photographs from 1938 through 2011 indicates that the subject site contained a building in the northwest corner of the parcel from 1938 to sometime between 1966 and 1976. The remaining portion of this parcel was vacant land that appeared to be utilized for vehicle parking from 1976 to 2006, when the existing trailer was shown near the center of the property. Subsequent aerials do not indicate any significant changes since that time. The surrounding area was moderately developed and consisted of commercial structures in the immediate vicinity of the subject property, a railroad immediately east of the subject property, and residences in the surrounding area.

An extensive government records search for the Block 37 ESA did not identify any sources of environmental degradation on the subject property but indicated several Federal, State and County documented regulated sites in the vicinity. Specifically, seven (7) Inactive Hazardous Waste Disposal (IHWD) sites are located within one (1.0) mile of the subject property, and one (1) CERCLIS Superfund site, one (1) Brownfield site, one (1) Hazardous Substance Waste Disposal (HSWD) site, two (2) active and 177 closed spill incidents as well as no active and thirty-nine (39) closed Leaking Underground Storage Tank (LUST) incidents within one-half (0.5) mile of the subject property. In addition, there are thirty-six (36) Petroleum Bulk Storage (PBS) facilities, twenty-nine (29) RCRA Generators and one (1) Civil & Administrative Enforcement Docket (CED) facility located within one-quarter (0.25) mile of the subject property.

The site reconnaissance conducted by Nelson, Pope & Voorhis, LLC (NP&V) in 2015 found no existing storage tanks, drums, staining, stressed vegetation, discharge or evidence of hazardous materials on the Block 37 site.

Key observations and recommendations from NP&V's updated August 14, 2015 Phase I ESA for Block 37 are as follows:



- 1. Open grate stormwater leaching pools were observed on the subject property. Samples should be collected from these structures in order to ensure that they have not been impacted by existing and prior uses of the property.
- 2. A former building was located in the northwest corner of the subject property. A Ground Penetrating Radar (GPR) survey should be completed in this area in order to determine if any subsurface structures associated with the former building are present.
- 3. In addition, the area of the former railroad spurs should be investigated in order to determine if the tracks remained. If the tracks were present, soil samples should be collected and analyzed for the presence of volatile and semi-volatile organic compounds, metals, pesticides, herbicides and PCBs.

The August 14, 2015 Phase I ESA report is provided in Appendix E-1.

#### Block 37: January 2016 Limited Phase II ESA

In January of 2016, NP&V conducted a Limited Phase II ESA on Block 37 to further evaluate, and if necessary, address the concerns raised in the August 14, 2015 Phase I ESA report. A summary of results from the ESA is as follows:

- 1. A sampling and analysis program was designed to determine if the open grate stormwater leaching pools had been impacted by existing or former uses of the subject property. The sampling and analysis plan consisted of soil/sediment quality testing using analytical test methods consistent with expected parameters and regulatory action levels and agency soil cleanup objectives. The analytical results from the analyses indicated that several of the semi-volatile organic compounds exceeded NYSDEC guidance values in sample LP-E. In addition, both of the leaching pool samples exhibited elevated concentrations of acetone. As a result, it was recommended that both leaching structures be remediated under the auspices of US Environmental Protection Agency (USEPA) personnel.
- 2. A GPR survey was completed in the area of the former building located in the northwest corner of the property to determine if any structures were present. The survey did not identify any anomalies that would suggest the presence of subsurface structures.

The 2016 Limited Phase II ESA report for Block 37 is provided in Appendix E-2.

#### Block 37: Site Remediation

A work plan was submitted to the Environmental Protection Agency (EPA) on April 21, 2016 for the remediation of affected stormwater leaching pools on Block 37 (Appendix E-3). Since the submission of this work plan, the leaching pool remediation has been completed on all three leaching pools on-site and clean end point samples obtained. Excavated material from the leaching pools was transported to an approved waste facility for disposal. The remediation of the leaching pools and GPR analyses (which did not identify subsurface structures) addresses the recommendations of the Limited Phase II ESA on Block 37. The remediation closure letter is included in Appendix E-3.



# Block 37: Supplemental Limited Phase II ESA: Additional GPR and Soil Analyses

At the Village's request, an additional GPR survey was conducted on Block 37 in September of 2016 to determine if former railroad spurs that one existed on and served the site were still present, and if so, whether there is any residual contamination associated with the railroad's past use or maintenance. The GPR survey revealed the railroad spurs were still present beneath the asphalt on the south side of the property and soil samples were taken to determine if surrounding soils had been affected by former rail and/or site activities

A sampling and analysis program was designed to determine if the surface soils in the vicinity of the railroad spurs had been impacted by the existing or former uses of the subject property. The sampling and analysis plan consisted of soil/sediment quality testing using analytical test methods consistent with expected parameters and regulatory action levels and agency soil cleanup objectives. The surface soils were sampled in the vicinity of the southern railroad using a Power Probe sampling apparatus in order to determine if the prior or existing uses of the property had adversely impacted the subsoils. Soil samples were not collected from the vicinity of the central railroad spur since the tracks were surrounded by a concrete slab. The soil samples from the southern railroad spur were transported to a certified laboratory for analysis of volatile and semi-volatile organic compounds, metals, PCBs, pesticides and herbicides. The analytical results revealed that elevated concentrations were not present in either of the samples. As a result, no further sampling or remedial activities are recommended for the area of the railroad spurs located on the subject property. The railroad spurs identified on the site will be removed during excavation of the proposed building's basement. Appendix E-4 contains the full September 16, 2016 Subsurface Limited Phase II ESA.

#### 2.1.2 Assessment

The Findings Statement requires that an ESA be performed to determine if any outstanding Recognized Environmental Conditions (RECs) are present that would require further testing, remediation, abatement, regulatory oversight or other appropriate action. It also indicates that prior to the initiation of construction activities, sites with RECs must be identified and the conditions properly investigated and rectified in accordance with the protocols, procedures, standards and documentation requirements of the appropriate supervising entity, such as NCDOH, NYS Department of Labor, Nassau County Fire Marshal and/or NYSDEC.

## **Existing Site Conditions**

The Phase I and Limited Phase II ESAs for Block 37 determined that:

1. Block 37 has been used for a commercial lumber business with an office building or as a parking facility for the past roughly 125 years. An extensive government records search did not identify any sources of environmental degradation on the subject property.

2. The site assessment conducted by Nelson, Pope & Voorhis, LLC (NP&V) in 2015 revealed no existing storage tanks, drums, staining, stressed vegetation, discharge of evidence of hazardous materials on the subject property.

- 3. GPR was used to determine if any underground structures still exist on the site and no such structures were identified. Subsequent GPR determined that the former railroad spurs on the property still exist.
- 4. Soil sampling for volatile and semi-volatile organic compounds, metals, PCBs, pesticides and herbicides near the former rail spurs did not indicate the presence of elevated levels of contaminants.
- 5. Residual contamination within sediment taken from on-site leaching pools has been removed and properly disposed.

#### **Future Conditions**

Past remediation activities have addressed several RECs. The proposed project involves mixed residential and restaurant uses that are not intensive by nature and are not expected to involve activities or operations that would pose significant risks of environmental contamination. Consequently, subsequent to the necessary site remediation of identified conditions on site, there is no significant increased risk of human or environmental exposure as a result of the proposed new construction.

#### 2.2 Historic and Cultural Resources

#### 2.2.1 Background

As recognized by the Adopted Findings Statement, site specific development applications are required to consider proximity and potential impacts to historic and cultural resources pursuant to SEQR (6 NYCRR Part 617). The subject property does not contain, is not adjacent to, and is not located in close proximity to any of the historic resources identified in Section 3.2.1.3 ("Cultural Resources") of the DSGEIS (see Figure 3).

The New York State Office of Parks, Recreation and Historic Preservation (OPRHP) website was searched for data regarding the possible presence of State and National Registers of Historic Places or archaeologically sensitive areas to determine if new listings may have been added and a cultural resources map was downloaded (see **Figure 4**). Based on a review of this map and the CRIS database, no such sites are present on or adjacent to the subject property.

#### 2.2.2 Assessment

#### Visual Character

The existing character of Block 37 is dominated by the open air school bus parking lot and office trailer at the center of the site which do not present quality visual elements, and if anything, detract from the aesthetic quality of the area. The lot is fully paved with asphalt and also contains two portable toilets and a dumpster in plain sight, has a chain-link fencing around its entire perimeter, and parking lot lighting, and no defining architectural or landscape elements. The existing condition is not ideal with respect to visual character in the community. The use as a parking lot involves vehicle movement and parking and related noise which is typical of a



downtown commercial district. Once the subject project (Block 37) is completed, a vast improvement in the visual character of the area can be expected.

Appendix B provides existing site photographs to illustrate the existing visual context of the subject site along Bedell Street and Main Street, in relation to surrounding uses. Appendix B also provides a rendering and elevations of the proposed building to show a visual context of the site. The height of the proposed building is appropriate in the downtown setting and was anticipated in the DO Zones pursuant to the GEIS and downtown revitalization planning documents. Buildings in the heart of Hempstead Village are a range of heights, from two stories to over ten stories. Given the prominence of the corner setting, the architecture and height of the new building is expected to provide a defining character in the area that will be a positive reinforcement of the revitalization of downtown Hempstead. It is noted that pursuant to the analysis in the 2012 DSGEIS (Appendix C), shadow analysis is not necessary for Block 37.

The proposed project satisfies the requirements of the Village's DO Zones, created to foster beneficial redevelopment of downtown Hempstead, consistent with the goals of the Village's Comprehensive Plan Update. This proposed project will advance transformation of underutilized parking lots into vibrant mixed use pedestrian and transit oriented development. It is anticipated that after the successful completion of this project, the overall quality of the community character in the downtown area will be further improved.

#### Construction

There are no historic or cultural resources on or immediately adjacent to the subject project therefore it is unlikely that significant impacts will result from construction activities or operation of the proposed building and staging areas.

## 2.3 Community Facilities and Services

## 2.3.1 Background

The Adopted Findings Statement requires the review of future proposed site plans with respect to certain community facilities and services. Review of the Findings Statement as compared with the proposed project finds that specific consideration is warranted with respect to police and fire services and sewage collection and water supply facilities. Review by the Village police and fire departments are necessary to ensure that provisions for public safety and fire protection are properly addressed. The Adopted Finding Statement notes that the Village sewage collection system is aged and experiences significant operation issues under current conditions, particularly during heavy rainfall events. It notes that improvements to the sewer system are necessary in order to facilitate future growth. The Findings note a need for a system wide assessment that identifies the thresholds for necessary improvements in connection with future development and system capacity, as well as specific site location and projected wastewater flow and potable water demand requirements.

#### 2.3.2 Assessment

As required by the Adopted Findings Statement, the site plan was submitted to Village Police and Fire Department for review and input. The locations of key community service facilities are provided in Figure 5 and Figure 6. The status of review and input received to date are discussed below.

#### 2.3.2.1 Fire

A letter request (see Appendix F) to obtain input and comments on the proposed project. A number of site design elements have been incorporated into the design of the building to ensure adequate fire and emergency vehicle access area around three sides of the proposed building. Based on an October 13, 2016 meeting with Fire Chief Charles Hendry, the Village Fire Department reviewed the site plan and noted that the Department's required 20' wide access is provided around at least three sides of the proposed building and hydrants are in close proximity to the building. Chief Hendry requested that the subsurface transformer vaults be evaluated for the load of 77,000 pounds to accommodate the department's tower ladder and aerial equipment. At Chief Hendry's request, the applicant will provide verification of this information with an annotated site plan highlighting the clear zones for the fire apparatus, and fire hydrant and stand pipe locations for the Department's records and ready use during any future emergency response.

The site plan and application were submitted to the Nassau County Fire Marshal for review and approval of fire apparatus access, fire service features and fire protection system requirements. The plan was approved by the NC Fire Marshal on July 26, 2016 (see Appendix F). Building construction and signage (standards for sprinklers, smoke alarms, pavement markings for fire apparatus roadways, etc.) will be required as part of building construction and will be reflected on building permit plans for the proposed project. Based on the input received from the Village Fire Department to date and the review by the Nassau County Fire Marshal, the proposed site plan will incorporate any necessary fire safety features and design requirements.

#### 2.3.2.2 Police

A request letter was submitted to the Village police department and a meeting with the Police Chief McGowan was held June 23, 2016 to review the proposed site plan (see Appendix F). Safety and security measures inherent in the project include security gates at all access points, security lighting throughout the parking garage and on the building exterior, and security cameras, which are expected to assist in reducing the demands for police protection for the project. Chief McGowan recognized the proposed site development as an improvement to existing conditions and requested that the future owner/operators of the buildings provide the Hempstead Police Department with fobs for key code access to the residential buildings and access to the exterior security cameras for the proposed buildings. Both these requests were positively received and thought to be a benefit to the proposed projects and overall security of the area. The Chief indicated that given the various security features of the proposed buildings, the proposed project is not viewed as project that would place significant additional demand on the department (see Appendix F).



#### 2.3.2.3 Water

The proposed project is being designed with LEED ND site design and green building features employing sustainable design technologies. The buildings are proposed to be furnished with high-efficiency low flow appliances and fixtures to reduce potable water demand in order to reduce the burden on municipal water supply and the resultant wastewater generated as a result of this development. Anticipated water use from the proposed 96 units and 5,497 SF of restaurant/wet retail is 16,271 gallons per day (gpd), of which 10,121 gpd is attributed to the residential units and 6,150 gpd is attributed to the commercial uses as shown in the **Table 2** below:

Table 2
Water Usage Summary

Unit Type	Bed -	Bath	Units*	Water Usage (gpd)	Total (gpd)*
Studio	0 1		35	78.48	2,747
1BR	1.	1	49	114.45	5,608
2BR	2	1	24	147.15	1,766
Residential Total	N	<b>/A</b>	96	N/A	10,121
रेल्ली 🚧	afer Use Seat	Seats	Water Usage (gpd)	Total (gpd)*	
Retail Total	5,49	7 SF	205	30	6,150
- 1 1 /v".	te a company	10 Table 10	F) ( 10 K)	Grand Total	16,271

\*See Appendix F for detailed water use calculations. Residential use based on unit type & size. Restaurant use based on 30 gpd/seat per day.

A water availability request letter was sent to the Village Water Department (see Appendix F) and a meeting was requested with the Village of Hempstead Water Plant Superintendent Mike Taylor. Representatives from the Village met with the Master Developer (RDUA) and the Village's Water Department and Dept. of Public Works consultants (Cameron Engineering and J. R. Holzmacher) on July 13, 2016 to discuss system wide concerns regarding the ability for the Village sewer and water infrastructure to accommodate the increased demand from proposed redevelopment activities. During this meeting, the need to complete a system wide analysis of the Village's water distribution system and the capacity of the existing wells serving the downtown area was discussed in light of the proposed redevelopment anticipated. As a result of this meeting, the Village requested their consultants prepare the necessary scopes of work to complete the required analysis of the downtown water and sewer infrastructure for current needs and potential near-term development anticipated to occur within the downtown. These studies are currently underway, and will outline the necessary upgrades or improvements the Village may need in order to meet the anticipated demands. Applicants for redevelopment activities will be responsible to fund their assessed fair share of the necessary improvements. Upon conclusion

of these studies, water and sewer availability will be granted based on the developer's payment of the assessed fair share fee for system upgrades. Confirmation of water availability is required as a condition of final approval.

#### 2.3.2.4 Sewer

As noted above, the proposed project is being designed with LEED ND site design and green building design features employing sustainable design technologies and is proposed to be furnished with high-efficiency low flow appliances and fixtures. These fixtures not only use less potable water but also reduce the amount of discharge to the wastewater collection system, thus, reducing the burden on municipal facilities. The total anticipated wastewater generation is 16,271 gallons per day (gpd), of which 10,121 gpd is attributed to the residential units and 6,150 gpd is attributed to the commercial uses.

The Findings Statement makes note that the Village's sewage collection system is aged and numerous sections of sewer line are subject to significant problems due to clogging, breakage, inflow, infiltration and insufficient capacity to convey sanitary waste. Recognizing these concerns and limitations, the Village of Hempstead commissioned an extensive study by Cameron Engineering & Associates, LLP entitled "Village of Hempstead Sewer Evaluation Study ("Sewer Study") and dated May 2013. This study was based on a comprehensive evaluation of the existing sewer system (both conveyance infrastructure and pump stations) involving hydraulic modeling of the collection system to allow for evaluation of the system capacities under various conditions (i.e., peak sanitary flow, stormwater inflow, etc.) and further evaluated the system capacity to determine the sewer availability for potential new development using two different flow schemes. A sewer availability request letter for the proposed redevelopment on Block 37, plus two additional planned projects (mixed use redevelopment of Block 38 and relocation of Dell Transportation on Block 42) was submitted (see Appendix F). Together, these three projects have a combined projected wastewater generation of approximately 55,000 gpd.

As discussed above, representatives from the Village met with the Master Developer (RDUA) and the Village's Water Department and Dept. of Public Works consultants (Cameron Engineering and J. R. Holzmacher) on July 13, 2016 to discuss system wide concerns regarding the ability for the Village sewer and water infrastructure to accommodate increased demand from proposed redevelopment activities. During this meeting, the need to complete the Sewer Study commissioned by the Village of Hempstead in 2012/2013 was discussed. As a result of this meeting, the Village requested their consultants to prepare the necessary scopes of work to complete the required analysis of the downtown water and sewer infrastructure for current needs and potential future development anticipated to occur within the downtown. These studies are underway, and will outline the necessary upgrades or improvements the Village may need in order to meet the anticipated demands. Applicants for redevelopment activities will be responsible to fund their assessed fair share of the necessary improvements. Upon conclusion of these studies, water and sewer availability will be granted based on the developer's payment of the assessed fair share fee for system upgrades. Confirmation of sewer availability is required as a condition of final approval.



Because the Village sewer collection system flows south to the County's sewage collection in Baldwin, the Village has worked with the County to ensure adequate capacity is available for projects proposed for connection to the Village sewer collection system. The County has initiated the construction of a new pump station to address the previous capacity issues impacting the County's facilities in Baldwin, which is scheduled for completion in July 2017. A letter of service availability was submitted to confirm that additional capacity will be available for the Village of Hempstead revitalization efforts once the new pump station and associated improvements are completed. A response was received from Nassau County DPW on July 19, 2016, which confirms that Nassau County can allow for connection of the project to the sewer system upon completion of the new pump station (anticipated by the end of July 2017), subject to the approval of the Village for connection to the Village's sewer collection system (see Appendix F). As the construction timeframe for the County's pump station/improvements is anticipated to be completed by the end of July 2017, the County's sewer improvements would be completed prior to the completion of the proposed project (anticipated in 2018).

#### 2.4 Traffic and Parking

#### 2.4.1 Background

The Adopted Findings Statement requires review of trip generation for site specific projects and also requires that the trip distribution assumptions to be compared against the assumptions in the Traffic Impact Statement (TIS). This information will be used to determine if additional traffic analysis is warranted for individual development projects and will be used to establish fair share traffic mitigation for each individual project.

#### 2.4.2 Traffic Assessment

A Traffic Impact Study ("TIS") was completed by Nelson & Pope dated June 2016 and last revised October 2016 (see **Appendix G**). A comprehensive transportation study was conducted for the Hempstead Village Downtown Overlay Zoning Supplemental Generic Environmental Impact Statement (DOZ SGEIS). However, this study was based on a variety of assumptions as the exact location of future uses was not known. It was therefore recommended in the DOZ SGEIS study that site specific traffic analyses be conducted as projects are proposed so that their impact can be compared to the development scenario as proposed in the DOZ SGEIS.

The purpose of the newly prepared traffic study is to estimate the traffic generated by the proposed development and compare the results to the traffic generation and assumptions that were used as the basis of the DOZ SGEIS traffic study. The traffic added to the intersections in the vicinity of the proposed site by the proposed development was compared to the site traffic volumes within the DOZ SGEIS traffic study to determine if additional analyses are required, identify the traffic impacts associated with proposed development and develop measures to mitigate these impacts if any. This report summarizes the results of a detailed trip generation analyses of the proposed development by estimating the vehicular volume and traffic patterns



that the proposed development will generate during peak hours, and analyzing the effect of the additional volume on the surrounding roadway network.

The TIS investigated the potential traffic impacts associated with the development of Block 37, plus two additional properties in the Village of Hempstead proposed for redevelopment, referred to as Blocks 38 and 42. These developments are a mix of residential and commercial uses. Block 37 will consist of 66 apartment units, 30 independent living units and 5,497 SF of restaurant space. Block 38 will consist of 240 apartments, 6,600 SF of retail space, 6,600 SF of medical office and 9,400 SF of restaurant. Block 42 will accommodate Dell Bus, who will relocate from Block 37 and will also provide structured parking, a portion of which will be used by Dell Bus with the potential to use the remaining spaces to store local car dealer inventory. Access to the proposed developments will be provided on Bedell Street for Block 37, W Columbia Street for Block 38 and Kellum Place and Union Place for Block 42.

The following is a summary of the TIS investigation and the findings (see Appendix G for figures and supporting information):

- 1. The following intersections were included in this study:
  - > North Franklin Street at Union Place/Old Franklin Street
  - ➤ Main Street at Union Place
  - > North Franklin Street at Kellum Place
  - Main Street at Kellum Place
  - North Franklin Street at Atlantic Avenue/Parking Lot
  - > North Franklin Street at Bedell Street
  - ➤ Main Street at Bedell Street
  - North Franklin Street at West Columbia Street
  - > Main Street at West Columbia Street
- 2. Existing volumes were counted in June 2015 and February 2016 during the weekday AM, weekday PM and Saturday midday peak periods and seasonally adjusted to reflect the highest seasonal volume. The June 2015 counts were then grown to 2016 levels by applying a 0.6% growth factor for a period of one year.
- 3. Future No Build traffic volumes were determined by applying a 0.6% annual growth factor for a period of 3 years to the seasonally adjusted volumes and then adding the traffic generated by the other planned developments in the vicinity of the site.
- 4. The trip generation for the proposed developments was prepared utilizing trip generation data published by the Institute of Transportation Engineers (ITE) publication, *Trip Generation*, *Ninth Edition*.
- 5. The proposed development on Block 37 is projected to generate 31 trips (15 entering and 16 exiting) during the AM Peak hour, 25 trips (14 entering and 11 exiting) during the PM peak hour and 46 trips (25 entering and 21 exiting) during the Saturday midday peak hour.



- 6. The proposed development on Block 38 is projected to generate 126 trips (64 entering and 62 exiting) during the AM Peak hour, 103 trips (55 entering and 48 exiting) during the PM peak hour and 194 trips (106 entering and 88 exiting) during the Saturday midday peak hour.
- 7. The proposed development on Block 39 is projected to generate 44 trips (15 entering and 29 exiting) during the AM Peak hour, 48 trips (26 entering and 22 exiting) during the PM peak hour and 75 trips (42 entering and 33 exiting) during the Saturday midday peak hour.
- 8. The proposed development on Block 42 is projected to generate 16 trips (14 entering and 2 exiting) during the weekday AM peak hour, 64 trips (34 entering and 30 exiting) during the PM peak hour and 0 trips (0 entering and 0 exiting) during the Saturday midday peak hour.
- 9. Compared the traffic added to the intersections listed above by the proposed development and the estimated site traffic volumes contained in the DOZ SGEIS traffic study to determine the level of traffic volume added by the proposed project.
- 10. The site-generated traffic was distributed to the study intersections and incorporated into the future Build Condition.
- 11. From an overall perspective, during the No Build Condition, the signalized intersection of Main Street and Kellum Place is projected to operate at LOS A during the weekday AM, PM and Saturday midday peak periods. With the construction of the proposed project, the intersection and individual movements will continue to operate at No Build conditions during the analyzed peak periods with minimal increase in delay. Therefore, no mitigation measures are required at this location.
- 12. From an overall perspective, during the No Build Condition, the signalized intersection of North Franklin St and Atlantic Avenue/Parking Lot is projected to operate at LOS A, A, B during the weekday AM, PM and Saturday midday peak periods, respectively. With the construction of the proposed project, the intersection will continue to operate at No Build conditions during the analyzed peak periods with minimal increase in delay, except during the AM peak hour, where the LOS will change from A to B. However, the overall increase of delay is only 0.4 seconds. This is not considered a significant impact and all individual movements will continue to operate at No Build LOS. Therefore, no mitigation measures are required at this location.
- 13. From an overall perspective, during the No Build Condition, the signalized intersection of North Franklin Street and Bedell Street is projected to operate at LOS B, A, A during the weekday AM, PM and Saturday midday peak periods, respectively. With the construction of the proposed project, the intersection will continue to operate at No Build conditions during the analyzed peak periods with minimal increase in delay. During the Saturday peak hour, the westbound approach of Bedell Street will experience a change from LOS C to D with an increase in delay of 3.6 seconds. This is not considered a significant impact. Therefore, no mitigation measures are required at this location.
- 14. From an overall perspective, during the No Build Condition, the signalized intersection of Main Street and Bedell Street is projected to operate at LOS A during the weekday AM, PM and Saturday midday peak periods. With the construction of the proposed project, the intersection will continue to operate at No Build conditions during the analyzed peak periods with minimal increase in delay. During the Saturday peak period the eastbound



- approach will experience a change from LOS A to B with an increase in delay of 1.3 seconds. This is not considered a significant impact. Therefore, no mitigation measures are required at this location.
- 15. From an overall perspective, during the No Build Condition, the signalized intersection of North Franklin St and West Columbia Street is projected to operate at LOS A during the weekday AM, PM and Saturday midday peak periods. With the construction of the proposed project, the intersection will continue to operate at No Build conditions during the analyzed peak periods, except during the Saturday peak hour when the LOS will change from A to B with an increase in delay of 2.1 seconds. During the AM peak hour, the westbound approach will experience a change in LOS from C to D with an increase in delay of 4.7 seconds. During the PM peak hour, the westbound approach will experience a change in LOS from C to D with an increase in delay of 3.7 seconds These are not considered significant impacts and therefore, no mitigation measures are required at this location.
- 16. From an overall perspective, during the No Build Condition, the signalized intersection of Main Street and West Columbia Street is projected to operate at LOS B during the weekday AM, PM and Saturday midday peak periods. With the construction of the proposed project, the intersection and individual movements will continue to operate at No Build conditions during the analyzed peak periods, except for the Saturday peak hour when the westbound left/through movement will change from LOS B to C with an increase in delay of 0.9 seconds. This is not considered a significant impact and therefore, no mitigation measures are required at this location.
- 17. In the No Build Condition, the southbound North Franklin Street approach at the intersection of North Franklin Street at Union Place is projected to operate at LOS A during the analyzed peak hours and the westbound Union Place approach operates at LOS C, D, F during the weekday AM, PM and Saturday midday peak hours respectively. With the construction of the proposed project, all the approach movements will continue to operate at No Build conditions during the analyzed peak periods with minimal increase in delay. Therefore, no mitigation measures are required at this location.
- 18. In the No Build Condition, the eastbound Union Place approach at the intersection of Old Franklin Street and Union Place is projected to operate at LOS A during the analyzed peak hours and the southbound Old Franklin Street approach operates at LOS A, A, B during the weekday AM, PM and Saturday midday peak hours respectively. With the construction of the proposed project, all approach movements will continue to operate at No Build conditions during the analyzed peak periods with minimal increase in delay. Therefore, no mitigation measures are required at this location.
- 19. In the No Build Condition, the northbound/southbound Main Street approaches at the intersection of Main Street and Union Place is projected to operate at LOS A and the eastbound/westbound Union Place approaches operate at LOS B during the analyzed peak hours. With the construction of the proposed project, all the approach movements will continue to operate at No Build conditions during the analyzed peak periods with minimal increase in delay. Therefore, no mitigation measures are required at this location.



- 20. In the No Build Condition, the southbound North Franklin Street approach at the intersection of North Franklin Street at Kellum Place is projected to operate at LOS A during the analyzed peak hours and the westbound Kellum Place approach operates at LOS C, C, D during the weekday AM, PM and Saturday midday peak hours respectively. With the construction of the proposed project, the southbound approach will continue to operate at No Build conditions during the analyzed peak periods. The westbound approach will experience a change in LOS during all peak periods. During the AM peak the LOS will change from D to E with an increase in delay of 18.5 seconds. During the PM peak the LOS will change from C to E with an increase in delay of 13.9 seconds. During the Saturday peak the LOS will change from C to D with an increase in delay of 9.5 seconds. Although there is a slight increase in delay on the westbound approach, the volumes exiting Kellum Place equate to approximately 1 vehicle per minute during the peak periods which should not result in any operational issues.
- 21. After the construction of the proposed projects, the westbound left-turn/through movement of Bedell Street will operate at LOS A for Block 37 Site Driveway during the analyzed peak periods. The northbound left/right-turn movement of Block 37 Site Driveway will operate at LOS A at Bedell Street during the analyzed peak periods.
- 22. After the construction of the proposed projects, the eastbound left-turn/through movement of West Columbia Street will operate at LOS A during the analyzed peak periods. The southbound left/right-turn movement of Block 38 Site Driveway will operate at LOS A during the AM and PM peak periods and at LOS B during the Saturday midday peak period.
- 23. After the construction of the proposed projects, the westbound left-turn/through movement of Kellum Place will operate at LOS A during the analyzed peak periods. The northbound left/right-turn movement of Block 39 Site Driveway will operate at LOS A during the analyzed peak periods.
- 24. After the construction of the proposed projects, the eastbound left-turn/through movement of Kellum Place will operate at LOS A during the analyzed peak periods. The southbound left/right-turn movement of Block 42 Site Driveway will operate at LOS A during the analyzed peak periods.
- 25. After the construction of the proposed projects, the westbound left-turn/through movement of Union Place will operate at LOS A during the analyzed peak periods. The northbound left/right-turn movement of Block 42 Site Driveway will operate at LOS A during the analyzed peak periods.

Based on the results of the traffic study as detailed in the body of this report, it can be seen that the traffic that will be added to the study intersections from the proposed developments are lower than that from the Master Plan in the DOZ SGEIS study. These proposed developments fall well within the proposed Master Plan in terms of the trips that will be generated. The impacts associated with the proposed developments are minimal and therefore no additional traffic analyses or mitigations should be required. However, traffic analyses were conducted at the study intersection for the proposed developments. As can be seen from the review of the capacity analyses, the proposed projects will not significantly impact the operation of the roadways and intersections in the study, which is consistent with the findings in the DOZ SGEIS Study.



#### 2.4.3 Parking

The total required parking for the proposed use is 86 parking spaces, which will be accommodated by 52 spaces in the basement of the building, 25 spaces on the ground level of the building, and 15 will be on-street spaces that will be distributed between Bedell Street (eight parallel spaces) and Main Street (seven parallel spaces). Additionally, a parking survey was completed to determine the peak parking demand for the existing public parking spaces along the property frontage on Main Street. The survey indicated that at peak, that six of the seven onstreet spaces were occupied. Therefore, an additional six spaces have been accounted for in addition to the 86 parking stalls, for a total of 92 overall parking spaces provided for the project. Four Americans with Disabilities Act (ADA) accessible spaces will be provide in the building's parking garage including two in the lower level and two on the ground floor. Sixty-six of the new spaces will be for residential tenants, 17 will be for retail uses and three will be for adult care units. In order to provide a necessary 20 foot wide utility and access easement on the east side of the building, 28 existing metered Long Island Rail Road (LIRR) parking spaces within the adjacent Village parking lot will be restriped or relocated. Sixteen replacement spaces will be provided adjacent to the east of Block 37 and 12 replacement spaces will be provided within the adjacent Village lot (currently leased parking) located to northeast of the subject property (see Site Plan and Parking Management Plan, Appendix D-1). Because the LIRR leases spaces from the Village which would be modified by the proposed project, the applicant met with representatives from the LIRR on September 26, 2016 to discuss the proposed parking lot modifications. The LIRR representatives saw no issues with the proposed parking relocation as the all parking would be replaced within the vicinity of the existing station. The proposal is now under formal review by the LIRR (see Appendix F).

#### 2.5 Noise

### 2.5.1 Background

As recognized by the Adopted Findings Statement,<sup>2</sup> sound level measurements taken in the area during the preparation of the SGEIS<sup>3</sup> (Draft SGEIS Section 3.6) indicate the potential for unacceptable noise exposure for residential use based upon Department of Housing and Urban Development ("HUD") standards<sup>4</sup>. It is HUD's general policy to provide minimum national standards that are applicable to HUD programs so as to protect citizens against excessive noise in their homes. Thus, new development projects proposed under the DO Zones that incorporate residential uses and are located on arterial roadways are required to conduct a noise analysis to

<sup>&</sup>lt;sup>4</sup> U.S. Department of Housing and Urban Development, <u>The Noise Guidebook</u>, Office of Community Planning and Development, Office of Environmental and Energy, Washington D.C.



<sup>&</sup>lt;sup>2</sup> Adopted by the Village of Hempstead Village Board on July 3, 2012

<sup>&</sup>lt;sup>3</sup> Supplemental Generic Environmental Impact Statement prepared for the adoption of amendments to the Village of Hempstead Zoning Code and Village Zoning Map to create Downtown Overlay ("DO") Zones intended to implement the redevelopment sought in the Village's Downtown Vision & Comprehensive Development Plan Update, accepted June 19, 2012 by the Village of Hempstead Village Board.

determine if ambient noise levels are acceptable for residential use, or if such residential buildings need to provide attenuation to achieve the HUD recognized interior guidelines. Although these standards are not directly applicable as a requirement for the project as proposed, they provide guidance of relative noise impacts and a basis by which a comparative analysis can be made.

## 2.5.2 Assessment

An assessment of ambient noise levels was conducted at the proposed northeastern building line (at the northeast corner of the property approximately 100 feet east of the southeast corner of Main Street and Bedell Street and 10 feet south of the sidewalk). Sound level measurements were collected for four one-hour periods during both the peak morning and evening traffic periods. The peak morning traffic sound level measurements were collected on Friday April 29, 2016 between 7 AM and 9 AM, a period when the weather was overcast and cool (50° F) and winds were calm. Peak afternoon traffic period sound level measurements were collected on Wednesday April 27, 2016 between 4 PM and 6 PM and during this timeframe, the weather was clear and temperature was approximately 55° F and winds were calm. Both measurement periods were at least 120 minutes in length with continuous sound level measurements collected and stored by the meter every second.

For this project, a Cassella CEL 633C Octave Band Analyzer was used to collect the sound level readings, which is a Type 1 sound level meter with continuous data logging capabilities. The data were analyzed using Casella Insight data management software and the individual readings and results for Leq were exported for each period. The summary of the noise monitoring data is provided in **Appendix H-1**, including the results for start and end times, duration, LA<sub>eq</sub> (which indicates Leq for A weighted decibels), LAF<sub>max</sub> with time (maximum decibel reading), and LAF<sub>min</sub> (minimum decibel reading). The results of the noise monitoring are summarized in **Table 3**.

Table 3
Noise Monitoring Results

Time Period	LAEQ dB(A)
Morning Le	vels
7 AM to 8 AM	66.8
8 AM to 9 AM	64.3
Evening Lev	vels
4 PM to 5 PM	55.6
5 PM to 6 PM	56.0

The major source of elevated noise in the vicinity of the site is generated by vehicular traffic on Bedell Street with highest levels associated with trucks, horns and music from car stereos. In addition, the current use as a bus depot contributes to elevated levels. It is noted that most of the buses had left the lot by 7 AM so there was not a high level of activity within the bus parking area during monitoring with the exception of two incidents of buses returning to the yard which

did not impact readings significantly. However, during morning hours there were elevated sound levels on the property generated by a drill rig and trucks backing up periodically. During drilling activities, the sound levels were elevated by approximately 10 dBA and thus, the readings associated with the AM peak hour are elevated over normal conditions.

Typical sound pressure/noise levels for an urbanized location with adjacent roadways carrying high volumes of traffic can range from 65 dBA to as high as 90 dBA $^5$  and the monitoring results indicate that existing sound levels are generally lower than is typical for the existing urbanized setting. Average sound levels at the property line ranged from 55.6 to 66.8 dBA, which is within the typical levels for urbanized areas. The noise descriptor used by HUD is the day-night noise level ( $L_{dn}$ ). In order to provide a comparison with HUD noise standards for residential communities, the  $L_{dn}$  was estimated based on the monitoring results. Utilizing methodology prescribed by the FTA for residential use,  $L_{dn}$  may be computed using the hourly  $L_{eq}$ . It is noted that since the roadways are the primary source of ambient noise, and the roadways have a predictable diurnal pattern,  $L_{dn}$  may be computed from the one hourly  $L_{eq}$  measurement.

According to the FTA Guidance, the following procedures apply to this partial-duration measurement option for  $L_{dn}$ :

- Measure the one-hour L<sub>eq</sub> during any hour of the day. The loudest hour during the daytime period is preferable. If this hour is not selected, then others may be used with less precision.
- Convert the measured hourly Leq to Ldn with the applicable equation:

For measurements between 7 AM and 7 PM:  $L_{dn}\approx L_{eq}$ -2 For measurements between 7 PM and 10 PM:  $L_{dn}\approx L_{eq}$ +3 For measurements between 10 PM and 7 AM:  $L_{dn}\approx L_{eq}$ +8

The resulting value of  $L_{dn}$  will be moderately underestimated due to the use of the adjustment constants in these equations.

As noted above, for measurements between 7 AM and 7 PM, the  $L_{dn} \approx L_{eq}$  minus 2. Utilizing the worst case, which occurred during the AM peak traffic period, the  $L_{eq}$  for the hour was computed at 66.8 dBA; thus, the  $L_{dn}$  is estimated at 64.8 dBA.

Federal Transit Administration, (FTA-VA-90-1003-06) May 2006. <u>Transit Noise and Vibration Impact Assessment</u>, Appendix D.



Oyril M. Harris, 1998. Handbook of Acoustical Measurements and Noise Control, 3rd Edition, Acoustical Society of America, (ii) Bruel & Kjaer, 1988, Acoustical Noise Measurement, (iii) M. David Egan, McGraw Hill, 1972 and U.S. Department of Housing and Urban Development, Office of Community Planning and Development, The Noise Guidebook.

Based upon the results from this assessment, the sound levels at the project building line would be considered "Acceptable" under the HUD Noise Exposure Guidelines. According to HUD guidance, the site is suitable for residential use. Standard building construction provides 25 dBA attenuation; and thus the interior noise levels will be below the HUD interior sound level guideline of 45 dBA and no additional attenuation is required.

As the sound level readings during the peak morning traffic hour also included sound level readings associated with drilling activity on the site, which will not be present following construction of the residential units, the estimated  $L_{dn}$  of 64.8 dBA is expected to provide a worst case analysis, as levels associated with normal traffic activities indicate lower sound levels at this location. In addition, it is further noted that even if the  $L_{dn}$  was measured at 67 dBA, standard construction methods achieve attenuation of 25 dBA, which achieve an interior level of 42 dBA (3 dBA less than the 45 dBA interior level standard).

# Conformance with Village Code

The Village's noise standard is provided in Article VI, Section 95-8 of Village Code and regulates noise disturbances. A noise disturbance is defined as "any sound which either endangers or injures the safety or health of humans or animals or annoys or disturbs a reasonable person of normal sensitivity or endangers or damages property or 85 dBA as measured with a sound level meter; or 85 dB in any 1/3 octave band having a center frequency between 63 and 500 hertz inclusive." Chapter 95, Section 95-8.2A under general prohibitions states: It shall be unlawful for any person to unreasonably make, continue or cause to be made or continued any Therefore, the project must comply with this unreasonable noise or noise disturbance. requirement for any operational activities. Chapter 95, §95-8.3G. has specific provisions for construction related activity, specifically prohibiting noise generating activity other than, "the erection, including excavating, demolition, alteration or repair, of any building other than between the hours of 7:00 AM and 6:00 PM, except in a case of urgent necessity in the interest of public safety, and then only with a permit issued by the Superintendent of the Building Department, which permit may be renewed for a period of three days or less while the emergency continues."

The Village Noise ordinance also includes specific standards for noise generated by the operation of any machinery, equipment, pump, fan, exhaust fan, attic fan, air-conditioning apparatus or similar mechanical device which exceeds 65 dBA during the day (9 AM to 10 PM) at a residential property line<sup>9</sup> or 50 dBA at night (10 PM to 9 AM), impulsive noise with peak of 85 dBA during the day or peak of 70 dBA at night, or continuous sound with octave band exceeding the values provided in the DSGEIS<sup>10</sup> (see Appendix H-2). In terms of operations, the mechanical equipment associated with the proposed building's heating and ventilating system will be fully contained and insulated to damper noise, and would be designed to meet these noise regulations to avoid producing levels that would result in any significant increase in ambient

Applies anytime for a nonresidential property.
 Table 3.6-4 of the Draft Supplemental Generic Environmental Impact Statement for the Downtown Overlay Zones and Zoning Map Amendments, Village of Hempstead.



<sup>&</sup>lt;sup>7</sup> The HUD "Acceptable" level is defined as a Day-Night Average Sound Level of less than or equal to 65 dBA.

<sup>8</sup> See <a href="http://www.engineeringtoolbox.com/sound-transmission-massive-walls-d\_1409.html">http://www.engineeringtoolbox.com/sound-transmission-massive-walls-d\_1409.html</a>

noise levels. Conformance with the noise level values contained in the law is determined by considering noise emitted directly from stationary activities. Therefore, noise sources associated with operations will comply with these provisions.

Demolition and construction activities will be required to meet the Village noise ordinance and therefore will only be conducted between 7 AM and 6 PM. Since the proposed staging site consists of an existing open-air surface parking lot, no demolition activity is necessary to prepare the site for staging. The only noise at the staging site would therefore be from essential construction vehicle/equipment traffic and the periodic loading and off-loading of construction materials during the work day. On the project site, demolition and construction noise would be limited to removal of the existing pavement, light poles, signage, etc. and excavation for construction of subsurface parking and construction of the proposed structure. Construction of the proposed building on Block 37 is anticipated to occur within 18 to 24 months of commencement.

Construction and demolition equipment will be required to meet the Village Noise ordinance, designed to minimize noise impacts to adjacent properties. Activities will be managed to ensure that precautionary measures are taken to further reduce noise impacts on any nearby sensitive noise receptors. Additionally, the construction noise shall be temporary (less than two years in duration for construction) and no permanent noise impacts will result. Therefore, the proposed building construction will not result significant long term stationary noise sources above the current ambient noise levels.

### 2.6 Stormwater

# 2.6.1 Background

The Findings Statement adopted for the DOZ SGEIS states that stormwater management would be required on a site specific basis at the time development is proposed, at which time conformance with the requirements of the NYSDEC Phase II Stormwater Regulations, as well as Village and County stormwater review/conformance would be required. Currently, stormwater runoff generated from the subject property is partially collected in three on-site dry wells. The eastern perimeter of the site drains to the northeast and southeast. The overall system provides limited detention, and ultimately, when filled, overflows toward Bedell and Main Streets, and is picked up in the drainage inlets and conveyance system in the street, which discharges to County conveyance system. As documented in the DOZ SGEIS, stormwater inflow has been directly related to increases in flows to the Village sewage collection system that ultimately flows to the County's sewer collection system in Baldwin. Therefore reductions in stormwater inflow to the County's sewer system are beneficial to the overall function of the County sewer system.

The Findings Statement also notes that, "stormwater is currently directed from roadways into the Nassau County conveyance system which discharges to the two subsurface stream culverts that discharge to Hempstead Lake." There was also a noted benefit of reduced pollutant load to Hempstead Lake, and reduced stormwater inflow to the Village sewer system, as well as overall improvements to the combined Village sewer system and stormwater system as issues with system backup, overflow conditions and illicit discharges are identified and properly managed.



Meetings with the Nassau County Department of Public Works has confirmed that there are issues with backup of stormwater systems in the Village of Hempstead. The Findings conclude that on-site retention of stormwater through individual site development plans would be expected to reduce runoff to the County conveyance system resulting in overall benefits with respect to stormwater handling, surface water and groundwater quality.

## 2.6.2 Assessment

The proposed site development includes an on-site drainage system which utilizes stormwater leaching galleys installed beneath the proposed building to accommodate an eight-inch rain storm ("Drainage System A," +/-24,708 SF). The drainage design for a limited area outside of the building footprint, along the south side of the property, is designed for a five-inch rainstorm ("Drainage System B," +/-2,910 SF) (see "Grading and Drainage Plan" Attachment 1). The system will contain all stormwater runoff within appropriate design parameters and in conformance with Nassau County and Village drainage requirements. Based on soil borings completed in April of 2016, the depth to groundwater on the property is 25 below the ground surface and site soils are suitable leaching soil quality under Uniform Soil Classification ("USC") methods. The proposed drainage design will be subject to engineering review during the site plan process. Engineering review and construction oversight by the Village and engineering personnel will ensure a properly installed and functioning system that will retain stormwater on the subject site pursuant to the design parameters. Overall, the proposed drainage system will provide a significant increase in the amount of stormwater runoff retained and recharged on-site, and will result in a decrease in the volume of runoff that will ultimately overflow to the Nassau County drainage system. The project will conform with applicable County and Village drainage requirements, and will be subject to engineering review and approval for design and installation.

Erosion control plans are included in the Site Plan (see Sheet 4, Attachment 1). These sheets detail the erosion control measures to be employed during construction. These measures include the use of project limiting fence/silt fence along the site's periphery to minimize/prevent sediment from washing into adjacent streets and properties. Inlet protection will be utilized around drainage inlets to prevent sedimentation. A stabilized construction entrance will be installed from Bedell Street. A dust control and watering plan has also been prepared and is included on the Erosion Control Details, which includes specifications for temporary stabilization practices. The proposed locations, sizes, and lengths of each of the temporary erosion and sediment control practices planned during site construction activities are provided on the Erosion Control Plan, as well as the dimensions, material specifications, and installation details for all erosion and sediment control practices.

As a result of the increased drainage retention proposed a significant reduction in stormwater runoff and burden on the County drainage and sewer system is anticipated. No significant adverse stormwater impacts are anticipated as a result of the proposed project, and conversely, it is expected that the project will result in substantial stormwater benefit to the Village, County and ultimately the environment.



### 2.7 Construction

# 2.7.1 Background

The SGEIS and Statement of Findings for the SGEIS provide an extensive analysis of the construction process that would be expected to occur in the downtown as revitalization efforts are completed. It was recognized that demolition and construction is inevitable regardless of what occurs on sites proposed for redevelopment, and that these activities are temporary, intermittent, and mitigated to the extent practicable, and would be well worth any temporary impacts and inconvenience that may occur. The Findings also note that "all construction including redevelopment is regulated under Village Code Chapter 50, which requires building permits and oversight by the Superintendent of Buildings." The Findings Statement also notes that construction management plans will be required for each site-specific development proposal, as they are proposed, and these plans will be ultimately be approved by the Village. The level of information and planning needed depends upon the specific type and nature of the project, the size of the site and proposed development, the level of cleanup and site preparation needed to make the location suitable for development, the location of construction staging areas and the proposed construction activities.

## 2.7.2 Assessment

This document provides a construction management plan consistent with the requirements of the Findings Statement.

## Construction Phasing Plan

The proposed project will be constructed in a single phase that is expected to last approximately 18 months. The process will begin once the site plan has been approved by the Village Planning Board and the required demolition and building permits have been issued. The approval and permit processes are expected to be completed by the fall of 2016 and demolition and construction processes will begin immediately after these authorizations and any guiding conditions of approval are in place. The project would be completed in the spring of 2018 based on the estimated 18-month construction timeline.

Once the Dell Bus facility is completed on Block 42, the buses on Block 37 will be relocated to Block 42 and the office trailer and other existing site features will be removed. In order to provide a necessary 20 foot wide utility and access easement on the east side of the building, 28 metered Long Island Rail Road (LIRR) parking spaces within the adjacent Village parking lot will be restriped or relocated. Sixteen replacement spaces will be provided adjacent to the east of Block 37 and 12 replacement spaces will be provided within the existing Village parking lot (currently leased) to the northeast of the site (see Site Plan, Attachment 1 and Parking Management Plan, Appendix D-1).

Initial site preparation and construction management activities include mobilization and installation of soil and sediment controls on Block 37. The Erosion and Sediment Control ("ESC") Plan (see Sheet 6 of the Site Plan, Attachment 1) shows the various techniques proposed for avoiding and/or mitigating possible construction related impacts, including the



installation of project limiting fencing, <sup>11</sup> silt fencing, a stabilized construction entrance along Bedell Street, and inlet protection around stormwater inlets and catch basins and posting of construction site signage. Once in place, erosion and sedimentation controls will be periodically inspected and maintained throughout the construction process to ensure that they are fully functional.

All site work, including removal of pavement and other existing site features on Block 37, excavation of soil for the building basement and subsurface parking garage excavation, and installation of footings and drainage structures, will be continuous in the early stages of the project and are expected to occur over the first 4 to 5 months of the project. Immediately after this work is completed, construction of the proposed five-story building will begin. Once the building and parking facilities both on- and off-site are constructed and utilities are connected, final interior and exterior construction treatments will be provided, project limiting fencing will be removed, and final site landscaping and street trees will be installed.

Construction materials are expected to be delivered directly to the proposed development site or to the materials storage and staging area on Block 38 to avoid double handling, limit excessive traffic, and improve overall construction process efficiency. The exact types and quantities of materials and equipment to be stored in the staging area cannot be specified at this time; however, the off-site staging area provides the necessary flexibility to allow the construction site and staging area to work in tandem during construction to ensure the most efficient redevelopment process possible. Providing access to and from the development site and staging area from Bedell Street, which is a dead end road terminating at Hempstead Station, as opposed to Main Street will help to minimize potential disruption along Village streets.

In terms of vehicular access to the staging area, the worst case scenario would involve all construction workers using their own transportation to access the off-site staging area. However, this is unlikely as some workers may carpool while others may use readily available public transportation. These trips will occur before both the morning and afternoon peak period hours for traffic on area roads, and therefore trips related to construction workers are expected to be accommodated by the existing road system. Nevertheless, an estimated 13,068 CY of soil must be removed from the site to construct the basement and subsurface parking garage which will temporarily increase heavy equipment traffic along area streets over the course of an approximately 2 to 3 month period. Workers will likely take lunch at the construction site and/or staging area or one of the local food establishments. The typical work week for laborers will be Monday through Friday and possibly Saturday, should the schedule require it. Work hours will comply with Village Code, § 95-8.3 G., ("Noise Disturbance," "Specific prohibitions") and therefore will fall between the hours of 7:00 AM and 6:00 PM. The anticipated construction vehicle travel route would be south along Main Street to Bedell Street and either east along Bedell Street to the staging site or west directly to the construction site (and the reverse for departing trips). Construction traffic would also travel east and west along Bedell Street between the staging site on Block 38 and the project site on Block 37. Figure 7 illustrates the prescribed routes to and from Block 37 and back and forth between the staging and construction sites.



The building should be fully enclosed within a few months. Interior finishes are expected to last an additional six to eight months with final landscaping and final completion activities taking two additional months. Signage, construction barriers and flagmen will be used to direct traffic as needed.

Overall, construction management has been well-planned to promote safe on-site and off-site working conditions; to provide convenient and safe access to and from the site during construction; and to promote increased work production and a reduced overall construction period. The construction management plan may change prior to or during construction to enhance the ability to achieve these goals. An off-site staging area is an important feature of the construction management plan and the plan, including any future changes, will be subject to review and approval by the Village under Chapter 50, "Building Construction Administration," and as with any construction project, the Superintendent of Buildings will be kept informed of status and progress and will be involved with site management during construction. Using this adjacent site for staging will help to keep construction equipment and employee vehicles off of public streets and out of on- and off-street parking spaces that are typically used by business owners, their customers, employees, and service and delivery personnel, railroad patrons and local residents and also allows Dell Transportation to continue its operations in the interim construction period. The developer will designate a primary site construction contact/supervisor, who will be responsive to Village requests and field decisions during the construction process.

The Findings Statement recognizes that construction is temporary and intermittent in the downtown, and will occur over time regardless of the DOZ initiative. Temporary inconvenience, however, is an essential and unavoidable cost of achieving the housing, economic development and revitalization goals of the Village. Site-specific construction management is appropriate and necessary to ensure that these temporary impacts are minimized and proposed management techniques ensure that impacts are avoided or mitigated the maximum extent practicable.



## 3.0 SUMMARY

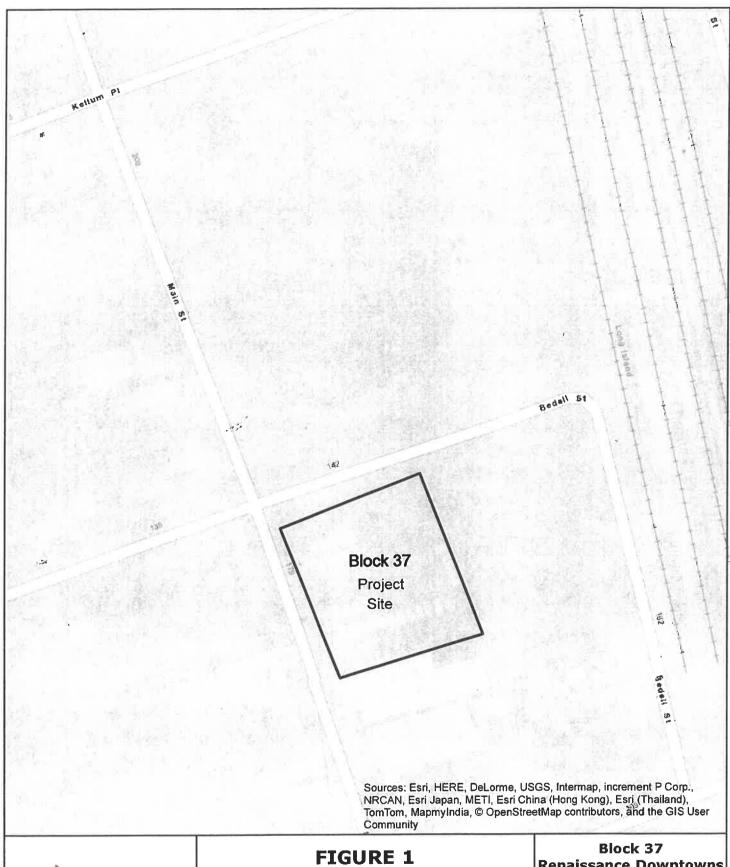
This document is a Supplement to the Part I EAF for the Renaissance Downtowns Block 37 site development plan. The EAF Supplement is intended to provide the lead agency with additional information to assist in rendering a determination of significance. The discussion items are consistent with the applicable standards of the duly adopted Statement of Findings for the DOZ SGEIS and therefore include limited analysis based on the specific site which is the subject of this application. These categories include:

- Hazardous Materials
- Community Facilities and Services
- Cultural Resources
- Traffic and Parking
- Noise
- Stormwater
- Construction

The analyses are conducted as per the Statement of Findings in order to address the required future actions as outlined in that document. Given the measures noted herein, as provided for in the Findings Statement, it is submitted that the project is consistent with the Findings Statement and that no significant adverse environmental impacts will occur as a result of the proposed project.

# **FIGURES**







# FIGURE 1 LOCATION MAP

Source: ESRI Web Mapping Service

Scale: 1 inch = 100 feet

Block 37
Renaissance Downtowns
UrbanAmerica
Village of Hempstead

**EAF Supplement** 





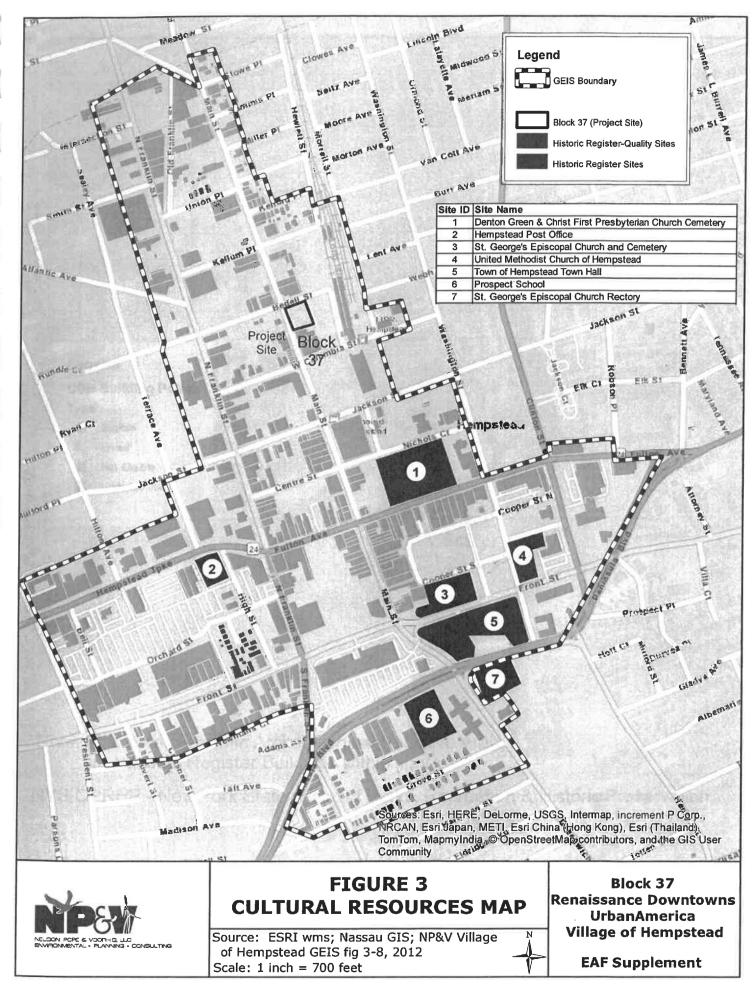
# FIGURE 2 AERIAL PHOTOGRAPH

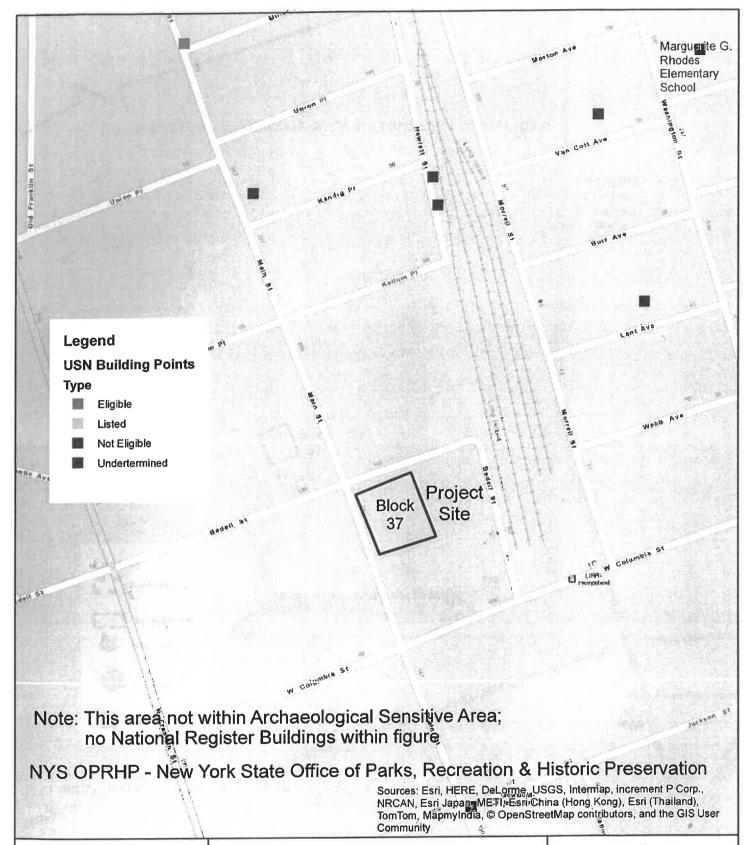
Source: NYS Orthophography, 2013

Scale: 1 inch = 100 feet

Block 37 Renaissance Downtowns UrbanAmerica Village of Hempstead

**EAF Supplement** 







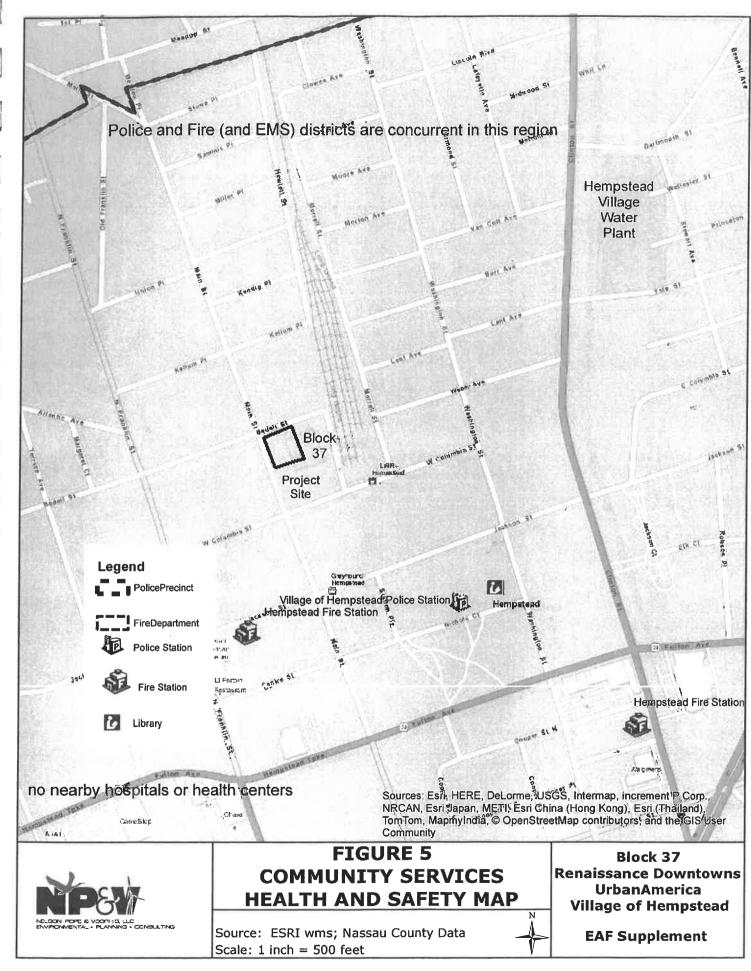
# FIGURE 4 OPRHP MAP

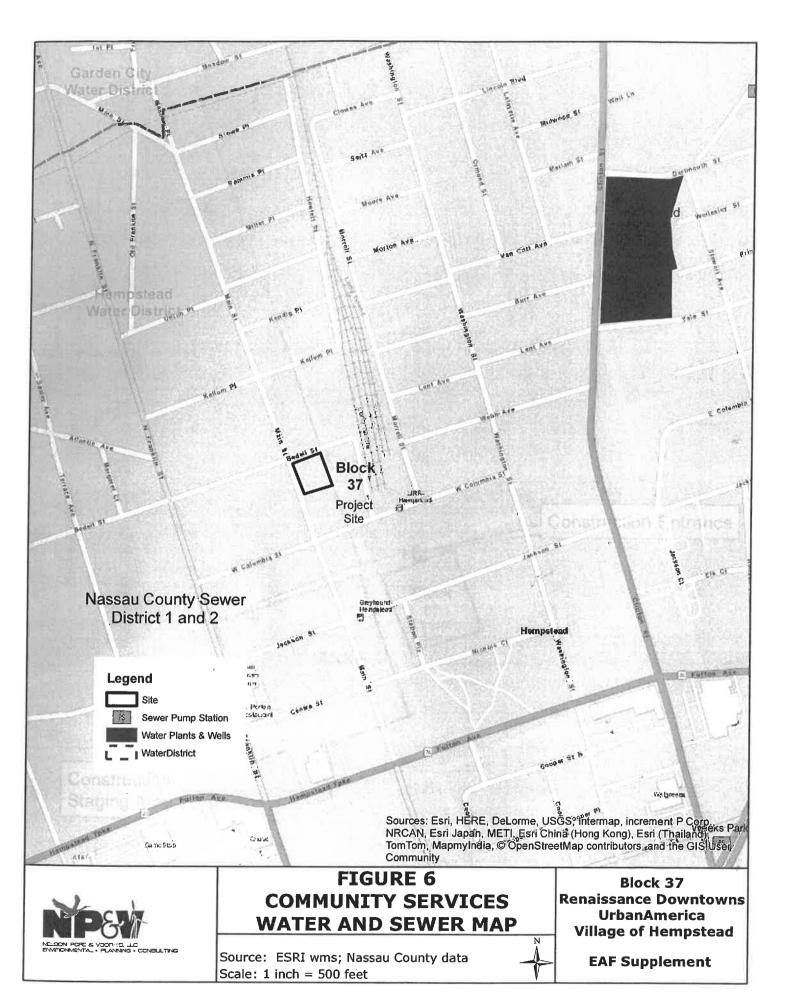
Source: ESRI wms; NYS OPRHP; cris.parks.ny.gov assessed 3/16/2016

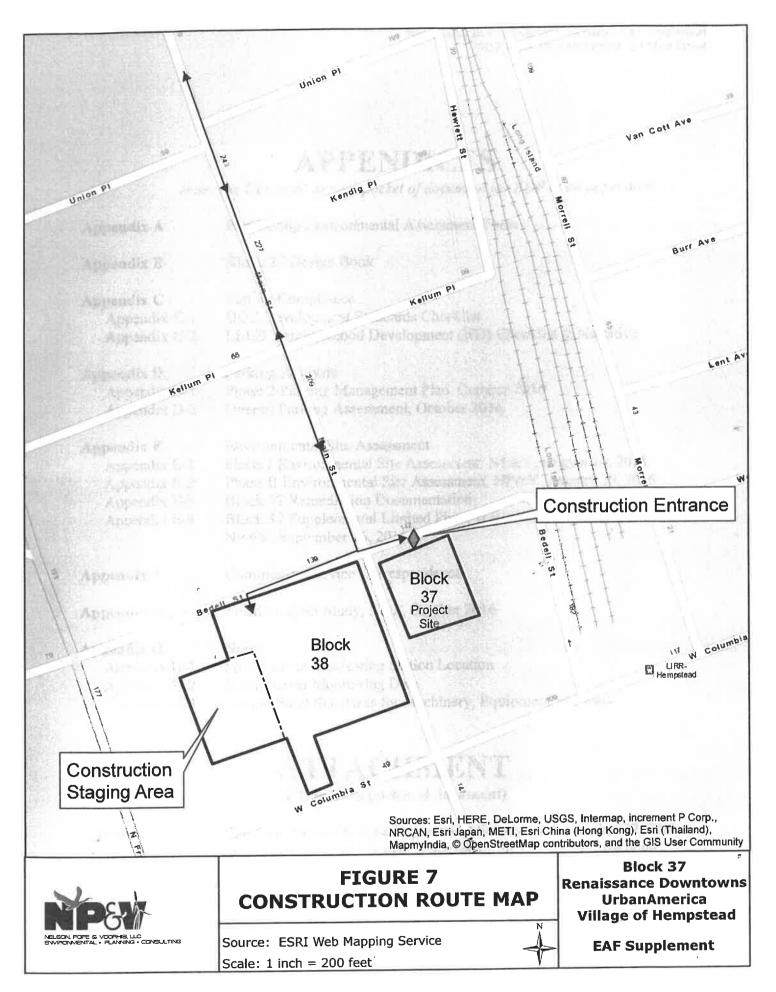
Scale: 1 inch = 250 feet

Block 37 Renaissance Downtowns UrbanAmerica Village of Hempstead

**EAF Supplement** 







# **APPENDICES**

Note: see CD-ROM in back pocket of document for PDF of all appendices

Appendix A Part I Long Environmental Assessment Form

Appendix B Block 37 Design Book

Appendix C Zoning Compliance

Appendix C-1 DOZ Development Standards Checklist

Appendix C-2 LEED Neighborhood Development (ND) Checklist & Narrative

Appendix D Parking Analysis

Appendix D-1 Phase 2 Parking Management Plan, October 2016

Appendix D-2 Overall Parking Assessment, October 2016

Appendix E Environmental Site Assessment

Appendix E-1 Phase I Environmental Site Assessment, NP&V, August 14, 2015
Appendix E-2 Phase II Environmental Site Assessment, NP&V, January 29, 2016

Appendix E-3 Block 37 Remediation Documentation

Appendix E-4 Block 37 Supplemental Limited Phase II Environmental Site Assessment,

NP&V, September 16, 2016

Appendix F Community Service Correspondence

Appendix G Traffic Impact Study, N&P, October 2016

Appendix H Noise

Appendix H-1 Sound Level Monitoring Station Location

Appendix H-2 Sound Level Monitoring Data

Appendix H-3 Octave Band Standards for Machinery, Equipment and Fans

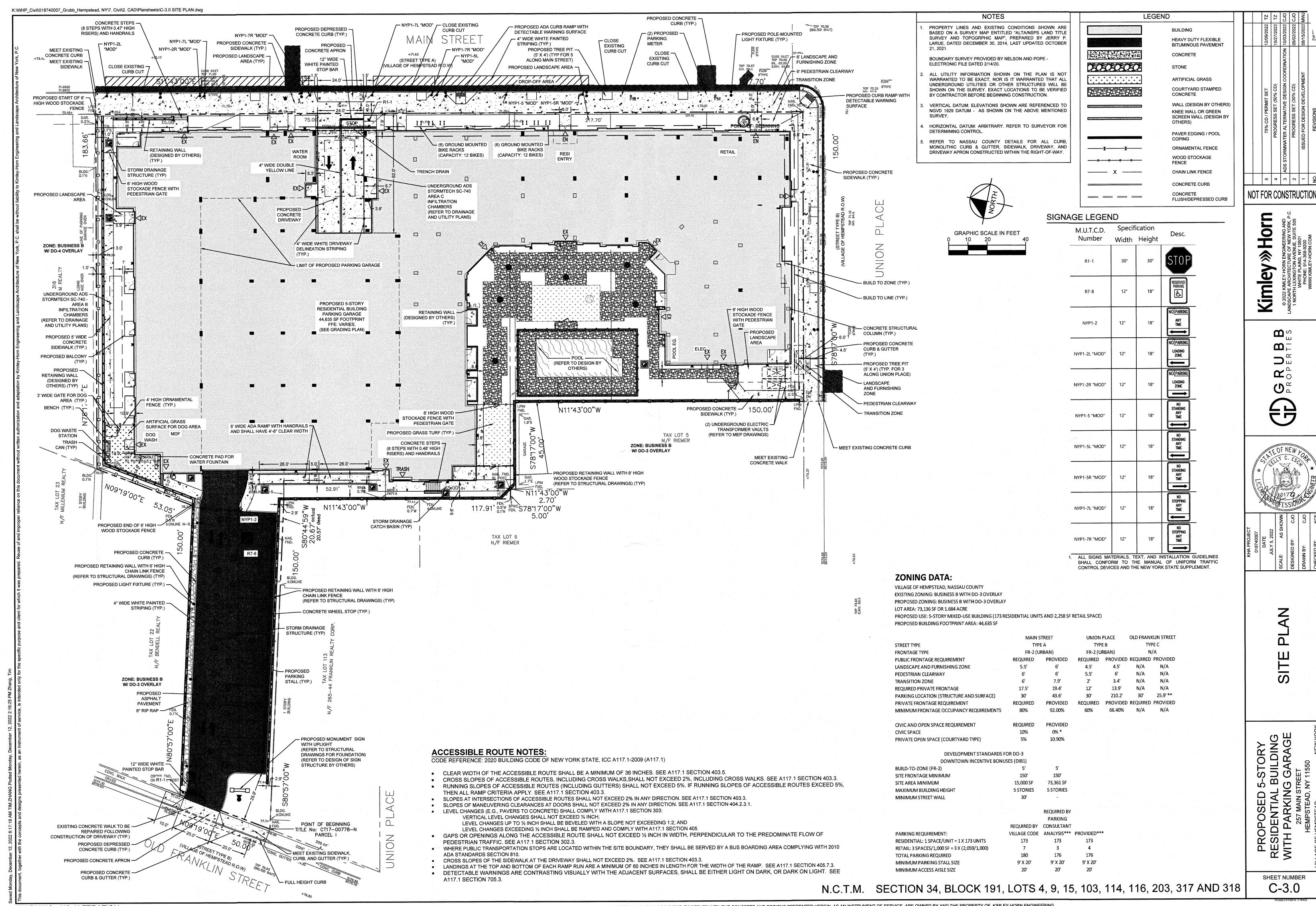
# **ATTACHMENT**

(CD in back pocket of document)

Attachment 1 Site Plan, Nelson & Pope Engineers & Surveyors, November 22, 2016

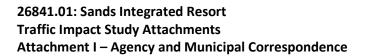
See CD-ROM in back pocket of document for PDF of full size plans







# I-7 Village of Westbury







August 17, 2023

Ref: 26841.01

### VIA ELECTRONIC MAIL AND CERTIFIED RETURN RECEIPT MAIL

Records Access Officer Incorporated Village of Westbury 235 Lincoln Place Westbury, NY 11590

Re: Traffic Impact Study – Other Planned Developments Request

Redevelopment of Nassau Veterans Memorial Coliseum Property

1255 Hempstead Turnpike, Uniondale, New York

To Records Access Officer:

Pursuant to the Freedom of Information Act, VHB Engineering, Surveying, Landscape Architecture and Geology, P.C. (VHB) is requesting the information outlined below for inclusion in a Traffic Impact Study that is being prepared for the redevelopment of the existing Nassau Veterans Memorial Coliseum property located at 1255 Hempstead Turnpike, hamlet of Uniondale, Town of Hempstead, New York. The proposed project is anticipated to be fully constructed by the end of 2029 with completion of Phase I for the project estimated by the end of 2026. Attached is a graphic depicting the current Study Area for the proposed project.

VHB is contacting you to determine if there are any recently approved or planned developments (that have current pending applications) within one mile of the Study area. For these projects, please provide as much specific information as possible about any recently-approved or planned developments, including, but not limited to, the type of proposed development; the size of the proposed development (square footage; numbers and types of units, if residential); the location of the proposed development; estimated time of completion of the project; and the availability of traffic studies - completed or ongoing. For these projects, please provide copies of site plans and the related traffic studies, as available. We understand that we may be asked to pay for the cost of copying.

We would appreciate hearing from you as soon as possible so that we may continue to move forward with our traffic analysis. If we do not receive a response from you by September 21, 2023, we will assume that there are no approved or planned development projects that could affect the study area. Should you have any questions or wish to discuss this matter, please do not hesitate to contact the undersigned. Thank you for your prompt attention to this matter.

Sincerely,

VHB Engineering, Surveying, Landscape Architecture and Geology, P.C.

Patrick Lenihan, PE

**Director of Transportation** 

PL/ba

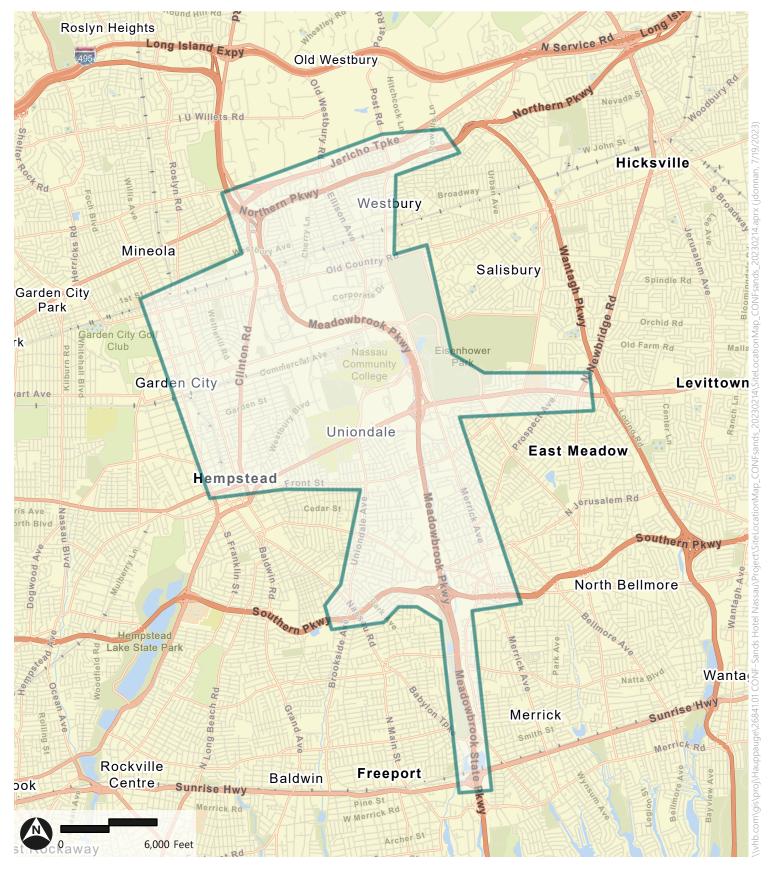
Attachments: Study Area Map

Filled and Signed FOIL Form

# **Traffic Impact Study Limits**





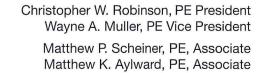


# FREEDOM OF INFORMATION REQUEST

¶FAX 516-334-7388

DATE

NAME OF APPLICANT:	Patrick Lenihan
ADDRESS:	100 Motor Parkway, Suite 350, Hauppauge, NY 11788
CONTRA CITE AL	(631)787-3403
CONTACT #: EMAIL:	plenihan@vhb.com
PROPERTY INFORMA	TION:
SECTION:	BLOCK: LOT(S):
PROPERTY ADDRESS:	Please see the study area map
DESCRIPTION OF RECO	
within one mile of studinformation as possible location, estimated times.	ly approved or planned developments (that have currently pending applications)  dy area (See attached map). For these projects, please provide as much specific e including type of proposed development, size (sqft / number / type of units), ne of completion, availability of traffic studies, site plans etc. We understand that we
may be asked to pay for 08.03.2023	or the cost of copying.
DATE	APPLICANT SIGNATURE
	DO NOT WRITE BELOW THIS LINE
ALL DEPARTMENT HI	'
ARE RECORDS AVAILA	BLE FOR REVIEW? YES NO
IF NOT PLEASE	CHECK:  THEY ARE NOT PUBLIC RECORD  FILES ARE TEMPORARILY OUT OF OFFICE  NO RECORD OF THE REQUESTED MATERIAL CAN BE FOUND  MATERIAL HAS BEEN DESTROYED WITH THE APPROVAL OF NYS DEPT.
DATE	SIGNATURE OF DEPT. HEAD
RECORDS REQUESTED AF AT APPROPRIATE DEPART THE VILLAGE.	RE AVAILABLE AND MAY BE INSPECTED/REVIEWED ON/ AT A.M. OR P.M. IMENT. THE COST OF COPIES \$.25 PER PAGE - UNLESS STATED BY STATUTE OR ACTUAL COST TO
FORWARD FOR APPRO	VAL & SIGNATURE OF RECORDS ACCESS OFFICER





July 2, 2021

Mayor Peter I. Cavallaro And Members of the Board of Trustees Incorporated Village of Westbury 235 Lincoln Place Westbury, NY 11590

Re: Cornerstone at Westbury

461 Railroad Avenue Westbury, NY 11590

NCTM: Section 010 Block 229 Lot 13

R&M Job Number: 2021-042

Dear Mayor Cavallaro and Members of the Board of Trustees:

At the request of the applicant, R&M Engineering has performed a traffic and parking assessment for the above referenced application. The property is located at 461 Railroad Avenue in Westbury, NY and is situated on the northwest corner of School Street and Railroad Avenue. The subject parcel is situated within the Incorporated Village of Westbury and is represented on the Nassau County Tax Map as Section 10, Block 229, Lot 13. The property is 32,265.5 sf (0.74 acres) in size and is currently situated within the MU-R4 Mixed Use Multiple Dwelling Residential Zoning District. Currently, the property contains a warehouse for "Krystal Produce." The applicant is proposing to demolish the existing building and construct a multifamily residence with 72 dwelling units. A visual representation of the proposed project has been included on the Alignment Plan (SP-2) prepared by R&M Engineering dated April 2, 2021.

Based on the information contained herein and our experience with parking and traffic conditions associated with similar uses, we have prepared the following traffic assessment of the subject property; our methodology is as follows:

1. In accordance with the Village of Westbury Zoning Code §248-279 Schedule of Off-Street Parking Requirements and as depicted on the Alignment Plan, multiple family dwellings require 0.5 spaces per micro and studio unit, 1 space per one-bedroom and two-bedroom units, and one space per additional bedroom exceeding 2 bedrooms. Additionally, no multifamily residence may have a parking ratio of less than 1.1 spaces per unit. Accordingly, the following parking calculations are relevant to the proposed project:

### Parking Required:

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Micro Unit	3 units @ 0.5 spaces per unit	= 1.5  spaces
Studio Unit	30 units @ 0.5 spaces per unit	= 15 spaces
One-Bedroom	35 units @ 1 space per unit	= 35 spaces
Two-Bedroom	4 units @ 1 space per unit	= 4 spaces
Subtotal		= 55.5  spaces
	OR	
Multifamily Residence	72 units @ 1.1 spaces per unit	= 79.2 spaces
Total		= 80 spaces



Cornerstone at Westbury 461 Railroad Avenue Westbury, NY 11590 NCTM: Section 010, Block 229, Lot 13 R&M Job Number: 2021 – 042 July 2, 2021

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### Parking Provided:

Proposed Spaces	= 76 spaces
ADA Spaces	= 4 spaces
Total	= 80 spaces

Based on the parking calculations enumerated above, the proposed project would require 80 parking spaces on-site. As per the Alignment Plan, 80 spaces (including 4 ADA spaces) will be provided on-site. Therefore, a parking variance will not be required as part of this project.

2. In order to determine the level of parking activity that would be experienced on-site, a parking generation analysis was prepared. Industry standard data provided by the **Institute of Transportation Engineers (ITE) Parking Generation Manual, 5<sup>th</sup> Edition** was consulted. Statistics under Land Use Code (LUC) 221 relating to Multifamily Housing (Mid-Rise) were employed. Due to the proximity of the project to the Westbury LIRR Station, statistics for multifamily housing within ½ mile of rail transit were utilized. The following is a summary of the results of the parking generation analysis:

Peak Parking Demand: 52 vehicles parked (65% occupancy, 28 vacant spaces)

Based on the above information, the proposed multifamily residence containing 72 dwelling units and 76 bedrooms would generate an estimated peak parking demand of 52 vehicles. As mentioned previously, the proposed project will provide 80 paved parking spaces on-site. Therefore, we believe that adequate parking will be provided on-site to accommodate the estimated parking activity. This information has been summarized and is included in Table 1, attached.

- 3. Turning movement observations were conducted by R&M Engineering on Thursday, June 3, 2021 and Saturday, June 5, 2021 from 6:00 AM to 7:00 PM. These observations were performed at the intersection of School Street and Railroad Avenue. Additionally, traffic passing the existing use at the project site along Railroad Avenue was also recorded.
- 4. The turning movement observations were utilized to determine the traffic generated by the existing use. Upon reviewing the information, the following is a summary of the peak hour trips generated by the existing use:

Weekday Peak Hour (2:30 PM – 3:30 PM)  $\rightarrow$  17 trips (5 entering, 12 exiting) Saturday Peak Hour (12:15 PM – 1:15 PM)  $\rightarrow$  10 trips (4 entering, 6 exiting)

This information has been summarized and is included in Table 2, attached.

5. The proposed project involves demolishing the existing building and constructing a multifamily residence with 72 dwelling units. In order to determine the level of traffic that would be generated by the proposed project, a trip generation analysis was prepared using industry standard data presented in the ITE Trip Generation Manual, 10<sup>th</sup> Edition. Statistics under LUC 221 relating to Multifamily Housing (Mid-Rise) were consulted. The following is a summary of the estimated trips to be generated by the proposed project:



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AM Commuter Peak Hour: 26 trips (7 entering, 19 exiting) PM Commuter Peak Hour: 32 trips (20 entering, 12 exiting) Saturday Peak Hour: 32 trips (16 entering, 16 exiting)

This information has been summarized and is included in Table 3, attached. Based on the information above, the proposed project will generate approximately twice the quantity of traffic as the existing use would. However, the project will be located within 0.5 miles of the Westbury Long Island Railroad (LIRR) Station. It is likely that a portion of these trips will be substituted by residents who will walk to the Westbury LIRR Station and utilize the LIRR for travel. This would decrease the number of trips entering and exiting the site.

6. A capacity analysis of the intersection of School Street at Railroad Avenue was prepared in order to determine how the study intersection would operate with the increase in traffic generated by the proposed project. The turning movement observations collected were used to determine the driveways operation during its "Existing," "No Build," and "Build" condition. The analysis predicted the time delay and Level of Service (LOS) for each movement at the study intersection utilizing methodologies presented in the **Highway Capacity Manual**, 6<sup>th</sup> **Edition (HCM 6)** and the latest release of the **McTrans Highway Capacity Software (HCS7)**. The results of the analysis are indicated by an LOS grade of "A" representing the lowest level of delay and "F" representing the highest level of delay experienced by drivers.

As these observations were conducted during the COVID-19 pandemic, traffic levels observed may not be representative of typical traffic conditions. In accordance with the **New York State Department of Transportation (NYSDOT)** guidelines outlined in their "Traffic Data Collection Guidance during COVID-19 Pandemic" Memorandum dated August 11, 2020, adjustments were made to the observed traffic volumes to ensure that traffic volumes were reflective of non-pandemic conditions. The following is a summary of the methodology used to adjust the observed volumes to non-pandemic conditions

- i. The observed data was compiled to determine an AM and PM peak hour for the observed weekday.
- ii. The AM and PM peak hour volumes were compared to the "No Build 2020" volumes reported in the Final Environmental Impact Statement (FEIS) for the LIRR Expansion Project from Floral Park to Hicksville (LIRR Expansion Project) dated and accepted April 12, 2017. The volumes in the FEIS were elevated to year 2021 using a growth factor of 0.5%, obtained from the **NYSDOT** and specific to the Town of North Hempstead.
- iii. A rate was created for each turning movement during both time periods comparing the elevated LIRR volumes to the observed R&M volumes. Rates were created for the northbound left, northbound through, southbound through, southbound right, eastbound left, and eastbound right turning movements. There was no traffic volume data available for remaining movements in the LIRR Expansion Project FEIS.



Cornerstone at Westbury 461 Railroad Avenue Westbury, NY 11590 NCTM: Section 010, Block 229, Lot 13 R&M Job Number: 2021 – 042 July 2, 2021 Page 4 of 7

- iv. Upon comparing the data, it was determined that the LIRR volumes were conservative and would be used in the analysis as per item # 1 in the **NYSDOT** Memo. The rates were used to adjust the R&M observed volumes:
  - a. From the hours of 6:00 AM to 10:00 AM, the AM rates were used to adjust the above mentioned turning movements.
  - b. From the hours of 3:00 PM to 7:00 PM, the PM rates were used to adjust the above mentioned turning movements.
  - c. From the hours of 10:00 AM to 3:00 PM, the average of the AM and PM rates were used to adjust the above mentioned turning movements.
  - d. The remaining turning movements were unadjusted. These movements are associated with the westbound leg of the intersection (a driveway to several properties).
- v. For Saturday, the same methodology to adjust the Weekday Midday hours was used to adjust the Saturday data. This method was utilized as there was no available historical traffic volume data for a Saturday.

Additionally, we reviewed the Village's Draft Environmental Impact Statement (DEIS) for the Rezoning Project in Westbury. Upon reviewing the DEIS, it was revealed that the volumes used in their "Existing" conditions analysis were also based on the LIRR "No Build 2020" volumes. Therefore, we believe our above methods are appropriate and conservative. The capacity analyses were performed for the AM, PM, and Saturday peak hours. The results of the capacity analysis revealed that the study intersection operates at an acceptable LOS in its existing condition. The results of the existing condition analysis are summarized and included in Table 4, attached.

7. An analysis was performed to compute the operation of the study intersection during the "No Build" condition, which predicts the LOS of the intersection in the future assuming the project were not constructed. An ambient 0.5% growth factor, obtained from the **NYSDOT** and specific to the Town of North Hempstead, was applied for a period of 2 years to expand the existing traffic volumes to 2023 design levels. This condition also considered any other planned projects within the vicinity of the site that would impact the study intersection.

It should be noted that the proposed project is located within the Maple Avenue Triangle Rezoning Area of the Village of Westbury's Rezoning Project. In 2019, the Village prepared and accepted a Draft Generic Environmental Impact Statement (DGEIS) for the Village of Westbury's Rezoning Project. The Rezoning Project includes redeveloping a portion of the Incorporated Village of Westbury to a transit oriented development (TOD) and downtown area. Part of this project includes the construction 1,401 residential housing units and the removal of 52,281 sf of commercial space and 287,551 sf of industrial space. However, the Rezoning project is not anticipated to be fully completed until 2033 (with construction occurring between the years 2022 to 2033). Therefore, only projects anticipated to be completed by 2023 were considered as part of this analysis. As per conversations with the representatives of the Village of Westbury, there are no other significant planned projects within the study area that would impact the study intersection. Based on this



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information, it was revealed that the study intersection will operate at an acceptable LOS in 2 years. This information has been summarized and is also included in Table 4, attached.

8. The "Build" condition analysis considered the potential impact of the traffic generated by the construction of this project. This analysis distributed the traffic generated by the proposed project appropriately into the study intersection through an examination of the existing travel patterns, demographics of the study area, and the surrounding roadway network. These distributed trips were superimposed onto the "No Build" traffic volumes to predict the operation of the study intersection with the proposed project constructed. Upon review of the results, it was determined that the study intersection will operate with minor increases in delay and no changes in LOS when compared to the "No Build" condition. Additionally, the site access driveway operates at an acceptable LOS during all time periods studied. This information has been summarized and is included in Table 4, attached.

It should be noted that this analysis is conservative as it does not remove the traffic generated by the existing use at the project site.

9. Previously, the study intersection was established as a 3-legged intersection with the northbound and southbound legs associated with School Street and the eastbound leg associated with Railroad Avenue. Two-Way stop control was implemented on the eastbound leg. Additionally, the LIRR grade crossing was located approximately 180 feet north of the intersection. As part of the LIRR Expansion Project, the LIRR grade crossing was improved so that the LIRR tracks were elevated above School Street. The study intersection was also improved to include pedestrian crossings and implement all-way stop control. Additionally, the westbound leg was formalized and included as part of the intersection to create a 4-legged all-way stop controlled intersection.

As per the LIRR Expansion Project, a traffic signal was to be installed at the intersection of School Street at Railroad Avenue. The traffic signal would have accommodated traffic for the 3-legged intersection. However, all-way stop control had been installed at this intersection at the time of observations, and the intersection had been constructed as a 4-legged intersection.

A signal warrant analysis was prepared to determine if a traffic signal is warranted at this intersection as a result of the traffic generated by the proposed project. This analysis was prepared utilizing the methodologies presented in the **Manual of Uniform Traffic Control Devices** (**MUTCD**) published by the **Federal Highway Administration** (**FHA**). The observed volumes were adjusted to the LIRR rates (as mentioned previously under Item # 5) and were projected to year 2023 to depict "Build" condition traffic volumes. The results of the signal warrant analysis are depicted in Tables 5 and 6 and on Figures 1 and 2. Three separate warrants were analyzed:

- i. Warrant 1: Eight-Hour Vehicular Volume This warrant has two conditions.
  - a. Condition A analyzes the intersecting traffic and warrants a signal if the intersecting traffic is relatively high at an intersection. To satisfy this warrant for this intersection, the minimum vehicle volume must be 500 vehicles per hour on the major street and 150 vehicles per hour on the minor street. These conditions must be met for at least 8



Cornerstone at Westbury 461 Railroad Avenue Westbury, NY 11590 NCTM: Section 010, Block 229, Lot 13 R&M Job Number: 2021 – 042 July 2, 2021

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hours. As depicted on Tables 5 and 6, these conditions were only met for one (1) hour. Therefore, the warrant was not satisfied.

- b. Condition B analyzes the interruption of continuous flow and warrants a signal when the major street traffic volume is so large that the minor street volumes cannot enter the intersection in a timely manner. To satisfy this warrant for this intersection, the minimum vehicle volume must be 750 vehicles per hour on the major street and 75 vehicles per hour on the minor street. These conditions must be met for at least 8 hours. As depicted on Tables 5 and 6, these conditions were only met for four (4) hours. Therefore, this warrant was not satisfied.
- ii. Warrant 2: Four-Hour Vehicular Volume This warrant analyzes intersecting traffic but utilizes a graph (Figure 4C-1 provided in the **MUTCD**) to determine the minimum vehicular volume threshold. In order to warrant a signal, plotted points (representing the hourly vehicle traffic on the major and minor streets) must lie above the appropriate curve when plotted on Figure 4C-1. These requirements must be met for at least 4 hours. As depicted on Figure 1, only one (1) point was plotted above the appropriate curve. Therefore, this warrant was not satisfied.
- iii. Warrant 3: Peak Hour This warrant analyzes peak hour traffic and has two conditions.
  - a. Condition A has three requirements. The first requirement states the total time delay must exceed 4 vehicle hours. The second requirement states the minor street traffic volume must be at least 100 cars in that peak hour. The third requirement states the total entering traffic at the intersection must be at least 650 vehicles. All three requirements must be met to warrant a traffic signal. As depicted on Tables 4 and 5, the first requirement is not met. Therefore, this warrant is not satisfied.
  - b. Condition B uses a graph (Figure 4C-3 provided in the **MUTCD**) to determine the minimum peak hour vehicle volume threshold. In order to warrant a signal, the plotted points (representing the peak hour major and minor street traffic volumes), must lie above the appropriate curve when plotted on Figure 4C-3. As depicted on Figure 2, none of the plotted points lie above the appropriate curve. Therefore, this warrant is not satisfied.

Based on the analyses presented above, a traffic signal is not warranted at this intersection. Additionally, the capacity analyses presented in this report indicate that the intersection will function adequately in the "Build" condition with the all-way stop control implemented. It is our opinion that a traffic signal is not warranted at the study intersection as a result of the proposed project.

Based on our analysis, it has been determined that the study intersection will operate adequately with the current traffic control as a result of the traffic generated by the proposed project. As per the Village of Westbury Zoning Code, the parking provided meets the Village's requirements, and a parking variance will not be required. Additionally, the parking analysis contained herein determined that there will be adequate parking to accommodate the estimated traffic activity associated with the proposed project. Lastly, a signal



Cornerstone at Westbury 461 Railroad Avenue Westbury, NY 11590

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warrant analysis determined that a traffic signal is not warranted at the intersection of School Street at Railroad Avenue. It is our opinion that the Board of Trustees should grant the application as contemplated.

If you should have any questions or comments, please do not hesitate to contact our office directly.

Very truly yours, R&M Engineering

Wayna A Muller DE

Attachments: Tables 1 - 6, dated July 2, 2021

Figures 1 & 2, dated July 2, 2021

CC: Anthony Bartone, Terwillinger & Bartone Properties

# **TABLE 1**

# R&M ENGINEERING

CORNERSTONE AT WESTBURY PARKING GENERATION SUMMARY R&M JOB No. 2021-042 JULY 2, 2021

VACANT		78
CAPACITY** % OF OCC.		%59
CAPACITY**	* *	80
PROPOSED MULTIFAMILY HOUSING (MID-RISE) 76 BEDROOMS (ITE EQUATIONS)	221*	52 maximum parked* In(P) = 0.90 x In(X) + 0.04* (within 1/2 mile of rail transit)*
PEAK HOUR	TNC	WEEKDAY

\* Based on ITE Parking Generation Manual, 5th Edition

\*\* Based on the Alignment Plan (SP-2) prepared by R&M Engineering dated April 2, 2021

P = Number of Vehicles Parked

X = Number of Bedrooms

# TABLE 2

# **R&M ENGINEERING**

CORNERSTONE AT WESTBURY TRIP GENERATION SUMMARY R&M JOB No. 2021-042 JULY 2, 2021

EXISTING KRYSTAL PRODUCE	(OBSERVED RATES)	5 tph* 12 tph* 17 the	17 tpn° 4 tph* 6 <u>tph*</u> 10 tph*
	R	ENTER: EXIT:	ENTER: EXIT: TOTAL:
	PEAK HOUR	WEEKDAY PEAK PERIOD	SATURDAY PEAK PERIOD

\* Based on Site Observations performed on Thursday, June 3, 2020 and Saturday, June 5, 2020

tph - trips per hour

# **TABLE 3**

# **R&M ENGINEERING**

CORNERSTONE AT WESTBURY TRIP GENERATION SUMMARY R&M JOB No. 2021-042 JULY 2, 2021

PROPOSED APARTMENTS 72 DWELLING UNITS	(ITE RATES)	221*	7 tph*	26 tph*	20 tph*	12 tph* 32 tph*	16 tph*	16 tph*	32 tph*
	R	SODE:	ENTER:	TOTAL:	ENTER:	EXIT: TOTAL:	ENTER:	EXIT:	TOTAL:
	PEAK HOUR	ITE LAND USE CODE:	AM COMMUTER		PM COMMUTER	PEAK PERIOD	SATURDAY	PEAK PERIOD	

\* Based on ITE Trip Generation Manual, 10th Edition tph - trips per hour

# **R&M ENGINEERING**

CORNERSTONE AT WESTBURY LEVEL OF SERVICE SUMMARY UNSIGNALIZED INTERSECTIONS R&M JOB No. 2021-042 JULY 2, 2021

			AM PEAK HOUR			PM PEAK HOUR		0)	SAT PEAK HOUR	
INTERSECTION	CONDITION	MVMNT	CONTROL DELAY (SEC/VEH)	SOT	LNMVM	CONTROL DELAY (SEC/VFH)	SO	- NAVA	CONTROL DELAY	80
	EXISTING	EBLTR WBLTR NBLTR SBLTR	9.3 8.9 18.9	Q 4 4 0 m	EBLTR WBLTR NBLTR SBLTR	10.4 9.4 18.1 14.6	B < O B	EBLTR WBLTR NBLTR SBLTR	9.4 8.9 15.1 11.3	Q
SCHOOL STREET AT RAILROAD AVENUE	NO BUILD	EBLTR WBLTR NBLTR SBLTR	9.3 8.9 19.9	A A O B	EBLTR WBLTR NBLTR SBLTR	10.5 9.4 19.0 15.0	m < U U	EBLTR WBLTR NBLTR SBLTR	9.5 8.9 15.6	4 4 O B
	вишь	EBLTR WBLTR NBLTR SBLTR	9.7 9.0 21.2 11.3	4 4 U M	EBLTR WBLTR NBLTR SBLTR	10.8 9.5 20.2 15.7	m < U U	EBLTR WBLTR NBLTR SBLTR	9.7 9.0 16.4 11.9	4 4 U m
RAILROAD AVENUE AT SITE DRIVEWAY	BUILD	EBL	7.6	ВЪ	EBL	7.6	ВЪ	EBL	7.5	4 4

LOS - Level of Service MVMNT - Movement

CORNERSTONE AT WESTBURY WEEKDAY WARRANT ANALYSIS - EASTBOUND APPROACH R&M JOB No. 2021-042 JULY 2, 2021

# TRAFFIC SIGNAL WARRANT ANALYSIS SCHOOL STREET AT RAILROAD AVENUE

Required: 8 separate hours satisfying either of the following criterias: Warrant 1 - Eight-Hour Vehicular Volume

Warrant 1A - Minimum Vehicular Volume Major street volume (both directions): ≥ 500 veh/hr Minor street volume (one-direction approach): ≥ 150 veh/hr\*

Warrant 1B - Interuption of Continuous Flow
Major street volume (both directions); 2 750 veh/hr
Minor street volume (one-direction approach); 2 75 veh/hr Criteria met for 1 hour (Warrant not Satisfied)

Required: 4 separate hours satisfying the following criterias: Criteria met for 4 hours (Warrant Not Satisfied) Warrant 2 - Four-Hour Vehicular Volume

Above major street (2 lanes) and minor street (1 lane) volume approach curve Refer to Figure 4C-1 in attachment for 100% factor Curve Criteria met for 1 hour (Warrant Not Satisfied)

Warrant 3 - Peak Hour

Condition A:

Required: 1 hour satisfying the following criteria:

Total time delay on one Minor Street Approach: > 4 vehicle-hours Minor street volume (one direction only): ≥ 100 veh/hr

Total Entering Volume: 2 800 veh/hr 2 of 3 Requirements met (Warrant Not Satisfied)

Refer to Figure 4C-3 in attachment for 100% Factor Curve Above major and minor street volume approach curve Criteria met for 0 hours (Warrant Not Satisfied)

Warrant 4 - Minimum Pedestrian Volume Warrant Not Salisfied

Warrant 5 - School Crossing

Not Applicable

Warrant 6 - Coordinated Signal System Not Applicable

Warrant 7 - Crash Experience Warrant Not Satisfied

Warrant 8 - Roadway Network

Not Applicable

Warrant 9 - Intersection Near a Grade Crossing Not Applicable

Warrants Satisfied -

	Warrant 3B****		Satisfied	9	9	9	9	Q.	9	ON.	ON.	9	9	ON.	9
	Wаптап	əwr	Threshold Volu	9	Q.	Q.	Q	QN	ON	ON	YES	ON.	YES	YES	YES
	nt 2***		beitsüs2	9	ON	ON	ON	ON	NO	ON	ON	ON	ON O	ON	YES
100% factor *	Warrant 2***	əwr	Ihreshold Vol	ON	ON	YES	NO	ON	NO	YES	YES	YES	YES	YES	YES
	ant 1	Warrant 1B	beitsifed	ON	NO	NO	NO	NO	NO	ON	ON	YES	YES	YES	YES
	Warrant 1	Warrant 1A	Satisfied	ON	NO	ON	ON	ON	ON	ON	NO	ON	ON	ON	YES
		AVENUE	TOTAL	22	74	89	64	70	72	89	111	81	103	135	154
2021		RAILROAD AVENUE	EBLTR	77	74	89	64	70	72	89	111	81	103	135	154
ay, June 3,	umes**	ET	TOTAL	626	698	716	639	593	559	661	677	815	839	812	854
Weekday - Ihursday, June 3, 2021	Hourly Volumes**	SCHOOL STREET	SB	125	226	257	236	249	217	252	293	377	356	368	330
Weekda		SCI	NB	501	471	459	404	344	342	409	384	437	483	444	464
		р	ohe9 emiT	6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 PM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM
								_					1		

ON The posted speed limit is 30 mph on the Major Street - School Street

NO YES

YES

9

101

<sup>\*\*\*\*</sup> Refer to Figure 2 for the plotted vehicular volumes

EBLTR Delay (Seconds/Vehicle)	EBLTR Approach (Vehicles)	TR Approach Vehicles)	BLTR Approach Total Delay (Vehicles)	Delay onds)	Minor Stre Time	Minor Street Stopped Time Delay
sec/veh	98	veh	931.2	sec	0.26	Hours

<sup>•</sup> The volumes above represent the 2023 "Build" condition volumes. These volumes were based off existing 2021 volumes, elevated to 2023 using a growth rate of 0.5%, and accounted for the traffic to be generated by other planned projects and the proposed project. ITE data was used to estimate the traffic generated by the proposed project and other planned projects during each time period.

<sup>\*\*\*</sup> Refer to Figure 1 for the plotted vehicular volumes

SATURDAY WARRANT ANALYSIS - EASTBOUND APPROACH R&M JOB No. 2021-042 CORNERSTONE AT WESTBURY JULY 2, 2021

# TRAFFIC SIGNAL WARRANT ANALYSIS

SCHOOL STREET AT RAILROAD AVENUE

Warrant 1 - Eight-Hour Vehicular Volume

Required: 8 separate hours satisfying either of the following criterias:

Warrant 1A - Minimum Vehicular Volume Major street volume (both directions): 2 500 veh/hr Minor street volume (one-direction approach): ≥ 150 veh/hr\*

Warrant 1B - Interruption of Continuous Flow
Major street volume (both directions); ≥ 750 veh/hr
Minor street volume (one-direction approach); ≥ 75 veh/hr Criteria met for 0 hours (Warrant not Salisfied)

Warrant 2 - Four-Hour Vehicular Volume Required: 4 separate hours satisfying the following criterias: Criteria met for 0 hours (Warrant Not Satisfied)

Above major street (2 lanes) and minor street (1 lane) volume approach curve Refer to Figure 4C-1 in attachment for 100% factor Curve Criteria met for 0 hours (Warrant Not Satisfied)

Warrant 3 - Peak Hour

Condition A:

Required: 1 hour satisfying the following criteria:

Total time delay on one Minor Street Approach: > 4 vehicle-hours Minor street volume (one direction only): ≥ 100 veh/hr

Total Entering Volume: ≥ 800 veh/hr 2 of 3 Requirements met (Warrant Not Satisfied)

Refer to Figure 4C-3 in attachment for 100% Factor Curve Above major and minor street volume approach curve Criteria met for 0 hours (Warrant Not Satisfied)

Warrant 4 - Minimum Pedestrian Volume

Warrant Not Satisfied

Warrant 5 - School Crossing

Not Applicable

Warrant 6 - Coordinated Signal System Not Applicable

Warrant 7 - Crash Experience Warrant Not Satisfied Warrant 8 - Roadway Network

Not Applicable

Warrant 9 - Intersection Near a Grade Crossing Not Applicable

Warrants Satisfied -

	Warrant 3B****		Satisfied	2	2	2	2	S S	2	ON S	S NO	S NO	ο <sub>ν</sub>	S NO	S	ŀ
	Wai	əwn	Threshold Vol	SN SN	2	2	2	YES	8	YES	YES	YES	ON	YES	YES	2
tor.	Warrant 2***		beitstisc	9	9	Q.	9	9	9	ON	ON	Q	ON	QN	9	9
100% factor *	Wапа	əwn	Threshold Vol	9	Q.	Q	9	YES	YES	YES	YES	YES	YES	YES	YES	CLX
	ant 1	Warrant 1B	Satisfied	9	ON	ON	ON	ON	ON	ON	NO	ON	ON	ON	ON	2
	Warrant 1	Warrant 1A	bañzils2	ON	NO	NO	ON	ON	ON	NO	NO	NO	NO	ON	ON O	2
		RAILROAD AVENUE	TOTAL	34	40	51	9/	115	83	107	118	103	97	108	110	8
2021		RAILROAE	EBLTR	34	40	51	92	115	83	107	118	103	97	108	110	00
ay, June 3,	umes**	ET	TOTAL	338	338	369	503	619	722	717	732	707	715	734	649	707
Weekday - Ihursday, June 3, 2021	Hourly Volumes**	SCHOOL STREET	SB	109	127	135	227	260	298	288	306	298	304	319	249	270
Weekd		SCI	NB	228	210	235	275	359	424	429	426	409	411	415	401	367
		p	оһөЧ өміТ	6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 PM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	E 7 DM

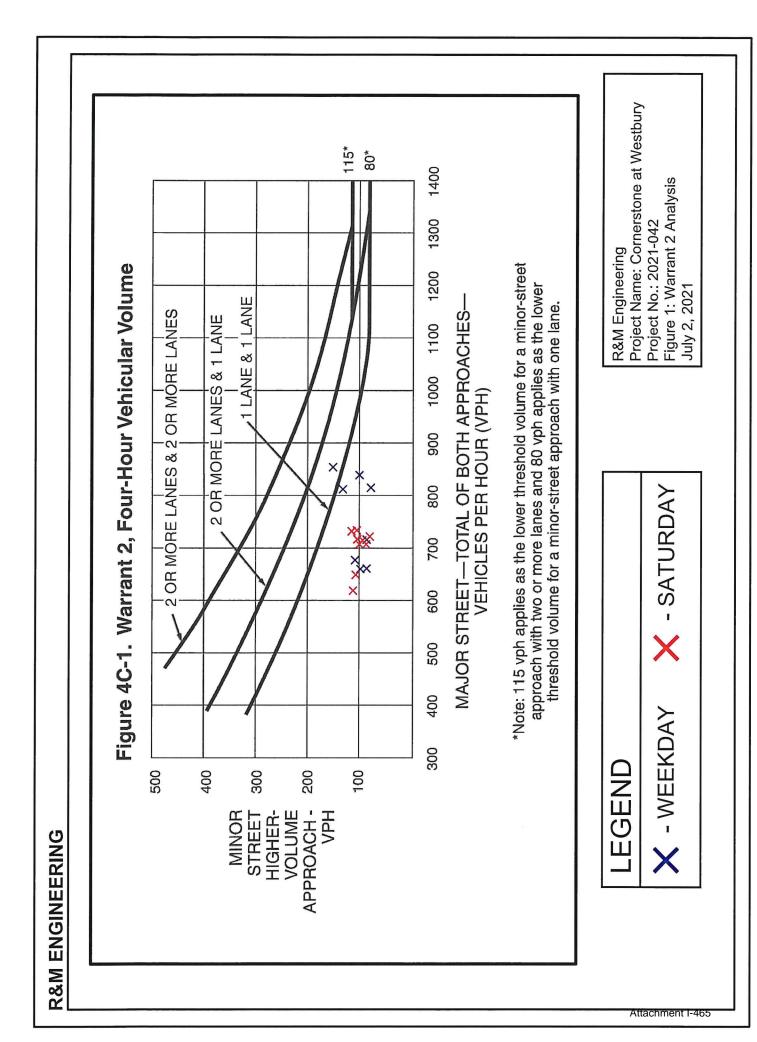
<sup>\*</sup> The posted speed limit is 30 mph on the Major Street - School Street

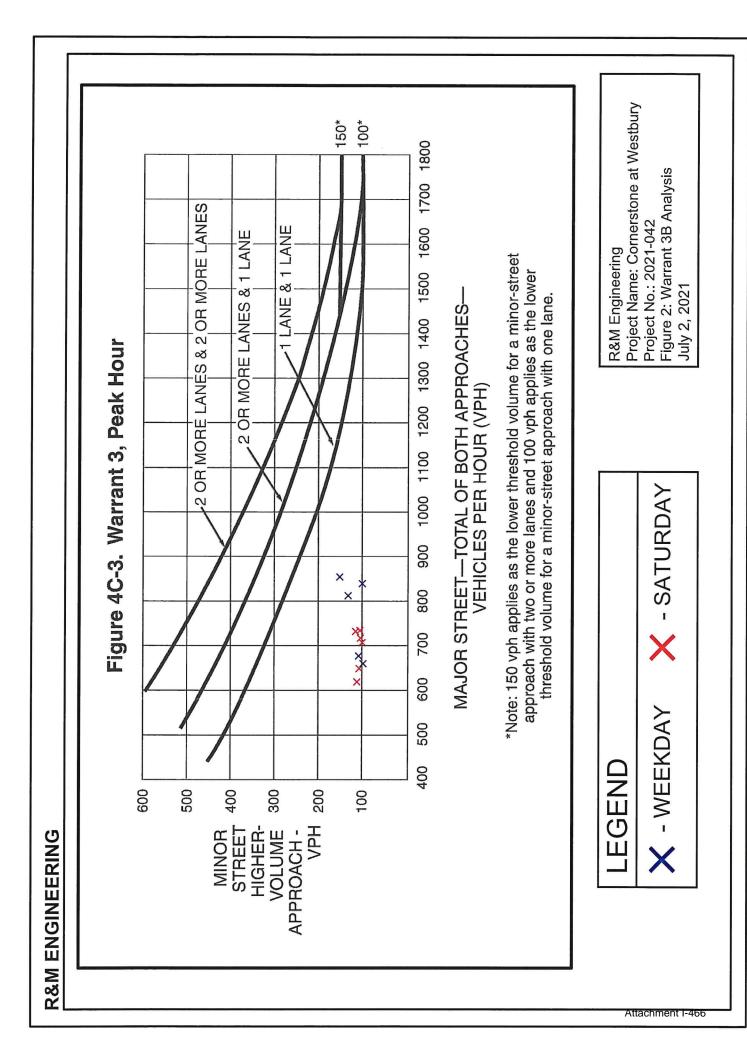
<sup>\*\*\*\*</sup> Refer to Figure 2 for the plotted vehicular volumes

		SAT PE/	AK HOUR -	SAT PEAK HOUR - 1:45 PM - 2:45 PM	:45 PM		
EBLT	EBLTR Delay	EBLTR A	EBLTR Approach	Total Delay	Delay	Minor Stre	Minor Street Stopped
(Second	(Seconds/Vehicle)	(Vehi	(Vehicles)	(Seconds)	(spu	Time	Time Delay
47	carlvah	125	how	1212 5	203	0 34	Hours

<sup>•</sup> The volumes above represent the 2023 "Build" condition volumes. These volumes were based off existing 2021 volumes, elevated to 2023 using a growth rate of 0.5%, and accounted for the traffic to be generated by other planned projects and the proposed project. ITE data was used to estimate the traffic generated by the proposed project and other planned projects during each time period.

<sup>\*\*\*</sup> Refer to Figure 1 for the plotted vehicular volumes





February 18, 2022

Mayor Peter I. Cavallaro And Members of the Board of Trustees Incorporated Village of Westbury 235 Lincoln Place Westbury, NY 11590

Re: Cornerstone at Westbury - Phase II

425 Railroad Avenue Westbury, NY 11590

NCTM: Section 010 Block 229 Lot 32

R&M Job Number: 2021-042

Dear Mayor Cavallaro and Members of the Board of Trustees:

At the request of the applicant, R&M Engineering has performed a traffic and parking assessment for the above referenced application. The property is located at 425 Railroad Avenue in Westbury, NY and is situated on the northern side of Railroad Avenue. The subject parcel is situated within the Incorporated Village of Westbury and is represented on the Nassau County Tax Map as Section 10, Block 229, Lot 32. The property is 27,802 sf (0.64 acres) in size and is currently situated within the MU-R4 Mixed Use Multiple Dwelling Residential Zoning District. Currently, the property contains a vacant warehouse. The applicant is proposing to demolish the existing building and construct a 4-story, multifamily residence with 59 dwelling units. A visual representation of the proposed project has been included on the Alignment Plan (SP-2) prepared by R&M Engineering dated December 8, 2021 and most recently revised January 11, 2022.

R&M Engineering previously prepared a traffic and parking assessment for the property located at 461 Railroad Avenue (approximately 200 feet east of the subject property) dated July 2, 2021. This property will be referred to as Phase I. A supplemental traffic report for Phase I was prepared by this firm dated August 23, 2021. The traffic analysis contained herein will be supplemental to the previously prepared analyses and will represent the potential traffic impacts associated with the proposed project at 425 Railroad Avenue, which will be referred to as Phase II. The July 2021 and the August 2021 reports are both included as attachments to this assessment.

Based on the information contained herein and our experience with parking and traffic conditions associated with similar uses, we have prepared the following traffic assessment of the subject property; our methodology is as follows:

1. In accordance with the Village of Westbury Zoning Code §248-279 Schedule of Off-Street Parking Requirements and as depicted on the Alignment Plan, multiple family dwellings require half (0.5) a space per micro and studio unit, one (1) space per one-bedroom unit and one (1) space per additional bedroom exceeding 1 bedroom. Additionally, no multifamily residence may have a parking ratio of less than 1.1 spaces per unit. Accordingly, the following parking calculations are relevant to the proposed project:

Parking Required:

Micro/Studio Unit

7 units @ 0.5 spaces per unit

= 3.5 spaces

Re: Cornerstone at Westbury – Phase II 425 Railroad Avenue

Westbury, NY 11590

NCTM: Section 010, Block 229, Lot 32 R&M Job Number: 2021 – 042

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One-Bedroom Two-Bedroom	43 units @ 1 space per unit 9 units @ 2 spaces per unit	= 43 spaces = 18 spaces
Subtotal	<u> </u>	= 64.5  spaces
	OR	
Multifamily Residence	59 units @ 1.1 spaces per unit	= 64.9 spaces
Total		= 65 spaces
Parking Provided:		
At Grade Spaces (including 2 A	ADA spaces)	= 22 spaces
Garage Spaces (including 2 AD	OA spaces)	= 48 spaces
Landbanked Spaces		= 3 spaces
Total	A W W	= 73 spaces

Based on the parking calculations enumerated above, the proposed project would require 65 parking spaces on-site. As depicted on the Alignment Plan, 73 spaces (including 70 paved spaces) will be provided on-site. Therefore, a parking variance will not be required as part of this project.

2. In order to determine the level of parking activity that would be experienced on-site, a parking generation analysis was prepared. Industry standard data provided by the Institute of Transportation Engineers (ITE) Parking Generation Manual, 5<sup>th</sup> Edition was consulted. Statistics under Land Use Code (LUC) 221 relating to Multifamily Housing (Mid-Rise) were employed. Due to the proximity of the project to the Westbury Long Island Railroad (LIRR) Station, statistics for multifamily housing within ½ mile of rail transit were utilized. The following is a summary of the results of the parking generation analysis:

Peak Parking Demand: 47 vehicles parked (67% occupancy, 23 vacant spaces)

Based on the above information, the proposed multifamily residence containing 59 dwelling units and 68 bedrooms would generate an estimated peak parking demand of 47 vehicles. As mentioned previously, the proposed project will provide 70 paved parking spaces on-site. Therefore, we believe that adequate parking will be provided on-site to accommodate the estimated parking activity. This information has been summarized and is included in Table 1, attached.

3. The proposed project involves demolishing the existing building and constructing a multifamily residence with 59 dwelling units. In order to determine the level of traffic that would be generated by the proposed project, a trip generation analysis was prepared using industry standard data presented in the ITE Trip Generation Manual, 11<sup>th</sup> Edition (September 2021). Statistics under LUC 221 relating to Multifamily Housing (Mid-Rise) were consulted. It should be noted that the project will be located within 0.5 miles of the Westbury LIRR Station. As such, rates specific to multifamily housing within 0.5 miles from rail transit were utilized in the trip generation analysis. The following is a summary of the estimated trips to be generated by the proposed project:

AM Commuter Peak Hour: 19 trips (11 entering, 8 exiting) PM Commuter Peak Hour: 17 trips (7 entering, 10 exiting) Saturday Peak Hour: 23 trips (12 entering, 11 exiting)

Re: Cornerstone at Westbury – Phase II 425 Railroad Avenue Westbury, NY 11590

NCTM: Section 010, Block 229, Lot 32 R&M Job Number: 2021 – 042

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This information has been summarized and is included in Table 2, attached.

- 4. Turning movement observations were previously conducted by R&M Engineering on Thursday, June 3, 2021 and Saturday, June 5, 2021 from 6:00 AM to 7:00 PM. These observations were performed at the intersection of School Street and Railroad Avenue. These observations were collected for and utilized in the July 2021 report. These volumes were also utilized as the basis of the Phase II volumes.
- 5. A capacity analysis of the intersection of School Street at Railroad Avenue was prepared in order to determine how the study intersection would operate with the increase in traffic generated by the proposed project. The turning movement observations collected were used to determine the study intersection's operation. The analysis predicted the time delay and Level of Service (LOS) for each movement at the study intersection utilizing methodologies presented in the Highway Capacity Manual, 6<sup>th</sup> Edition (HCM 6) and the latest release of the McTrans Highway Capacity Software (HCS7). The results of the analysis are indicated by an LOS grade of "A" representing the lowest level of delay and "F" representing the highest level of delay experienced by drivers.

As mentioned previously, a traffic report was prepared by R&M Engineering in July of 2021 for Phase I (located approximately 200 feet east of the site), which consisted of a multifamily residence containing 72 dwelling units. The July 2021 report contained a capacity analysis for Phase I and analyzed the study intersection as well as the proposed site. Since Phase II will be located within the vicinity of Phase I, the data contained in the July 2021 report will be utilized as a basis for our analysis in this report.

6. The capacity analysis examined the operation of the study intersection for three conditions. The first condition (Existing Condition) analyzed the study intersection in its current condition. This analysis utilized the observed traffic volumes to determine the operation of the study intersection.

As indicated in the July 2021 report, the observed traffic volume data was reviewed to determine if adjustments were necessary to elevate the traffic volumes to non-pandemic conditions. The data was reviewed and compared against traffic volume data that had been collected by both the Village in their Draft Generic Environmental Impact Statement (DGEIS) for the Rezoning Project in Westbury and the LIRR in their Expansion Project Final EIS (FEIS). The R&M observed volumes were adjusted based on the volumes obtained by the LIRR Expansion Project FEIS, as it was determined these volumes were the most conservative. The following is a summary of this process:

- i. The observed data was compiled to determine an AM and PM peak hour for the observed weekday.
- ii. The AM and PM peak hour volumes were compared to the "No Build 2020" volumes reported in the Final Environmental Impact Statement (FEIS) for the LIRR Expansion Project from Floral Park to Hicksville (LIRR Expansion Project) dated and accepted April 12, 2017. The volumes in the FEIS were elevated to year 2021 using a growth factor of 0.5%, obtained from the **NYSDOT** and specific to the Town of North Hempstead.
- iii. A rate was created for each turning movement during both time periods comparing the elevated LIRR volumes to the observed R&M volumes. Rates were created for the

Re: Cornerstone at Westbury – Phase II 425 Railroad Avenue Westbury, NY 11590 NCTM: Section 010, Block 229, Lot 32 R&M Job Number: 2021 – 042

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northbound left, northbound through, southbound through, southbound right, eastbound left, and eastbound right turning movements. There was no traffic volume data available for remaining movements in the LIRR Expansion Project FEIS.

- iv. Upon comparing the data, it was determined that the LIRR volumes were conservative and would be used in the analysis as per item # 1 in the **NYSDOT** Memo. The rates were used to adjust the R&M observed volumes:
  - a. From the hours of 6:00 AM to 10:00 AM, the AM rates were used to adjust the above mentioned turning movements.
  - b. From the hours of 3:00 PM to 7:00 PM, the PM rates were used to adjust the above mentioned turning movements.
  - c. From the hours of 10:00 AM to 3:00 PM, the average of the AM and PM rates were used to adjust the above mentioned turning movements.
  - d. The remaining turning movements were unadjusted. These movements are associated with the westbound leg of the intersection (a driveway to several properties).
- v. For Saturday, the same methodology to adjust the Weekday Midday hours was used to adjust the Saturday data. This method was utilized as there was no available historical traffic volume data for a Saturday

Additionally, we reviewed the Village's Draft Environmental Impact Statement (DEIS) for the Rezoning Project in Westbury. Upon reviewing the DEIS, it was revealed that the volumes used in their "Existing" conditions analysis were also based on the LIRR "No Build 2020" volumes. Therefore, we believe our above methods are appropriate and conservative. It should be noted that this process was initially performed for the July 2021 report, and the volumes utilized in the July 2021 report were utilized in this analysis.

The study intersection was analyzed during the AM Commuter, PM Commuter, and Saturday Peak Periods. It was revealed that the study intersection operates at an acceptable level of service in its "Existing" condition during all time periods studied. This information has been summarized and is included in Table 3, attached.

- 7. The second condition, the "No Build" condition, analyzed the study intersection in the future assuming that Phase I were constructed. An ambient 0.5% growth factor, obtained from the New York State Department of Transportation (NYSDOT) and specific to the Town of North Hempstead, was applied for a period of 2 years to expand the existing traffic volumes to 2023 design levels. Additionally, this analysis accounted for any other planned projects within the vicinity of the site. This includes Phase I, which is to be constructed before Phase II. This analysis does not include Phase II. Based on the results of the analysis, the study intersection of School Street at Railroad Avenue will operate adequately with Phase I constructed.
- 8. The last condition, the "Build" condition, considered the potential impact of the traffic generated by the construction of Phase II. This analysis distributed the traffic generated by Phase II

Re: Cornerstone at Westbury – Phase II 425 Railroad Avenue Westbury, NY 11590 NCTM: Section 010, Block 229, Lot 32 R&M Job Number: 2021 – 042 February 18, 2022

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appropriately into the study intersection through an examination of the existing travel patterns, demographics of the study area, and the surrounding roadway network. These distributed trips were superimposed onto the "No Build" traffic volumes to predict the operation of the study intersection with the proposed project constructed. Additionally, 1 year of ambient growth was added to the "No Build" traffic volumes to project "Build" traffic conditions to year 2024, since Phase II is to be constructed after Phase I. Upon review of the results, it was determined that the study intersection will operate with minor increases in delay and no changes in LOS upon the construction of both Phase I and Phase II when compared to its operation with the construction of only Phase I. Additionally, the site access driveways for both the Phase I site and the Phase II site operate at acceptable Levels of Service during all time periods studied. This information has been summarized and is included in Table 3, attached.

9. Previously, the study intersection was established as a two-way stop controlled 3-legged intersection, with the northbound and southbound legs associated with School Street and the eastbound leg associated with Railroad Avenue. Stop control was previously implemented on the eastbound approach. As per the LIRR Expansion Project, a traffic signal was to be installed at the intersection of School Street at Railroad Avenue and would have accommodated traffic for the 3-legged intersection. However, by the time of observations, all-way stop control had been installed at this intersection, and the intersection had been constructed as a 4-legged intersection with a formalized westbound leg.

As part of the July 2021 report, a Traffic Signal Warrant Analysis (TSWA) was prepared to determine if a the signal would be warranted at this location as part of Phase I. This analysis was prepared utilizing the methodologies presented in the Manual of Uniform Traffic Control Devices (MUTCD) published by the Federal Highway Administration (FHA). The observed volumes were adjusted to the LIRR rates (as previously mentioned under item #6), projected to year 2023, and included the traffic to be generated by Phase I. The results of this analysis indicated that a traffic signal would not be warranted at the study intersection.

The TSWA was updated for this assessment to add an additional year of ambient growth to the traffic volumes (projected to year 2024) and include the traffic to be generated by Phase II. The results of the revised TSWA are depicted in Tables 4 and 5 and on Figures 1 and 2. Three separate warrants were analyzed:

- i. Warrant 1: Eight-Hour Vehicular Volume This warrant has two conditions.
  - a. Condition A analyzes the intersecting traffic and warrants a signal if the intersecting traffic is relatively high at an intersection. To satisfy this warrant for this intersection, the minimum vehicle volume must be 500 vehicles per hour on the major street and 150 vehicles per hour on the minor street. These conditions must be met for at least 8 hours. As depicted on Tables 4 and 5, these conditions were only met for one (1) hour. Therefore, the warrant was not satisfied.
  - b. Condition B analyzes the interruption of continuous flow and warrants a signal when the major street traffic volume is so large that the minor street volumes cannot enter the intersection in a timely manner. To satisfy this warrant for this intersection, the minimum vehicle volume must be 750 vehicles per hour on the major street and 75

Re: Cornerstone at Westbury – Phase II

425 Railroad Avenue
Westbury, NY 11590
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vehicles per hour on the minor street. These conditions must be met for at least 8 hours. As depicted on Tables 4 and 5, these conditions were only met for four (4) hours. Therefore, this warrant was not satisfied.

- ii. Warrant 2: Four-Hour Vehicular Volume This warrant analyzes intersecting traffic but utilizes a graph (Figure 4C-1 provided in the **MUTCD**) to determine the minimum vehicular volume threshold. In order to warrant a signal, plotted points (representing the hourly vehicle traffic on the major and minor streets) must lie above the appropriate curve (which represents a minimum minor street hourly volume of 80 vehicles) when plotted on Figure 4C-1. These requirements must be met for at least 4 hours. As depicted on Figure 1, only one (1) point was plotted above the appropriate curve. Therefore, this warrant was not satisfied.
- iii. Warrant 3: Peak Hour This warrant analyzes peak hour traffic and has two conditions.
  - a. Condition A has three requirements. The first requirement states the total time delay must exceed 4 vehicle hours. The second requirement states the minor street traffic volume must be at least 100 cars in that peak hour. The third requirement states the total entering traffic at the intersection must be at least 650 vehicles. All three requirements must be met to warrant a traffic signal. As depicted on Tables 4 and 5, only 2 of the 3 requirements are met. Therefore, this warrant is not satisfied.
  - b. Condition B uses a graph (Figure 4C-3 provided in the MUTCD) to determine the minimum peak hour vehicle volume threshold. In order to warrant a signal, the plotted points (representing the peak hour major and minor street traffic volumes), must lie above the appropriate curve (which represents a minimum minor street hourly volume of 100 vehicles when plotted on Figure 4C-3. As depicted on Figure 2, none of the plotted points lie above the appropriate curve. Therefore, this warrant is not satisfied.

Based on the analyses presented above, a traffic signal is not warranted at this intersection upon the construction of Phase II. Additionally, the capacity analyses presented in this assessment indicated that the intersection will function adequately in the "Build" condition with the all-way stop control implemented. Therefore, we believe a traffic signal will not necessary at this intersection upon the construction of Phase II.

- 10. A supplemental report for Phase I was prepared in August of 2021 to address comments from the Board regarding the July 2021 report and the implementation of all-way stop control at the study intersection. We have updated our responses within the August 2021 report for Phase II and have included them below:
  - i. The August 2021 report indicated that the traffic volume data utilized in the July 2021 report was based on the traffic volume data obtained in the LIRR's FEIS, as these volumes represented the most conservative traffic volumes for the study intersection. Additionally, it was revealed that the traffic volume data reported in the Village's DGEIS was also based on the traffic volume data obtained in the LIRR's FEIS. As such, the traffic volumes reported in the LIRR FEIS, the Village's DGEIS, and the R&M July 2021 report were all consistent with one another. Since this assessment utilized the traffic volume data from the

Re: Cornerstone at Westbury – Phase II 425 Railroad Avenue Westbury, NY 11590 NCTM: Section 010, Block 229, Lot 32 R&M Job Number: 2021 – 042 February 18, 2022 Page 7 of 8

July 2021 report as a basis for the Phase II analysis, the traffic volumes utilized in this assessment are also consistent with **both** the LIRR's FEIS and the Village's DGEIS.

- ii. This report did not remove any traffic currently generated by the existing industrial uses that are to be demolished as a result of both Phase I and Phase II. Additionally, a majority of the proposed traffic (85%) was assigned to travel through the study intersection, even though it is likely that a portion of the traffic will travel westbound towards Post Avenue. Therefore, we believe the findings in this report are conservative.
- iii. Two additional analyses were prepared analyzing the study intersection of Railroad Avenue at School Street as an all-way stop controlled intersection. The results of each analysis are included in Table 6, attached. The following is a summary of each analysis:
  - a. Analysis A analyzed the study intersection assuming the entire residential component of the TOD were constructed by year 2024. This analysis used the "Build" condition volumes and superimposed the "Project Generated Traffic Volumes Weekday [AM & PM] Residential Component" reported by the Village in their Rezoning DGEIS (see Figures E & G, attached). It should be noted that this analysis did not take credit for the industrial uses to be removed in the future condition and included the proposed traffic to be generated by both Phase I and Phase II in addition to the residential Rezoning DGEIS project volumes.
  - b. Analysis B analyzed the study intersection assuming the entire TOD were constructed by year 2033 as stated in the Rezoning DGEIS. This condition utilized the 2033 "Build" condition volumes reported by the Village in their Rezoning DGEIS and analyzed the intersection in its current formation as a 4-legged all-way stop controlled intersection.

It was revealed that under Analysis A, the study intersection would operate adequately with the current all-way stop control implemented. It should be noted again that this analysis is conservative, as the existing industrial traffic along Railroad Avenue was not removed as well as the traffic volumes associated with both Phase I and Phase II.

Under analysis B, the study intersection would operate with greater delays when compared to the "Build" condition analysis and Analysis A, most notably on the northbound approach. It is only upon projecting the traffic conditions nine (9) years into the future that the intersection of Railroad Avenue at School Street could become congested and potentially warrant mitigation. Therefore, we believe the degradation in operation of the study intersection is a result of the ambient traffic growth expected to occur over a 9 year period and not the result of the proposed project nor the residential component of the TOD.

Based on our analysis, it has been determined that the proposed project will not cause any undue hazard or congestion within the vicinity of the site. As per the Village of Westbury Zoning Code, the parking provided meets the Village's requirements, and a parking variance will not be required. Additionally, the parking analysis contained herein determined that there will be adequate parking to accommodate the estimated traffic activity associated with the proposed project. With the addition of Phase II traffic, the study intersection is expected to operate adequately with the current traffic control implemented, and a TSWA

Re: Cornerstone at Westbury – Phase II 425 Railroad Avenue Westbury, NY 11590

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determined that a traffic signal is not warranted at the intersection of School Street at Railroad Avenue. All driveways are also expected to operate adequately within minimal delays.

Additionally, the findings of this report are concurrent with the findings of the August 2021 report. The traffic volume data utilized in this report is consistent with the previous two reports as well as the Village's DGEIS and the LIRR's FEIS. The analyses are conservative, as they do not remove any existing traffic generated by the existing uses on either the Phase I or Phase II sites. Lastly, it was revealed that the study intersection does not warrant mitigation and may only warrant mitigation when projected to year 2033. Based on our findings it is our opinion that the Board of Trustees should grant the application as contemplated.

If you should have any questions or comments, please do not hesitate to contact our office directly.

Very truly yours, R&M Engineering

Wayne A. Muller, PE

Attachments: Tables 1-6, dated February 18, 2022

Figures 1 & 2, dated February 18, 2022

Figures E & G obtained from the Village's Rezoning DGEIS, dated April 19, 2019 Traffic and Parking Assessment prepared by R&M Engineering, dated July 2, 2021 Supplemental Traffic Assessment prepared by R&M Engineering, dated August 23, 2021

CC: Anthony Bartone, Terwillinger & Bartone Properties

Matthew K. Aylward, PE, R&M Engineering

### **TABLE 1**

# R&M ENGINEERING

CORNERSTONE AT WESTBURY - PHASE II PARKING GENERATION SUMMARY R&M JOB No. 2021-042 FEBRUARY 18, 2022

VACANT		23
VAC		~~~~~
% OF OCC.		%19
CAPACITY** % OF OCC.	* *	70
PROPOSED MULTIFAMILY HOUSING (MID-RISE) 68 BEDROOMS (ITE EQUATIONS)	221*	47 maximum parked* In(P) = 0.90 x In(X) + 0.04* (within 1/2 mile of rail transit)*
PEAK HOUR	TNC	WEEKDAY

\* Based on ITE Parking Generation Manual, 5th Edition

\*\* Based on the Alignment Plan (SP-2) prepared by R&M Engineering dated December 8, 2021 and most recently revised January 11, 2022

P = Number of Vehicles Parked

X = Number of Bedrooms

### **TABLE 2**

CORNERSTONE AT WESTBURY - PHASE II TRIP GENERATION SUMMARY R&M JOB No. 2021-042 FEBRUARY 18, 2022

	ì	
		PHASE II
		PROPOSED
		APARTMENTS
		59 DWELLING UNITS
PEAK HOUR		(ITE RATES)
ITE LAND USE CO	ODE:	221*
AM COMMUTER	ENTER:	11 tph*
PEAK HOUR	EXIT:	8 <u>tph*</u>
	TOTAL:	19 tph*
		,
PM COMMUTER	ENTER:	7 tph*
PEAK HOUR	EXIT:	10 tph*
	TOTAL:	17 tph*
		0 00 0 <b>1</b>
SATURDAY	ENTER:	12 tph*
PEAK HOUR	EXIT:	11 tph*
	TOTAL:	23 tph*

<sup>\*</sup> Based on ITE Trip Generation Manual, 11th Edition tph - trips per hour

CORNERSTONE AT WESTBURY - PHASE II LEVEL OF SERVICE SUMMARY UNSIGNALIZED INTERSECTIONS R&M JOB No. 2021-042 FEBRUARY 18, 2022

K HOUR	SO7 -	4 4 O B	4408	4400	4 4	∢ ∢	4 4
SATURDAY PEAK HOUR	CONTROL DELAY (SEC/VEH)	9.4 8.9 15.1	9.7 9.0 16.4 11.9	10.0 9.1 17.1	7.5	7.5	7.5
SAT	MVMNT	EBLTR WBLTR NBLTR SBLTR	EBLTR WBLTR NBLTR SBLTR	EBLTR WBLTR NBLTR SBLTR	EBL	EBL SBLR	EBL
K HOUR	SOT	m < U m	m < ∪ ∪	m∢∪∪	∢ ₪	<b>∀</b> B	< ₪
PM COMMUTER PEAK HOUR	CONTROL DELAY (SEC/VEH)	10.4 9.4 18.1	10.8 9.5 20.2 15.7	11.1 9.6 21.0 16.2	7.6	7.6	7.6
PM CO	MVMNT	EBLTR WBLTR NBLTR SBLTR	EBLTR WBLTR NBLTR SBLTR	EBLTR WBLTR NBLTR SBLTR	EBL	EBL	EBL
HOUR	SOT	4 4 U B	4 4 N B	всур	ΑB	ВЪ	ΚŒ
AM COMMUTER PEAK HOUR	CONTROL DELAY (SEC/VEH)	9.3 8.9 18.9	9.7 9.0 21.2 11.3	9.9 9.1 22.4 11.5	7.6	7.6	7.6
AM CC	MVMNT	EBLTR WBLTR NBLTR SBLTR	EBLTR WBLTR NBLTR SBLTR	EBLTR WBLTR NBLTR SBLTR	EBL	EBL	EBL
	CONDITION	EXISTING (2021)	NO BUILD (2023) - PHASE I	BUILD (2024) - PHASE II	NO BUILD (2023) - PHASE I	BUILD (2024) - PHASE II	BUILD (2024) - PHASE II
	INTERSECTION		SCHOOL STREET AT RAILROAD AVENUE		RAILROAD AVENUE AT	PHASE I SITE DRIVEWAY	RAILROAD AVENUE AT PHASE II SITE DRIVEWAY

LOS - Level of Service MVMNT - Movement

CORNERSTONE AT WESTBURY - PHASE II WEEKDAY WARRANT ANALYSIS - EASTBOUND APPROACH R&M JOB No. 2021-042 FEBRUARY 18, 2022

# TRAFFIC SIGNAL WARRANT ANALYSIS

SCHOOL STREET AT RAILROAD AVENUE

## Warrant 1 - Eight-Hour Vehicular Volume

Required: 8 separate hours satisfying either of the following criterias:

Warrant 1A - Minimum Vehicular Volume Major street volume (both directions); ≥ 500 veh/hr Minor street volume (one-direction approach); 2 150 veh/hr\*

Criteria met for 1 hour (Warrant not Satisfied)

Warrant 1B - Interruption of Continuous Flow
Major street volume (both directions): ≥ 750 veh/hr
Minor street volume (one-direction approach): ≥ 75 veh/hr²

Criteria met for 4 hours (Warrant Not Satisfied)

Refer to MUTCD Figure 4C-1 and R&M Figure 1, attached for 100% factor Curve Above major street (2 lanes) and minor street (1 lane) volume approach curve Required: 4 separate hours satisfying the following criterias: Warrant 2 - Four-Hour Vehicular Volume

### Warrant 3 - Peak Hour

Criteria met for 1 hour (Warrant Not Satisfied)

Total time delay on one Minor Street Approach: > 4 vehicle-hours Condition A: Required: 1 hour satisfying the following criteria:

Minor street volume (one direction only): ≥ 100 veh/hr Total Entering Volume: ≥ 800 veh/hr

2 of 3 Requirements met (Warrant Not Satisfied)

Above major and minor street volume approach curve

Refer to MUTCD Figure 4C-3 and R&M Figure 2, attached, for 100% Factor Curve Criteria met for 0 hours (Warrant Not Satisfied)

Warrant 4 - Minimum Pedestrian Volume Not Applicable

Warrant 5 - School Crossing

Not Applicable

Warrant 6 - Coordinated Signal System Not Applicable

Warrant 7 - Crash Experience Not Applicable Warrant 8 - Roadway Network

Not Applicable

Warrant 9 - Intersection Near a Grade Crossing Not Applicable

Warrants Satisfied

	3B****		Satisfied	9	2	9	Q	9	QN ON	9	9	9	QN ON	9	ON O	CN
	Warrant 3B****		eentS noniM UloV blorteendT	8	9	YES	2	92	ON.	9	YES	QV.	YES	YES	YES	YES
* 10	1 2***		Satisfied	ON	ON.	ON.	ON.	2	8	ON ON	2	9	Q.	9	YES	Q
100% factor *	Warrant 2***		Minor Stree Threshold Volu	YES	YES	YES	9	Q.	9	YES	YES	YES	YES	YES	YES	YES
	nt 1	Warrant 1B	Satisfied	ON.	ON	ON.	9	9	ON	ON	ON	YES	YES	YES	YES	Q.
	Warrant	Warrant 1A		9	NO	ON	ON	Q.	ON	ON	ON	ON	ON	ON	YES	ON ON
			TOTAL	98	91	104	72	92	22	95	116	85	107	141	161	108
2021		RAILROAD AVENUE	EBLTR	98	91	104	72	9/	77	92	116	85	107	141	161	108
ly, June 3,	ımes**	ET	TOTAL	627	701	719	642	597	563	999	682	820	846	823	869	675
Weekday - Thursday, June 3, 2021	Hourly Volumes**	SCHOOL STREET	SB	125	227	258	237	251	219	254	295	379	360	374	398	294
Weekda		SCH	BN N	502	473	461	406	346	344	412	387	440	486	449	471	380
		p	oheq emiT	6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 PM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM

\* The posted speed limit is 30 mph on the Major Street - School Street

The volumes above represent the 2024 "Build" condition volumes. These volumes were based off existing 2021 volumes, elevated to
2024 using a growth rate of 0.5%, and accounted for the traffic to be generated by Phase I and Phase II. TTE data was used to estimate
the traffic generated by the Phase I and Phase II during each time period.

\*\*\* Refer to Figure 1 for the plotted vehicular volumes

		- 100	- אסטדו אי	אול כן יפ - אול כן יפ - אוסטון ישנא	200		
EBLTR Delay	Delay	EBLTR Approach	Approach	Total Delay	Delay	Minor Street Stopped	peddo
(Seconds/Vehicle)	(Nehicle)	(Vehi	Vehicles)	(Seconds)	(spu	Time Delay	
6.6	sec/veh	103	veh	1019.7	sec	0.28 Hours	ITS

	PM PEA	K HOUR -	PM PEAK HOUR - 5:00 PM - 6:00 PM	:00 PM		
EBLTR Delay	EBLTR Approach	pproach	Total Delay	Delay	Minor Street Stopped	topped
(Seconds/Vehicle)	(Vehicles)	cles)	(Seco	(Seconds)	Time Delay	ay .
11.1 sec/veh	159	Veh	1764 9	Jas	0 40 Ho	21.00

CORNERSTONE AT WESTBURY - PHASE II SATURDAY WARRANT ANALYSIS - EASTBOUND APPROACH R&M JOB No. 2021-042 **FEBRUARY 18, 2022** 

# TRAFFIC SIGNAL WARRANT ANALYSIS

SCHOOL STREET AT RAILROAD AVENUE

Warrant 1 - Eight-Hour Vehicular Volume

Required: 8 separate hours satisfying either of the following criterias:

Warrant 1A - Minimum Vehicular Volume

Major street volume (both directions): ≥ 500 veh/hr Minor street volume (one-direction approach): 2 150 veh/hr\* Criteria met for 0 hours (Warrant not Satisfied)

Warrant 1B - Interruption of Continuous Flow
Major street volume (both directions): ≥ 750 veh/hr
Minor street volume (one-direction approach); ≥ 75 veh/hr²

Warrant 2 - Four-Hour Vehicular Volume
Required: 4 separate hours satisfying the following criterias:
Above major street (2 lanes) and minor street (1 lane) volume approach curve
Refer to MUTCD Figure 4C-1 and R&M Flore 1, attached for 100% factor Curve Criteria met for 0 hours (Warrant Not Satisfied)

Warrant 3 - Peak Hour

Criteria met for 0 hours (Warrant Not Satisfied)

Condition A:

Required: 1 hour satisfying the following criteria:

Total time delay on one Minor Street Approach: > 4 vehicle-hours
Minor street volume (one direction only): ≥ 100 veh/hr

Total Entering Volume: ≥ 800 veh/hr

2 of 3 Requirements met (Warrant Not Satisfied)

Condition B:

Refer to MUTCD Figure 4C-3 and R&M Figure 2, attached, for 100% Factor Curve Above major and minor street volume approach curve Criteria met for 0 hours (Warrant Not Satisfied)

Warrant 4 - Minimum Pedestrian Volume

Not Applicable

Warrant 5 - School Crossing

Not Applicable

Warrant 6 - Coordinated Signal System Not Applicable

Warrant 7 - Crash Experience

Not Applicable

Warrant 8 - Roadway Network Not Applicable Warrant 9 - Intersection Near a Grade Crossing

Not Applicable

None Warrants Satisfied -

	3B***		Satisfied	92	ON	00	QV.	NO NO	9	9	9	9	9	9	ON.	ON
	Warrant 3B****		Minor Stree Threshold Volu	ON.	SN SN	02	ON	YES	Q N	YES	YES	YES	YES	YES	YES	Q.
or *	11 2***		beilzifed	ON N	ON.	ON.	ON.	2	ON.	Q.	ON ON	ON ON	Q.	SN SN	QN	Q.
100% factor *	Warrant 2***		Minor Stree	Q.	9N	9	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
	nt 1	Warrant 1B	Satisfied	9	9	9	Q.	Q.	ON	ON	NO	ON	9	9	9	Q.
	Warrant	Warrant 1A	beiteited	ON	ON	2	SN SN	ON	NO	NO	NO	ON	ON ON	ON	ON.	ON
	Hourly Volumes**	AVENUE	TOTAL	36	45	22	98	124	91	117	124	112	103	115	119	66
		RAILROAD AVENUE	EBLTR	36	45	22	98	124	91	117	124	112	103	115	119	66
ne 5, 2021		ЕТ	TOTAL	338	342	373	507	625	729	723	740	715	725	742	658	715
Saturday, June 5, 2021		SCHOOL STREET	SB	109	129	137	229	263	301	291	310	302	309	323	253	274
		SCH	B N	228	212	237	277	362	428	432	430	413	416	419	406	440
		p	ріне РепіТ	6-7 AM	7-8 AM	8-9 AM	9-10 AM	10-11 AM	11-12 PM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM

<sup>\*</sup> The posted speed limit is 30 mph on the Major Street - School Street

<sup>\*\*\*</sup> Refer to Figure 1 for the plotted vehicular volumes

		SAT PE	AK HOUR -	SAT PEAK HOUR - 1:45 PM - 2:45 PM	:45 PM		
EBLTR	EBLTR Delay	EBLTR #	EBLTR Approach	Total Delay	Delay	Minor Stre	Minor Street Stopped
(Seconds	Seconds/Vehicle)	(Veh	Vehicles)	(Seconds)	uds)	Time	Time Delay
10.0	sec/veh	134	veh	1340.0	sec	0.37	Hours

<sup>\*\*</sup> The volumes above represent the 2024 "Build" condition volumes. These volumes were based off existing 2021 volumes, elevated to 2024 using a growth rate of 0.5%, and accounted for the traffic to be generated by Phase I and Phase II. TE data was used to estimate the traffic generated by the Phase I and Phase I during each time period.

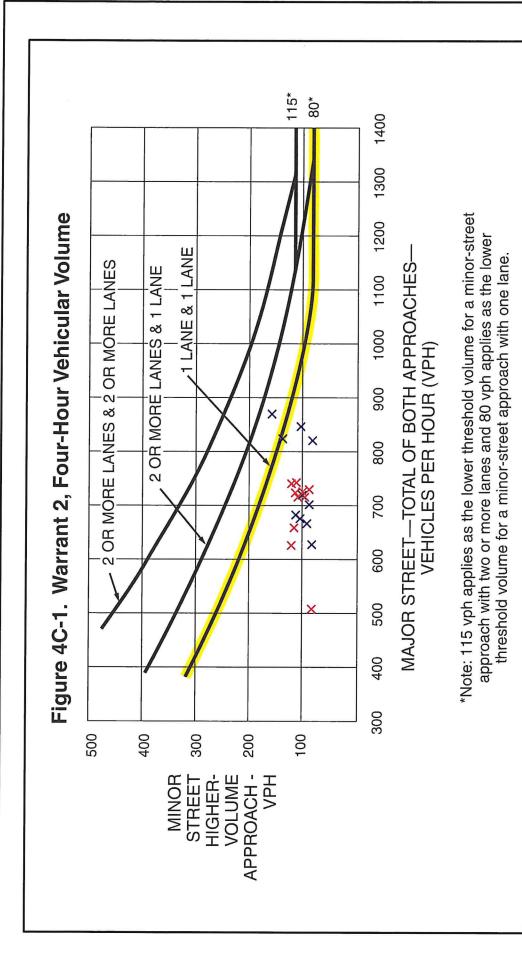
### **TABLE 6**

# R&M ENGINEERING

CORNERSTONE AT WESTBURY - PHASE II LEVEL OF SERVICE SUMMARY UNSIGNALIZED INTERSECTIONS: ALTERNATE ANALYSES R&M JOB No. 2021-042 FEBRUARY 18, 2022

		AM CC	AM COMMUTER PEAK HOUR	HOUR	PM CO	PM COMMUTER PEAK HOUR	HOUR
INTERSECTION	CONDITION	MVMNT	CONTROL DELAY (SEC/VEH)	TOS	MVMNT	CONTROL DELAY (SEC/VEH)	SOT
	BUILD (2024) - PHASE II	EBLTR WBLTR NBLTR SBLTR	9.9 9.1 22.4 11.5	< < ∪ m	EBLTR WBLTR NBLTR SBLTR	11.1 9.6 21.0 16.2	m ∢ ∪ ∪
SCHOOL STREET AT RAILROAD AVENUE	ANALYSIS A: (R&M BUILD (2024) - PHASE II ANALYSIS + TOTAL TOD RESIDENTIAL VOLUMES FROM VILLAGE DGEIS)	EBLTR WBLTR NBLTR SBLTR	10.5 9.3 26.6 12.5	8 4 0 8	EBLTR WBLTR NBLTR SBLTR	11.9 9.9 26.0 18.5	m < □ ∪
	ANALYSIS B: (VILLAGE DGEIS 2033 BUILD VOLUMES)	EBLTR WBLTR NBLTR SBLTR	11.3 9.8 52.9 13.3	ш∢⊩ш	EBLTR WBLTR NBLTR SBLTR	14.2 10.5 42.7 22.3	<u> </u>

LOS - Level of Service MVMNT - Movement



## LEGEND

X - WEEKDAY

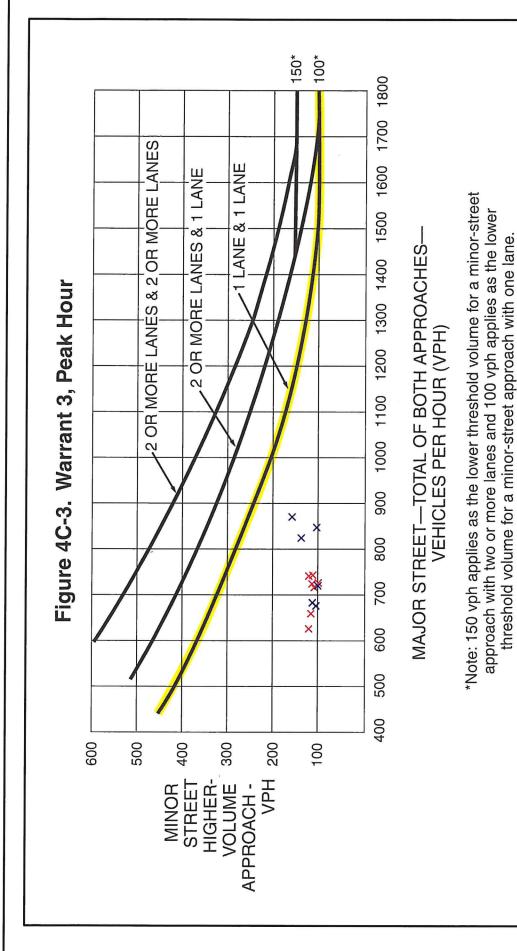


R&M Engineering

Project Name: Cornerstone at Westbury - Phase II Project No.: 2021-042

Figure 1: Warrant 2 Analysis

February 18, 2022



R&M Engineering

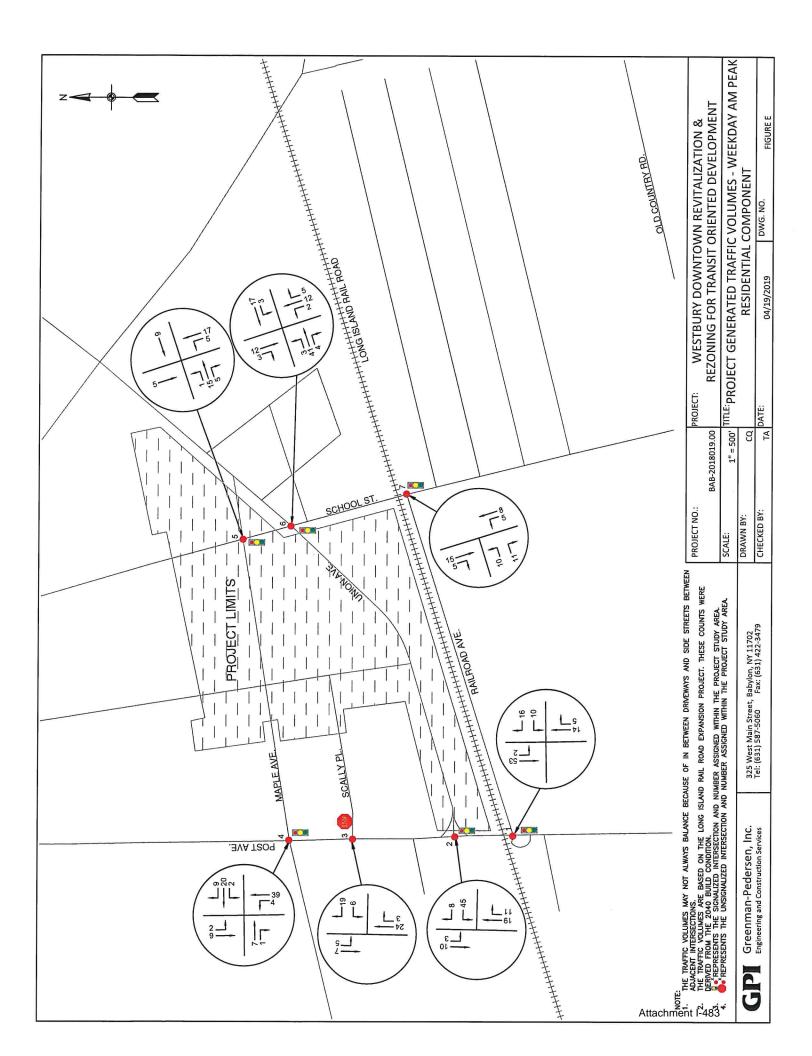
Project Name: Cornerstone at Westbury - Phase II Project No.: 2021-042

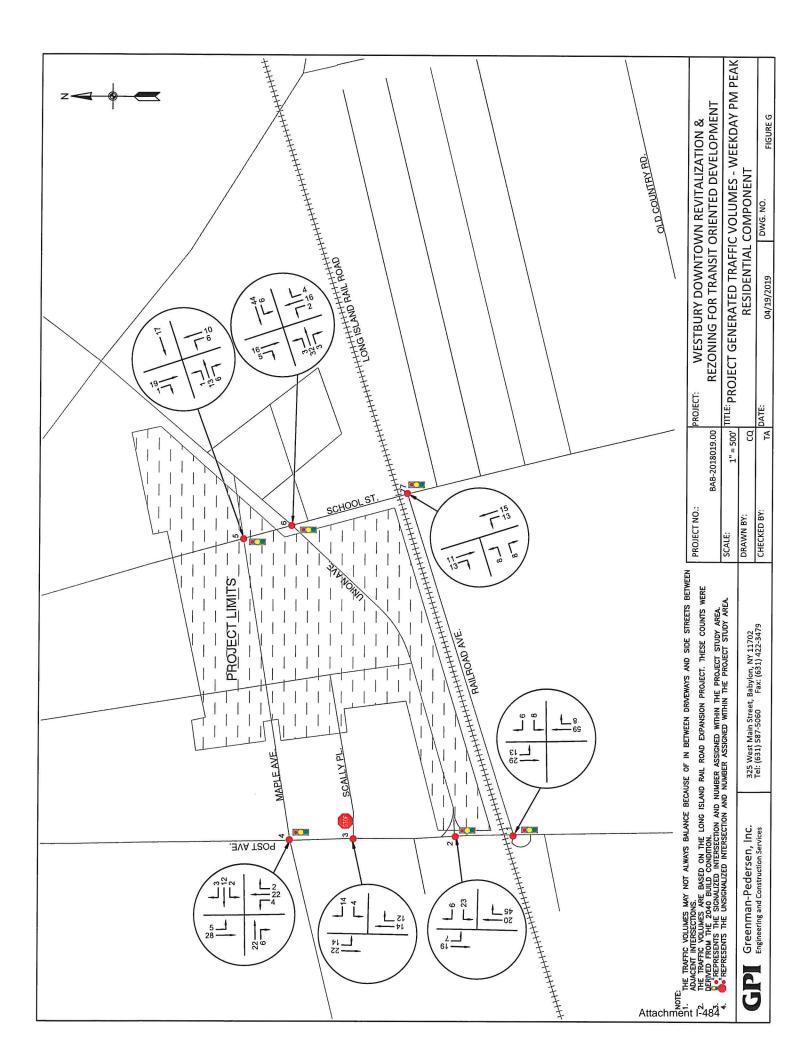
Figure 2: Warrant 3B Analysis February 18, 2022

EGEND

X - WEEKDAY







### FINDINGS, CONDITIONS, STIPULATIONS, UNDERTAKINGS & RESOLUTIONS IN THE MATTER OF THE APPLICATION OF TERWILLIGER & BARTONE PROPERTIES

(Cornerstone 2)

The following RESOLUTIONS were offered for adoption by Trustee Jefferson:

**WHEREAS,** on December 5, 2019, the Board of Trustees enacted Article XXXIX of Chapter 248 of the Village Code, "*Maple Union TOD District*" (the "T.O.D. Zone"), to permit the development of transit oriented multi-family residential and mixed-use projects in the area surrounding the Westbury LIRR Station; and

WHEREAS, in connection with the adoption of the T.O.D. Zone, the Board of Trustees prepared and adopted, pursuant to the State Environmental Quality Review Act ("SEQRA"), a Generic Environmental Impact Statement ("GEIS") (which includes the draft Generic Environmental Impact Statement, the substantive comments received and the responses thereto, and a Final Generic Environmental Impact Statement) that analyzed the maximum development potential under the T.O.D. Zone, as adopted, as a baseline for future development in the T.O.D. Zone, and made a negative declaration with regard to the potential environmental impacts under a full-build out scenario; and

WHEREAS, Terwilliger & Bartone Properties ("Applicant") has filed an application (the "Application") including preliminary plans and specifications ("Plans") to develop a 58-unit multifamily project located at 425 Railroad Avenue, Westbury, New York under the T.O.D. Zone, which, as proposed, includes 58 rental units, 64 parking spaces, certain amenities and certain public benefits (including affordable housing in excess of that required by the Code; veteran housing program incorporated into the affordable housing plan; inclusion of micro-units; inclusion of a 4-foot sidewalk "bump-out" to create a wider sidewalk with plantings); and the provision of other public community benefits (the "Project"); and

**WHEREAS**, the property known as 425 Railroad Avenue is identified on the Nassau County Tax Map as Section 10, Block 229, Lot 32 and is approximately .64 acres, and is located in the MU R4 Zoning District; and

WHEREAS, the Board has referred the matter to the Nassau County Planning Commission pursuant to Section 239-m of the General Municipal Law, and the Nassau County Planning Commission has issued a resolution dated March 10, 2022 deferring the matter to the Village Board as a local determination; and

WHEREAS, Applicant has filed with the Nassau County Industrial Development Agency ("IDA") a still-pending application for certain proposed benefits and tax abatements, which are intended to result in an agreement for a "Payment in Lieu of Taxes" ("PILOT"), related to the development of the Project, a copy of such application having been submitted to the Board, and constituting a part of the Record; and

**WHEREAS**, Applicant has notified the property owners within 200 feet of the premises, and submitted proof of mailing to the Board at the Hearing; and

WHEREAS, in connection with such Application, the Village Board of Trustees ("Board") has: (i) received and reviewed the Application and Plans; (ii) received and reviewed an Environmental Assessment Form ("EAF") and Phase 1 environmental assessment ("Phase 1") submitted by Applicant; (iii) held public hearings on April 21, 2022 and June 2, 2022 and received comments related to the Application (together, the "Public Hearing"); (iv) received and reviewed supplemental material requested by the Board or submitted by Applicant in connection with the Application or at the Public Hearing; (v) received and reviewed the Applicant's IDA application; and (vi) taken such other actions and received and reviewed such other information as came before it in connection with the Application (all such material and items constituting the public record ["Record"] pertaining to the Application).

**WHEREAS,** in connection with such Application, the Board at the April 21, 2022 Public Hearing declared itself lead agency with regard to SEQRA; and

WHEREAS, in connection with the Board's declaration of Lead Agency, the Board received a letter dated March 15, 2022 from the Nassau County Department of Health, outlining Department of Health Regulations and guidelines as they related to the subject property; and

**WHEREAS**, upon examining the Record, on May 19, 2022, the Board issued a negative declaration under SEQRA related to the Project.

### **FINDINGS**

The Village Board of Trustees has given due deliberation to and analyzed the Application and Record under the standards set forth in Section 248-360 of the Village Code, and makes the following findings:

- (1) The Project is a permitted use within the MU-R4 Zone. The Applicant seeks relief from four areas of code deficiencies. First, the building height allowed as of right is 40 feet, while the Applicant seeks a maximum height of 43 feet (plus 5 foot parapet, which is not included in the height calculation). Second, three stories are allowed as of right, while the Applicant seeks four stories. Third, 51 of the 64 parking stalls are undersized, at 9'x18'; under the Code, stalls are required to be 9'x20'. Lastly, the allowable lot coverage is 50%, but the Applicant is seeking 60.5% lot coverage.
- (2) The Project is consistent with the intent of the T.O.D. Zoning Code and the Village's Comprehensive Plan.
- (3) The Board makes the following findings with regard to traffic and parking.

Applicant submitted several reports in this regard, including: (a) a copy of its previously-prepared traffic study dated July 2, 2021 and a supplement thereto dated August 23, 2021 (prepared for Applicant's previously-approved T.O.D. project at 461 Railroad Avenue, or

"Cornerstone 1"); (b) two reports from R&M Engineering, dated January 26, 2022 and February 18, 2022, which were made a part of the Record, (c) supplemental reports dated April 25, 2002 and May 2, 2022, which addressed additional analysis of the traffic at Post and Railroad Avenues as well as turn radius analysis for the property next door to the Project site (437 Railroad Avenue) given the new curb line augmentation on the south side of Railroad Avenue, as requested by the Board at the April 21, 2022 meeting. In addition, two engineers testified at the Public Hearing, with regard to traffic counts, the need for a traffic signal at Railroad Avenue and School Street, parking requirements, and the turning radius for trucks entering and exiting 437 Railroad Avenue.

The Board retained Greenman-Pedersen, Inc. ("GPI"), the traffic engineer that worked with the Village on the traffic related issues for the GEIS on the TOD Zone implementation, to review and assess Applicant's traffic analysis and supplemental information. GPI provided the Village with a summary report dated May 6, 2022 that confirmed that the traffic analysis and turning radius analysis prepared by R&M (including the supplemental information) was adequate and substantially accurate in assessing the impacts of the Project.

Based on the documents described, the Board makes the following findings with regard to traffic and parking:

- a) The amount of parking proposed for the development meets the requirements contained in the code, and will be sufficient for the building; and
- b) Although the parking spaces are undersized, at 9'x18' (required: 9'x20'), Superintendent of Buildings has testified that this is an "industry standard" size, and the Board finds that the size of the parking spaces is adequate; and
- c) The traffic expected to be generated by the proposed project will be approximately twice the quantity of traffic as the existing use, some of which may be mitigated by the proximity of the LIRR train station; and
- d) The intersection of Railroad Avenue and School Street should operate at an acceptable level of service once the proposed project is complete and fully rented, which is expected to be in two years; and
- e) According to the factors described in Manual of Uniform Traffic Control Devices, which is published by the Federal Highway Administration, a traffic signal is not warranted currently or once the project is complete and fully rented; and
- f) The quality of the traffic generated from the site will change (in a positive manner) from truck trips to passenger vehicle trips; and
- g) The analysis performed by the Applicant's Engineers are consistent with the analysis performed by the Village in the GEIS; and
- h) The curb line and electrical pole, as they will be moved, will not prevent trucks from backing into or exiting the property at 437 Railroad Avenue.

In the Board's opinion, future developments, including Cornerstone 1 and 2, and the proposed MTA project on Railroad Avenue, may require additional mitigation in the future, including but not limited to a traffic light at School Street and Railroad Avenue. At this time, however, it is premature to require any developer to provide funds towards such a mitigation.

(4) The Board finds that the public benefits outlined in the Application justify the Board's

approval of the Application with the modest density and story-count bonuses requested.

In this regard, the Board notes that the Applicant has not asked for the maximum height, number of stories, or density that would be allowed with bonuses, under the MU-R4 Zone. In particular, the maximum height allowed with bonuses would be 65 feet, but the height proposed is an average of 43 feet; the maximum number of stories with bonuses is five, but the number of stories proposed is four, and the maximum density would be 101 units per acre with bonuses, while the Applicant proposes 90.63 units per acre.

As public benefits to support its request for bonus credits, the Applicant proposes to provide micro-units, additional affordable units beyond those required, a veteran's preference, a widening of the sidewalk to allow for plantings which will be maintained by the Applicant, moving certain electrical poles and street wires, upgraded lighting, an exclusive access to the Westbury LIRR station, recladding the building at 417 Railroad Avenue to match the applicant, which is intended to provide a more attractive streetscape, and certain benefits to the Westbury School District.

With regard to housing, the Applicant has provided in its plan micro-units, two additional affordable housing units above what is required (14% in total), and a veteran's housing program, which will be incorporated into the affordability determination process. The affordable and veteran's preference will be administered by Long Island Housing Partnership.

Applicant has also proposed certain beautification measures. Applicant has agreed to widen the sidewalk in front of its property on Railroad Avenue in order to provide street beautifying plantings, which will be provided by and maintained by the Applicant. Further, Applicant will cause certain electrical poles to be moved from the north side of Railroad Avenue to the south side of Railroad Avenue, which will beautify the street. The poles in question are located from School Street to a point approximately 1,100 linear feet east of Post Avenue. Applicant will also provide upgraded street lighting on the affected poles, consistent with those submitted as Applicant's Exhibit 2 to the Record. Lastly, Applicant plans to reclad the building at 417 Railroad Avenue (the property to the west of the subject Property) to match the Applicant's proposed building, in order to provide a unified looking, attractive streetscape.

The Applicant has also indicated that they will be working with 3TC, the contractor for LIRR constructing the third track, to provide a dedicated walkway from Cornerstone 2 for residents of Cornerstone 1 and 2 to access the railroad station directly from the rear of the building. Although this will mainly be a benefit for those living within the Property, this may also have the added effect of reducing traffic in the area.

Lastly, the Applicant has pledged \$90,000 to the Westbury Union Free School District for the construction of tennis courts, evidence of which was submitted as Applicant's Exhibit 6 to the Record (herein, the "School Public Benefit").

The Board finds that, taken together, the benefits provided outweigh the bonuses sought. As noted, the bonuses sought are relatively minor, and the benefits provided will supply

valuable affordable housing, beautification, and benefits to the local school district.

(5) The Board finds that the PILOT relief that Applicant seeks from the IDA, as described to us on the Record, and if consistent with the PILOT condition contained herein, shall not have a material adverse effect. We note that the original value for the "as built" property, reflected in the valuation report prepared by Standard Valuation Services, dated 12/24/21, on behalf of the IDA, was rejected by the Village as too low, and the IDA is utilizing the higher value and PILOT schedule developed by the Village Assessor in its PILOT Agreement. As reflected in the Village's GEIS, there will be no revenue loss to the Village or any other taxing jurisdictions. Rather, there will be an increase in tax revenue, phased in over time, that will be accretive to all taxing jurisdictions, above what they are collecting today. In addition, the Board finds that as reflected in the GEIS, and confirmed on the Record, any additional costs to the taxing jurisdictions occasioned by the Project will be outweighed by the accretive tax benefits generated. The make-whole payment to the Village, as the host community, shall also eliminate any negative fiscal or tax impact to the Village as a result of the Project.

### **RESOLUTIONS**

### NOW THEREFORE, BE IT RESOLVED:

### **SEORA**

- (1) On May 19, 2022, the Board resolved that the Project is consistent with the GEIS prepared by the Village in connection with the adoption of the TOD Zone in all material respects and, except as relating to the supplemental matters which were further analyzed, no additional SEQRA evaluation or analysis was required from that contained in the Village's GEIS.
- (2) Based on the foregoing, and relying on the analysis done in the GEIS and subsequent thereto in connection with the Project, the Board resolved on May 19, 2022 that the proposed action will not have a significant adverse impact on the environment, and issued a negative declaration as it relates to the Project.
- (3) The Board hereby ratifies the foregoing resolutions previously adopted.

### Adoption

**NOW THEREFORE, BE IT RESOLVED,** based upon all of the above, including the Public Hearing and the Record, the Application to construct the Project, as described in the Application and the Record, is hereby APPROVED, subject to the conditions, stipulations and undertakings contained herein.

### **CONDITIONS, STIPULATIONS & UNDERTAKINGS**

1) If any condition, stipulation or undertaking contained herein is not fulfilled, this Resolution is of no force and effect.

### 2) **Prior to the issuance of building permits for the Project:**

- (i) Payment in full of the Village building permit fee as calculated pursuant to the Village's Fee Schedule.
- (ii) Submission to the Village of a written undertaking as to the required host community make-whole payments (including a schedule of payments based on the PILOT-agreed starting building value, such schedule to be adjusted annually based on the Village's actual annual tax increases or decreases). (Village Code Section 248-360 (A)(15)). Such undertaking shall be recorded in the land records of Nassau County for the Premises, and evidence of such recording shall be submitted to the Village.
- (iii) Posting by Applicant, if required by the Superintendent of Buildings, of adequate assurances of completion (which may be by way of completion bond, etc.). (Village Code Section 248-360 (C)(6)).
- (iv) Submission to the Village of a full set of final construction plans and specifications, consistent with the Plans (the "Final Plans"), to the satisfaction of the Superintendent of Buildings.
- (v) Submission to the Village of bring-down copies of utility letters of availability (water, gas, electric, etc.) to the satisfaction of the Superintendent of Buildings.
- (vi) Submission to the Village of signed undertakings related to the project as required under the T.O.D. Zoning Code, or otherwise by the Village (including Sections 248-360(A)(15).
- (vii) Submission to the Village of an executed letter of intent or similar document between the Applicant and a local housing group which will administer the affordability of the housing units, pursuant to Section 248-361 of the Code.
- (viii) Submission to the Village of insurance certificates related to the project and naming, as appropriate, the Village and any other additional insureds designated by the Village. Insurance amounts will be set by the Superintendent of Buildings.
- (ix) The Applicant's final executed PILOT Agreement with the IDA shall be submitted to the Village for approval, in form and substance acceptable to the Village, which shall include the PILOT schedule contained in the record as

Village Exhibit 9, including the following attributes:

- 1. Minimum as-built IDA assessed value: \$11,100,000;
- 2. Minimum PILOT payment, pre-construction shall be no less than \$76,004, and shall never decrease below that amount;
- 3. Minimum first year PILOT payment, post-construction, after certificates of occupancy are issued shall be no less than \$106,890 (aggregate, excluding Village make-whole);
- 4. Maximum 20-year PILOT duration after completion of construction;
- 5. Straight line PILOT phase-in to full taxes after completion of construction.

The Approval contained herein is subject to a final PILOT Agreement between the Applicant and the Nassau County IDA which is acceptable to the Village.

### 3) Prior to the issuance of certificates of completion or occupancy for the Project:

- (i) Submission to the Village of a full set of "as built" plans to the satisfaction of the Superintendent of Buildings.
- (ii) Submission to the Village of certified copies of all recorded covenants, restrictions or other instruments required in connection with the Project (including under Sections 248-360(2); 248-361(C)(1) and (2); and 248-362(B)(2) of the Village Code).
- (iii) Submission to the Village of an executed agreement with the Long Island Housing Partnership or other qualified not-for-profit third-party housing organization, in form and substance acceptable to the Village, with respect to the formation, maintenance and monitoring of the Project's development and management of the required and additional affordable units (including veteran preference provisions), pursuant to Section 248-361 of the Village Code.
- (iv) Submission to the Village of a parking management plan ("PMP") acceptable to the Village to assure that the parking at the building is managed and adequate, which may include one or more of (a) inclusion in tenant leases a restriction to no more than one car per unit (lease language to be provided to the Village); (b) assigned parking spaces; (c) proposed enforcement protocol by Applicant or its successors/assigns; (d) such other matters as is deemed appropriate by the Village to fulfill the intent of the PMP. The PMP shall be recorded on the land records of Nassau County for the Premises, and evidence of such recordation shall be delivered to the Village Attorney.
- (v) Submission to the Village of evidence to the Superintendent of Buildings of satisfactory completion of the School Public Benefit.

### 4) <u>General Conditions, Stipulations and Undertakings</u>:

(i) Until the issuance of final certificates of completion or occupancy, Applicant must, promptly on notice for the Village, "top off" any deposit required to be

- maintained by it with the Village for the payment of the Village's consultants or legal professionals (Village Code Section 248-360(A)(14)).
- (ii) The Superintendent of Buildings shall be promptly advised of any change in the ownership, management or control of the owner, operator, manager or other entity involved in the establishment owning or operating the premises and the Project.
- (iii) Prior to commencing any construction, Applicants must apply for and receive building permits and satisfy all conditions, stipulations and undertakings contained herein or required by the Superintendent of Buildings.
- (iv) Applicant shall apply for and receive building permits by no later than September 1, 2022.
- (v) Applicant shall commence construction of the Project, to the satisfaction of the Superintendent of Buildings, by no later than December 31, 2022.
- (vi) Once commenced, construction shall be continuous and shall progress without undue delay until completion (and consistent with a written Project timeline to be provided to the Village).
- (vii) Applicant shall, in connection with the finalization of its Final Plans, and its plans for relocation of the electrical lines to the south side of Railroad Avenue, work with the Village and the applicable utility(ies) to enhance the street lighting on Railroad Avenue from the site to a location 1,100 linear feet east of Post Avenue, including the installation, at the Applicant's expense, of additional streetlights, which will be consistent with the specification sheet submitted to as Applicant's Exhibit 2 to the Record, in a manner deemed acceptable to the Village by the Village Superintendent of Buildings.
- (viii) Any material change on the Plans or Final Plans shall require the review and approval of the Superintendent of Buildings and the Board, which may require an additional public hearing. Any future change, amendment or modification to the Project (site, building, use or otherwise), following completion and the issuance of the initial certificates of occupancy, shall require the Applicant or its successors to make the appropriate application to the Village Board of Trustees under the T.O.D. Zone. The Board of Trustees may, in the appropriate case refer such application to the Planning Board or Zoning Board pursuant to Section 248-360(C)(7) of the T.O.D. Zone, in its discretion.
- (ix) Applicant shall provide to the Village, by no later than March 1 of each year, a current rent roll and a Statement of Income and Expense for the prior calendar year (prepared in accordance with generally accepted accounting principles).
- (x) To the extent that there is any conflict between the provisions of the foregoing Findings, Resolutions, Conditions, Stipulations and Undertakings and the

provisions of the Village Code in general or the T.O.D. Code specifically, the provisions of these Findings, Resolutions, Conditions, Stipulations and Undertakings shall govern.

### **ADOPTION**

The FINDINGS, RESOLUTIONS, CONDITIONS, STIPULATIONS AND UNDERTAKINGS contained herein, shall constitute the Board's approval of the Project as presented pursuant to the Application.

A motion was made by Trustee Jefferson for the adoption of the foregoing Findings, Resolutions, Conditions, Stipulations and Undertakings, and seconded by Trustee Corte, and the roll call for adoption resulted in the following:

Trustee Corte	-Aye
Trustee Jefferson	-Aye
Trustee Wise	-Aye
Trustee Abbatiello	-Aye
Mayor Cavallaro	-Aye

Filed: June 2, 2022



### PROJECT MEMORANDUM - BAB-2200043.01

**To:** Anna K. Vikse, Village Attorney – Incorporate Village of Westbury

From: Talha Ahmad P.E., PTOE and Chirantan Kansara, P.E., PTOE

**Date:** 05/06/2022

Traffic Analysis Review - associated with two developments along Railroad Avenue (Street Address: 425

Re: & 461 Railroad Avenue, Westbury, NY)

Greenman-Pedersen, Inc. **(GPI)** is pleased to submit the findings of a high-level traffic operational review of the "Traffic and Parking Assessment" reports prepared by R&M Engineering, for the two projects that are being proposed within the newly approved Transit Oriented Developments (TOD) zone located adjacent to the Westbury Long Island Rail Road (LIRR station), known as the 'Maple/Union Triangle". These two projects are located along Railroad Avenue and will include the following land uses:

- Cornerstone at Westbury Phase I (461 Railroad Avenue) 72 residential units
- Cornerstone at Westbury Phase II (425 Railroad Avenue) 59 residential units\*

\*Note: The applicant of this project was also asked to provide additional information on the potential traffic impacts associated with the redevelopment of the MTA Parking Lot located along Railroad Avenue for which plans are not finalized but are expected to include a maximum of 162 residential units (as per the Village Code).

The object of GPI's review is to determine the accuracy of assumptions used by the applicants in preparing the reports and identify any major flaws that could change the outcome of their traffic assessment compared to that presented in the DGEIS and FGEIS adopted by that Incorporated Village of Westbury. The review resulted in the following findings:

**Traffic Assessment.** The traffic impact review involved a qualitative assessment of the two new TOD applications (letters dated: July 2, 2021, August 23, 2021, February 18, 2022, and April 25, 2022), that will be a part of the larger Maple/Union Avenue Triangle Rezoned site. This assessment included:

<u>Background Growth:</u> The DGEIS utilized a background vehicular growth rate of 0.395% per year (based on NYMTC publication). The vehicular growth rate used in these letter memos is 0.5% per year (obtained from the NYSDOT). This represents a conservative case. GPI has no issues with the use of a conservative background traffic growth rate for this assessment

<u>Trip Generation</u>: Trip generation rates for the DGEIS were derived from the 10<sup>th</sup> Edition of ITE Trip generation Manual. The above noted applications utilized 10<sup>th</sup> and 11<sup>th</sup> Editions of this ITE manual. An assessment of these trip generation rates indicate that are some variations in the outcome of vehicle trip ends due to the variation in the manual use and methodology adopted in determining TOD credits. However, the new resulting trips, when compared to the DGEIS results, falls within the range that was previously assessed. Thus, the methodology utilized to determine the future trip generation is acceptable.

<u>Trip Assignment:</u> R&M Engineering assigned 85% of the proposed traffic on to the Railroad Avenue and School Street intersection. They need to provide their rationale for this assignment since vehicles may also choose to utilize the Post Avenue and Railroad Avenue intersection. The Railroad Avenue and Post Avenue intersection will probably be utilized equally (or more) compared to the Railroad

Avenue and School Street intersection. Regardless of the trip assignments, the Post Avenue intersections needs to be evaluated to determine the potential of any traffic impacts by these two developments, with mitigation measures provided, as warranted for its Build 2024 Condition. It is one of the intersections that will attract significant project generated traffic and is expected to result in traffic impacts as per the GEIS under the Build Conditions (AM and PM peak). Moreover, new traffic counts were conducted at the Railroad Avenue and School Street intersection and should also have been conducted at Post Avenue and Railroad Avenue intersection, to properly assess traffic impacts and the need for mitigation.

Furthermore, project generated traffic assignment volume diagrams should have been included for a straightforward review of build condition capacity assessments.

<u>Capacity Analysis:</u> Capacity assessments in DGEIS were conducted utilizing the Synchro Software version 10, based on highway capacity analysis techniques outlined in the 2010 Highway Capacity Manual (published by the Transportation Research Board). The above noted applications utilized the HCS software version 7, based on from highway capacity analysis techniques outlined in the 6<sup>th</sup> Edition of the Highway Capacity Manual (published by the Transportation Research Board). Both methodologies are presently acceptable for traffic impact assessments. These capacity analyses were conducted for the AM, PM, and Saturday peak hour of operations for the unsignalized intersections of Railroad Avenue at School Street and Project Driveways. A review of the capacity analysis summary sheets indicates that these analyses were correctly performed and do not indicate any significant capacity impacts at these unsignalized intersections under its build conditions.

<u>Driveway Location:</u> The proposed driveway location at 461 Railroad Avenue site is planned to be 30' from the existing Railroad Avenue and School Street intersection. This closeness can create safety and operational constraints that can't be evaluated by the capacity assessment alone. The traffic along School Street will not be clearly visible from this driveway due to intersection sight distance constraints, particularly when southbound School Street traffic will be at an upward grade behind a retaining wall and northbound School Street will be hidden due to the new retaining wall located at the south corner of this intersection. In addition, the proximity of the driveway to the School Street intersection will create conflicts for vehicles entering and exiting the driveway. Consideration should be given to move this proposed driveway further west from the intersection. We suggest they follow the NYSDOT Driveway Design Policy guidance for proper placement of driveways.

<u>Mitigation Measures:</u> The capacity analysis conducted for the unsignalized intersections of Railroad Avenue at School Street and at the site Driveway were correctly performed. However, as mentioned above, capacity analyses for the Post Avenue and Railroad Avenue were not performed. It should be noted that mitigation measures were recommended at Post Avenue and Railroad Avenue intersection in the DGEIS under the Build 2033 Conditions. Without conducting an impact analysis for this intersection, it can't be determined when mitigation should be implemented and by whom. Thus, it is difficult to determine whether or not the two newly proposed TOD developments could result in traffic impacts at this intersection and, thereby, be responsible for its mitigation.

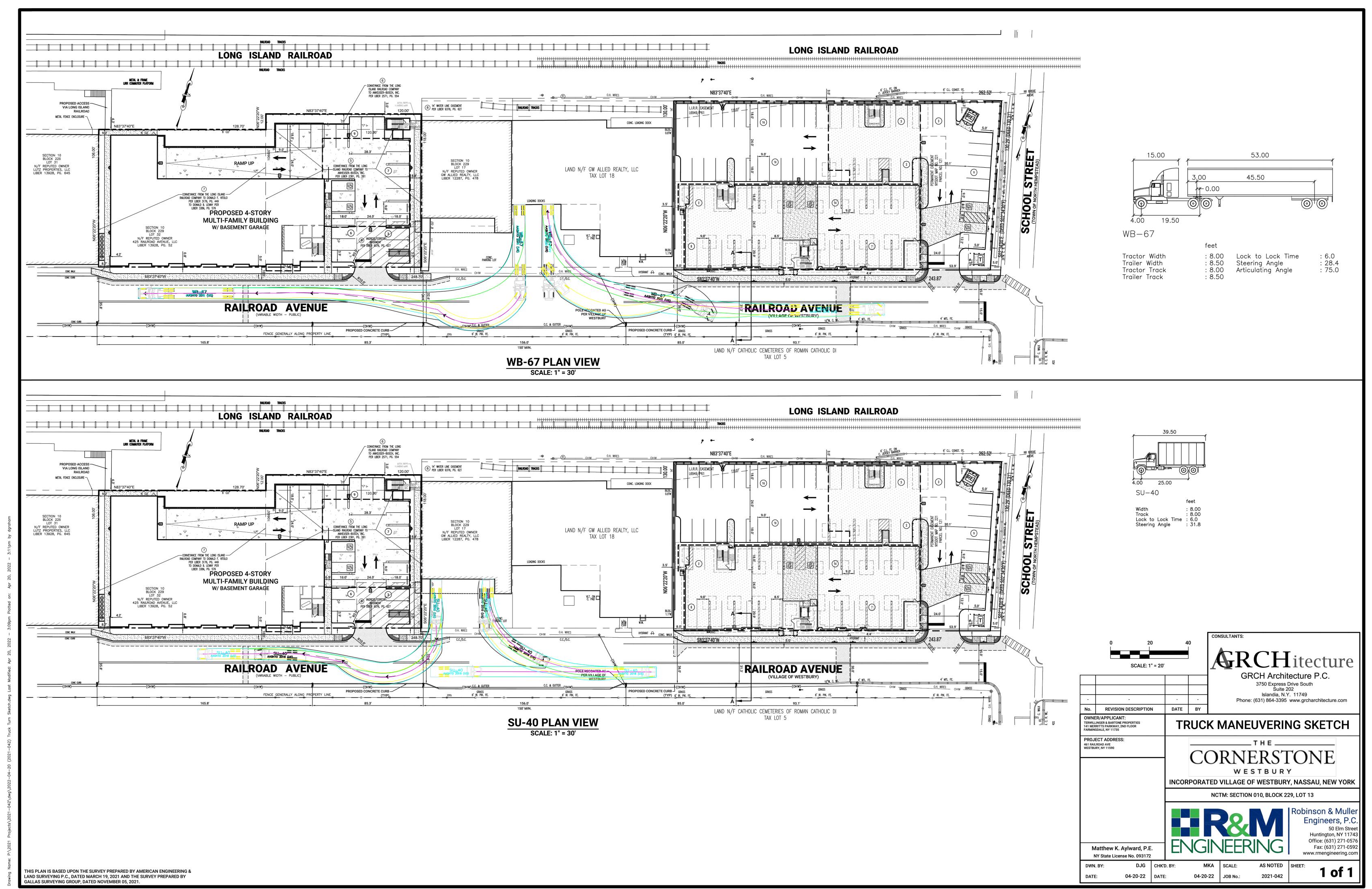
Furthermore, as per the DGEIS, a traffic signal was supposed to be installed at the School Street and Railroad Avenue intersection under the LIRR Third Track Expansion Project. When will this installation take place? How long will this unsignalized intersection be allowed to operate under the present state of All-way Stop Control?

**Auto Turn Assessment.** In order to confirm the accuracy of autoturn assessment presented on drawing titled "Truck Maneuvering Sketch", prepared by R&M Engineering dated 4/20/22, GPI conducted its own autoturn assessment. This was done utilizing the same Design Vehicles (WB67 and SU40 trucks). See attached R&M drawings for detail on which the colored turn radius sway path was developed and overlayed

by GPI. This assessment indicates that the new electrical pole installed across the street will not be in the turn path with appropriate use of these design vehicles when maneuvering in and out of the truck loading bays. The potential for a WB67 jumping over the south concrete curb by few inches while heading out from the westmost loading dock does exist. However, autoturn results are conservative in nature and trucks under a relatively slow speed are expected to make this turn without this curb encroachment. Overall, the trucks will be able to access the facility safely. Following traffic operational concern should however be noted.

The truck loading docks should be utilized appropriately for the designated truck sizes. Loading docks
that are located on Lot 18 (further from the north curb) should be used by WB67, while docks that are
located on loading Lot 17 (near the north curb) should be used by SU40. Otherwise, inappropriately
parked trucks may hang out of the north curb and encroach the westbound travel lane and can create
safety issues and a choke point on Railroad Avenue. Furthermore, turning in and out of loading docks
will also become extremely difficult and unsafe.

Please let me know if you have any questions or want to discuss further.



#### BOARD OF APPEALS

#### VILLAGE OF WESTBURY

#### APPLICATION NO# 05-01-2021

A R E A V A R I A N C E APPLICATION OF Ornstein Fetner Development 249 Drexel Avenue, WESTBURY, NEW YORK 11590

#### RESOLUTION

At a regular meeting of the Zoning Board of Appeals of the Village of Westbury, Nassau County, held on the 17<sup>th</sup> day of May, 2021, the following resolution was offered by Board Member Dobrin, who moved its adoption, and seconded by Board Member Tallini, to wit:

WHEREAS, the Zoning Board of Appeals of the Village of Westbury has received an application from Ornstein Fetner Development for variances of the Village Code, Chapter 248, Section 248-269(B), which allows up to 30% of the building coverage to be occupied by at grade, under-building parking (allowed: 30%; proposed: 47.2%); Section 248-272(A), which requires each parking space to be at least 9 feet wide and 20 feet long (required: 9'x 20'; proposed: 9'x 19'); and Section 248-272(B), which requires that the gross area devoted to parking, including aisles, to be an average of at least 350 square feet per parking space (required: 350 square feet/space; proposed: 319 square feet/space), to allow for the construction of a 3 story, 18 unit multi-family dwelling at the property known as 249 Drexel Avenue, Westbury New York; and

WHEREAS, in connection with such application, the Zoning Board of Appeals has received and reviewed the application, held a public hearing and received comments related to the application; and

WHEREAS, the Applicant had previously sought and obtained a special use permit from the Board of Trustees to permit them to construct a building with at-grade, underbuilding parking, and

WHEREAS, in connection with the special use permit, the Board of Trustees referred the matter to the Village of Westbury Planning Board, which opined that the special use permit application should be granted; and

WHEREAS, in connection with the special use permit application, the Board of Trustees declared itself Lead Agency, and determined that the action is "Unlisted" pursuant to the State Environmental Quality Review Act ("SEQRA"), and issued a negative declaration pursuant to SEQRA; and

WHEREAS, in connection with the special use permit application, the Board of Trustees referred the matter to the Nassau County Planning Commission, which has deferred to the local agency on the matter; and

WHEREAS, the Board of Trustees, on April 1, 2021, found that the application met all the standards set forth in Section 248-262 of the Village Code, and granted the special use permit to allow atgrade parking under the proposed building, subject to several conditions and safeguards; and

WHEREAS, the Zoning Board of Appeals has given due deliberation to the application and has performed the required balancing tests and has considered the benefit to the applicants if the variance is granted, as weighed against the detriment to the health, safety and welfare of the neighborhood or community by such grant, and makes the following findings:

(1)The proposed variance will not produce an undesirable change in the character of the neighborhood and it will not result in a detriment to nearby properties. property in question is located in a B-2 Zoning District, and is bordered on the west by a municipal parking field owned by the Village and is bordered on the east by commercial property, and extends the entire block between Drexel Avenue and Belmont Avenue. The proposed building includes a retail space of 1,750 square feet on the ground floor, in addition to 18 residential units (4 studio, 10 1-bedrooms, and 4 2bedrooms). This type of mixed use provides a natural transition between the busy commercial nature of Post Avenue, and the residential neighborhood which begins at Fulton Street. It is noted that transitional areas between commercial and residential areas, such as this proposed use, are encouraged under the Village's Comprehensive Plan. In addition, the proposed usage fulfills other goals outlined in the Comprehensive Plan, such as diversification of housing stock (by providing rental apartments, including three affordable units),

and encouraging mixed use development in the downtown area. Therefore, the additional at-grade underbuilding parking, and the other parking space variances, will not produce an undesirable change in the character of the community or detriment to nearby properties.

- (2) The benefit sought by the applicants cannot be achieved by some other method, feasible for the applicants to pursue, other than through an area variance.
- (3) The area variances requested, as amended, are not substantial.
  - a. The variance of Section 248-269(B) of the Code would result in a 17.2% increase over that which is allowed. The Board finds that this is a reasonable amount of overage in the instant application, considering all the factors involved, including but not limited to the size and shape of the property.
  - b. The variance of Section 248-272(A) of the Code is insubstantial. The parking space sizes are well within industry standards.
  - c. The variance of Section 248-272(B) of the Code is insubstantial. The purpose of this provision is to ensure that there is adequate aisle width in the parking area. The 319 square feet average per space provides an aisle width of 22 feet, and the Board finds that this is adequate.
- (4)The proposed variance will not have an adverse effect or impact on the physical or environmental conditions in the neighborhood or district. The area to the east of the proposed building is already fully built out, and there will be no impact there. The area immediately to the west is a village owned parking lot, and the development is not expected to have an adverse impact on that. Again, the Comprehensive specifically Village Plan encourages transitional areas between commercial and residential areas, such as this proposed use. Therefore, the Board finds that the proposed project will have no adverse impact or effect on the neighborhood or district.
- (5) The difficulty is not self-created.
- (6) We hereby determine that the granting of this variance is

the minimum variance deemed necessary and adequate and will preserve and protect the character of the neighborhood and the health, safety and welfare of the community.

NOW, THEREFORE, BE IT RESOLVED that the application of Ornstein Fetner Development for variances of the Village Code, Chapter 248, Section 248-269(B), which allows up to 30% of the building coverage to be occupied by at grade, under-building parking (allowed: 30%; proposed: 47.2%); Section 248-272(A), which requires each parking space to be at least 9 feet wide and 20 feet long (required: 9'x 20'; proposed: 9'x 19'); and Section 248-272(B), which requires that the gross area devoted to parking, including aisles, to be an average of at least 350 square feet per parking space (required: 350 square feet/space; proposed: 319 square feet/space), to allow for the construction of a 3 story, 18 unit multi-family dwelling at the property known as 249 Drexel Avenue, Westbury New York, is hereby granted for the reasons stated above, subject to the following conditions:

- 1. Individual parking spaces must be reserved for and assigned to residents of the building by number or other identifying information, with appropriate signage.
- 2. Parking must be secured by a gate or similar device designed to prevent unauthorized parking whenever the retail component of the building is closed.
- 3. The Applicant must abide by all conditions set forth by the Board of Trustees in its April 1, 2021 resolution.
- 4. The Applicant must apply for and receive such approvals from the Planning Board as are determined to be required by the Superintendent of Buildings.

#### **DECISION**

The question of the foregoing resolution was duly put to a vote as follows:

Chairpe	erson Monti	-Aye
Member	Tallini	-Aye
Member	Bailey	-Aye
Member	Dobrin	-Aye
Member	Abbatiello	-Aye

Dated: June 21, 2021

Westbury, N.Y.

Filed: June 21, 2021

Westbury, N.Y.



Office Use Only	
Fee:	_Deposit:
Date of Hearing	1

### <u>VILLAGE OF WESTBURY</u> <u>APPLICATION FOR DEVELOPMENT IN THE MAPLE UNION TOD DISTRICT</u>

oie	ct Name: Alpine Residentia	al - TBD		
pli	icant: Alpine Residential, L	LC	Address: 257 Park Ave. Sou	uth
vti	me Phone: (212) 949-5000	)	13th Floor	
	er, if different:		Address: New York, NY 100	010
	me Phone:		, , , , , , , , , , , , , , , , , , , ,	<del></del>
	ch additional pages as needed)		<del></del>	<del></del> -
iiii	is admitoral pages as receiver)			
1	Nassau County Tax Map:	:: MU_R-5 Area of : Section: 10 Block:_	<b>site:</b> 1.91 a 228 Lot(s): 3, 145-150, 320-	
8	serve the purposes of Arti	cle XXXIX of the Cod	le; the site's relationship to th	
t	to serve the site, and the s	safety and capacity of		community facilities and utilitie ea of the site in relation to the for full description.
-				
-				
-				
-				
-				
-				
i		, architect, surveyor a	nd any other professionals):	ne, and contact information (to  MEP Engineer -
	Fogarty Finger Architecture	Vollmuth & Brush	Engineering, P.C., 66 York, St. 5	
	69 Walker Street,	200 Blue Point Ave.,	Floor, Jersey City, NJ 07302	186 Wood Ave. South First Floo
	New York, NY 10013	Blue Point, NY 11715	(908) 470-1919	Iselin, NJ 08830
	(212) 966-7450	(631) 363-2062	Rahul Sharma	(732) 635-0044
	Chris Fogarty A.I.A.	Jeffrey Vollmuth	Kanui Sharma	Adam Khachaturian
-	CHIIS FOGARY A.I.A.	Jenney voimuun		Adam Knachaturian
-				
	Proposed Number of Uni		Proposed Number of Units/	
			<u>97</u> 1 Bedroom; <u>59</u> 2 Bed	
			co-op, etc.) units: 193 Rental U	Units (100% Rental)
	Projected Sales Prices/ R			(C 1 D : 220
			1.24 per unit 1 per bedroom	
	±		ade and 2 sub-grade parking le	veis
1	Describe any proposed co	ommercial use: None		
_				
_				
				er Article XXXIX of the Code,
2	and what, if any bonuses	are sought: The propo	osed project is seeking a bonus	lations
_	code to construct a 5 story	building up to 65 ft. pe	er the Schedule of Zoning Regu	llations.
-				
-				
_				
-				

### <u>VILLAGE OF WESTBURY</u> <u>APPLICATION FOR DEVELOPMENT IN THE MAPLE UNION TOD DISTRICT</u>

space:_A	the proposed method of ownership and maintenance of common utilities, facilities, and open Alpine Residential will own the property and South Oxford Management, an affiliate of Alpine
Residenti	ial, LLC, will manage the property after completion.
Proposed	d affordable units (percentages and numbers): 20 Affordable Units (10.4%)
- 10p0000	, miorenate anno (percentages and name etc.).
Proposed	l veteran preferred units (percentages and numbers): 3 Veteran Preferred Units (15% of Affordal
	l age restricted units (percentages and numbers): None
preferred	method proposed to ensure compliance with any affordable, workforce, age-restricted or veteral housing as per \$248-361 of the Village Code: Alpine Residential and its Affiliates currently managed to the Village Code: Alpine Residential and its Affiliates currently managed to the Village Code: Alpine Residential and its Affiliates currently managed to the Village Code: Alpine Residential and its Affiliates currently managed to the Village Code: Alpine Residential and its Affiliates currently managed to the Village Code: Alpine Residential and its Affiliates currently managed to the Village Code: Alpine Residential and its Affiliates currently managed to the Village Code: Alpine Residential and its Affiliates currently managed to the Village Code: Alpine Residential and its Affiliates currently managed to the Village Code: Alpine Residential and its Affiliates currently managed to the Village Code: Alpine Residential and its Affiliates currently managed to the Village Code: Alpine Residential and its Affiliates currently managed to the Village Code: Alpine Residential and its Affiliates currently managed to the Village Code: Alpine Residential and its Affiliates currently managed to the Village Code: Alpine Residential and Its Affiliates currently managed to the Village Code: Alpine Residential and Its Affiliates currently managed to the Village Code: Alpine Residential and Its Affiliates currently managed to the Village Code: Alpine Residential and Its Affiliates currently and Its Affiliates currentl
	fordable Housing units within its existing rental portfolio. For this project in Westbury, Alpine
	ial will be looking to partner with an entity such as the Long Island Housing Partnership to administration
	fications process.
	its will be designated as veteran preferred. Veterans will receive an extra ticket for their lottery on in the affordable housing process.
<u>Suomissi</u>	on in the arrordable housing process.
	eligibility requirements for proposed affordable, workforce, age-restricted or veteran preferred Eligibility will be for those potential tenants at or below 80% of the median income for the
	Suffolk primary metropolitan statistical area as defined by the federal Department of Housing and Ur
	ment as required in Section 248-361 of the Village Code.
	the proposed public benefits to the Village as compared with the long-term economic value of the lincentives to the applicant: Please refer to attached document.
Describe	proposed building amenities: The building will feature a pool, fitness center, library, and work from
	eas. Residents will be able to enjoy a landscaped interior courtyard. Parking for residents will be loc
	level underground garage below the building footprint and include a number of EV charging stations
bike stora	age.
D	proposed private sanitation, waste and rubbish removal, and recycling plan, which is required
	of the Village Code: Trash and recycling will be collected on the 1st floor of sub-grade parking
	containers. On collection days management will bring the containers to the parking garage entrance
_	n via the main entry drive off Union Ave.
Concerno	1 - Main main entry attro-off emontries
*The B	oard reserves the right to require further information to properly review the application.*
ched he <del>r</del> et	to and made a part of this application, I submit the following:
	bies of the preliminary development concept or site plan, drawn to a convenient scale, including:
	A radius map indicating the location of the Proposed Project site with respect to neighboring
	properties and streets, the names of all property owners within 200 feet of the site, the existing
	properties and streets, the names of all property owners within 200 feet of the site, the existing zoning of the site and the location of all zoning district boundaries in the surrounding area; and



June 1<sup>st</sup>, 2023 Village of Westbury Application for Development in The Maple Union TOD District

#### Question 2:

Written Narrative Statement describing the nature of the proposed project, including how it is designed to serve the purposes of Article XXXIX of the Code; the site's relationship to the immediately adjoining properties and surrounding neighborhood, the availability and adequacy of community facilities and utilities to serve the site, and the safety and capacity of the public roadways in the area of the site in relation to the anticipated traffic generation

#### **Response:**

The proposed project is located on 1.91 Acres of property within the MU-R5 zoning district. It is bounded between Union Avenue, Linden Avenue, and Scally Place, with the site currently holding a mixture of industrial buildings and parking lots. The 193-unit multi-family building development will consist of a mix of studio, one-bedroom, two-bedroom, and three-bedroom residences. In order to soften the relationship between the building and the street, the building is set back along each street to accommodate a wide landscape buffer and provide a more pleasant pedestrian experience.

The main entrance off Union Avenue, will have safe and easy access to the Westbury Long Island Railroad station directly across the street encourage residents to make use of public transportation to head into New York City. Along Scally Place, a smaller lobby is conveniently located within walking distance of Post Avenue shopping district.

The façade design uses a variety of materials, and well-placed recesses to increase the visual interest and make the building feel less intrusive. The roofline pays homage to the many gable roofs in the neighborhood with a modern twist, while also helping to conceal rooftop mechanical units, elevator and stair bulkheads, and rooftop resident amenities.

#### Question 18:

Describe the public benefits, and provide analysis of the long term (i.e. 10 years or more) economic value of the proposed public benefits to the Village as compared with the long term economic value of the proposed incentives to the applicant.

#### Response:

Attached please find the 10-year analysis for this development comparing the benefits to the public as compared to the benefits that the developer will receive as a result of building the additional units. Below is a brief explanation of the different areas of public benefit that correspond to the 10-year analysis.

- 1. Additional Income to the Local Community According to a report issued in April 2015 from the National Association of Home Builders, the construction of new rental units generates a \$26,000 per unit recurring annual income to the local economy. Applying an annual 2.5% inflation from 2015 to 2026 when the project is estimated to be completed equates to \$34,114 in local annual spending per unit for a total of \$2.8 Million annually for the 82 bonus units. Over an 8-year period commencing after construction completion and factoring in an annual 2.5% inflation, the total income to the local economy is estimated at \$24.4 Million for the additional bonus units in this development.
- 2. Additional Construction Jobs The construction of the two additional bonus floors and associated parking for this project will require additional time, resources, and construction workers on the project. The development team has estimate that the construction of the bonus floors will lead to an additional \$13.8 million in labor payroll and benefits to the area labor force.
- 3. Additional Annual Jobs According to the report issued in April 2015 from the National Association of Home Builders; There are 44 annual jobs created by the construction of 100 rental apartment units. Applying a conservative \$15/hr. minimum wage to the 36 jobs created by the 82 units, this would generate a yearly public benefit of \$1,123,000 in wages to the local workforce.
- 4. <u>Permanent job creation within the development</u> In order to properly serve the bonus units an additional 2 permanent jobs will be created above what would be required for a smaller 3 story building.
- 5. Additional Village Taxes According to a report issued by Cronin and Cronin in June 2023, the taxes to the village are estimated to be \$161,606 for the 193 unit development which works out to \$837 per unit. The construction of the 82 units on the bonus floors equates to 42% (\$68,662) of the total village tax estimate. Over the course of 10 years and grown at 2.5% per year, the revenue to the village will be increased by \$769,245 with the construction of the bonus floors.
- 6. <u>Additional Affordable Units</u> To build an additional 82 units on the bonus floors, the code requires an additional 9 units to be set aside for affordable workforce housing. The rent loss from these additional units is estimated to be \$814 per unit for a total public benefit of \$514,623 over the course of this 10 year analysis.
- 7. <u>Infrastructure Improvements</u> In order to improve the infrastructure surrounding the project and create more open space, the development will be relocating the overhead utility lines in the area below grade for an estimated cost of \$430,000. Underground electrical lines improve the dependability of electrical service to the community and helps enhance the look, feel, and walkability of the neighborhood. Hopefully this will encourage future developments to perform similar infrastructure improvements to the surrounding neighborhood.

ts Analysis	
lic Benefi	
ry Pub	m
Westbur	6/1/202

III POLICE BOILDS AHAIYSIS	lotal		
Unit Yield-3 Stories (as of right)	111	Avg. Monthly Rent (MKT)	Operati
Additional Units w/ 4th 5th Floor Bonus	82	\$3,035	33.0
Total	193	Avg. Monthly Rent (AFF)	ප
		\$2,221	
Bonus Floor Units (4th and 5th Floor)	82	AFF Rent Discount	Inflat
Less Affordable Units Created w/ 4th and 5th Floor	10% -9 Roundup	\$814	2
Total Market Rate Units Subject to Density Bonus	73		

			Monthly	Annual	Annual Rent Loss
Public Benefit Calculation - Affordable Units		Quantity	Rent Lost Rent Lost	Rent Lost	Less Expenses
Code Required Affordable Units	10%	6	\$7,327	\$87,922	\$28,908
					Annual Rent
Developer Benefit - Additional Rent		Quantity	Quantity   Monthly Rent   Annual	Annual	Less Expenses
Additional Rent to Developer (Market Rate)		73	\$221,589	\$221,589 \$2,659,063	\$1,781,572
Additional Rent to Developer (Affordable)		6	\$19,992	\$239,908	\$160,738
Total					\$1,942,311

			10	10 Year Benefit Analysis	Analysis							
		Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Cumulative
	Additional Income to the local economy by 4th and 5th floor bonus units (1)	•	-	2,797,369	2,867,303	2,938,986	3,012,460	3,087,772	3,164,966	3,244,090	3,325,192	24,438,138
	Payroll benefits from construction job creation from 4th and 5th FL bonus units	6,886,346	6,886,346	•	•	•					1	13,772,691
PU	36 Local jobs (1) (2)	•	1	1,123,200	1,123,200	1,123,200	1,123,200	1,123,200	1,123,200	1,123,200	1,123,200	8,985,600
BLI	Payroll/Benefits permanent job creation for 4th and 5th floor bonus units	•	i	154,000	157,850	161,796	165,841	169,987	174,237	178,593	183,058	1,345,362
СВ	Additional Village taxes for generated from 82 bonus units (3)	68,662	70,378	72,138	73,941	75,790	77,685	79,627	81,617	83,658	85,749	769,245
ENE	Additional public benefit from 9 additional affordable units	•	1	58,908	60,380	61,890	63,437	65,023	66,648	68,315	70,023	514,623
FIT	Bury utility lines around project	215,000	215,000	•	•	•	•	•	•	•	1	430,000
	TOTAL	7,170,007 7,171,724	7,171,724	4,205,614	4,205,614 4,282,675 4,361,661 4,442,623	4,361,661	4,442,623	4,525,609	4,610,669	4,697,855	4,787,222	50,255,659
DEV	Revenue for 82 Additional Units Less Expenses			1,942,311	1,990,868	2,040,640	2,091,656	2,143,947	2,197,546	2,252,485	2,308,797	16,968,250

VALUE	DIFFERENCE 3	33,287,409
Value Di	ifference/Unit	405,944

# FINDINGS, CONDITIONS, STIPULATIONS, UNDERTAKINGS & RESOLUTIONS IN THE MATTER OF THE APPLICATION OF TERWILLIGER & BARTONE PROPERTIES

(Cornerstone 2)

The following RESOLUTIONS were offered for adoption by Trustee Jefferson:

**WHEREAS,** on December 5, 2019, the Board of Trustees enacted Article XXXIX of Chapter 248 of the Village Code, "*Maple Union TOD District*" (the "T.O.D. Zone"), to permit the development of transit oriented multi-family residential and mixed-use projects in the area surrounding the Westbury LIRR Station; and

WHEREAS, in connection with the adoption of the T.O.D. Zone, the Board of Trustees prepared and adopted, pursuant to the State Environmental Quality Review Act ("SEQRA"), a Generic Environmental Impact Statement ("GEIS") (which includes the draft Generic Environmental Impact Statement, the substantive comments received and the responses thereto, and a Final Generic Environmental Impact Statement) that analyzed the maximum development potential under the T.O.D. Zone, as adopted, as a baseline for future development in the T.O.D. Zone, and made a negative declaration with regard to the potential environmental impacts under a full-build out scenario; and

WHEREAS, Terwilliger & Bartone Properties ("Applicant") has filed an application (the "Application") including preliminary plans and specifications ("Plans") to develop a 58-unit multifamily project located at 425 Railroad Avenue, Westbury, New York under the T.O.D. Zone, which, as proposed, includes 58 rental units, 64 parking spaces, certain amenities and certain public benefits (including affordable housing in excess of that required by the Code; veteran housing program incorporated into the affordable housing plan; inclusion of micro-units; inclusion of a 4-foot sidewalk "bump-out" to create a wider sidewalk with plantings); and the provision of other public community benefits (the "Project"); and

**WHEREAS**, the property known as 425 Railroad Avenue is identified on the Nassau County Tax Map as Section 10, Block 229, Lot 32 and is approximately .64 acres, and is located in the MU R4 Zoning District; and

WHEREAS, the Board has referred the matter to the Nassau County Planning Commission pursuant to Section 239-m of the General Municipal Law, and the Nassau County Planning Commission has issued a resolution dated March 10, 2022 deferring the matter to the Village Board as a local determination; and

WHEREAS, Applicant has filed with the Nassau County Industrial Development Agency ("IDA") a still-pending application for certain proposed benefits and tax abatements, which are intended to result in an agreement for a "Payment in Lieu of Taxes" ("PILOT"), related to the development of the Project, a copy of such application having been submitted to the Board, and constituting a part of the Record; and

**WHEREAS**, Applicant has notified the property owners within 200 feet of the premises, and submitted proof of mailing to the Board at the Hearing; and

WHEREAS, in connection with such Application, the Village Board of Trustees ("Board") has: (i) received and reviewed the Application and Plans; (ii) received and reviewed an Environmental Assessment Form ("EAF") and Phase 1 environmental assessment ("Phase 1") submitted by Applicant; (iii) held public hearings on April 21, 2022 and June 2, 2022 and received comments related to the Application (together, the "Public Hearing"); (iv) received and reviewed supplemental material requested by the Board or submitted by Applicant in connection with the Application or at the Public Hearing; (v) received and reviewed the Applicant's IDA application; and (vi) taken such other actions and received and reviewed such other information as came before it in connection with the Application (all such material and items constituting the public record ["Record"] pertaining to the Application).

**WHEREAS,** in connection with such Application, the Board at the April 21, 2022 Public Hearing declared itself lead agency with regard to SEQRA; and

**WHEREAS**, in connection with the Board's declaration of Lead Agency, the Board received a letter dated March 15, 2022 from the Nassau County Department of Health, outlining Department of Health Regulations and guidelines as they related to the subject property; and

**WHEREAS**, upon examining the Record, on May 19, 2022, the Board issued a negative declaration under SEQRA related to the Project.

#### **FINDINGS**

The Village Board of Trustees has given due deliberation to and analyzed the Application and Record under the standards set forth in Section 248-360 of the Village Code, and makes the following findings:

- (1) The Project is a permitted use within the MU-R4 Zone. The Applicant seeks relief from four areas of code deficiencies. First, the building height allowed as of right is 40 feet, while the Applicant seeks a maximum height of 43 feet (plus 5 foot parapet, which is not included in the height calculation). Second, three stories are allowed as of right, while the Applicant seeks four stories. Third, 51 of the 64 parking stalls are undersized, at 9'x18'; under the Code, stalls are required to be 9'x20'. Lastly, the allowable lot coverage is 50%, but the Applicant is seeking 60.5% lot coverage.
- (2) The Project is consistent with the intent of the T.O.D. Zoning Code and the Village's Comprehensive Plan.
- (3) The Board makes the following findings with regard to traffic and parking.

Applicant submitted several reports in this regard, including: (a) a copy of its previously-prepared traffic study dated July 2, 2021 and a supplement thereto dated August 23, 2021 (prepared for Applicant's previously-approved T.O.D. project at 461 Railroad Avenue, or

"Cornerstone 1"); (b) two reports from R&M Engineering, dated January 26, 2022 and February 18, 2022, which were made a part of the Record, (c) supplemental reports dated April 25, 2002 and May 2, 2022, which addressed additional analysis of the traffic at Post and Railroad Avenues as well as turn radius analysis for the property next door to the Project site (437 Railroad Avenue) given the new curb line augmentation on the south side of Railroad Avenue, as requested by the Board at the April 21, 2022 meeting. In addition, two engineers testified at the Public Hearing, with regard to traffic counts, the need for a traffic signal at Railroad Avenue and School Street, parking requirements, and the turning radius for trucks entering and exiting 437 Railroad Avenue.

The Board retained Greenman-Pedersen, Inc. ("GPI"), the traffic engineer that worked with the Village on the traffic related issues for the GEIS on the TOD Zone implementation, to review and assess Applicant's traffic analysis and supplemental information. GPI provided the Village with a summary report dated May 6, 2022 that confirmed that the traffic analysis and turning radius analysis prepared by R&M (including the supplemental information) was adequate and substantially accurate in assessing the impacts of the Project.

Based on the documents described, the Board makes the following findings with regard to traffic and parking:

- a) The amount of parking proposed for the development meets the requirements contained in the code, and will be sufficient for the building; and
- b) Although the parking spaces are undersized, at 9'x18' (required: 9'x20'), Superintendent of Buildings has testified that this is an "industry standard" size, and the Board finds that the size of the parking spaces is adequate; and
- c) The traffic expected to be generated by the proposed project will be approximately twice the quantity of traffic as the existing use, some of which may be mitigated by the proximity of the LIRR train station; and
- d) The intersection of Railroad Avenue and School Street should operate at an acceptable level of service once the proposed project is complete and fully rented, which is expected to be in two years; and
- e) According to the factors described in Manual of Uniform Traffic Control Devices, which is published by the Federal Highway Administration, a traffic signal is not warranted currently or once the project is complete and fully rented; and
- f) The quality of the traffic generated from the site will change (in a positive manner) from truck trips to passenger vehicle trips; and
- g) The analysis performed by the Applicant's Engineers are consistent with the analysis performed by the Village in the GEIS; and
- h) The curb line and electrical pole, as they will be moved, will not prevent trucks from backing into or exiting the property at 437 Railroad Avenue.

In the Board's opinion, future developments, including Cornerstone 1 and 2, and the proposed MTA project on Railroad Avenue, may require additional mitigation in the future, including but not limited to a traffic light at School Street and Railroad Avenue. At this time, however, it is premature to require any developer to provide funds towards such a mitigation.

(4) The Board finds that the public benefits outlined in the Application justify the Board's

approval of the Application with the modest density and story-count bonuses requested.

In this regard, the Board notes that the Applicant has not asked for the maximum height, number of stories, or density that would be allowed with bonuses, under the MU-R4 Zone. In particular, the maximum height allowed with bonuses would be 65 feet, but the height proposed is an average of 43 feet; the maximum number of stories with bonuses is five, but the number of stories proposed is four, and the maximum density would be 101 units per acre with bonuses, while the Applicant proposes 90.63 units per acre.

As public benefits to support its request for bonus credits, the Applicant proposes to provide micro-units, additional affordable units beyond those required, a veteran's preference, a widening of the sidewalk to allow for plantings which will be maintained by the Applicant, moving certain electrical poles and street wires, upgraded lighting, an exclusive access to the Westbury LIRR station, recladding the building at 417 Railroad Avenue to match the applicant, which is intended to provide a more attractive streetscape, and certain benefits to the Westbury School District.

With regard to housing, the Applicant has provided in its plan micro-units, two additional affordable housing units above what is required (14% in total), and a veteran's housing program, which will be incorporated into the affordability determination process. The affordable and veteran's preference will be administered by Long Island Housing Partnership.

Applicant has also proposed certain beautification measures. Applicant has agreed to widen the sidewalk in front of its property on Railroad Avenue in order to provide street beautifying plantings, which will be provided by and maintained by the Applicant. Further, Applicant will cause certain electrical poles to be moved from the north side of Railroad Avenue to the south side of Railroad Avenue, which will beautify the street. The poles in question are located from School Street to a point approximately 1,100 linear feet east of Post Avenue. Applicant will also provide upgraded street lighting on the affected poles, consistent with those submitted as Applicant's Exhibit 2 to the Record. Lastly, Applicant plans to reclad the building at 417 Railroad Avenue (the property to the west of the subject Property) to match the Applicant's proposed building, in order to provide a unified looking, attractive streetscape.

The Applicant has also indicated that they will be working with 3TC, the contractor for LIRR constructing the third track, to provide a dedicated walkway from Cornerstone 2 for residents of Cornerstone 1 and 2 to access the railroad station directly from the rear of the building. Although this will mainly be a benefit for those living within the Property, this may also have the added effect of reducing traffic in the area.

Lastly, the Applicant has pledged \$90,000 to the Westbury Union Free School District for the construction of tennis courts, evidence of which was submitted as Applicant's Exhibit 6 to the Record (herein, the "School Public Benefit").

The Board finds that, taken together, the benefits provided outweigh the bonuses sought. As noted, the bonuses sought are relatively minor, and the benefits provided will supply

valuable affordable housing, beautification, and benefits to the local school district.

(5) The Board finds that the PILOT relief that Applicant seeks from the IDA, as described to us on the Record, and if consistent with the PILOT condition contained herein, shall not have a material adverse effect. We note that the original value for the "as built" property, reflected in the valuation report prepared by Standard Valuation Services, dated 12/24/21, on behalf of the IDA, was rejected by the Village as too low, and the IDA is utilizing the higher value and PILOT schedule developed by the Village Assessor in its PILOT Agreement. As reflected in the Village's GEIS, there will be no revenue loss to the Village or any other taxing jurisdictions. Rather, there will be an increase in tax revenue, phased in over time, that will be accretive to all taxing jurisdictions, above what they are collecting today. In addition, the Board finds that as reflected in the GEIS, and confirmed on the Record, any additional costs to the taxing jurisdictions occasioned by the Project will be outweighed by the accretive tax benefits generated. The make-whole payment to the Village, as the host community, shall also eliminate any negative fiscal or tax impact to the Village as a result of the Project.

#### **RESOLUTIONS**

#### NOW THEREFORE, BE IT RESOLVED:

#### **SEORA**

- (1) On May 19, 2022, the Board resolved that the Project is consistent with the GEIS prepared by the Village in connection with the adoption of the TOD Zone in all material respects and, except as relating to the supplemental matters which were further analyzed, no additional SEQRA evaluation or analysis was required from that contained in the Village's GEIS.
- (2) Based on the foregoing, and relying on the analysis done in the GEIS and subsequent thereto in connection with the Project, the Board resolved on May 19, 2022 that the proposed action will not have a significant adverse impact on the environment, and issued a negative declaration as it relates to the Project.
- (3) The Board hereby ratifies the foregoing resolutions previously adopted.

#### Adoption

**NOW THEREFORE, BE IT RESOLVED,** based upon all of the above, including the Public Hearing and the Record, the Application to construct the Project, as described in the Application and the Record, is hereby APPROVED, subject to the conditions, stipulations and undertakings contained herein.

#### **CONDITIONS, STIPULATIONS & UNDERTAKINGS**

1) If any condition, stipulation or undertaking contained herein is not fulfilled, this Resolution is of no force and effect.

#### 2) **Prior to the issuance of building permits for the Project:**

- (i) Payment in full of the Village building permit fee as calculated pursuant to the Village's Fee Schedule.
- (ii) Submission to the Village of a written undertaking as to the required host community make-whole payments (including a schedule of payments based on the PILOT-agreed starting building value, such schedule to be adjusted annually based on the Village's actual annual tax increases or decreases). (Village Code Section 248-360 (A)(15)). Such undertaking shall be recorded in the land records of Nassau County for the Premises, and evidence of such recording shall be submitted to the Village.
- (iii) Posting by Applicant, if required by the Superintendent of Buildings, of adequate assurances of completion (which may be by way of completion bond, etc.). (Village Code Section 248-360 (C)(6)).
- (iv) Submission to the Village of a full set of final construction plans and specifications, consistent with the Plans (the "Final Plans"), to the satisfaction of the Superintendent of Buildings.
- (v) Submission to the Village of bring-down copies of utility letters of availability (water, gas, electric, etc.) to the satisfaction of the Superintendent of Buildings.
- (vi) Submission to the Village of signed undertakings related to the project as required under the T.O.D. Zoning Code, or otherwise by the Village (including Sections 248-360(A)(15).
- (vii) Submission to the Village of an executed letter of intent or similar document between the Applicant and a local housing group which will administer the affordability of the housing units, pursuant to Section 248-361 of the Code.
- (viii) Submission to the Village of insurance certificates related to the project and naming, as appropriate, the Village and any other additional insureds designated by the Village. Insurance amounts will be set by the Superintendent of Buildings.
- (ix) The Applicant's final executed PILOT Agreement with the IDA shall be submitted to the Village for approval, in form and substance acceptable to the Village, which shall include the PILOT schedule contained in the record as

Village Exhibit 9, including the following attributes:

- 1. Minimum as-built IDA assessed value: \$11,100,000:
- 2. Minimum PILOT payment, pre-construction shall be no less than \$76,004, and shall never decrease below that amount;
- 3. Minimum first year PILOT payment, post-construction, after certificates of occupancy are issued shall be no less than \$106,890 (aggregate, excluding Village make-whole);
- 4. Maximum 20-year PILOT duration after completion of construction;
- 5. Straight line PILOT phase-in to full taxes after completion of construction.

The Approval contained herein is subject to a final PILOT Agreement between the Applicant and the Nassau County IDA which is acceptable to the Village.

#### 3) Prior to the issuance of certificates of completion or occupancy for the Project:

- (i) Submission to the Village of a full set of "as built" plans to the satisfaction of the Superintendent of Buildings.
- (ii) Submission to the Village of certified copies of all recorded covenants, restrictions or other instruments required in connection with the Project (including under Sections 248-360(2); 248-361(C)(1) and (2); and 248-362(B)(2) of the Village Code).
- (iii) Submission to the Village of an executed agreement with the Long Island Housing Partnership or other qualified not-for-profit third-party housing organization, in form and substance acceptable to the Village, with respect to the formation, maintenance and monitoring of the Project's development and management of the required and additional affordable units (including veteran preference provisions), pursuant to Section 248-361 of the Village Code.
- (iv) Submission to the Village of a parking management plan ("PMP") acceptable to the Village to assure that the parking at the building is managed and adequate, which may include one or more of (a) inclusion in tenant leases a restriction to no more than one car per unit (lease language to be provided to the Village); (b) assigned parking spaces; (c) proposed enforcement protocol by Applicant or its successors/assigns; (d) such other matters as is deemed appropriate by the Village to fulfill the intent of the PMP. The PMP shall be recorded on the land records of Nassau County for the Premises, and evidence of such recordation shall be delivered to the Village Attorney.
- (v) Submission to the Village of evidence to the Superintendent of Buildings of satisfactory completion of the School Public Benefit.

#### 4) General Conditions, Stipulations and Undertakings:

(i) Until the issuance of final certificates of completion or occupancy, Applicant must, promptly on notice for the Village, "top off" any deposit required to be

- maintained by it with the Village for the payment of the Village's consultants or legal professionals (Village Code Section 248-360(A)(14)).
- (ii) The Superintendent of Buildings shall be promptly advised of any change in the ownership, management or control of the owner, operator, manager or other entity involved in the establishment owning or operating the premises and the Project.
- (iii) Prior to commencing any construction, Applicants must apply for and receive building permits and satisfy all conditions, stipulations and undertakings contained herein or required by the Superintendent of Buildings.
- (iv) Applicant shall apply for and receive building permits by no later than September 1, 2022.
- (v) Applicant shall commence construction of the Project, to the satisfaction of the Superintendent of Buildings, by no later than December 31, 2022.
- (vi) Once commenced, construction shall be continuous and shall progress without undue delay until completion (and consistent with a written Project timeline to be provided to the Village).
- (vii) Applicant shall, in connection with the finalization of its Final Plans, and its plans for relocation of the electrical lines to the south side of Railroad Avenue, work with the Village and the applicable utility(ies) to enhance the street lighting on Railroad Avenue from the site to a location 1,100 linear feet east of Post Avenue, including the installation, at the Applicant's expense, of additional streetlights, which will be consistent with the specification sheet submitted to as Applicant's Exhibit 2 to the Record, in a manner deemed acceptable to the Village by the Village Superintendent of Buildings.
- (viii) Any material change on the Plans or Final Plans shall require the review and approval of the Superintendent of Buildings and the Board, which may require an additional public hearing. Any future change, amendment or modification to the Project (site, building, use or otherwise), following completion and the issuance of the initial certificates of occupancy, shall require the Applicant or its successors to make the appropriate application to the Village Board of Trustees under the T.O.D. Zone. The Board of Trustees may, in the appropriate case refer such application to the Planning Board or Zoning Board pursuant to Section 248-360(C)(7) of the T.O.D. Zone, in its discretion.
- (ix) Applicant shall provide to the Village, by no later than March 1 of each year, a current rent roll and a Statement of Income and Expense for the prior calendar year (prepared in accordance with generally accepted accounting principles).
- (x) To the extent that there is any conflict between the provisions of the foregoing Findings, Resolutions, Conditions, Stipulations and Undertakings and the

# RESOLUTIONS, FINDINGS, CONDITIONS, STIPULATIONS & UNDERTAKINGS IN THE MATTER OF THE APPLICATION OF TERWILLIGER & BARTONE PROPERTIES

The following RESOLUTIONS were offered for adoption by Mayor Cavallaro:

**WHEREAS**, on December 5, 2019, the Board of Trustees enacted Article XXXIX of Chapter 248 of the Village Code, "*Maple Union TOD District*" (the "T.O.D. Zone"), to permit the development of transit oriented multi-family residential and mixed-use projects in the area surrounding the Westbury LIRR Station; and

WHEREAS, in connection with the adoption of the T.O.D. Zone, the Board of Trustees prepared and adopted, pursuant to the State Environmental Quality Review Act ("SEQRA"), a Final Generic Environmental Impact Statement ("FGEIS") (which includes the draft Generic Environmental Impact Statement, the substantive comments received and the responses thereto) that analyzed the maximum development potential under the T.O.D. Zone, as adopted, as a baseline for future development in the T.O.D. Zone, and made a negative declaration with regard to the potential environmental impacts under a full-build out scenario; and

WHEREAS, Terwilliger & Bartone Properties ("Applicant") has filed an application (the "Application") including preliminary plans and specifications ("Plans") to develop a 72-unit multi-family project located at 461 Railroad Avenue, Westbury, New York under the T.O.D. Zone, which, as proposed, includes 72 rental units, 80 parking spaces, and certain amenities (including affordable housing in excess of that required by the Code, preferential housing for veterans, inclusion of micro-units, and a sidewalk "bump-out" which allows for a wider sidewalk and plantings) (the "Project"); and

**WHEREAS**, the property known as 461 Railroad Avenue is identified on the Nassau County Tax Map as Section 10, Block 229, Lot 13, and is approximately .74 acres, and is located in the MU R4 Zoning District; and

WHEREAS, the Board has referred the matter to the Nassau County Planning Commission pursuant to Section 239-m of the General Municipal Law, and the Nassau County Planning Commission has issued a resolution dated July 22, 2021 deferring the matter to the Village Board as a local determination; and

WHEREAS, Applicant has filed with the Nassau County Industrial Development Agency ("IDA") a still-pending application for certain proposed benefits and tax abatements, which are intended to result in an agreement for a "Payment in Lieu of Taxes" ("PILOT"), related to the development of the Project, a copy of such application having been submitted to the Board, and constituting a part of the Record; and

WHEREAS, in connection with such Application, the Board at the Public Hearing (herein defined) declared itself lead agency with regard to SEQRA; and

**WHEREAS**, Applicant has notified the property owners within 200 feet of the premises, and submitted proof of mailing to the Board at the Hearing; and

WHEREAS, in connection with such Application, the Village Board of Trustees ("Board") has: (i) received and reviewed the Application and Plans; (ii) received and reviewed an Environmental Assessment Form ("EAF") submitted by Applicant; (iii) received and reviewed supplemental material requested by the Board or submitted by Applicant in connection with the Application or at the Public Hearing; (iv) held a public hearing on August 19, 2021 and received comments related to the Application (together, the "Public Hearing"); (v) received and reviewed the Applicant's IDA application; and (vi) taken such other actions and received and reviewed such other information as came before it in connection with the Application (all such material and items constituting the public record ("Record") pertaining to the Application).

#### **FINDINGS**

The Village Board of Trustees has given due deliberation to the Application, and has analyzed the Application and Record under the standards set forth in Section 248-360 of the Village Code, and makes the following findings:

#### **SEORA**

(1) The Board finds that the Application is consistent with the Village's FGEIS except that the following matter required additional SEQRA evaluation or analysis: A traffic study for the Application, specifically the traffic conditions at the site and the intersection of Railroad Avenue and School Street.

To that end, Applicant submitted two letters from R&M Engineering, dated August 18, 2021, and August 23, 2021, which were made a part of the Record. The Board has reviewed and analyzed these reports, and finds that the additional study satisfactorily addresses the traffic issues presented by the Application that had not been studied as a part of the FGEIS, and the Project will not result in an adverse change in the existing level of traffic. The Board, based in part on Applicant's engineer's report, makes the following findings:

- a) The parking proposed for the development meets the requirements contained in the code, and will be sufficient for the building; and
- b) The traffic expected to be generated by the proposed project will be approximately twice the quantity of traffic as the existing use, some of which may be mitigated by the proximity of the LIRR train station; and
- c) The intersection of Railroad Avenue and School Street should operate at an acceptable level of service once the proposed project is complete and fully rented, which is expected to be in two years; and
- d) Using the factors described in Manual of Uniform Traffic Control Devices, which is published by the Federal Highway Administration, a traffic signal is

- not warranted currently or once the project is complete and fully rented.
- e) The quality of the traffic generated from the site will change (in a positive manner) from truck trips to passenger vehicle trips.
- f) The analysis performed by the Applicant's Engineers are consistent with the analysis performed by the Village in the FGEIS.
- (2) The Board determines that the proposed action will not have a significant adverse impact on the environment. This determination is consistent with the FGEIS and in line with the determination that this Application is consistent with the FGEIS.

In this regard, the Board has reviewed the Applicant's submitted analysis and report from R&M Engineering that analyzed the environmental impact and SEQRA requirements in relation to the baseline FGEIS that the Village adopted in connection with the T.O.D. Zone. The Board finds that the consultant report adequately analyzed the Project in light of the FGEIS and is satisfied that the Project is consistent with the FGEIS and that only the supplemental traffic analysis was required to be undertaken.

- (3) The Board finds and determines that the Application and Project are consistent with the Zoning Code, including specifically the T.O.D. Code, the Village Comprehensive Plan and the FGEIS.
- (4) The Board finds that the Project is consistent with the intent and the type of development contemplated by the T.O.D. Zone.
- (5) The Board finds that the Project will not adversely affect the natural environment or property values in the area, and in fact will enhance them.

The Board notes that the subject property is currently an underutilized and somewhat blighted light industrial site and the Project is expected to uplift the use of the property, be additive to the tax base, enhance the aesthetic and visual appeal of the property, and enhance the land values of adjacent parcels.

#### General

(1) The Project is a permitted use within the MU-R4 Zone.

The Board notes that Section 248-354(D)(1) requires that there be "finished ground floor area of at least 50% of the area of the second floor". There was some question as to which floor should be considered the "ground floor" in this Application. Applicant submitted a report from R&M Engineering, dated August 23, 2021, which relied on an interpretation of the NYS Building Code by a Department of State Civil Engineer. Under the NYS Building Code, a "story above grade plane" is any story with its finished floor surface entirely above grade plane, or in which the finished surface of the floor next above is either more than six feet above the average grade, or more than twelve feet above the finished ground level at any point. The Engineer explained that, under the proposed plans, the lowest level of the building includes only the parking facilities, which is partially below-grade under the building, and the average of the next

story elevation is 5.68 feet, and is not twelve feet above grade at any point. Therefore, the Board finds that the subsurface parking level does not qualify as a story, nor the ground floor. Notwithstanding that fact, the intent of the T.O.D. Zoning Code is to encourage a lively street front that enhances the pedestrian experience. The Applicant has revised its initial plans, per the Board's request, to provide for a widened sidewalk in order to allow for certain landscaping and plantings in this location, which the Board finds meets the goals of the T.O.D. Zone. In addition, since the parking level is sufficiently below grade, despite the fact that the Village zoning code might typically count that level as a "story", for purposes of this Project as proposed, the parking level will not be counted as a story and the Project will be considered four stories.

Notwithstanding the foregoing, this finding shall not be considered a precedent for future applications. Among other things, (i) this Application is located in an area in which it is unlikely that there will be many pedestrians other than those who live in the immediate area, (ii) the nature and extent of the below-grade parking is specific tothis location, and (iii) the Application is premised on the widening of the sidewalk, which is neither desirable nor possible in all locations.

- (2) The Project is consistent with the intent of the T.O.D. Zoning Code and the Village's Comprehensive Plan.
- (3) The Board finds that the public benefits outlined in the Application justify the Board's approval of the Application with the modest density and story-count bonuses requested.

In this regard, the Board notes that the Applicant has not asked for the maximum height, number of stories, or density that is allowed, with bonuses, under the T.O.D. Zone. In particular, the maximum height allowed would be 65, but the height proposed is an average of 50 feet; the maximum number of stories is five, but the number of stories proposed is four (because the subsurface parking does not qualify as a story, there are only four stories proposed; see Paragraph 1 above), and the maximum density would be 101 units per acre, while there are 97 units per acre as proposed.

As public benefits to support its request for bonus credits, the Applicant has provided in its plan micro-units, two additional affordable housing units above what is required, veteran's housing preferences, and a widening of the sidewalk on Railroad Avenue. The Board finds that the benefits provided outweigh the bonuses sought.

(4) The Board finds that the PILOT relief that Applicant seeks from the IDA, as described to us on the Record, and if consistent with the PILOT condition contained herein, shall not have a material adverse effect. As reflected in the Village's FGEIS, there will be no revenue loss to the Village or other taxing jurisdictions. Rather, there will be an increase in tax revenue, phased in over time, that will be accretive to all taxing jurisdictions, above what they are collecting today. In addition, the Board finds that as reflected in the FGEIS, and confirmed on the Record, any additional costs to the taxing jurisdictions occasioned by the Project will be outweighed by the accretive tax benefits generated. The make-whole payment to the Village, as the host community, shall also eliminate any negative fiscal or tax impact to the Village as a result of the Project.

#### **RESOLUTIONS**

#### NOW THEREFORE, BE IT RESOLVED:

#### **SEORA**

- (1) The Board resolves that the Project is consistent with the FGEIS prepared by the Village in connection with the adoption of the TOD Zone in all material respects and, except as relating to the supplemental matters required to be further analyzed, no additional SEQRA evaluation or analysis (described herein) was required from that contained in the Village's FGEIS.
- (2) Based on the foregoing, and relying on the analysis done in the FGEIS, the Board resolves that the proposed action will not have a significant adverse impact on the environment.
- (3) Accordingly, the Board resolves and issues a negative declaration as it relates to the Project.

#### **Adoption**

**NOW THEREFORE, BE IT RESOLVED,** based upon all of the above, including the Public Hearing and the Record, the Application to construct the Project, as described in the Application and the Record, is hereby APPROVED, subject to the conditions, stipulations and undertakings contained herein.

#### **CONDITIONS, STIPULATIONS & UNDERTAKINGS**

1) If any condition contained herein is not fulfilled, this Resolution is of no force and effect.

#### 2) Prior to the issuance of building permits for the Project:

- (i) Payment in full of the Village building permit fee as calculated pursuant to the Village's Fee Schedule.
- (ii) Submission to the Village of a written undertaking as to the required host community make-whole payments (including a schedule of payments based on the PILOT-agreed starting building value, such schedule to be adjusted annually based on the Village's actual annual tax increases or decreases). (Section 248-360 (A)(15)).
- (iii) Posting by Applicant, if required by the Superintendent of Buildings, of adequate assurances of completion (which may be by way of completion bond, etc.). (Section 248-360 (C)(6)).

- (iv) Submission to the Village of a full set of final construction plans and specifications, consistent with the Plans (the "Final Plans"), to the satisfaction of the Superintendent of Buildings.
- (v) Submission to the Village of bring-down copies of utility letters of availability (water, gas, electric, etc.) to the satisfaction of the Superintendent of Buildings.
- (vi) Submission to the Village of signed undertakings related to the project as required under the T.O.D. Zoning Code, or otherwise by the Village (including Sections 248-360(A)(14) and (15); and 248-361(C)(2)(a)).
- (vii) Submission to the Village of insurance certificates related to the project and naming, as appropriate, the Village and any other additional insureds designated by the Village.
- (viii) Applicant shall submit to the Village for approval the final PILOT Agreement with the IDA, in form and substance acceptable to the Village, that includes the following attributes:
  - 1. Minimum as-built IDA assessed value: \$11,450,000;
  - 2. Minimum PILOT payment, pre-construction shall be no less than current gross taxes (School and Village tax years 2021-22, General tax year 2021), and shall never decrease below that amount;
  - 3. Minimum first year PILOT payment, post-construction, after certificates of occupancy are issued shall be no less than \$136,614.11 (aggregate, excluding Village make-whole);
  - 4. Maximum 20-year PILOT duration after completion of construction;
  - 5. Straight line PILOT phase-in to full taxes after completion of construction.

The Approval contained herein is subject to a final Applicant / IDA PILOT Agreement which is acceptable to the Village.

#### 3) Prior to the issuance of certificates of completion or occupancy for the Project:

- (i) Submission to the Village of a full set of "as built" plans to the satisfaction of the Superintendent of Buildings.
- (ii) Submission to the Village of certified copies of all recorded covenants, restrictions or other instruments required in connection with the Project (including under Sections 248-360(C)(2); 248-361; and 248-362(B)(2)).
- (iii) Submission to the Village of an executed agreement with the Long Island Housing Partnership or other qualified not-for-profit third-party housing organization, in form and substance acceptable to the Village, with respect to the formation, maintenance and monitoring of the Project's development and management of the required and additional affordable units (including veteran preference provisions), pursuant to Section 248-361.
- (iv) Submission to the Village of a parking management plan ("PMP") acceptable

to the Village to assure that the parking at the building is managed and adequate, which may include (a) inclusion in tenant leases a restriction to no more than one car per unit (lease language to be provided to the Village); (b) assigned parking spaces; (c) proposed enforcement protocol by Applicant or its successors/assigns; (d) such other matters as is deemed appropriate to fulfill the intent of the PMP.

#### 4) General:

- (i) Until the issuance of final certificates of completion or occupancy, Applicant must, promptly on notice for the Village, "top off" any deposit required to be maintained by it with the Village for the payment of the Village's consultants or legal professionals (Section 248-360(A)(14)).
- (ii) The Superintendent of Buildings shall be promptly advised of any change in the ownership, management or control of the owner, operator, manager or other entity involved in the establishment owning or operating the premises and the Project.
- (iii) Prior to commencing any construction, Applicants must apply for and receive building permits and satisfy all conditions, stipulations and undertakings contained herein or required by the Superintendent of Buildings.
- (iv) Applicant shall apply for and receive building permits by no later than March 30, 2022.
- (v) Applicant shall commence construction of the Project, to the satisfaction of the Superintendent of Buildings, by no later than March 31, 2022.
- (vi) Construction shall be, once commenced, continuous and progress without undue delay until completion (and consistent with a written Project timeline to be provided to the Village).
- (vii) Applicant shall, in connection with the finalization of its Final Plans, and its plans for relocation of the electrical lines to the south side of Railroad Avenue, work with the Village and the applicable utility(ies) to enhance the street lighting on Railroad Avenue from the site to the station area (including by the installation, at the Applicant's expense, of additional streetlights), in a manner deemed acceptable to the Village Superintendent of Buildings.
- (viii) Any material change on the Plans or Final Plans shall require the review and approval of the Superintendent of Buildings and the Board, which may require an additional public hearing. Any future change, amendment or modification to the Project (site, building, use or otherwise), following completion and the issuance of the initial certificates of occupancy, shall require the Applicant or its successors to make the appropriate application to the Village Board of Trustees under the T.O.D. Zone. The Board of Trustees may, in the appropriate case refer such application to the Planning Board or Zoning Board pursuant to

Section 248-360(C)(7) of the T.O.D. Zone, in its discretion.

- (ix) Applicant shall provide to the Village, by no later than March 1 of each year, a current rent roll and a Statement of Income and Expense for the prior calendar year (prepared in accordance with generally accepted accounting principles).
- (x) To the extent that there is any conflict between the provisions of the foregoing Findings, Resolutions, Conditions, Stipulations and Undertakings and the provisions of the Village Code in general or the T.O.D. Code specifically, the provisions of these Findings, Resolutions, Conditions, Stipulations and Undertakings shall govern.

#### **ADOPTION**

The FINDINGS, RESOLUTIONS, CONDITIONS, STIPULATIONS AND UNDERTAKINGS contained herein, shall constitute the Board's approval of the Project as presented pursuant to the Application.

A motion was made by Mayor Cavallaro for the adoption of the foregoing Findings, Resolutions, Conditions, Stipulations and Undertakings, and seconded by Trustee Corte, and the roll call for adoption resulted in the following:

Trustee Corte -Aye
Trustee Jefferson -Aye
Trustee Wise -Aye

Trustee Abbatiello -Aye (participated remotely pursuant to the authority

granted by NYS Bill S50001/A40001, signed into law

on September 2, 2021)

Mayor Cavallaro -Aye

Filed: September 16, 2021

provisions of the Village Code in general or the T.O.D. Code specifically, the provisions of these Findings, Resolutions, Conditions, Stipulations and Undertakings shall govern.

#### **ADOPTION**

The FINDINGS, RESOLUTIONS, CONDITIONS, STIPULATIONS AND UNDERTAKINGS contained herein, shall constitute the Board's approval of the Project as presented pursuant to the Application.

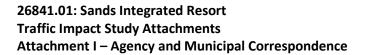
A motion was made by Trustee Jefferson for the adoption of the foregoing Findings, Resolutions, Conditions, Stipulations and Undertakings, and seconded by Trustee Corte, and the roll call for adoption resulted in the following:

Trustee Corte	-Aye
Trustee Jefferson	-Aye
Trustee Wise	-Aye
Trustee Abbatiello	-Aye
Mayor Cavallaro	-Aye

Filed: June 2, 2022



# I-8 Village of Freeport







August 17, 2023

Ref: 26841.01

#### VIA ELECTRONIC MAIL AND CERTIFIED RETURN RECEIPT MAIL

Records Access Officer Incorporated Village of Freeport 46 North Ocean Avenue Freeport, NY 11520

Re: Traffic Impact Study – Other Planned Developments Request

Redevelopment of Nassau Veterans Memorial Coliseum Property

1255 Hempstead Turnpike, Uniondale, New York

#### To Records Access Officer:

Pursuant to the Freedom of Information Act, VHB Engineering, Surveying, Landscape Architecture and Geology, P.C. (VHB) is requesting the information outlined below for inclusion in a Traffic Impact Study that is being prepared for the redevelopment of the existing Nassau Veterans Memorial Coliseum property located at 1255 Hempstead Turnpike, hamlet of Uniondale, Town of Hempstead, New York. The proposed project is anticipated to be fully constructed by the end of 2029 with completion of Phase I for the project estimated by the end of 2026. Attached is a graphic depicting the current Study Area for the proposed project.

VHB is contacting you to determine if there are any recently approved or planned developments (that have current pending applications) within one mile of the Study area. For these projects, please provide as much specific information as possible about any recently-approved or planned developments, including, but not limited to, the type of proposed development; the size of the proposed development (square footage; numbers and types of units, if residential); the location of the proposed development; estimated time of completion of the project; and the availability of traffic studies - completed or ongoing. For these projects, please provide copies of site plans and the related traffic studies, as available. We understand that we may be asked to pay for the cost of copying.

We would appreciate hearing from you as soon as possible so that we may continue to move forward with our traffic analysis. If we do not receive a response from you by September 21, 2023, we will assume that there are no approved or planned development projects that could affect the study area. Should you have any questions or wish to discuss this matter, please do not hesitate to contact the undersigned. Thank you for your prompt attention to this matter.

Sincerely,

VHB Engineering, Surveying, Landscape Architecture and Geology, P.C.

Patrick Lenihan, PE

**Director of Transportation** 

PL/ba

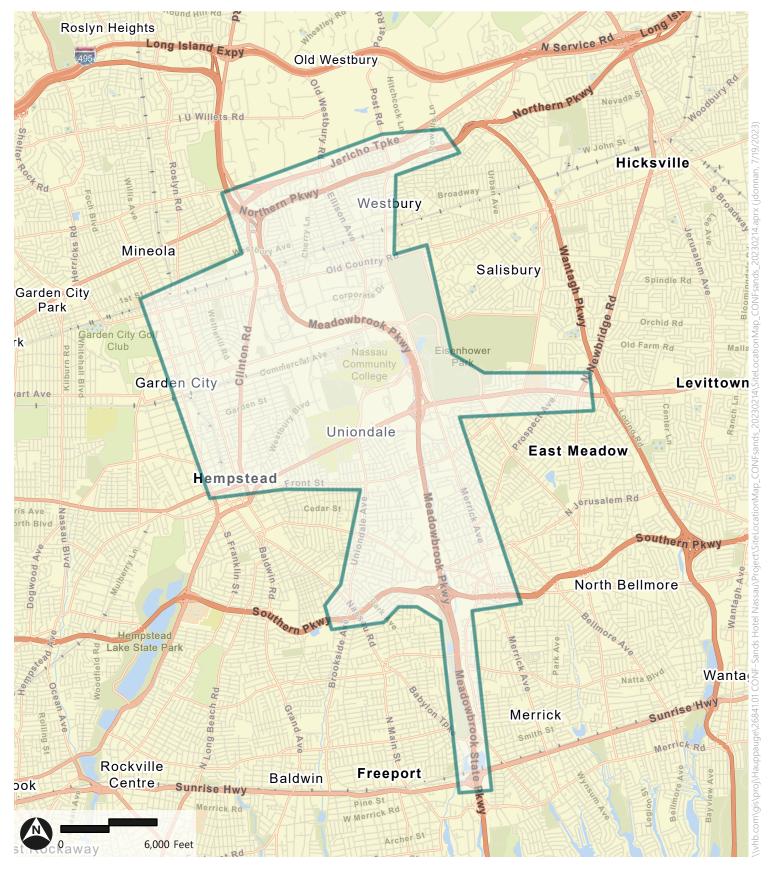
Attachments: Study Area Map

Filled and Signed FOIL Form

#### **Traffic Impact Study Limits**

Redevelopment of Nassau Veterans Memorial Coliseum Property





# APPLICATION FOR ACCESS TO RECORDS TO: RECORDS ACCESS OFFICER, VILLAGE OF FREEPORT

DATE:	_ Personal FOIL Reques	stBu	siness FOIL Request
		PAAP.	2
D.:4 A1:42 NI		- Jahnte Xinky	
Print Applicant's Name		Applicant's Signatur	re
Street Address		Representing	
City, State, Zip		Phone Number (Req	 <sub>[uired]</sub>
E-mail address (Opti	ional)	Fax Number (Opti	ional)
I hereby apply to inspe	ect the following record(s):		
COMPLETED FOILS M	IUST BE PICKED UP OR REVI	EWED WITHIN 7 DA	AYS OF NOTIFICATION.
RECEIVED BY		Date	
\$0.25 cents per photocop \$50.00 Certificate of Occ	orocess & photocopy FOIL reques y (additional charges for oversized upancy with Village Seal u of C.O. – Obtained at the Buildi	d documents)	he applicant.
*******	(APPLICANTS DO NOT WRI		
			APP. #
	cords will be made available on or a	bout	
	reason(s) checked below: lisclosure by state or federal statute		
	d result in an unwarranted invasion of	of personal privacy	
	l impair contract awards of collective		nts
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(TITLE)			

**NOTICE**: You have a right to appeal a denial of the application. You must appeal in writing to the Village Clerk of the Village of Freeport within thirty (30) days of the date of the denial. If the Village Clerk further denies access, the reason will be given to you in writing within ten (10) business days of the denial of your appeal. **Revised 05/14** 



## VILLAGE OF FREEPORT MUNICIPAL BUILDING

46 NORTH OCEAN AVENUE FREEPORT, NEW YORK 11520 (516) 377-2300 (516) 771-4127 Fax

ROBERT T. KENNEDY MAYOR

PAMELA WALSH BOENING VILLAGE CLERK

Via Email

September 13, 2023

Patrick Lenihan 100 Motor Parkway Suite 350 Hauppauge, NY 11788 plenihan@vhb.com

Re: Freedom of Information Law Request #2023-827

<u>Information on recently approved or planned developments...availability of traffic studies, site plans, etc.</u>

Dear Sir or Madam:

Reference is made to your Freedom of Information Law Request dated August 22, 2023.

Attached, please find the documents in response to your request for the above request.

Should you require additional information on properties, please email us at <a href="mailto:villagefoil@freeportny.gov">villagefoil@freeportny.gov</a>

Sincerely,

# <u>Lisa DeBourg</u>

Lisa DeBourg Deputy Village Clerk /sh

					S	ite Plan Table Databa	ise				
Box #	SP#	Sub- Number	House Number	Street Address	Applicant	Description	Decision	Decision Date	Decision attached	Affidavit of Compliance	Affidavit of compliance Attachment
0091	3415	А	215	Church Street	Sahadeo, Omattee	Construct covered porch	Approved w/conditions	10/26/2021	1	signed	1
0091	3416		21-25	Sunrise Highway East	Solomon, Michael	Maintain green chain link fence	rescinded		0	N/A	0
0091	3427		131	Merrick Road West	Bolla EM Realty	Relocate canopy convert building to store add drive	Approved w/conditions	2/28/2023	1	signed	1
0092	3434		435	Woodcleft Avenue	NBD Holdings	Erect 3-story hotel 90,273 sq. ft.	Approved w/conditions	1/26/2021	1		0
0092	3445		206	Smith Street	Regan, Larry	Const 2-story multi dwelling bldg	Approved w/conditions	7/25/2023	2	signed	2
0092	3447		90	Guy Lombardo Avenue	Signature 90 LLC	Construct 3-story mix use Bldg	Approved w/conditions	4/27/2021	1	signed	1
0092	3450		226	Sportsmans Avenue	Leon, Manuela	Const 3-story modular home	Approved w/conditions	4/27/2021	1	signed	1
0093	3452		98	Columbus Avenue North	NRAC Corp	Construct new 2287 1-family home	Approved w/conditions	12/20/2021	1	signed	1
0093	3453		96	Columbus Avenue North	NRAC Corp	Construct new 2287 1-family home	Approved w/conditions	12/20/2021	1	signed	1
0093	3456		408	Merrick Road West	Villedo, Hugo	Const New 1295 sq. ft. 2nd story addition	Approved w/conditions	4/13/2021	1	signed	1
0093	3466		75	Holloway Street	Wright, Leron	Construct detached garage	Approved w/conditions	5/25/2021	1	signed	1
0093	3467		104	Wallace Street	Castro, Jose	Maintain shed & new cellar entrance	Approved w/conditions	10/26/2021	1	signed	1
0093	3468		229	Church Street	Marcial, John	Construct 1-story rear addition	Approved w/conditions	5/25/2021	1	signed	1
0093	3469		80	Southside Avenue	Singh, Rookmin	Maintain front porch enclosure	Approved w/conditions	5/25/2021	1	signed	1
0093	3470		305	Roosevelt Avenue	Gibson, Keith	Construct 1-story elevated house	Approved w/conditions	5/25/2021	1	signed	1

Site Plan Table Database											
Box #	SP#	Sub- Number	House Number	Street Address	Applicant	Description	Decision	Decision Date	Decision attached	Affidavit of Compliance	Affidavit of compliance Attachment
0094	3471		201	Merrick Road West	Woodward Children Center	Construct new greenhouse	Approved w/conditions	6/22/2021	1	signed	1
0094	3482		74	Atlantic Avenue	Kennedy, Vincent	Construct detached garage	Approved w/conditions	8/17/2021	1	signed	1
0094	3483		218	Moody Avenue	Sofio, Sheri	Construct 1st fl addition	Approved w/conditions	8/17/2021	1	signed	1
0094	3484		122-124	Cornelius Street	Orth, Kathleen	Addition of door & windows to garage	Approved w/conditions	8/17/2021	2	signed	2
0094	3485		201	Moody Avenue	Koustigiannis, Matthew	Construct 1st floor ext & 2nd floor add	Approved w/conditions	8/17/2021	1	signed	1
0094	3486		150	Woodcleft Avenue	Jin Hang Lin	Construct outdoor dining structure	Approved w/conditions	8/17/2021	1	signed	1
0094	3487		70	Hillside Avenue	Adams, Darryl	Construct rear addition	Approved w/conditions	8/17/2021	1	Signed	1
0094	3488		100	Bayview Avenue South	Nunez, Areli	Construct portico, stoop, windows etc	Approved w/conditions	8/17/2021	1	signed	1
0094	3489		18	Merrick Road West	Devares, Miguel	Front façade renovations	Approved w/conditions	8/17/2021	1	signed	1
0094	3490		206	Evans Avenue	El Balcon Properties	Construct 2-story home	Approved w/conditions	11/30/2021	1	signed	1
0094	3491		208	Evans Avenue	El Balcon Properties	Construct 2-story home	Approved w/conditions	11/30/2021	1	signed	1
0094	3492		50	Norton Street	Clahar, James	Extend driveway	Approved w/conditions	8/17/2021	1		0
0094	3493		100	Main Street North	Hrvatin, John	Construct 3847 2- story bldg.	Approved w/conditions	8/17/2021	1	signed	1
0094	3494		105	Harrison Avenue	Quintanilla, Ricardo	Renovate front porch and rear awning	Approved w/conditions	9/28/2021	1	signed	1
0094	3495		164	Seaman Avenue East	Garbutt, Ravena	Renovation and additions	Approved w/conditions	9/28/2021	1	signed	1

	Site Plan Table Database													
Box #	SP#	Sub- Number	House Number	Street Address	Applicant	Description	Decision	Decision Date	Decision attached	Affidavit of Compliance	Affidavit of compliance Attachment			
0095	3496		61	Porterfield Place	Ramirez, Gladis	Maintain cellar entrance & egress windows	Approved w/conditions	8/17/2021	1	signed	1			
0095	3497		309	Ray Street	Schuarte, Jimmy	Construct 2-story addition	Approved w/conditions	9/28/2021	1	signed	1			
0095	3498		152	Milton Street East	Hernandez, Alberto	Maintain egress window	Approved w/conditions	10/26/2021	1	signed	1			
0095	3499		47	East Avenue	Kenneth Pierre- Louis	Reconstruct 2 story 1,841 sq. ft. family home	Approved w/conditions	10/26/2021	1		0			
0095	3500		862	Long Beach Avenue South	Island Beach Inc., Gabrielle Manara	Construct 3-Story 1 family home & deck	Approved w/conditions	9/28/2021	1	signed	1			
0095	3501		73	Hanse Avenue	73 Hanse LLC	Install concrete storage bins	Approved w/conditions	9/28/2021	1	signed	1			
0095	3502		394	Ocean Avenue South	Almendares, Belinda	Maintain rear porch and terrace	Approved w/conditions	10/26/2021	1	signed	1			
0095	3503		265	Bedell Street	Wexelbaum, Debra	Convert Garage to living space & expand driveway	Approved w/conditions	10/26/2021	1	signed	1			
0095	3504		197	Main Street North	Thomas, Bryan	Replace existing storefront with new windows	Approved w/conditions	10/26/2021	1	signed	1			
0095	3505		271	Wallace Street	Canales, Ana	Repair and widen driveway	Approved w/conditions	10/26/2021	1		0			
0095	3506		64	Mount Joy Avenue	Taylor, Steven	Reconstruct porch and steps	Approved w/conditions	10/26/2021	1	signed	1			
0095	3507		431	Sigmond Street	Barrera, Oscar	Construct 885 sq. ft. 2nd fl addition wt balcony	Approved w/conditions	10/26/2021	1	signed	1			
0095	3508		71	Prospect Street	Fee, Thomas	Construct 1st & 2nd fl rear decks	Approved w/conditions	11/9/2021	1	signed	1			

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Box #	SP#	Sub- Number	House Number	Street Address	Applicant	Description	Decision	Decision Date	Decision attached	Affidavit of Compliance	Affidavit of compliance Attachment			
0095	3509		75	Milton Street East	Rajcoomer, Prem	Install new window, door, cellar entrance & awning	Approved w/conditions	11/9/2021	1	signed	1			
0095	3510		138	East Avenue	Ortega, Daysi	Construct new open front porch	Approved w/conditions	11/30/2021	1	signed	1			
0095	3511		240	Merrick Road East	Ull, Richard	Façade renovation	Approved w/conditions	11/30/2021	1	N/A	0			
0095	3512		35	Maryland Avenue	Collado, Sindy	Maintain vestibule, stoop, window, etc.	Approved w/conditions	11/9/2021	1	signed	1			
0095	3513		718	Long Beach Avenue South	Rios, Nicole	Maintain rear decks	Approved w/conditions	11/30/2021	1	signed	1			
0095	3514		142	East Avenue	Mayorga, Nelson	Maintain a new 284 sq. ft. 2nd fl rear addition	Approved w/conditions	1/11/2022	1	signed	1			
0095	3515		74	Willow Avenue	Reid, Roxanne	Construct new 189 sq. ft. 2nd story addition	Approved w/conditions	1/11/2022	1	signed	1			
0096	3516		6	Union Street	Velez, Hector	Construct open front porch	Approved w/conditions	1/11/2022	1	signed	1			
0095	3517		55-59	Main Street North	Delmont, Jacqueline	Façade improvement	Approved w/conditions	2/22/2022	1	signed	1			
0095	3518		85	Westside Avenue	D'Angelo, Anne	Construct metal awning	Approved w/conditions	1/25/2022	1	signed	1			
0095	3519		244	Roosevelt Avenue	Raucher, Or	Const 2nd fl addition and rear deck	Approved w/conditions	1/25/2022	1	signed	1			
0095	3520		136	Casino Street	McCourt, Shannon	Infill garage door & widen driveway	Approved w/conditions	2/8/2022	1	signed	1			
0096	3521		165	Nassau Avenue	Tomlinson, Quanne	Expand driveway	Approved w/conditions	2/8/2022	1	signed	1			
0096	3522		24	Ann Drive North	Orellano, Fredy	Construct gazebo	Approved w/conditions	2/8/2022	1	signed	1			
0096	3523		137	Union Street	Islands Home Corp.	Construct 2-story home	Approved w/conditions	2/22/2022	1	signed	1			

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Box #	SP#	Sub- Number	House Number	Street Address	Applicant	Description	Decision	Decision Date	Decision attached	Affidavit of Compliance	Affidavit of compliance Attachment
0096	3524		27A	Merrick Road West	Martinez, Francisco	Construct 1-story addition & renovate storefront	Approved w/conditions	4/12/2022	1	signed	1
0096	3525		411	Southside Avenue	Smith, Winsome	Replace existing wood porch with new masonry porch	Approved w/conditions	4/12/2022	1	signed	1
0096	3526		59	Lena Avenue	Marti Homes, LLC	Const new home with attached garage	Approved w/conditions	5/10/2022	1	signed	1
0096	3527		130	Bergen Place North	Marti Homes, LLC	Const new home with attached garage	Approved w/conditions	5/10/2022	1	signed	1
0096	3528		132	Bergen Place North	Marti Homes, LLC	Const new home with attached garage	Approved w/conditions	5/10/2022	1	signed	1
0096	3529		134	Bergen Place North	Marti Homes, LLC	Const new home with attached garage	Approved w/conditions	5/10/2022	1	signed	1
0096	3530		177	Buffalo Avenue	Oest, Scott	Regrade and blacktop front of building	Approved w/conditions	3/22/2022	1	signed	1
0096	3531		61	Albany Avenue	Ull, Richard	Exterior renovation	Approved w/conditions	3/22/2022	1	signed	1
0096	3532		141	St. Marks Avenue	Nassau Suffolk Partnership	Construct new home	Approved w/conditions	4/12/2022	1	signed	1
0096	3533		139	East Avenue	Nassau Suffolk Partnership	Construct new home	Approved w/conditions	4/12/2022	1	signed	1
0096	3534		114	Church Street	Hopkins, Thomas	Exterior façade improvement	Approved w/conditions	4/12/2022	1	signed	1
0096	3535		280	Branch Avenue	Sarfty, Eran	Construct new 3-story house	Approved w/conditions	6/28/2022	1	signed	1
0096	3536		59	Lillian Avenue	Alberto, Luis	Construct new 2-story house	Approved w/conditions	5/10/2022	1	signed	1
0096	3537		195	Green Avenue	Williams, Carol	Construct roof over porch and portico	Approved w/conditions	4/12/2022	1	signed	1

	Sub- House Decision Decision Affidavit of Affidavit of Decision Decision Affidavit of Decision Decisio													
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0096	3538		221	Miller Avenue	Sesme, Felix	Construct front porch addition and new portico	Approved w/conditions	5/10/2022	1	signed	1			
0096	3539		16	Southside Avenue	Moran	Maintain 1-story rear addition	Approved w/conditions	4/12/2022	1	signed	1			
0096	3540		87	Overton Street	Bonacasa, Anthony	Widen Driveway	Approved w/conditions	4/12/2022	1	signed	1			
0096	3541		212	Ocean Avenue South	Deeper Life Ministries	Construct new 1-story sanctuary with breezeway	Approved w/conditions	6/28/2022	1	signed	1			
0096	3542		331	Columbus Avenue North	Marti Homes	Alterations to windows & doors	Approved w/conditions	5/10/2022	1	signed	1			
0096	3543		552	Bayview Avenue South	Rugolo, Richard	Construct open front porch	Approved w/conditions	5/10/2022	1	signed	1			
0096	3544		75	Cary Place	Sime, Dianelys	Const additions, portico and balcony	Approved w/conditions	5/10/2022	1	signed	1			
0096	3545		165	Church Street	Kaur, Palvinder	Construct 2-story dwelling with detached garage	Approved w/conditions	6/29/2022	1	signed	1			
0097	3546		804	Ocean Avenue South	O'Brian, Ahaneeza	Expand driveway	Approved w/conditions	5/10/2022	1	signed	1			
	3547		37	Buchanan Street	Gorry, Margaret	Construct 3-story 2400 sq ft home	Approved w/conditions	6/28/2022	1	signed	1			
	3548		158	Ocean Avenue North	Taylor, Ladonna	Construct rear and 2nd floor addition	Approved w/conditions	4/26/2022	1	signed	1			
	3549		891	Long Beach Avenue South	Murphy, Yvonne	Construct new dwelling	Approved w/conditions	6/28/2022	1		1			
	3550		181	Carman Street	Hudson Olivia Development	Construct new 3-story dwelling	Approved w/conditions	6/28/2022	1	signed	1			
	3551		185	Carman Street	Hudson Olivia Development	Construct new 3-story dwelling	Approved w/conditions	6/28/2022	1	signed	1			

	Site Plan Table Database  Affidavit of												
Box #	SP#	Sub- Number	House Number	Street Address	Applicant	Description	Decision	Decision Date	Decision attached	Affidavit of Compliance	Affidavit of compliance Attachment		
	3552		115-117	Main Street North	Hananya, Ederi	Construct new 1-story rear addition	Approved w/conditions	6/28/2022	1	signed	1		
	3553		377	Wallace Street	Daring, Kerwin	Construct addition	Approved w/conditions	6/28/2022	1	signed	1		
	3554		52	Grant Street	Espada, Denise	Construct rear addition	Approved w/conditions	6/28/2022	1	signed	1		
	3555		110	Cornelius Street	Holin, Jay	Expand front porch	Approved w/conditions	6/28/2022	1	signed	1		
	3556		70	Madison Avenue	Espinal, Clarisa	Widen driveway	Approved w/conditions	8/23/2022	1	signed	1		
	3557		330	Wallace Street	Torres, Jose	Maintain expansion of driveway	Approved w/conditions	6/28/2022	1	signed	1		
	3558		186	Nassau Avenue	Tetreault, William & Phyllis	Const rear sunroom & rear deck with chairlift	Approved w/conditions	7/12/2022	1	signed	1		
	3559		894	Long Beach Avenue South	Mathews, Benjamin	Raise roof, roofline & front porch	Approved w/conditions	11/22/2022	2	?signed	1		
	3560		153	Ocean Avenue North	Von Scheele, Per	Const new cellar entance & deck above garage	Approved w/conditions	6/28/2022	1	signed	1		
	3561		79	Ray Street	Drewes, Jerard	Expand rear 2nd floor bedroom	Approved w/conditions	6/28/2022	1	signed	1		
	3562		5	Brunella Street	Filiuta, Fragos	Construct 2nd story deck	Approved w/conditions	7/12/2022	1	signed	1		
	3563		80	Southside Avenue	Singh, Rookmin	Construct new detached garage	Approved w/conditions	8/9/2022	1	signed	1		
	3564		45	Colonial Avenue	Ramirez, Juana	Construct a new 1- story 618 sq. ft. rear addition	Approved w/conditions	7/12/2022	1	signed	1		
	3565		50	Willow Avenue	Farrell, Judith	Construct new 379 sq. ft. rear sunroom	Approved w/conditions	7/12/2022	1		1		

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	3566		40	Weberfield Avenue	Starks, Elbert	Repair fire damage & add 2nd floor	Approved w/conditions	7/12/2022	1	signed	1				
	3567		177-189	Sunrise Highway West	McGovern Automotive Group	Construct 1-story addition & parking	Approved w/conditions	8/9/2022	1	signed	1				
	3568		199	Sunrise Highway West	McGovern Automotive Group	Expand existing parking lot	Approved w/conditions	8/9/2022	1	signed	1				
	3569		370	Maryland Avenue	Davis, Deveen	Construct portico and exterior basement stairs	Approved w/conditions	7/12/2022	1		0				
	3570		1	Brookside Avenue South	Dutan, Ana	Maintain 2 cellar egress windows	Approved w/conditions	7/12/2022	1	signed	1				
	3571		382	Wallace Street	Dumisani, Kambi-Shamba	Maintain raised roof line of existing garage	Approved w/conditions	9/21/2022	1	signed	1				
	3572		46	Weberfield Avenue	Garcia, Merkeide	Construct 1-story addition and portico	Approved w/conditions	8/9/2022	1	signed	1				
	3573		37	Fourth Street West	Cessay, Yaya	Construct rear deck	Approved w/conditions	8/9/2022	1	signed	1				
	3574		438	Nassau Avenue	438 Nassau LLC	Construct new 3-story dwelling	Approved w/conditions	9/21/2022	1	signed	1				
	3575		552	Brookside Avenue North	Sosa, Daniel	Mt.shed,pavilion, terrace, driveway, fence, firepl	Approved w/conditions	9/21/2022	1	signed	1				
	3576		199	Wallace Street	Chimeri, Gary	Erect a garage	Approved w/conditions	8/23/2022	1	signed	1				
	3577		121	Main Street South AKA 119-123 Main Street South	Campos, Ulises	Construct new 1,544 sq. ft 2nd fl. commerical add.	Approved w/conditions	10/25/2022	1	signed	1				
	3578		157	Ocean Avenue North	Weinraub, Charles	Maintain 1-story rear add. Proposed interior alt.	Approved w/conditions	8/23/2022	1	signed	1				

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	3579		164	Archer Street	Baez, Elvis	Const 1-story rear addition	Approved w/conditions	9/21/2022	1	signed	1			
	3580		130	Dehnoff Avenue	Bryant, Mary	Maintain a 625 sq. ft. detached garage	Approved w/conditions	9/21/2022	1	signed	1			
	3581		215	Church Street	Sahadeo, Omattee	Construct a covered patio	Approved w/conditions	9/21/2022	1		0			
	3582		210	Gordon Place	Sigua, Braulio	Maintain decks	RESCINDED	9/21/2022	0	N/A	0			
	3583		187	Westside Avenue	Bender, Martin	Construct roof over exsiting deck	Approved w/conditions	9/21/2022	1		0			
	3584		26	Graffing Place	Seonghae, Lucinda	Construct 1 & 2 story addition n& decks	Approved w/conditions	9/21/2022	1	signed	1			
	3585		446	Southside Avenue	Herrera, Julian	Widen driveway	Approved w/conditions	9/21/2022	1	signed	1			
	3586		360-370	Atlantic Avenue	370 Freeport, LLC	Exterior façade repair	Approved w/conditions	12/27/2022	1	signed	1			
	3587		11	Evans Avenue	Jose Hernandez	Proposed roof construction	Approved w/conditions	10/11/2022	1	signed	1			
	3588		59	Lena Avenue	Dennis Marti/Marti Homes	Add outside cellar entrance	Approved w/conditions	10/11/2022	1	signed	1			
	3589		130	Bergen Place North	Dennis Marti/Marti Homes	Add outside cellar entrance	Approved w/conditions	10/11/2022	1	signed	1			
	3590		132	Bergen Place North	Dennis Marti/Marti Homes	Add outside cellar entrance	Approved w/conditions	10/11/2022	1	signed	1			
	3591		134	Bergen Place North	Dennis Marti/Marti Homes	Add outside cellar entrance	Approved w/conditions	10/11/2022	1	signed	1			
	3592		401	Ocean Avenue South A	Dennis Marti/Marti Homes	Construct new home	Approved w/conditions	11/22/2022	1	signed	1			

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	3593		401	Ocean Avenue South B	Dennis Marti/Marti Homes	Construct new home	Approved w/conditions	11/22/2022	1	signed	1				
	3594		401	Ocean Avenue South C	Dennis Marti/Marti Homes	Construct new home	Approved w/conditions	11/22/2022	1	signed	1				
	3595		275	Lena Avenue	Perez, Francisco	Maintain cellar entrance & install egress window	Approved w/conditions	10/11/2022	1	signed	1				
	3596		22	Agnes Street	Marte, Jose	Maintain cellar entrance & install egress window	Approved w/conditions	10/11/2022	1	signed	1				
	3597		596	Ocean Avenue South	Indelicato, Dianne	Enclose existing screen porch	Approved w/conditions	10/25/2022	1	signed	1				
	3598		79	Main Street South	IPS Properties	Replace storefront	Approved w/conditions	10/25/2022	1	signed	1				
	3599		81-83	Main Street South	IPS Properties	Replace Storefront	Approved w/conditions	10/25/2022	1	signed	1				
	3600		2	Cedar Street	AHRC	New asphalt driveway	Approved w/conditions	11/22/2022	1	signed	1				
	3601		449	Nassau Avenue	Michael Portoles	Construct addition and decks	Approved w/conditions	10/25/2022	1	signed	1				
	3602		77	Wallace Street	Fee, Francis G Jr.	Construct 1-story addition	Approved w/conditions	10/25/2022	1	signed	1				
	3603		16	Merrick Road West	Merrick Meadows Ltd	Construct new storefront	Approved w/conditions	11/22/2022	1	signed	1				
	3604		46	Fairview Avenue	Long, Qi Fei	Construct new front portico	Approved w/conditions	12/27/2022	1	signed	1				
	3605		635	Nassau Avenue	Micciulli, Joseph	Construct deck	Approved w/conditions	11/22/2022	1	signed	1				
	3606		201	Merrick Road West	Woodward, LE	Construct sports court	Approved w/conditions	12/27/2022	1	signed	1				

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	3607		84	Lincoln Place	Meyers, Leroy	New 40' x 9' driveway added to existing	Denied	2/28/2023	1	N/A	0			
	3608		42	Rutland Road	Permits R Us	Maintain rear roof, shed & window well	Approved w/conditions	12/27/2022	1	signed	1			
	3609		263	Arthur Street	Stroke, Charles	Widen Driveway	Approved w/conditions	12/27/2022	1	signed	1			
	3610		15	Lester Avenue	Eakin, Steven & Melissa	2nd floor addition	Approved w/conditions	12/27/2022	1	signed	1			
	3611		233	Church Street	Thuman, Christopher	Construct new garage	Approved w/conditions	1/24/2023	1	signed	1			
	3612		65	Lillian Avenue	Solano, Luis	Construct porch, end fl addition & rear deck	Approved w/conditions	1/24/2023	1	signed	1			
	3613		25	East Avenue	Hosein- Chitaman, Shairoon	Maintain detached garage	Approved w/conditions	1/24/2023	1	signed	1			
	3614		62	Park Avenue	Hermida, Francisco	Widen driveway	Approved w/conditions	3/14/2023	1	signed	1			
	3615		28	Franklin Square	Whyte, Rohan	Construct 2nd floor addition	Approved w/conditions	2/28/2023	1	signed	1			
	3616		180	Bay Avenue South	McWatt, Neville	Construct carport with rooftop deck	Approved w/conditions	2/28/2023	1		0			
	3617		260	Westend Avenue	Onurah, Loretta	Maintain cellar enclosure & cellar	Approved w/conditions	2/28/2023	1		0			
	3618		13	Polk Street	Abreu, Joel	Construct addition	Approved w/conditions	3/14/2023	1	signed	1			
	3619		97	Evans Avenue	Hinds- Beharrie, Valreen	Construct 2nd floor addition	Approved w/conditions	3/14/2023	1	signed	1			
	3620		209	Porterfield Avenue	Humala, Victor Siguencia	Construct a 24.1' x 9.5' 1-story addition	Approved w/conditions	3/14/2023	1	signed	1			
	3621		890	Long Beach Avenue South	Lyons, Bruce	Construct porch and deck	Approved w/conditions	3/14/2023	1	signed	1			

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	3622		166	Church Street	Enamorado, Fernanda	Maintain front portico and stoop	Approved w/conditions	3/14/2023	1	signed	1			
	3623		23	Rose Street	Abreu, Randy	Const addition, porch & garage	Approved w/conditions	4/25/2023	1	signed	1			
	3624		55	Bedell Street	Bhutta, Masood	Front addition & alterations	Approved w/conditions	4/25/2023	1	signed	1			
	3625		123	Milton Street East	Romero, Guillermo	Construct 2nd floor addition	Approved w/conditions	4/25/2023	1	signed	1			
	3626		66	Merrick Road East	Calvagno, Joseph	Exterior renovations	Approved w/conditions	3/28/2023	1	signed	1			
	3627		70	Merrick Road East	Calvagno, Joseph	Exterior renovations	Approved w/conditions	3/28/2023	1	signed	1			
	3628		862	Long Beach Avenue South	Guevara, Oscar	Changes to windows, doors etc.	ADJOURNED	8/22/2023	0		0			
	3629		85	Centre Street	Napoles, Bryant	Widen driveway	Approved w/conditions	5/23/2023	1	signed	1			
	3630		115	Delaware Avenue	Salim, Rafel	Construct 1-story rear addition and 2nd story addi	Approved w/conditions	4/25/2023	1	signed	1			
	3631		66	Independence Avenue	Vintimilla, Nelson	Construct garage due to fire damage	Approved w/conditions	5/23/2023	1	signed	1			
	3632		17-33	Buffalo Avenue & 80-84 Albany Ave	BOSFA, LLC	Renovate existing structure, add 2 stories, Park	ADJOURNED	8/22/2023	0		0			
	3633		224	Buffalo Avenue	Bruzzone, Fred	Construct 2nd story addition	Approved w/conditions	6/27/2023	1		0			
	3634		74	Broadway	El Balcon Properties	Construct 4-story apt building	Approved w/conditions	6/27/2023	1	signed	1			
	3635		66	Dean Street East	Brizuela, Christian	Construct 2nd driveway	DENIED	8/22/2023	1	N/A	0			
	3636		67	Main Street South	67 South Jara LLC	Façade renovations	Approved w/conditions	7/25/2023	1	signed	1			

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	3637		105	Connecticut Avenue	Mclaren, Maureen	Construct a cellar entrance	Approved w/conditions	6/13/2023	1	signed	1				
	3638		231	Brookside Avenue South	McCoy, Felice	Maintain 2-car garage	Approved w/conditions	6/27/2023	1	signed	1				
	3639		60	Mount Avenue	Aguayza, Jose	Legalize basement with basement stairs	Approved w/conditions	7/25/2023	1	signed	1				
	3640		143	Lillian Avenue	Ulysse, Rockefeller	Construct rear extension	Approved w/conditions	6/13/2023	1	signed	1				
	3641		72	Mount Avenue	Aguayza, Cesar	Maintain exterior stairway to basement	Approved w/conditions	6/27/2023	1	signed	1				
	3642		64	Parsons Avenue	Eustache, Carline	Construct 2nd driveway	Approved w/conditions	6/13/2023	1	signed	1				
	3643		77	Babylon Turnpike	Aguilar, Candelaria	Maintain and extend driveway	Approved w/conditions	8/22/2023	1		0				
	3644		109	Atlantic Avenue	Marti, Dennis	Construct 1-family dwelling	Approved w/conditions	6/27/2023	1	signed	1				
	3645		60	Milton Avenue West	Marti, Dennis	Construct 2-story dwelling	Approved w/conditions	6/27/2023	1	signed	1				
	3646		20	Hope Place	Skates, Kenneth	Construct a gazebo	Approved w/conditions	6/13/2023	1	signed	1				
	3647		149	Bayview Avenue North	Perez, Nelson	Construct rear addition, gazebo & shed	Approved w/conditions	7/11/2023	1	signed	1				
	3648		397	Pine Street	Moses, Lynette	Construct a wooden shed	Approved w/conditions	7/11/2023	1	signed	1				
	3649		245	Grand Avenue	Lainez, Edguin	Maintain driveway	Approved w/conditions	7/25/2023	1	signed	1				
	3650		515	Southside Avenue	Sigua, Baraulio	Replacement of window and door	Approved w/conditions	7/11/2023	1	signed	1				
	3651		25	Johnson Place	Rodriguez, Ubaldo	Erect 2nd floor addition, install deck & add windo	Approved w/conditions	7/11/2023	1	signed	1				

ox #	SP#	Sub- Number	House Number	Street Address	Applicant	ite Plan Table Databa  Description	Decision	Decision Date	Decision attached	Affidavit of Compliance	Affidavit of compliance Attachment
	3652		25	Pearsall Avenue	Nunez, Fermin	Maintain roof over patio, rear deck & sauna	Approved w/conditions	7/25/2023	1	signed	1
	3653		204	Lena Avenue	Mason, Lovelle	Install storage shed	Approved w/conditions	7/25/2023	1	signed	1
	3654		120	Guy Lombardo Avenue	NYSMSA	Install wireless antennas			0		0
	3655		250	Miller Avenue	Gittens, Amelio	Construct 1-story addition	Approved w/conditions	8/22/2023	1	signed	1
	3656		180	Bay Avenue South	McWatt, Neville	Construct 1-car garage and deck & elevator	Approved w/conditions	8/22/2023	1	signed	1
	3657		75	Cary Place	Sime, Dianelys	Change window size & location	Approved w/conditions	8/22/2023	1		0
	3658		766	Guy Lombardo Avenue	Gammo, Rudy	Addition of balconies, 2nd floor extension wi	1	8/22/2023	1	signed	1
	3659		4	Prato Court	Rodriguez, Jose	Maintain widening of driveway			0		0
	3660		27	Lenox Place	Argueta, Joseph	Construct new garage			0		0
	3661		948	S Long Beach Avenue	Borriello, Steven	Convert rear deck to porch			0		0
	3662		452	Miller Avenue	Christian, Sean	Expand driveway to 20 ft wide			0		0
	3663		14	Woodbine Avenue East	McCray, Leo	Expand driveway			0		0
	3664		77	Roosevelt Avenue	Pagan, Jazmin	Enclose porch			0		0
	3665		23	Harding Place	Sanchez, Carlos	Construct addition			0		0
	3666		48	Hillside Avenue	Lazo, Reina	Maintain portico and extended driveway			0		0
	3667		344	Archer Street	Sylvia, Edward	construct addition, extend garage, add patio roof			0		0

					Si	ite Plan Table Databa	se				
Box #	SP#	Sub- Number	House Number	Street Address	Applicant	Description	Decision	Decision Date	Decision attached	Affidavit of Compliance	Affidavit of compliance Attachment

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Bo x #	ZBA#	Sub#	HOU SE#	STREET NAME	Missin g File	FIRST NAME	LAST NAME	DESCRIPTION	ZBA DECISIO N	DECISION DATE	Owner of Property	NOTES	Additiona 1 Notes
127	2023-9		27	Lenox Place		Joseph	1 Argueta	Maintain a 23'x23' detached wood frame garage	Granted	7/20/2023			
0	2023-8		327	Arthur Street		Blanca	1 Marquez	Install 213' of 6' high PVC fence with 2 walk gates	Granted with modifications	8/17/2023			
0	2023-7		65	Porterfield Place		Juan	0 Puntiel	Maintain existing accessory awning	pending				
127	2023-6		23	Harding Place		Carlos	1 Sanchez	Proposed second floor rear addition and interior alterations	Granted	7/20/2023			
126	2023-5		60	Westside Avenue		Marcos	1 Taverez	Maintain covered porch conversion to a 3 seasons room & a 112.20 sq. ft. rear wood deck	Granted	5/18/2023			
0	2023-4		80-84	Albany Avenue		BOSFA Management Corp	1 BOSFA Management Corp.	Renovate existing structure, add 2 stories at the property known as 17-33 Buffalo Ave aka 3 Buffalo Ave to create a total of 200 new apt. units and to construct stacked parking on parcel known as 80-84 Albany Ave	Granted	4/20/2023			
126	2023-4		1	Buffalo Avenue		BOSFA Management Corp		Renovate existing structure, add 2- stories to create total of 200 new apartment units and to construct stacked parking on parcel 80-84 Albany Ave	Granted	4/21/2023			
126	2023-3		231	Brookside Avenue South		Felice	1 McCoy	Maintain 20'x24' single story two car garage	Granted	4/26/2023			
0	2023- 25		131- 135	Guy Lombardo Avenue		135 Guy Lombardo, LLC	0	New 4 story apartment building (47,609.09)	pending				
	2023- 24		729	Long Beach Avenue South		Jacqueline	0 Reid	Construct a new 315 sqft second level rear addition and rear elevated deck	pending				
	2023- 23		20	Meister Boulevard		NassauSuffolk Partnership	0	residence 1,194.21 sqft two (2) stories	pending				
0	2023- 22		213	Juanita Avenue		Keenan	OStokes	73.5 sqft garage addition and new roof	pending				

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Bo x #	ZBA#	Sub#	HOU SE#	STREET NAME	Missin g File	FIRST NAME	A T T A C B C H A C B C A T T T T T T T T T T T T T T T T T T	DESCRIPTION	ZBA DECISIO N	DECISION DATE	Owner of Property	NOTES	Additiona 1 Notes
	2023- 21		662	Miller Avenue		Matthew	0 Ranaldo	rear deck 1st fl. (414 sq. ft.), rear deck 2nd fl(91.8 sqft), front balcony at 1st fl (104 sqft)	pending				
0	2023- 20		56	First Street West		Christina	0 Straub	Install a 20'x12' semi in-ground pool w/366sqft raised paver patio. Amended: maintain a 422 sqft deck instead of the raised paver patio	pending				
127	2023-2		307	Guy Lombardo Avenue		Jude	2 Derivois	Use building for church assembly	Granted	7/20/2023			
0	2023- 19		16	Niagara Avenue		Amritpal	0 Singh	Chainlink fence 8' high x 130 ' long	pending				
0	2023- 18		33	Dock Drive		Christopher	0 Lombardo	Elevate one family framed dwelling	pending				
0	2023- 17		53	Hanse Avenue		Paul	0 Burns	Maintain existing steel assembly frame structure	pending				
0	2023- 16		435	Woodcleft Avenue		NBD Holding Inc.	0	Proposed Hotel and utilize lots 2&3 on B-233,S-62 for add'l accessory use off-site parking. L-410 on B-183, S- 62 for additional accessory use off- site parking	pending				
0	2023- 15		284	Miller Avenue		Lorena	0 Idrovo	2nd floor front & rear addition totaling 439.85 sq. ft	pending				
0	2023- 14		226	Atlantic Avenue		Azin	0 Tariford	Maintain existing new garage- 432.64 sq. ft.	pending				
0	2023- 13		355	Atlantic Avenue		Esther	0 White	Change of use to Day Care	pending				
0	2023- 12		129- 131	Main Street South		Rosa	1 Gladamez	New opening to existing wall to join both stores additional 1,420 sq. ft.	Granted	8/172023			
127	2023-		131	Merrick Road West		Freeport Realty		Remove existing canopy over existing dispensers, install 49'x42' canopy over four new dispensers, convert existing service station building(2,365 sqft)to(2,040 sqft) convenience store with drive thru and associated site improvements	Granted	7/24/2023			

								VARIOUS YE	EARS ZBA DATABASE					
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127	2023- 10		131	Merrick Road West		Freeport Realty	1		Installation of four (4) ground signs	Granted	7/24/202	3		
126	2023-1		74	Broadway		El Balcon Properties Corp.	1		New 4 story, 2,334 sq. ft. apartment building with three (3) two-bedroom units and six (6) one-bedroom units with parking under building (at grade)	Granted	4/26/202	3		
124	2022-9		39	Long Beach Avenue South		Matt	1	McGovern	Usa variance to use the property as a commercial property	Final Appro	val 5/19/202	2		
23	2022-8		75	Cary Place		Dianelis	1	Sime	Construct new 613 sqft. 2nd story addition, new 58 sqft 1st fl rear addition and rebuild existing 126.6 sqft. rear room	Granted	3/24/202	2		
33	2022-7		37	Fourth Street West		YaYa	1	Ceesay	Construct a new 600 sq. ft. rear second story deck	Granted	3/24/202	2		
83	2022-6		158	Ocean Avenue North		Ladonna	1	Taylor	Fire repairs, construct a new 94 sq.ft. first floor rear addition, 42 sq. ft. vestibule and new 735 sq. ft. second floor addition	Granted	3/24/202	2		
124	2022-5		128	Cary Place		Rauff		Cary Commons, LLC (Richard)	Use variance-use marine industrial property as a residential use	Granted	4/21/222			
	2022- 45		123	Milton Street East		Guillermo	1	Romero	construct a new second floor addition	Granted	1/19/202	3		
	2022- 44		23	Rose Street		Randy		Abreu	East_West 2 story addition with basement, new front wrap around porch, 2 exterior basement entrances, new rear covered porch w/balcony above, new 22'x22.5' detached garage, 17'x20' pool cabana and a new HVAC	Granted	2/16/202			
	2022- 43		199	Westside Avenue		Dimitri	1	Giasemis	Restore use of a two-family dwelling	Granted	2/16/202	3		
	2022- 42		55	Bedell Street		Masood	1	Bhutta	Front addition and alterations to a two-family dwelling	Granted	2/21/202	3		

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	2022- 41		67	Main Street South		67 S. Jara LLC	1	Commercial alterations-2 retail spaces 1st fl, 2 bedrm. Apt. on 2nd fl,no change in basement	Granted	2/16/2023			
	2022- 40		25	East Avenue		Shairoon	1 Hosein- Chitaman	Maintain a 22'x24' detached garage	Granted	11/17/2022	2		
	2022-4			Bayview Avenue South		Richard	1 Rugolo	Front yard setback	Granted	2/18/2022			
	2022- 39			Hampton Place		Vishon	1 Ganesh	Maintain pergola in rear yard	Granted	10/20/2022	2		
	2022- 38			Main Streeet South		Meridian Lights Inc.	1	Construct new 4-story mixed use bldg, 1st -retail, 2nd,3rd and 4th residential apartments	Denied	11/17/2022	2		
	2022- 37		635	Nassau Avenue		Joseph	1 Micculli	Construct a new 407 sq.ft. deck	Granted	10/20/2022	2		
	2022- 36		77	Wallace Street		Ryan	1 Fee	194 sq.ft. rear one-story addition, contruct a 68 sq.ft. front vestibule, construct 68 sq.ft. front open porch and demolish existing porch	Rescinded	9/26/2022			
	2022- 35			Main Street North		Luis	1 Ramirez	Increase internal seating capacity to 16 seats	Withdrawn	11/15/2022	2		
	2022- 34			Buffalo Avenue		Fred	1 Bruzzone	Proposed 14,000 sq. ft. second story addition	Granted	11/17/2022	2		
	2022- 33			Main Street South AKA 129-133 Main Street South		Rosa	1 Galdamez	Interior alterations for Bar/ Restaurant	Withdrawn	10/6/2022			
	2022- 32			Bayview Avenue North		Nelson	1 Perez Garabito	Construct new 312 sqft. rear addition, 144 sqft. gazebo and maintain a 322.56 sqft. shed		11/17/2022	2		
	2022- 31			Westend Avenue		Jason	1 Weber	Proposed garage conversion to living space	Granted	11/17/2022	2		
	2022- 30			Main Street North		Greenwood and Sons, Inc.	2	Divide structure to create four separate stores	Granted	1/19/2023			

	1				1		VARIOUS YI	EARS ZBA DATABASE					
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19	2022-3		280	Branch Avenue		Evan	1 Sarafty	Construct a new 2067 sq.ft. 3-story house with 410 sq. ft. deck	Granted	2/17/2022			
124	2022- 29			Ocean Avenue South		Look North Together, Inc.	1 Alexander Onasis	Construct a new 24 unit, 3-story 19,966 sq. ft. multiple dwelling with underground parking and rooftop terrace	Granted	10/24/2022			
	2022- 28		449	Nassau Avenue		Michael	1 Portoles	Abandon 1st fl, construct new 763 sq.ft. 1st & 2nd fl. side additions, new 1,920 sq. ft. 3rd story addition & 458.62 sq.ft. rear 2nd and 3rd fl. decks	Granted	7/21/2022			
	2022- 27		435	Woodcleft Avenue		NBD Holding LLC		Proposed new 100-room hotel with amendmend for total height of 52' 5.5" above the floodpiain	Granted	6/21/2022			
124	2022- 26		1	Dehnhoff Avenue		Mary	1 Bryant	Maintain a 625 sq. ft. detached garage	Granted	7/21/2022			
	2022- 25			Albany Avenue		Rachel	1 Lazarus	Construct a new elevated 4 story, 28,032 sq. ft. commercial building	Granted	11/17/2022	!		
124	2022- 24		438	Nassau Avenue		438 Nassau Avenue		Construct a new 3-Story 2515 sq.ft. single family dwelling with a 246 sq. ft. porch and a 82.5 sq. ft. deck	Granted	6/16/2022			
	2022- 23		932	Long Beach Avenue South		June	1 Owen	148 sq.ft. expansion to wood deck	Granted	5/19/2022			
124	2022- 22		14-16	Brooklyn Avenue		co Catapano Eng. and Arch	1 Oak Street Health	Renovate building to be used as a medical facility	Granted	6/16/2022			
	2022- 21		189	Sunrise Highway West		Matt	1 McGovern	Proposed 14,471 sq.ft. 1 story, addition & 2,830 interior 2nd floor addition in existing dealership	Final	5/19/2022			
116	2022- 20			Wilson Place		Miguel and Ismaela	1 Hernandez	Installation of a 36' x 16' in-ground pool	Granted	4/21/2022			
26	2022-2	2 folders total		Church Street		Palvinder	1 Kaur	Construct a new 3097 sq. ft. 2-story single family dwelling with unfinished basement and a 426 sq.ft. detached garage	Granted	3/24/2022			

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124	2022- 19		25	Pearsall Ave		Fermin	1 Nunez	Maintain a 576 sq.ft. roof over patio, a 346 sq.ft. rear deck & a 120 sq.ft. rear sauna addition	Granted	7/21/2022			
123	2022- 18		39- 43a	Woodcleft Ave		Rudy	2 Liriano	Maintain 1,170 sq. ft. deck	Granted with Conditions	10/20/2022			
113	2022- 17		377	Wallace Street		Kerwin	1 Daring	Sky exposure	Granted	4/21/2022			
79	2022- 16		718	Miller Avenue		Deo	1 Geer	Install a 270 sq. ft. in-ground swimming pool and spill over hot tub	Granted	4/21/2022			
69	2022- 15		3	Mayfair Court		Albert	1 Patton	Construct a new 240 sq. ft. deck	Granted	4/21/2022			
124	2022- 14		70	Guy Lombardo Avenue		Alfred	1 Basal	Convert existing 2nd fl from commerical to 2 residential apartments	Granted	6/16/2022			
29	2022- 13		110	Cornelius Street		Jay	1 Holin	Expand front porch from 55 sq.ft. to 108 sq.ft.	Granted	4/21/2022			
124	2022- 12		41	Long Beach Avenue South		Matt	1 McGovern	Use residential property as a commercial use	Final Approva	al 5/19/2022			
124	2022- 11		20	Lexington Avenue		Matt	1 McGovern	Use variance to use property as commercial open air property	Final Approva	al 5/19/2022			
124	2022- 10		16	Lexington Avenue		Matt	1 McGovern	Use variance to use property as a commercial open air parking	Final Approva	al 5/19/2022			
21	2022-1		552	Brookside Avenue North		Daniel	1 Sosa	Maintain 20'x13' shed, 21'x19' pavilion,19'x44'raised terrace, replace driveway,4' solid PVC fence in front yard, wood burning fireplace and a 34" CMU retaining wall	Granted	3/24/2022			
42	2021-9		435	Guy Lombardo Avenue			1 Parkville Rental Corp.	Proposed 2 Family residence 2,500 sq ft	Denied	9/23/2021			
29		1 of 2, 2 of 2	122- 124	Cornelius Street		Kathleen	1 Orth	Construct a new 315 sq ft rear deck	Granted	6/17/2021			
5	2021-7		74	Atlantic Avenue		Vincent	1 Kennedy	Construct 875 sq.ft. detached garage	Granted	6/17/2021			

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126	2021-6- A		8-10	Brooklyn Avenue		Nelson	1 Zelaya	modification of determination 8/19/21-Cosmetic change to existing bar and restaurant with interior alterations	Granted	2/16/2023			
21	2021-6		8-10	Brooklyn Avenue		Nelson	1 Zelaya	Cosmetic change to existing bar and restaurant with interior alterations	Granted	8/19/2021			
70	2021-5		20	Meister Boulevard			1 Nassau_Suffolk Partnership Housing Development Fund	Construct a new 3 story, 1,496 sq.ft. single family dwelling	Denied	7/15/2021			
99	2021-4		206	Smith Street		Larry	1 Regan	Construct a new 2 story, 31 unit, 39, 780 sqft. Mulitple dwelling with sparking in the cellar	Granted	5/20/2021			
81	2021-3		115	Nassau Avenue		Olivia	1 Grant	Construct a new 400 sqft inground pool with 64 sqft spill over spa	Granted	4/15/2021			
64	2021- 29		115- 117	Main Street South		Ederi	1 Hananya	Construct new 1 story, 925 sq.ft. rear addition	Granted	3/24/2022			
22		1 of 2, 2 of 2	37	Buchanan Street		Margaret	1 Gorry	Construct a new three-story, 2400 sq. ft. single family dwelling	Granted	12/9/2021			
54	2021- 27		891	Long Beach Avenue South		Yvonne	1 Murphy	Construct a new 1,944 sq. ft. single family dwelling					
93	2021- 26		244	Roosevelt Ave		Or	1 Raucher	Construct a new 870.5 sq. ft. 2nd floor addition and a new 178 sq. ft. rear deck	Granted	12/9/2021			
84	2021- 25		212	Ocean Avenue South		Regina (Reverand)Johnso n	1 Deeper Life Fellowship	Construct a new one-story sanctuary with breezeway	Granted	2/17/2022			
	24	see folder 119- 123AKA1 21	AKA			Ulises	1 Campos	Construct new 1,544 sq.ft.2nd fl commercial addition	Granted	2/17/2022		see aka 119-123 Main St.South	
64	24	see folder 119- 123AKA1 21	123	Main Street South		Ulises	1 Campos	Construct a new 1,544 sq.ft. second floor commerical addition	Granted	2/17/2022		see aka 121 Main St. South	

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	2021- 23		101	Henry St			1 Morning Star Daycare	create new daycare-see 34-42 Merrick Rd East	Denied	11/18/2021		see 34-42 Merrick Rd. East	
71	2021- 23		34-42	Merrick Road East			1 Morning Star Daycare	Create new daycare	Denied	11/18/2021		aka 101 Henry St	
86	2021- 22		34	Pearsall Avenue				construct a 34 unit, 26,720 sq. ft. multiple dwelling	Withdrawn	12/8/2021		withdraw n on 12/8/2021	
	2021- 21		74	Willow Avenue		Roxanne	1 Reid	construct a new 189 sq. ft. second story addition	Granted	10/21/2021			
39	2021- 20		131- 135	Guy Lombardo Avenue			1 135 Guy Lombardo LLC	Construct a new 5 Story, 50,487 sq.ft. mulitple dwelling	Denied	4/21/2022			
4	2021-2		274	Arthur Street		James	1 Laverty	Constuct a new 10' x 4" front deck and a new 9' x 19" two story rear deck	Approved in part/denied in part	6/17/2021	James Laverty		
97	2021- 19		431	Sigmond Street		Oscar	1 Barrera	Proposed 885 sq. ft. second floor addition	Granted	9/23/2021			
69	2021- 18		35	Maryland Avenue		Sindy	1 Collado	Maintain front vestibule and construct new 621 sqft. pool deck, construct new 948 sq.ft. ground level deck with a 560 sq.ft. awning	Granted	9/23/2021			
84	2021- 17		134	Ocean Avenue South		Alexander Onasis	Look North Together Inc.	Construct new 18 Unit, 3-Story 16,914.8 sq.ft. multiple dwelling	Denied	10/21/2021			
88	2021- 16		71	Prospect Street		Thomas	2 Fee	Construct a new 800 sq.ft. lower level deck with 484 sq.ft. roof and 336 sq.ft. second story deck	Closed/Rescinded	e 8/19/2021			
51	2021- 15		5	Lester Avenue		Tamara and Kennian	1 Smith	Install a 14.3' x 36.3' semi in-ground swimming pool	Granted	8/19/2021			
111	2021- 14		6	Union Street		Hector	1 Velez	Construct a new 112.5 sq. ft. open front porch	Granted	10/21/2021			
74	2021- 13		27A	Merrick Road West		Francisco	1 Martinez	Construct new 593 sq.ft. 1st floor rear addition and 1,610 sq.ft. 2nd floor addition	Appoved in part Denied in part	9/23/2021			

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Bo x#	ZBA#	Sub#	HOU SE#	STREET NAME	Missin g File	FIRST NAME	LAST NAME	DESCRIPTION	ZBA DECISIO N		ISION ATE	Owner of Property	NOTES	Additiona l Notes
32	2021-		19	First Street		James	1 Schmiemann	Maintain a 345.7 sq. ft. deck	Granted	Ş	9/23/2021			
	12		<u> </u>	West										
31	2021-		109	Fairview		Alphonse	1 Riche	Construct new 435.84 sq. ft. three-	Granted	8	3/19/2021			
	11			Place				story rear addition						
111	2021-		415	Sunrise			1 NYC	maintain existing ground sign	Denied	1	11/18/2021			ĺ
	10			Highway			Motorsports							
				West										
1	2021-1		118	Albany Avenue		Rachel Lazarus	1 Columbia Equipment	Construct a new elevated 3 Story, 19,432 sqft commercial building	Granted	8	8/20/2021		w conditions	



April 14, 2023

Ref: 22193.00

Rosa Rhoden, Chairperson Incorporated Village of Freeport Zoning Board of Appeals 46 North Ocean Avenue Freeport, NY 11520

Re: Traffic and Parking Evaluation

**Proposed Multifamily Building** 

17 Buffalo Avenue Freeport, NY

Dear Chairperson Rhoden and Members of the Board:

VHB Engineering, Surveying, Landscape Architecture and Geology, P.C. (VHB) has conducted a traffic and parking evaluation for the above referenced application. The property is currently occupied by a existing 3-story multifamily buildings with 102 apartment units and the proposed application would see those buildings renovated and increased to 5-stories in height. Also, two proposed 5-story additions on new footprints would be constructed to provide a total of 200 apartment units. Presently, the existing multifamily building property provides limited on-site parking (12 spaces) for the residential use, thereby relying almost entirely on on-street parking to satisfy the parking demand when it was previously occupied. Upon the completion of this development, 177 parking stalls will be provided on-site which, in conjunction with the available on-street parking in the area, will satisfy the demand for the development. As detailed in the analysis below, the operation of the proposed residential use will not result in a significant impact to area traffic or parking conditions.

#### **Proposed Project**

The proposed project is depicted on the Plans prepared by Emilio Susa Architect dated revised March 22, 2023. The property is fronted to the south by Merrick Road, to the west by Buffalo Avenue, and to the east by Albany Avenue. The proposed parking area, to be located at the north end of the site, would be accessed via two driveways on Buffalo Avenue and another three on Albany Avenue. The action will involve the renovation/expansion of the existing apartment buildings on the site, as well as the construction of two additions to the buildings, to provide a total of 200 dwelling units. Upon the completion of the project, the building would provide 120 market rate units, 40 veteran units, and 40 age-restricted senior units.

Review of the site plan shows that parking would be provided for 177 vehicles on-site. This includes 33 Quad Stacker Systems which accommodate 4 vehicles per stacker. To accommodate this system the facility would provide an attendant to provide residents access their vehicles. Based on the Incorporated Village of Freeport Zoning Code, the proposed mix of studio (10 total), one-bedroom (100 total), two-bedroom (70 total) and three-bedroom (20 total) units would require 325 parking spaces, as shown on the Plans. Based on this requirement, a variance of 148 spaces will be required for the application.



#### **Area Traffic Volumes**

Review of the study area shows that there are two primary arterial highways in the area; Sunrise Highway (NY 27) is a Principal Arterial Highway Other under the jurisdiction of the NYSDOT and Merrick Road is a Minor Arterial Highway under the jurisdiction of the Nassau County Department of Public Works (NCDPW). Based on traffic volume data published by the New York State Department of Transportation (NYSDOT) on its Traffic Data Viewer (TDV) website, the average annual daily traffic (AADT) for Sunrise Highway (NY 27) is 55,467 vehicles per day (vpd). On an average weekday, the a.m. peak hour was from 7:00 a.m. to 8:00 a.m. with a total of 4,314 vehicles in both directions combined and the p.m. peak hour was from 5:00 to 6:00 p.m. with a total of 4,839 vehicles in both directions combined.

At the same time, based on the NYSDOT TDV, the AADT for Merrick Road in the study area is 23,918 vpd with 1,430 vehicles in both directions combined during the a.m. peak hour from 7:00 a.m. to 8:00 a.m. and 2,064 vehicles in both directions combined during the p.m. peak hour from 5:00 p.m. to 6:00 p.m.

#### **Site Parking Generation**

To estimate the parking demand associated with the application, the Institute of Transportation Engineers (ITE) *Parking Generation, 5<sup>th</sup> Edition*<sup>1</sup> was referenced. This publication is a widely accepted source of parking demand data for various land uses. It is noted that the peak parking demand for residential land uses occurs in the overnight period when the largest portion of residents are home. The peak parking demand for the proposed market rate and veteran units was estimated using Land Use Code (LUC) 221 – Multifamily Housing (Mid-Rise), and the peak parking demand for the proposed senior units was estimated using Land Use Code (LUC) 252 – Senior Adult Housing-Attached. The following rates were utilized for the weekday and Saturday peaks:

Multifamily Housing (Mid-Rise) Weekday:

Multifamily Housing (Mid-Rise) Saturday:

1.31 parked vehicles per dwelling unit

1.22 parked vehicles per dwelling unit

Senior Adult Housing - Attached Weekday:

0.61 parked vehicles per dwelling unit

It is noted that LUC 221 does not include separate data for a Saturday, so the weekday rates were applied. Based on this information, the proposed use would generate 234 parked vehicles on a weekday and 220 parked vehicles on a Saturday.

It is noted that the rates above refer specifically to housing in General Urban/Suburban environments. These environments are generally defined by a reliance of residents on personal vehicles for transportation. There are separate rates, as follows, for Dense Multi-Use Urban Environments which are defined as fully developed areas with diverse and complementary land uses and convenient/frequent mass transit options without reaching city center levels of density:

<sup>&</sup>lt;sup>1</sup> Parking Generation Manual, 5th Edition, Institute of Transportation Engineers, Washington D.C., January 2019



Multifamily Housing (Mid-Rise) Weekday:0.90 parked vehicles per dwelling unitMultifamily Housing (Mid-Rise) Saturday:0.85 parked vehicles per dwelling unitSenior Adult Housing - Attached Weekday:0.61 parked vehicles per dwelling unit

Based on these rates, the proposed development would generate a peak demand of 168 parked vehicles on a weekday and 160 parked vehicles on a Saturday.

From a review of the definitions, Freeport appears to be a transitionary area between the General Urban/Suburban communities and the Dense Multi-Use Urban Communities. Therefore, it would be expected that the peak parking demand for the development would be between 160 parked vehicles and 234 parked vehicles.

It is noted that the demand based on higher estimates represents a shortfall of 57 parking stalls relative to the parking provided on-site. While it is unlikely for this shortfall to be present based on the underlying characteristics of the area, if it were it would be expected that the proposed overflow parking would be satisfied by the on-street areas available within the immediate study area. Spot observations conducted during the overnight period observed 66 open spaces in the immediate vicinity on Buffalo Avenue and Albany Avenue, which would be more than adequate to satisfy the overflow demand in the 'worst-case scenario'. As noted above, this peak demand would occur during the overnight period.

It is also noted that the existing residential development, the former Moxey Rigby Apartments, which provided 102 apartment units when it was open and occupied, relied almost entirely on parking on-street to satisfy the demand as the limited on-site parking (12 spaces) that was available during the previous occupation was also used to service an on-site office space. Those 102 units, if reoccupied, would generate overflow parking demands in excess of 90 vehicles in comparison with the maximum overflow of 57 vehicles as detailed for the proposed project above. As a result, the proposed development, by way of providing a significant volume of on-site parking which did not exist previously, would represent an improvement over the previous condition of the site. Furthermore, any on-street parking would only occur on the adjacent roadways.

#### **Site Trip Generation**

To estimate the site-generated traffic associated with the proposed use, the ITE publication *Trip Generation*, 11<sup>th</sup> *Edition*<sup>2</sup> was utilized. The number of vehicle trips generated was estimated using LUC 221 – Multifamily Housing (Mid-Rise) and LUC 252 – Senior Adult Housing-Multifamily. The trip generation estimate for the proposed use is summarized in Table 1.

<sup>&</sup>lt;sup>2</sup> Trip Generation Manual, 11th Edition, Institute of Transportation Engineers, Washington D.C., September 2021



**Table 1** Trip Generation Estimate

Land Use	AM Pea	ak Hour		PM Pea	ak Hour	
	Enter	Exit	Total	Enter	Exit	Total
Multifamily Housing (Mid-Rise) <sup>a</sup>	14	45	59	38	25	63
Senior Adult Housing-Multifamily <sup>b</sup>	3	6	9	6	4	10
Total	17	51	68	44	29	73

Trip generation estimate based on ITE LUC 221 – Multifamily Housing (Low Rise) for 160 units

As shown in Table 1, the proposed project would generate 68 trips (17 entering, 51 exiting) during the weekday a.m. peak hour, and 73 trips (44 entering, 29 exiting) during the weekday p.m. peak hour.

In comparing the trip generation estimates for the proposed project to the area traffic volumes, during the morning peak hour, an increase in 73 trips relative to the 5,744 vehicles traveling in both directions on Sunrise Highway (NY 27) and Merrick Road combined amounts to an increase in area traffic of 1.3 percent. Similarly, during the p.m. peak hour, the increase of 73 trips relative to 6,900 vehicles travelling in both directions on Sunrise Highway (NY 27) and Merrick Road combined represents an increase in area traffic of 1.1 percent. These increases in traffic volumes are modest and well below the typical daily traffic fluctuations of  $\pm 10$  percent. It is also noted that this trip generation does not account or take credit for the existing 102 apartment units and the trips those units previously generated. Traffic increases in this range will not result in any noticeable impacts to traffic conditions in the area.

#### **Conclusions**

VHB has conducted a traffic and parking assessment associated with the renovation and expansion of the apartment complex located at 17 Buffalo Avenue in Freeport, NY. The proposed action involves the renovation and expansion of the complex to a total of 200 apartment units.

- In accordance with the Village Code and as noted on the Plans, the 200 apartment units require 325 parking stalls. As parking for only 177 vehicles is to be provided on-site, a variance will be required for the proposed action.
- Review of industry standard parking generation data for multifamily residences shows that the development will generate a peak parking demand of between 160 and 234 parked vehicles.. As a result, and as detailed above, any parking overflow would be satisfied by the on-street area in the immediate vicinity of the site. Observations in the study area during the overnight period show that there is sufficient capacity available on Buffalo Avenue and Albany Avenue to satisfy this demand.
- The site will generate 68 and 73 trips during the weekday a.m. and weekday p.m. peak hours, respectively. This represents a less than 1.5 percent increase in peak hour traffic volumes on the two primary arterial highways in the study area. This increase is well below the ±10 percent typical daily fluctuations in traffic and will not result in any impacts to area traffic conditions.

b Trip generation estimate based on ITE LUC 252 – Senior Adult Housing- Multifamily for 40 units



The proposed redevelopment will be adequately serviced by the existing roadway network and no off-site mitigation is necessary or recommended.

Please call with any questions regarding the above evaluation.

Sincerely,

VHB Engineering, Surveying, Landscape Architecture and Geology, P.C.

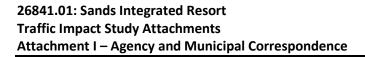
Aaron Machtay, PE

Transportation Project Manager

aoron Machton



# I-9 New York State Department of Transportation (NYSDOT)





8/17/23, 2:22 PM Open FOIL NY

## Open FOIL NY (https://www.ny.gov/programs/open-foil-ny)

# **Review & Submit FOIL Request**

Records requested from:

Department of Transportation
Title:
Mr.
First Name:
Patrick
Middle Initial:
Last Name:
Lenihan
Email Address:
plenihan@vhb.com
Organization:
VHB Engineering, Surveying, Landscape Architecture and Geology, P.C.
Address Line 1:
100 Motor Parkway
Address Line 2:
Suite 350
City:
Hauppauge
State / Province:
NY
Zip / Postal Code:
11788
Country:
USA
Phone:

(631) 787-3403

8/17/23, 2:22 PM Open FOIL NY

Fax:

#### Short title of requested records:

Traffic Impact Study -Planned Roadway/Infrastructure Improvements Request

#### **FOIL Request / Description of records sought:**

Pursuant to the Freedom of Information Act, VHB Engineering, Surveying, Landscape Architecture and Geology, P.C. (VHB) is requesting the information outlined below for inclusion in a Traffic Impact Study that is being prepared for the redevelopment of the existing Nassau Veterans Memorial Coliseum property located at 1255 Hempstead Turnpike, hamlet of Uniondale, Town of Hempstead, New York. The proposed project is anticipated to be fully constructed by the end of 2029, with Phase I for the project estimated for completion by the end of 2026. A graphic depicting the current Study Area for the proposed project has been uploaded with this FOIL request. Please provide as much specific information as possible about any recently-approved or planned improvements that are expected to be completed by 2026 and 2029, including, but not limited to, the type of improvement and estimated completion. For these projects, please provide copies of plans, as available. We understand that we may be asked to pay for the cost of copying. Please note that this FOIL request is also submitted by mail to NYSDOT Office in Hauppauge. We would appreciate hearing from you as soon as possible so that we may continue to move forward with our traffic analysis. If we do not receive a response from you by September 21, 2023, we will assume that there are no planned roadway/infrastructure improvement projects that could affect the study area. Should you have any questions or wish to discuss this matter, please do not hesitate to contact at the requestor information submitted below. Thank you for your prompt attention to this matter.

#### **Response Format:**

Media: USB

Fee Limit:

\$100

#### **Checked Additional Information:**

 I am affiliated with a private corporation and am seeking information for use in the company's business for non-commercial purpose

#### **Uploaded Files:**

Study Limits.pdf - 1.935473 MB



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8/17/23, 2:23 PM Open FOIL NY

## Open FOIL NY (https://www.ny.gov/programs/open-foil-ny)

Thank you for submitting your request through Open FOIL NY. Here is your Open FOIL NY confirmation information for future reference:

## LENIHAN\_DOT\_20230817142308194

Your FOIL request has been forwarded to the organization(s) you selected, and the respective Records Access Officer will contact you directly for further processing of your request.

Please allow up to five business days for such communication(s).

In light of New York State's reduction in workforce as part of the ongoing response to the COVID-19 pandemic, there may be delays in response to FOIL requests. Thank you for your patience during this extraordinary time.

For your convenience, here is additional contact information:

-->

Department of Transportation Records Access Office 50 Wolf Road 6th Floor Albany NY, 12232

SUBMIT NEW FOIL REQUEST

8/17/23, 2:23 PM Open FOIL NY

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August 17, 2023

Ref: 26841.01

Mr. Glenn Murrell, PE Planning & Program Management New York State Department of Transportation 250 Veterans Memorial Highway Hauppauge, NY 11788

Re: Traffic Impact Study –Planned Roadway/Infrastructure Improvements Request

Redevelopment of Nassau Veterans Memorial Coliseum

1255 Hempstead Turnpike, Uniondale, New York

Dear Mr. Murrell:

Pursuant to the Freedom of Information Act, VHB Engineering, Surveying, Landscape Architecture and Geology, P.C. (VHB) is requesting the information outlined below for inclusion in a Traffic Impact Study that is being prepared for the redevelopment of the existing Nassau Veterans Memorial Coliseum property located at 1255 Hempstead Turnpike, hamlet of Uniondale, Town of Hempstead, New York.

Attached is a graphic depicting the current Study Area for the proposed project. VHB is contacting you to determine if there are any recently approved and/or planned roadway/infrastructure projects that could affect the Study Area. The proposed project is anticipated to be fully constructed by the end of 2029, with Phase I for the project estimated for completion by the end of 2026.

Please provide as much specific information as possible about any recently-approved or planned improvements that are expected to be completed by 2026 and 2029, including, but not limited to, the type of improvement and estimated completion. For these projects, please provide copies of plans, as available. We understand that we may be asked to pay for the cost of copying. Please note that we have also submitted this request through the online FOIL request system.

We would appreciate hearing from you as soon as possible so that we may continue to move forward with our traffic analysis. If we do not receive a response from you by September 21, 2023, we will assume that there are no planned roadway/infrastructure improvement projects that could affect the study area. Should you have any questions or wish to discuss this matter, please do not hesitate to contact the undersigned. Thank you for your prompt attention to this matter.

Sincerely,

VHB Engineering, Surveying, Landscape Architecture and Geology, P.C.

Patrick Lenihan, PE

**Director of Transportation** 

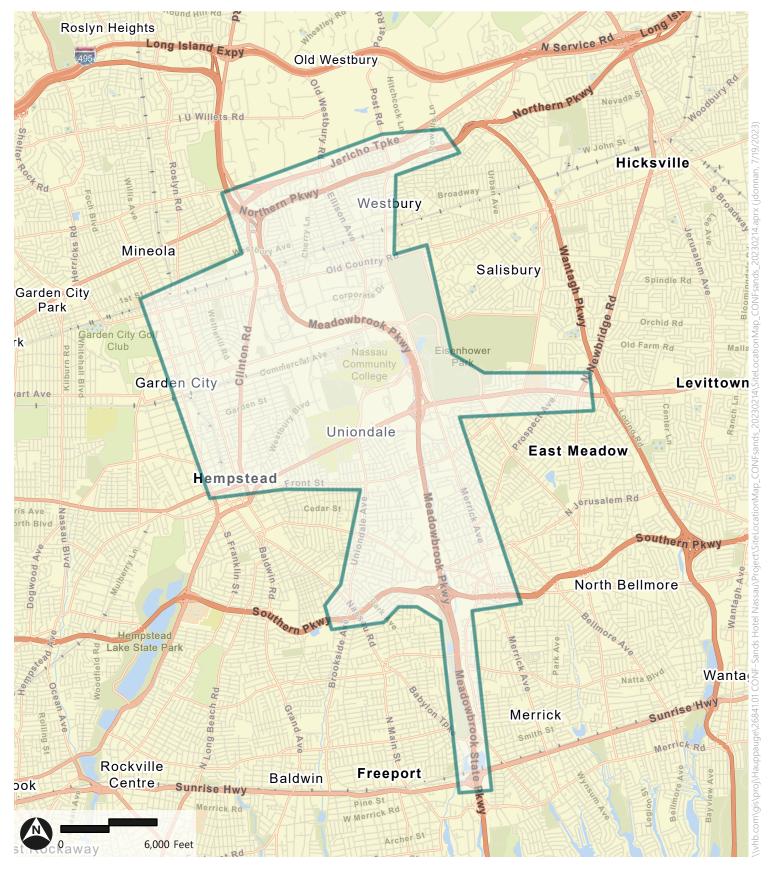
PL/ba

Attachments: Study Area Map

#### **Traffic Impact Study Limits**

Redevelopment of Nassau Veterans Memorial Coliseum Property





#### KATHY HOCHUL Governor

# MARIE THERESE DOMINGUEZ Commissioner

RICHARD B. CAUSIN, P.E.
Regional Director

September 26, 2023

Patrick Lenihan VHB Engineering, Surveying, Landscape Architecture and Geology, P.C. 100 Motor Parkway, Suite 350 Hauppauge, NY 11788

RE: Freedom of Information Law Request **FR10-23-009346**Traffic Impact Study - Nassau Veterans Memorial Coliseum property located 1255 Hempstead Turnpike, hamlet of Uniondale, Town of Hempstead, NY

VIA: E-Mail (No Hard Copy to follow)

Dear Mr. Lenihan,

This correspondence is in reference to your August 17, 2023 Freedom of Information Law request (FOIL) FR10-23-009346.

After a diligent search of our records, there does not appear to be any documents pertaining to your request and currently there are no major reconstruction projects planned within the specified area.

We regret that we are unable to assist you further in this matter.

Under provisions of the Public Officers Law you may appeal this determination. If you desire to submit such an appeal, please forward a copy of the original request and a copy of this response letter with your written appeal to:

Chief Counsel F.O.I.L. Appeal New York State Department of Transportation 50 Wolf Street, 6<sup>th</sup> Floor Albany, NY 12232 You will be informed in writing of the decision within ten business days of our receipt of such an appeal. If the appeal is denied, you will be fully advised of the reason.

Please indicate the FOIL request number when corresponding with NYSDOT on this subject.

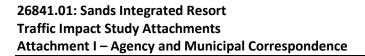
Sincerely,

Leon Hung

for Elizabeth Chamakkala Records Access Officer 631-952-6139



# I-10 Nassau County Department of Public Works (NCDPW)







### **County Executive** Nassau County FOIL Request

Nassau County	y -	FOIL	Requests
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< Nassau County, NY

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#### FREEDOM OF INFORMATION LAW ("FOIL")

Article 6 of the New York Public Officers Law (sections 84-90), which is also known as the Freedom of Information Law ("FOIL"), gives members of the public a right of access to government records, with certain exceptions that are enumerated in Section 87(2). The full text of FOIL and other information about the law is available at the website of the New York State Committee on Open Government. In accordance with Section 89(3)(b) of FOIL, Nassau County affords you the opportunity to submit records access requests by email by completing the relevant portions of the below electronic form and directing it to the Nassau County agency that is the custodian of the requested records.

Please select a department to send your request to. \*

**Public Works** 

Please describe the records you are requesting. \*

Pursuant to the Freedom of Information Act, VHB Engineering, Surveying, Landscape Architecture and Geology, P.C. (VHB) is requesting the information outlined below for inclusion in a Traffic Impact Study that is being prepared for the redevelopment of the existing Nassau Veterans Memorial Coliseum property located at 1255 Hempstead Turnpike, hamlet of Uniondale, Town of Hempstead, New York. The proposed project is anticipated to be fully constructed by the end of 2029, with Phase I for the project estimated for completion by the end of 2026. The study area of the project is identified with Meadowbrook Parkway running through the center of the study area and with the following boundaries: Jericho Turnpike to the north, Newbridge



1840 of 4000

# **Requestor Information**

First	Name:	*

Patrick

Last Name: \*

Lenihan

Address: \*

100 Motor Parkway

City: \*

Hauppauge

State: \*

Attachment I-575



# County Executive Nassau County FOIL Request

11788	
mail Address: *	
olenihan@vhb.com	
elephone:	
elephone: 631.787.3403	

release 1.0





August 17, 2023

Ref: 26841.01

Mr. Joe Pecora, P.E., P.T.O.E. Deputy Commissioner Nassau County Department of Public Works 1194 Prospect Avenue Westbury, NY 11590-2723

Re: Traffic Impact Study –Planned Roadway/Infrastructure Improvements Request

Redevelopment of Nassau Veterans Memorial Coliseum

1255 Hempstead Turnpike, Uniondale, New York

Dear Deputy Commissioner Pecora:

Pursuant to the Freedom of Information Act, VHB Engineering, Surveying, Landscape Architecture and Geology, P.C. (VHB) is requesting the information outlined below for inclusion in a Traffic Impact Study that is being prepared for the redevelopment of the existing Nassau Veterans Memorial Coliseum property located at 1255 Hempstead Turnpike, hamlet of Uniondale, Town of Hempstead, New York.

Attached is a graphic depicting the current Study Area for the proposed project. VHB is contacting you to determine if there are any recently approved and/or planned roadway/infrastructure projects that could affect the Study Area. The proposed project is anticipated to be fully constructed by the end of 2029, with Phase I for the project estimated for completion by the end of 2026.

Please provide as much specific information as possible about any recently-approved or planned improvements that are expected to be completed by 2026 and 2029, including, but not limited to, the type of improvement and estimated completion. For these projects, please provide copies of plans, as available. We understand that we may be asked to pay for the cost of copying. Please note that we have also submitted this request through the online FOIL request system.

We would appreciate hearing from you as soon as possible so that we may continue to move forward with our traffic analysis. If we do not receive a response from you by September 21, 2023, we will assume that there are no planned roadway/infrastructure improvement projects that could affect the study area. Should you have any questions or wish to discuss this matter, please do not hesitate to contact the undersigned. Thank you for your prompt attention to this matter.

Sincerely,

VHB Engineering, Surveying, Landscape Architecture and Geology, P.C.

Patrick Lenihan, PE

**Director of Transportation** 

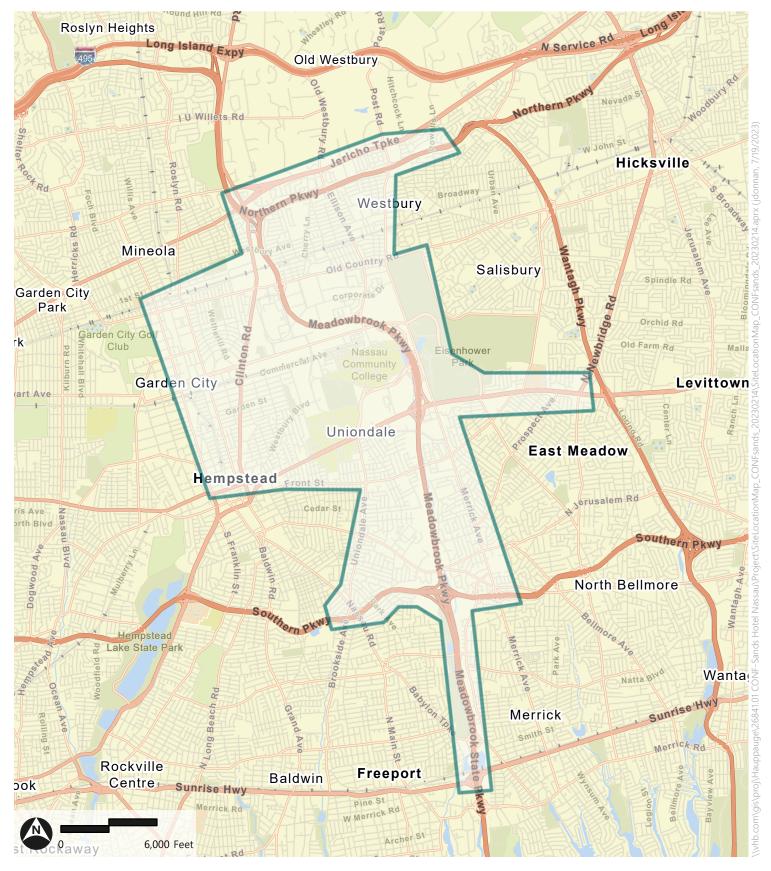
PL/ba

Attachments: Study Area Map

#### **Traffic Impact Study Limits**

Redevelopment of Nassau Veterans Memorial Coliseum Property





#### **Ankita Rathi**

**From:** Patrick Lenihan

Sent: Thursday, September 7, 2023 10:44 AM

To: Ankita Rathi

**Subject:** FW: [External] Nassau County FOIL - The Public Works Department does not have records pertaining

to your FOIL Request - DO NOT REPLY

#### Patrick Lenihan, P.E.

Director of Transportation Transportation

**P** 631.787.3403 www.vhb.com

From: NassauCountyFoils@nassaucountyny.gov < NassauCountyFoils@nassaucountyny.gov >

**Sent:** Tuesday, August 22, 2023 10:49 AM **To:** Patrick Lenihan < PLenihan@VHB.com>

Subject: [External] Nassau County FOIL - The Public Works Department does not have records pertaining to your FOIL

Request - DO NOT REPLY

You don't often get email from nassaucountyfoils@nassaucountyny.gov. Learn why this is important



Nassau County FOIL Request
Public Works

#### Dear Patrick Lenihan,

Regarding your Freedom of Information Law ("FOIL") request (Reference # 334892):

Please be advised that this Office has diligently searched our records and have not found any documents responsive to your request.

If you believe this request was improperly denied or the response is incomplete you have the right to appeal.

Appeals must be submitted in writing within thirty (30) days to the FOIL Appeals Officer, located at 1 West Street, Mineola, N 11501. See Public Officers Law 89(4)(a). Please include a copy of this response along with a copy of your original request with your appeal.

Thank you.

# Nassau County

https://www.nassaucountyny.gov/

From: Lutz, Harold < hlutz@nassaucountyny.gov >

Sent: Monday, July 17, 2023 7:50 AM
To: Patrick Lenihan < PLenihan@VHB.com>

**Cc:** Daniel Winkelman < <u>dwinkelman@nassaucountyny.gov</u>>; Pecora, Joseph < <u>JPecora@nassaucountyny.gov</u>>

Subject: [External] RE: Confidential Hub Area Traffic Study - Growth Rate

Pat,

The 0.6% per year rate is acceptable for use in developing the background growth rate for the Traffic Impact Study..

Harold

Harold T. Lutz, P.E.

Director of Traffic Engineering – NCDPW

1194 Prospect Ave

Westbury, NY 11590

From: Feldman, Jonathan
To: Matt Burmeister

**Subject:** Re: [External] RE: NICE Bus: Recent Ridership Data Available?

**Date:** Friday, February 9, 2024 9:40:14 AM

**Attachments:** image001.gif

image002.png image003.png image004.jpg image005.png image006.png image007.png image008.png image009.png

Hi Matt - The figures I sent are total number of passengers who boarded at any point on the trip. They do not show peak load. We don't have those readily available.

We can pull boarding and alighting data for specific stops. If you give me a few stops that you're looking for we can provide.

Jon

From: Matt Burmeister < mburmeister@vhb.com>

Sent: Thursday, February 8, 2024 12:39 PM

**To:** Feldman, Jonathan < Jonathan. Feldman@transdev.com>

Subject: RE: [External] RE: NICE Bus: Recent Ridership Data Available?

**CAUTION:** The email originated from **outside of the organization**. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Jon,

Just wanted to pose a quick clarifying question for this data. Does the PPT/Average Passengers per Trip value describe the average number of riders on the bus at the Peak Load Point along the route? (e.g., for the 4:44 PM trip on weekdays, approximately 62.4 riders were on the N43 southbound. Is that passenger load experienced at a specific location along the route?)

It would be helpful for us to know where those Peak Load Points fall along each service. Do you happen to have readily available information along those lines – or, even better, passenger load data or boardings/alightings for specific stops along the route?

Thank you,

Matt Burmeister, EIT (He, Him, His)
Project Consultant
Transportation Planning & Operations
P 617.607.6142

www.vhb.com



From: Matt Burmeister

Sent: Tuesday, January 30, 2024 3:26 PM

**To:** Feldman, Jonathan < Jonathan. Feldman@transdev.com>

**Subject:** RE: [External] RE: NICE Bus: Recent Ridership Data Available?

Jon, this is perfect. I will let you know if I have any questions as I get into it.

Thanks again for pulling this together!

Best,

Matt Burmeister, EIT (He, Him, His)
Project Consultant

Transportation Planning & Operations

P 617.607.6142 www.vhb.com



**From:** Feldman, Jonathan < <u>Jonathan.Feldman@transdev.com</u>>

**Sent:** Tuesday, January 30, 2024 2:50 PM

**To:** Matt Burmeister < <u>mburmeister@vhb.com</u>>

**Subject:** Re: [External] RE: NICE Bus: Recent Ridership Data Available?

You don't often get email from jonathan.feldman@transdev.com. Learn why this is important

Hi Matt - Attached are the ridership figures by trip for the two main routes that serve the Coliseum site: n43 and n70/71.

Our typical vehicles on these routes can seat 39 seated passengers and 28 standees. Our capacity guidelines provide for no more than 150% of a seated load during Weekday rush hours, and 125% of a seated load during all other times.

Jon

#### Jonathan Feldman

Director of Schedule & Planning

Nassau Inter-County Express

700 Commercial Avenue | Garden City, NY 11530

t 516 296 4709

e jonathan.feldman@transdev.com | nicebus.com

Follow us: Facebook | Twitter | Instagram



From: Feldman, Jonathan < <u>Jonathan.Feldman@transdev.com</u>>

**Sent:** Thursday, January 25, 2024 9:38 AM **To:** Matt Burmeister < mburmeister@vhb.com>

**Subject:** Re: [External] RE: NICE Bus: Recent Ridership Data Available?

Yes we can provide Matt. Give me a few days to gather.

**From:** Matt Burmeister < <u>mburmeister@vhb.com</u>>

Sent: Thursday, January 25, 2024 8:50 AM

**To:** Feldman, Jonathan < <u>Jonathan.Feldman@transdev.com</u>>

Subject: RE: [External] RE: NICE Bus: Recent Ridership Data Available?

**CAUTION:** The email originated from **outside of the organization**. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Jon,

Thanks for reaching out. Yes, that's exactly right – that type of ridership information would be extremely helpful in our investigation of Project trip impacts on local bus services. Let me know if you're able to share anything like that.

Also, if you have any information on bus capacity (e.g., number of seats, standing room) or a standard policy capacity threshold for NICE buses, that would also be very helpful to us.

Thank you! Best,

Matt Burmeister, EIT (He, Him, His) Project Consultant Transportation Planning & Operations

P 617.607.6142 www.vhb.com



From: Feldman, Jonathan < <u>Jonathan.Feldman@transdev.com</u>>

**Sent:** Thursday, January 25, 2024 7:52 AM **To:** Matt Burmeister < mburmeister@vhb.com>

**Subject:** Re: [External] RE: NICE Bus: Recent Ridership Data Available?

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Hi Matt - Sharon forwarded me your message. Just to confirm you're looking for route level figures (by trip or time period if possible) for the NICE Bus routes which travel near the site of the proposed Sands project at the Coliseum in Uniondale?

Jon

#### Jonathan Feldman

Director of Schedule & Planning
Nassau Inter-County Express
700 Commercial Avenue | Garden City, NY 11530
t 516 296 4709

e jonathan.feldman@transdev.com | nicebus.com

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**From:** Transit Division < <u>transitdivision@nassaucountyny.gov</u>>

Sent: Wednesday, January 24, 2024 12:15 PM

**To:** Feldman, Jonathan < <u>Jonathan.Feldman@transdev.com</u>>

**Subject:** FW: [External] RE: NICE Bus: Recent Ridership Data Available?

**CAUTION:** The email originated from **outside of the organization**. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Jonathan, please communicate with Mr. Burmeister on his request for NICE Ridership data for the Sands project in Uniondale.

Thank you.

Sharon Persaud, MSCE
Nassau County Department of Public Works-Transit
1194 Prospect Avenue, Westbury, NY 11590
(516) 571-1775
spersaud@nassaucountyny.gov



From: Matt Burmeister < mburmeister@vhb.com > Sent: Wednesday, January 24, 2024 10:10 AM

**To:** Transit Division < <a href="mailto:transitdivision@nassaucountyny.gov">transit Division@nassaucountyny.gov</a>>

**Subject:** RE: [External] RE: NICE Bus: Recent Ridership Data Available?

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Hi Sharon,

Great – thank you. The Project is the Sands Integrated Resort/Casino Development proposed in Uniondale, NY. The Project location is the site currently occupied by the Nassau Veterans Memorial Coliseum along Hempstead Turnpike (bounded by Hempstead Turnpike, Earle Ovington Blvd, Charles Lindbegh Blvd, and James Dolittle Blvd).

Let us know if you have any further questions about the Project. Thanks again for your quick response!

Best,

Matt Burmeister, EIT (He, Him, His)
Project Consultant
Transportation Planning & Operations

P 617.607.6142 www.vhb.com



**From:** Transit Division < <u>transitdivision@nassaucountyny.gov</u>>

**Sent:** Wednesday, January 24, 2024 7:39 AM **To:** Matt Burmeister < <a href="mailto:mburmeister@vhb.com">mburmeister@vhb.com</a>>

**Subject:** [External] RE: NICE Bus: Recent Ridership Data Available?

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Good morning Matt. Message received. Please let me know what the project is and the location and I will move forward from there.

Sharon Persaud, MSCE
Nassau County Department of Public Works-Transit
spersaud@nassaucountyny.gov

?

**From:** Matt Burmeister < <u>mburmeister@vhb.com</u>>

**Sent:** Tuesday, January 23, 2024 11:43 AM

**To:** Transit Division < <u>transitdivision@nassaucountyny.gov</u>> **Subject:** NICE Bus: Recent Ridership Data Available?

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Hi Sharon,

I left you a voicemail on Friday, but wanted to follow up with an email to make sure I reach you with our request re: NICE Bus Ridership data.

VHB is supporting a Project in Nassau County and we were asked to evaluate project impacts on local transit services. I'm wondering if you have access – or could point me in the right direction – to any recent, existing ridership data for NICE buses to help us evaluate capacity along the routes near our Site. Route-level data aggregated by trip or by time period would be most helpful, but anything you are able to share would be greatly appreciated! Feel free to give me a call back at (617)-607-6142, or reply to this email if you're able to share anything with us.

Thanks in advance for your help with this.

Best,



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From: Cavallaro, Peter < <a href="mailto:CavallaroP@duckpondcorp.com">CavallaroP@duckpondcorp.com</a>>

Sent: Monday, September 9, 2024 7:13 AM

**To:** Pulitzer, Michael C < <u>mpulitzer@nassaucountyny.gov</u>> **Subject:** Scoping Session Comments on Sands Casino Proposal

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Office of the Mayor

516-334-1700 FAX 516-334-7563

VILLAGE OF WESTBURY 235 LINCOLN PLACE, WESTBURY, NY 11590

PETER I. CAVALLARO MAYOR

To the Clerk and Members of the Nassau County Legislature:

I respectfully submit the following comments for the record of the Scoping Session (September 9, 2024) related to the casino proposal of Sands NY (herein, "Sands") that is currently before you.

Please include these comments as a part of the official record of the proceedings.

#### 1. General

As mayor of the Village of Westbury, I was engaged in Nassau County's last potential foray into casino gambling, and it is disappointing that the county is advancing the Sands proposal to receive one of the state's available downstate gaming licenses.

From the last casino proposal, I and those who fought hard to prevent the siting of a casino at the old Fortunoff site in Westbury did a lot of research and learned much about the long-term impacts on local areas from casino siting, much of which is decidedly negative. And, in this case, I certainly agree with Hofstra President Poser that a casino in the midst of two colleges and a large Catholic Middle and High School, with a combined tens of thousands of children and college age young adults, is a particularly and uniquely bad idea.

I am left with the sense that after literally decades of talk, and stops and starts, no one has yet had the vision to advance and support through completion a truly positive and accretive project to transform the HUB area. The HUB project that Scott Rechler and the Rechler organization (the "Rechler Project") had been working on for several years prior to the Sands proposal offered the possibility of at last having a transformative and accretive project at the HUB. Unfortunately, that proposal languished for several years and basically died on the vine and was superseded by the Sands' deal. This casino proposal represents low hanging fruit for policy makers seeking to realize more revenue, at the expense of the quality of life that the region enjoys. In the end, very few people (other than the unions and groups "incentivized" by Sands to support the project) really

believe that a casino proposal at the HUB offers the best long-term vision for the future of Nassau County, the Town of Hempstead, or the region.

I support the redevelopment of the Coliseum site, the last large remaining underdeveloped tract in the county, into a productive and positive addition to the Nassau landscape. But, the negative consequences of bringing the second largest casino facility in the United States to that area far outweigh the supposedly significant economic benefits to the involved municipalities. I would note that the reported monetary benefits to the Town and County (and Suffolk County) is a mere tiny percentage of the funds that Sands will be drawing out of the local economy. That is a bad bet.

Since housing (affordable and market) is the number one recognized need in the region, a prudent mixed-use development of this site that includes even a modest housing component could go a long way to addressing this glaring need. It is disingenuous to say that since past proposals that included housing have failed, we have to do "something" different, when the something different is arguably the worst possible idea that one could could conjure. Housing and other attractive uses, such as Medical, tech and similar uses, have received much more public support than in past decades as residents have come to realize that in order for our children or grandchildren to stay here, we need more housing and more affordability.

Sands wants to be here because it represents a golden nugget: the ability to draw \$2 billion or more out of the local economy each year. Those are dollars now spent at dining, entertainment and other establishments in our communities and downtowns. The Sands sees this market as an undertapped one. Local policymakers should be wary and concerned. As stated, the reported annual payments to the County and Town from the proposal is only a small fraction (maybe 5%) of what Sands seeks to make from the venture. What does that kind of draining from local pocketbooks mean to local families and businesses? Objective studies indicate that this kind of gaming is economically devastating to local communities. And, that is aside from the negative social and societal consequences.

Yes, a casino will create some construction and permanent jobs. But so too will any other substantial redevelopment that occurs. And, the permanent casino jobs created will be mostly low-level, not the kind of medical, tech, AI or other well-paying and high-level jobs the region needs in order to attract and maintain residents able to pay the high taxes that the region carries.

#### 2. Westbury Impacts

In connection with the Rechler Project, the Village had collaborated with the County in doing traffic and bus route analysis to and from that site and project, and it was generally agreeable that the County would possibly use the Westbury Train Station as one of the bus hubs to take people to and from the Rechler Project. That entailed substantial analysis and engineering review, and I personally (with staff) participated in a number of zoom meetings to review the project and the transportation issues involved.

When the casino proposal was announced, I communicated via email on January 18, 2023 with David Viana, Planner with the Nassau County Department of Public Works, to withdraw the Village's willingness to have the Westbury Train Station included in any utilization in any analysis for the casino project, citing the significant change in the use and the material difference in the scope of the casino project from the Rechler Project. The Sands' Integrated Resort Draft Scope dated December 12, 2023 for the Draft Environmental Impact Statement purports to suggest using several train stations as bus hubs for the casino, including the Westbury Train Station. I reiterate

to you that the Village is not amenable to allowing that to occur. The analysis and conclusions drawn by the prior County engineering, traffic, environmental and other studies in connection with the Rechler Project are completely inapplicable to the casino proposal, and the nature and quality of the bus traffic, including the number of trips to and from the Westbury Station, and the resulting traffic in the community, would be unacceptable.

Further, neither the County, nor the Town should rely on any previous, non-casino related studies and conclusions since the projects are completely different and the considerations that were a part of the Rechler Project or other studies would be completely different to those applicable to the Sands proposal. To rely on that information and analysis would be fatal to the County's or Town's legal obligations under SEQRA to do a comprehensive environmental analysis of all aspects, including traffic and suitable mitigation.

The scope of the required comprehensive SEQRA analysis that must be done must exhaustively address all of the relevant issues and considerations, including: traffic; light and air quality impacts; parking; water resources; social and economic impacts (both as to what the project will generate, as well as to what the financial impacts will be to consumer spending and debt and the impacts of local downtowns and their existing entertainment, dining and other business; etc. Impacts on existing State, County and municipal services, including without limitation social services, police and fire resources, and other municipal services and resources etc. must be addressed. Specific mitigations must be identified and funding for those items identified and assured. A financial cost/benefit analysis must be included to inform Legislators as to the relative annual benefits that will be realized by the region and its governmental components, versus the time valued benefits provide to the applicant. This analysis will likely identify that substantially more public benefit would be warranted if the project were to be approved, over what has been identified to date.

#### 3. Alternatives

The urgent question is: if not a casino, what? It is well documented that other parts of the country (there are many examples, including Raleigh/Durham, Orlando, Nashville and others) where high paying jobs in the medical, technology and other sectors draw (not drive away) new residents and allow younger educated residents to stay, and where housing is provided to entice these jobs and jobseekers to come. It takes the vision to see what is possible, and the courage to take a second look at and reconsider the current proposal.

I urge the County to look at what has been done in other parts of the country to attract and develop highly successful magnet projects that transform those areas and regions by bringing sustainable and high-level jobs and suitable housing, attracting and retaining talent and youth. That can happen here.

\*\*\*\*\*\*\*\*\*

At this point, I would respectfully ask that the County Executive and each County Legislator what legacy do they want to leave? One where you are responsible for introducing a noxious, damaging and predatory business to the County, Town and region, or one that shows leadership, vision and prudence that moves the County and region forward in becoming an example of responsible and dynamic development.

Nassau residents and taxpayers deserve a project at the HUB that is thoughtful and in their best interests. This proposal is neither, and will lead to many adverse financial and social costs that are completely predictable.

#### Thank you and best regards,

#### Peter I. Cavallaro Mayor

#### Please feel free to use any of the following contact information if you need to reach me:

Village Hall Phone: (516) 334-1700 (ext. 111)

Daytime Business Phone: (631) 622-9439

Home Phone: (516) 997-2096
Cel-phone: (516) 429-4208
Village email: mayor@villageofwestbury.org
Personal email: cavallarop@duckpondcorp.com