

V I L L A G E O F R O S L Y N
C O M P R E H E N S I V E P L A N

Final Draft

Prepared for the Village of Roslyn

Village Hall

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Roslyn, New York 11576

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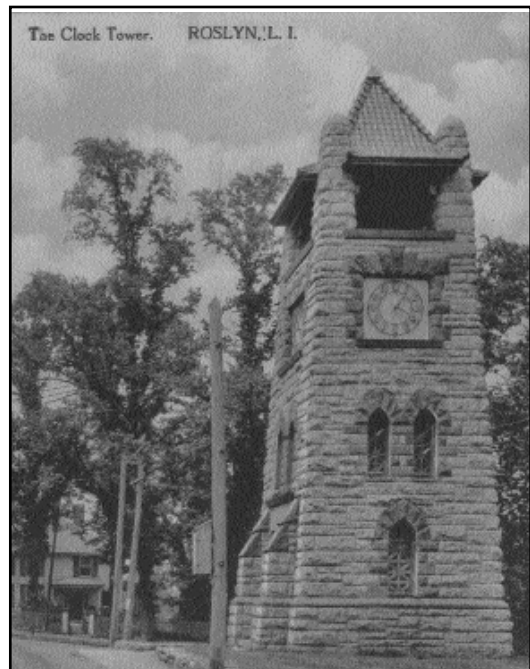
I. PURPOSE, SCOPE AND GOALS

A. PURPOSE

The Village of Roslyn is a special place. Founded in 1643, its historic districts are recognized as among the finest in the New York metropolitan area. Its central park, ponds and hills provide a scenic setting, in addition to recreational amenities. Its downtown has a friendly “small town” ambiance, as well as specialized stores and restaurants that have a regional clientele. Its residential neighborhoods are historic, distinctive and sheltered by open space.

The Village of Roslyn is also facing new challenges as it enters the next period of its history. Vigilance is needed to assure that its historic resources keep their architectural and economic value. The village now turns its back on the waterfront and harbor that were its original reason for existence and prosperity. The downtown has some nagging vacancies. Increasing development pressure is being placed on sites once considered too constrained—by slopes, flooding, access, etc.—to develop.

In recognition of Roslyn’s special features and new challenges, the Board of Trustees has formed a “Master Plan Committee” to both update the Village’s comprehensive plan and revise the Village’s zoning ordinance. Roslyn does not presently have a comprehensive plan, and the zoning ordinance remains almost the same as when adopted in the early 1930s (the notable exceptions being amendments regulating development in the historic district, flood plain and areas with steep slopes). The Master Plan Committee also labored under the time constraints of a moratorium imposed by the Board of Trustees in order to provide a comprehensive and fresh outlook on development. Finally, the plan is well-timed vis-à-vis new State legislation that clarifies the purposes and content of comprehensive plans.



B. SCOPE

This comprehensive plan is intended to present a shared vision of what the Village of Roslyn should be like over the next ten to twenty years. As such, the Master Plan Committee, which was appointed by the Village Trustees, met on close to thirty occasions to discuss the content of the comprehensive plan. All of these meetings were advertised and open to the public. Regular participants included members of the Historic District Board, the Roslyn Landmark Society and Roslyn Preservation Corporation, and the Chamber of Commerce, in addition to other, unaffiliated property owners and residents. The comprehensive plan was prepared with the assistance of Abeles Phillips Preiss & Shapiro, Inc., planning consultants based in New York City.

As the Master Plan Committee met and its consultants investigated the trends and conditions bearing on Roslyn, it became apparent that the focus of the comprehensive plan should be on the following: (1) the Village's historic resources—as the mainstay of its reputation as a place to live and visit; (2) the waterfront area—as the major untapped resource in terms of enhancing value and increasing amenities within the community; (3) downtown Roslyn—as the primary source of economic development in the village; and (4) residential neighborhoods—as the predominant land use within Roslyn.

These areas of focus also correspond to the Village's principal area of authority. The schools, parks, library, fire department, major arterials, sewage, solid waste disposal, water supply, etc. are all under the jurisdiction of other public and quasi-public entities. The principal responsibilities of the Village and its boards are with regard to land use planning and development.

C. GOALS

Based on the experience of Master Plan Committee members, the input of the public, and the advice of the consultants, the following goals have been established:

Goal 1. Safeguard the Integrity and Value of Roslyn's Historic and Scenic Resources.

Goal 2. Create a Cohesive Waterfront that Enhances the Economic Vitality and Value of its Uses, the Adjacent Downtown and the Village as a Whole.

Goal 3. Bolster the Downtown's Specialty Niche as an Historic and Waterfront Business Center, Used by Residents From the Region Seeking One-of-a-Kind, Small-Scale Shops and Restaurants.

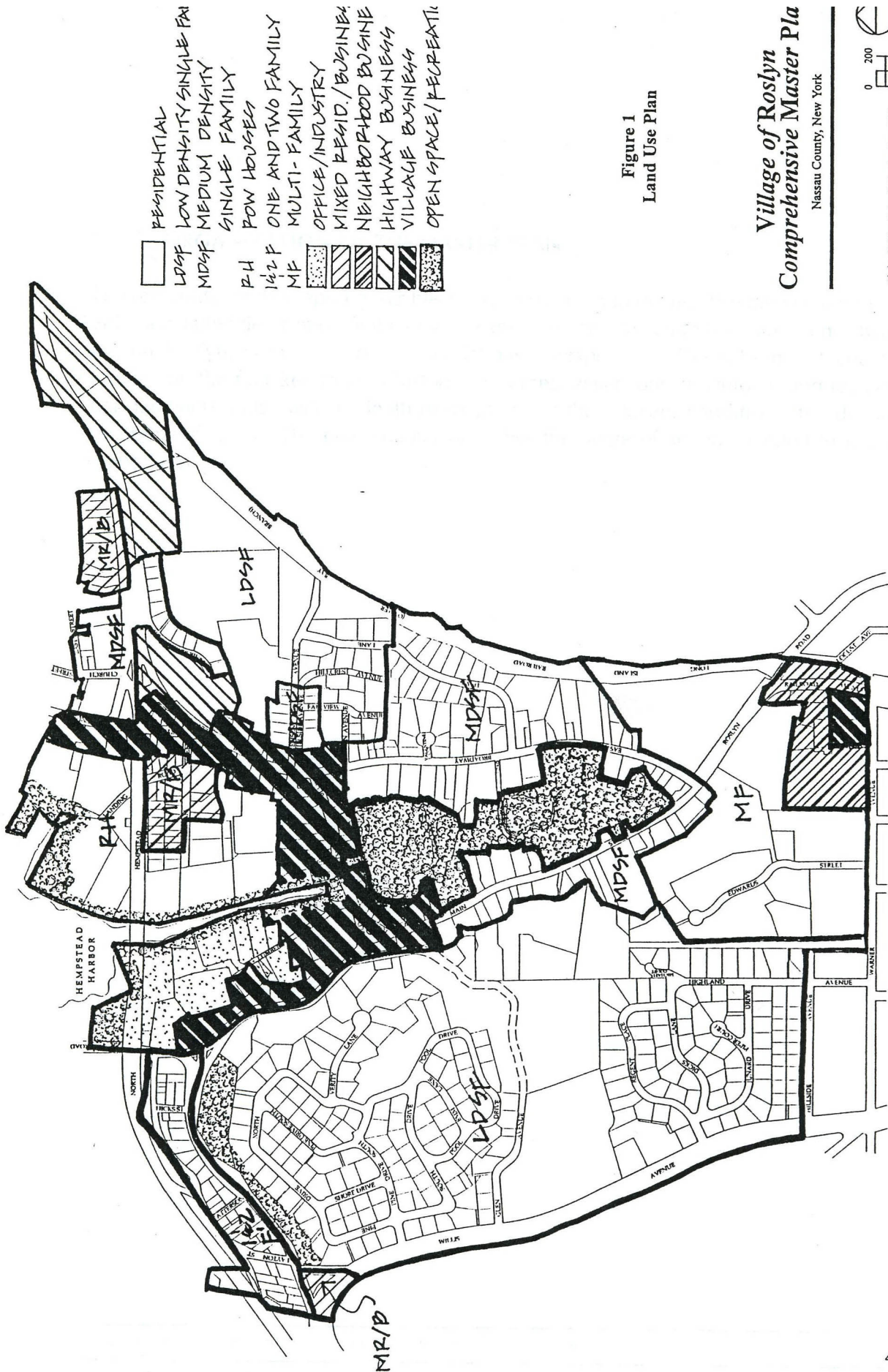
Goal 4. Accommodate New Residential Development in a Manner that Also Helps to Maintain and Create Attractive and Highly Valued Neighborhoods.

The overarching goal is to preserve what is best about Roslyn, while creating new and added value along the waterfront and in the downtown, in particular. The vision is not of a Village that is dramatically different, but rather one that is decidedly better.

D. LAND USE PLAN

A Land Use Plan that embodies these goals is presented on the next page. Its key features are as follows:

- A downtown area centered on Old Northern Boulevard, with ancillary areas along the neighboring portions of the waterfront, School Street/Bryant Avenue, and Main Street.
- A chain of public parks, promenades and pathways along Roslyn Creek and its upland ponds.
- A new, mixed-use waterfront district featuring water-dependent and recreational uses in addition to the waterside amenities noted above.
- A historic and scenic preservation overlay zone corresponding to the Village's historic districts, sites, and viewsheds.
- Residential development in the remainder of the Village, with special consideration for steep slopes and open space.
- Improved access to and from Route 25A; and safer access to an upgraded railroad station.



E. ORGANIZATION OF THE MASTER PLAN

The remainder of this report describes the land use plan in detail. The next chapter provides a detailed description of the physical and demographic conditions and trends bearing on Roslyn, with some recommendations interspersed. The subsequent chapter focuses on the four key topics—historic resources, waterfront, downtown and residential neighborhoods—with in-depth descriptions of the relevant conditions, trends, and recommendations. The final chapter describes the range of actions needed to implement the plan.

II. EXISTING CONDITIONS

A. PHYSICAL ENVIRONMENT

1. Geology and Topography

The Village of Roslyn is part of the Coastal Plain physiographic province. The higher elevations within the community consist of materials deposited as a terminal moraine during the last ice age (the Wisconsin), which ended approximately 10,000 years ago. Hempstead Harbor, Roslyn Creek and the lower elevations containing Roslyn Pond are a deep glacial drainage channel carved by ice blocks of the Pleistocene Era.

The surface layer of the glacial deposits of the terminal moraine were laid down over older, unconsolidated deposits of sand, gravel, silt and clay. Below this at depths in excess of 200 feet is hard crystalline bedrock which slopes sharply downward in a southeasterly direction. The middle layer of the older deposits above the bedrock contain the region's most important aquifer.

Essentially, the Village of Roslyn has three geomorphological characteristics: the central valley of low elevation running north-south, steeply sided hillsides east and west of the valley, and a plain or highland to the west of the steeply sided hillside. The "Valley" which runs north-south through the center of Roslyn ranges from sea level at Roslyn Creek to just a few feet above mean sea level at Roslyn Pond and Paper Mill Pond. From this valley the topography rises steeply and parallel to the Valley towards the top of Harbor Hill to the east, and towards the "Roslyn highlands" to the west. The grades of these steeply sided hillsides are consistently in excess of 15 percent and sometimes greater than 25 percent.

The Oyster Bay Branch of the Long Island Railroad, which is located on the boundary of Roslyn and East Hills, is located midway up Harbor Hill, whose high point is at El. 350, about 1,000 feet to the east of the railroad line. The grade along the railroad is at El. ± 150 . The "Roslyn highlands," a plateau-like area of rolling topography, is located to the west of the steeply sided valley at grades above El. 200 feet. The high point of the highlands is El. 250, located adjacent to the Piper Court cul-de-sac in the southwest corner of the Village (see Figure 2).

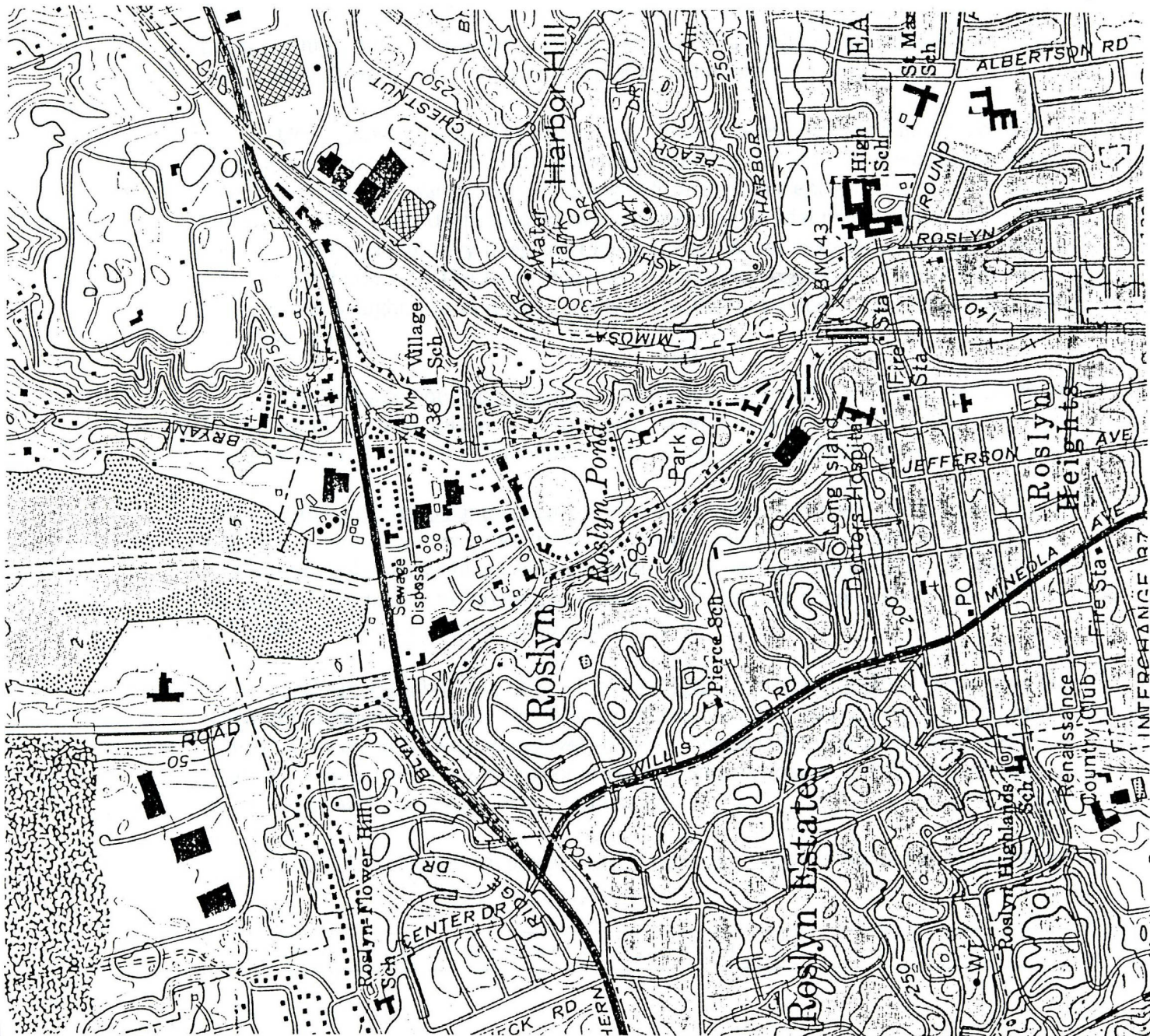


Figure 2
Topographic Characteristics

SOURCE: USGS MAP

Village of Roslyn *Comprehensive Master Plan*

Nassau County, New York

0 200



2. Soils

In addition to urban land, soil types in the Village of Roslyn are generally from the Riverhead, Plymouth and Montauk series. These soil types are described below by geomorphological location.

Ug—Urban Land: Urban land is principally located in the Valley in the low-lying areas adjacent to Roslyn Creek. It is predominantly covered by asphalt, concrete, other impervious materials such as roads or parking lots, and by buildings. Some open pockets within this area contain well-drained Riverhead soils. The key limitation is the rapid runoff of stormwater due to the impermeability of the surface cover.

Ue—Udipsamments-Wet substratum: In the Valley, directly adjacent to Roslyn Creek and Hempstead Harbor, are two small areas of these soils. These are areas which have been filled with sandy material dredged from the adjacent waterways. The sand is generally 3ft to 8 feet deep, located over mostly organic tidal marsh sediments. These soils are well drained, very deep, and have a shallow depth to groundwater which is often tidal influenced. The latter characteristics provide problems of settling for structures, while droughtiness and low fertility make them unsuitable for recreational uses and landscaping.

Wd-Walpole-fine sandy loam: A small area within the Valley to the south of Roslyn Pond contains this very deep, nearly level and poorly-drained soil. The high water table limits the soil's suitability for structures, streets or landscaping.

RdB—Riverhead Sandy Loam: To the sides of the Valley and on its lesser-sloped hillsides to the east and west are these very deep, well-drained and gently sloping soils. They are suitable for dwellings with or without basements as well as for landscaping and recreation. Limitations for streets and paving are due to frost action. These soils are also vulnerable to erosion in more steeply sloped areas.

PrD—Plymouth-Riverhead Complex—15 to 25 percent slopes: These soils are found throughout the steeply sided slopes of the hills rising to the east and west of the Valley. They are very deep, excessively-drained, and are on moderately steep and steep grades. Steep gradients are the major impediment for structures, landscaping and recreational uses, and also create an erosion hazard.

UnB—Urban Land-Montauk—3 to 8 percent slopes¹: This is the predominant

soil type on the Roslyn highlands, comprising urbanized land and very deep, well-drained Montauk soils. Seasonal wetness is a limitation for structures (particularly with basements), while high permeability limits their suitability for roads and recreation.

There are also some small pockets of the following soil types within Roslyn:

UdA—Udipsamments nearly level, and UdE—Udipsamments Steep: These soils are found in the northeast corner of the Village just south of the Route 25A viaduct. They are very sandy soils on either level or steep terrain comprised of manmade fill or borrow areas, where the original soil has been stripped and moved. They are very deep and excessively-drained. They provide few limitations for dwellings, but due to droughtiness are of limited use for recreation and landscaping.

UrB—Urban Land-Riverhead, 3 to 8 percent slopes, and UrC—Urban Land-Riverhead, 8 to 15 percent slopes: Small areas of these soil types are found in the northern and southern ends of Roslyn and are comprised of urbanized land and pockets of very deep and well drained Riverhead soils, on level and moderately steep slopes that are suitable for development.

3. Groundwater

Roslyn is located over the Long Island aquifer which underlies Nassau, Suffolk, Kings and Queens Counties. That portion of the aquifer which is beneath Nassau and Suffolk Counties has been designated as a “Sole Source Aquifer” by the United States Environmental Protection Agency since it supplies more than 50 percent of the drinking water for Long Island. If contaminated it would be a significant health hazard in that no alternative source is available to the service area.

The sole source aquifer below the Village consists of three major aquifers: the Upper Glacial aquifer, the Magothy aquifer, and the Lloyd aquifer. The surface layers of sands and gravel in Roslyn and the surrounding region are porous and groundwater recharge into the Upper Glacial aquifer has been subjected to organic and nitrate pollution. The Magothy aquifer below it has been much less affected and is the most heavily used water resource in Nassau County. The Lloyd aquifer below the Magothy has fewer quality problems but is of limited resource since a clay member which overlays it restricts its recharge.

The major source of groundwater recharge to these aquifers is the infiltration of precipitation from the surface to the Upper Glacial aquifer and infiltration to the lower aquifers. Infiltration through manmade recharge basins, industrial wastewater, injections into recharge wells and discharge of wastewater via septic systems are additional sources of recharge.

The Long Island Regional Planning Board (LIRPB) has designated the Village of Roslyn within a Hydro-geologic Zone 8—not a primary recharge area. The Village is also not within the Special Groundwater Protection Area (SPGA) as designated by the LIRPB (the Long Island Comprehensive SPGA Plan—LIRPB, 1992).

4. Surface Water

Two types of surface water exist within Roslyn: marine or coastal and freshwater. Hempstead Harbor and Roslyn Creek are coastal waters. Hempstead Harbor is connected to Long Island Sound, while Roslyn Creek is a bulkheaded canal that extends from the Old Mill on Old Northern Boulevard approximately 1,000 feet north to Hempstead Harbor. The canal bottom and that portion of Hempstead Harbor on which Roslyn borders is composed of soft sediment which is exposed at low tide, and is about six to seven feet deep during most high tides.

There are also several ponds in Roslyn containing fresh water, and they are all located in the Valley to the south of Roslyn Creek. The largest of these is Roslyn Pond, located across Old Northern Boulevard. To its south is a smaller pond referred to as Paper Mill Pond, and further south is the smallest pond, known as Upper Pond. (Note: There is some disagreement among residents as to the names of their water bodies, which probably would benefit from clarification and signage.)

The sediments of the creek bottom are fine silts and believed to be largely residues of sand mining operations which were conducted along West Shore Road. The water in the creek has a high coliform bacteria count, which is believed to originate from the high ammonia nitrogen content of water filtering into the creek from Roslyn Pond. Chlorination of water flowing past the old paper mill into the pond is being used to decrease the levels of coliform bacteria. Both the creek and ponds are also subject to contamination from runoff from adjacent industrial properties and streets. The low flushing rate of Roslyn Creek, which allows pollutants and debris to accumulate, exacerbates this problem.

5. Floodplains

The Flood Insurance Rate Map prepared by the Federal Emergency Management Agency (dated January 5, 1984) delineates the boundaries of the 100-year floodplain in the Village of Roslyn. In the event of a 100-year storm, a fairly substantial area of land to the east and west of Roslyn Creek and north of Route 25A would be inundated with water, while a small area around Roslyn Pond and between the Pond and Roslyn Creek would be similarly flooded. The 100-year floodplain boundary on the west side of the Creek extends roughly 200 feet to 400 feet east of and parallel to West Shore Road/Main Street. To the east of the Creek, the floodplain boundary runs ± 300 feet to 600 feet west of Bryant Avenue/School Street and East Broadway. The southern boundary of the 100-year floodplain is a line parallel to and within ± 40 feet to ± 120 feet of Old Northern Boulevard. In addition to inundation, some areas directly adjacent to the east and west banks of Roslyn Creek would be subject to potentially more damaging coastal wave action.

The 100-year flow level for the Village of Roslyn has been calculated by FEMA to be at 15.3 feet above mean sea level. As per the requirements of the National Flood Insurance Program, all habitable portions of structures constructed within the floodplain must be located one foot above the 100-year flood elevation.

6. Wetlands

The New York State Department of Environmental Conservation Tidal Wetlands Map 612-516, prepared from aerial photos taken in 1974, reveal the tidal wetlands associated with Roslyn Creek and Hempstead Harbor. The map shows that a very limited area within Roslyn has been classified as tidal wetlands. There are, for example, two small pockets of wetlands located on either side of the Creek in the most northerly portion of the Village, adjacent to Hempstead Harbor. These tidal wetland areas are classified as IM-Intertidal Marsh or SM-Coastal Shoals, Bars and Mudflats.

Tidal wetlands serve both as buffer and storage areas in flood zones, thereby protecting

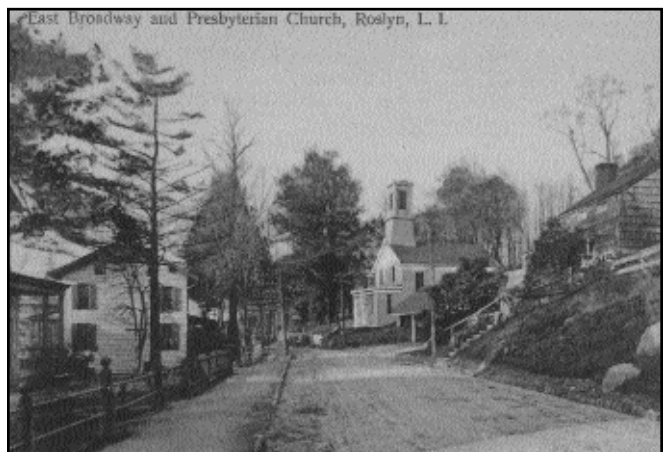
property located further upland. They also provide a habitat and breeding ground for a wide variety of plant and animal life due to the presence of rich nutrients.² Because of their ecological value and importance, State laws restrict the disturbance and development within tidal wetlands and adjacent areas.

B. LAND USE AND ZONING

Roslyn has historically been and continues to be a mostly residential community. Well over half of the ±380 acres within the Village are devoted to single-family residential use,³ encompassing the historic residences along Main Street and East Broadway; the more contemporary subdivisions such as Roslyn Pines and Marchant Park in the westerly section of the Village; and the newer homes being built next to the Long Island Railroad right-of-way as part of the Roslyn Ponds Estates. Multi-family uses are found exclusively in the southern portion of the Village where there are several large cooperative and rental apartment developments. The largest of these are Roslyn Gardens, a 379-unit co-op apartment development located off Warner Avenue, and the Chalet, a 140-unit mid-rise apartment building which sits atop the ridge above Roslyn Road (see Figure 3).

Commercial land uses in the Village are concentrated mainly in the downtown area, along Old Northern Boulevard, Roslyn's principal shopping street, as well as on either side of the School Street/Bryant Avenue corridor. Along Route 25A, adjacent to or just above the viaduct, are a number of highway-oriented businesses. These include the Harborview shopping center, several automobile dealerships and a multi-tenant office building. There is also a small neighborhood business district located at the intersection of Warner and Railroad Avenues in the extreme southeasterly portion of the Village.

Industrial land uses are confined to a compact area located immediately west of Roslyn Creek, along Lumber Road. The district accommodates a number of smaller industrial concerns, such as contractors and suppliers, together with several larger users



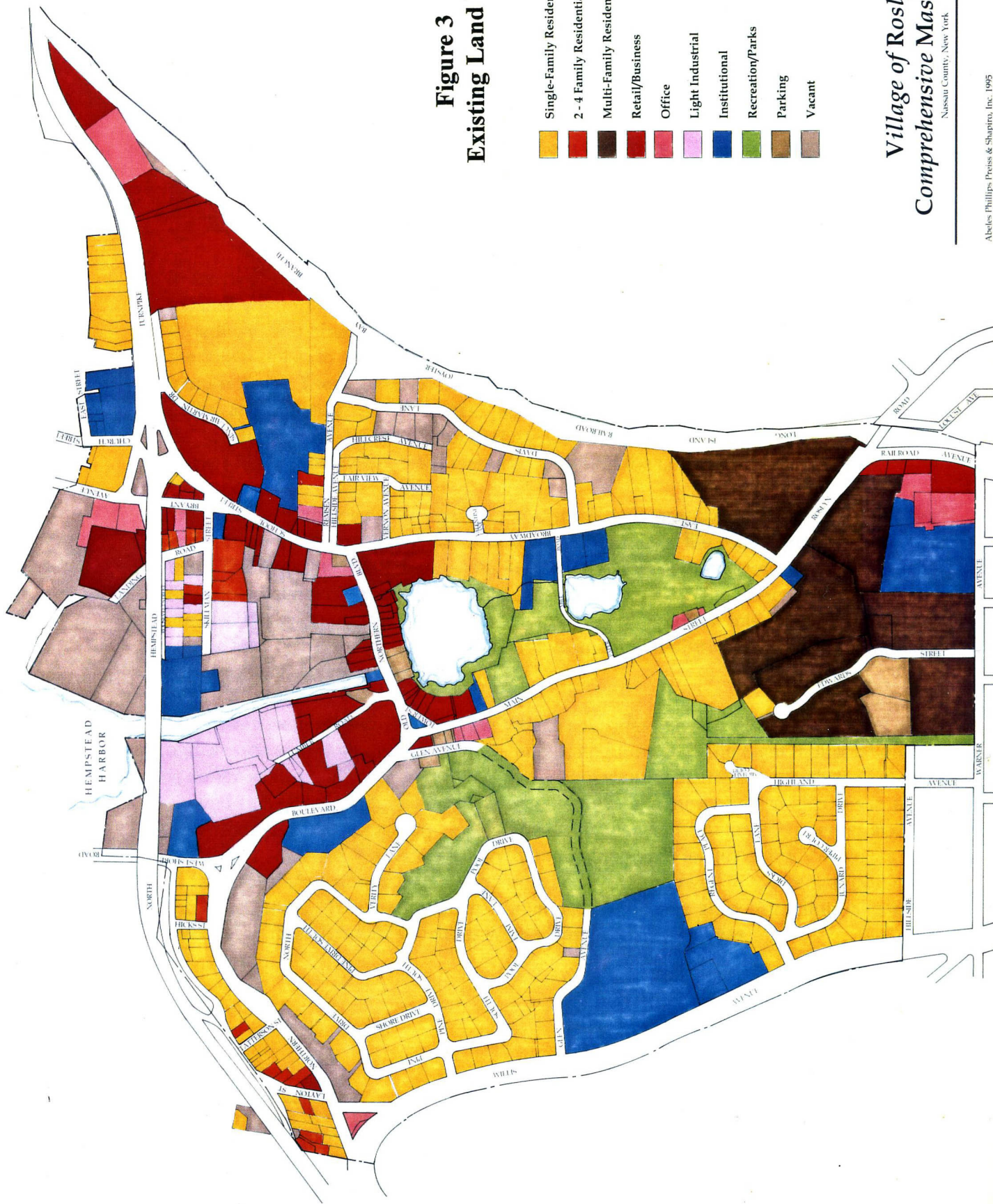


Figure 3
Existing Land Use

- Single-Family Residential
- 2 - 4 Family Residential
- Multi-Family Residential
- Retail/Business
- Office
- Light Industrial
- Institutional
- Recreation/Parks
- Parking
- Vacant

Village of Roslyn
Comprehensive Master Plan

Nassau County, New York



which include a lumber company, a metal works company, and a manufacturer of coin-operated equipment. New York Telephone also operates a facility in this area. Many of the properties situated along the east side of the creek were formerly used industrially, however these uses have been phased out over time. There are also several abandoned manufacturing buildings near the end of Skillman Street. Except for a mix of residential and general commercial/auto service related uses along this street, the bulk of the waterfront area on this side of the harbor is now vacant and ripe for development.

In terms of open space/recreational uses, the prime area within Roslyn is Roslyn Park, located within the triangle formed by Old Northern Boulevard, Main Street and East Broadway, and bisected by Paper Mill Road. Roslyn Park is owned and maintained by the Town of North Hempstead and is highlighted by three ponds and large numbers of mature trees. There are also benches, picnic tables, a play area, a bandshell, walking paths, and vehicular parking areas. Roslyn also has several private recreational facilities, including the Shibley Summer Day Camp and a swim club located within the Roslyn Pines subdivision in the westerly portion of the community.

The Village is divided into seven zone districts and one overlay district. With few exceptions, the boundaries of each of these zones mirror the established land use pattern. The largest of the districts is the Residence A zone, which provides for single-family residential use on minimum 10,000 square foot lots. The Residence B and C districts are also designed for single-family development, on minimum lots of 7,500 and 5,000 square feet, respectively. Roslyn also has two apartment districts which permit multiple dwellings and apartment houses.

In terms of non-residential zones, the Village's Business district allows a variety of retail and service uses, together with offices, hotels, and theaters. The Light Industrial district is designed to accommodate business and manufacturing operations which are not considered to be heavy industrial or otherwise noxious in nature. Roslyn also has in place a "Historic district (sic) overlay" zone. The district generally includes properties fronting along Old Northern Boulevard for pretty much the entire length of the Village, as well as lands on either side of both Main Street and East Broadway in the central portion of the community. The overlay zone is intended to regulate all construction, alteration, removal or demolition of structures within Roslyn's historic areas.

C. POPULATION AND HOUSING

Roslyn is a small community of less than 2,000 residents. According to the 1990 census, population in the Village was just 1,965, which is about 8% less than in 1980. Since 1970, the number of persons residing in Roslyn has declined by more than 600, or roughly 25%. Such losses have been far more drastic than in either the Town of North Hempstead or Nassau County, with each having lost about 10% of its population over this same twenty-year period.

POPULATION CHANGE IN THE VILLAGE OF ROSLYN, TOWN OF NORTH HEMPSTEAD AND NASSAU COUNTY, 1970-1990				
	<u>1970</u>	<u>1980</u>	<u>1990</u>	<u>% Change</u> <u>1970-1990</u>
Village of Roslyn	2,607	2,134	1,965	- 24.6%
Town of North Hempstead	235,007	218,624	211,393	- 10.0%
County of Nassau	1,428,838	1,321,582	1,287,348	- 9.9%
SOURCE: U.S. Census of Population				

Based on the latest estimates prepared by LILCO for January 1, 1995, population in Roslyn has effectively stabilized at 1,971. The same can be said for both the Town of North Hempstead, with an estimated 1995 population of 211,086, and Nassau County, with an estimated 1,283,463 residents in 1995.

In terms of the age distribution of the population, the Village is approaching middle age. There are, for example, relatively fewer school-age children and young adults in Roslyn as compared to either the Town of Hempstead or Nassau County. The share of elderly persons is similarly less than in the surrounding region. Conversely, over half of the Village's population was between the ages of 20 and 49 in 1990. Today, the lion's share of the population is in the 30 to 50 year age bracket. Assuming there is no significant change in the level of in- or out-migration, the Village will have a disproportionate, i.e., higher, share of elderly residents within about 15 to 20 years.

DISTRIBUTION OF POPULATION BY AGE COHORTS IN THE VILLAGE OF ROSLYN,
TOWN OF NORTH HEMPSTEAD AND COUNTY OF NASSAU, 1990

	<u>0-9</u>	<u>10-19</u>	<u>20-29</u>	<u>30-39</u>	<u>40-49</u>	<u>50-59</u>	<u>60-69</u>	<u>70+</u>
Village of Roslyn	10.3%	7.8%	15.8%	22.3%	14.6%	9.5%	10.3%	9.4%
Town of North Hempstead	11.1%	12.1%	13.7%	14.6%	14.4%	11.5%	12.1%	10.4%
Nassau County	12.0%	12.4%	15.0%	15.8%	13.7%	10.8%	11.2%	9.0%

SOURCE: U.S. Census of Population

Roslyn is very much a middle to upper-middle class community. Median family income was \$68,676 in 1989. While this was about 13% higher than the Nassau County median, it was wholly in line with the figure for the Town of North Hempstead.

MEDIAN FAMILY INCOME IN THE VILLAGE OF ROSLYN,
TOWN OF NORTH HEMPSTEAD AND COUNTY OF NASSAU, 1989

	<u>Median Family Income</u>
Village of Roslyn	\$68,676
Town of North Hempstead	\$68,631
Nassau County	\$60,619

SOURCE: U.S. Census of Population

There are relatively large numbers of single-person households and households with few or no children residing within the Village. Average household size in the community is well below that for the Town and County. In 1990, there were just over two persons per occupied housing unit in the Village. The comparable figures for North Hempstead and Nassau County were just under three persons per occupied unit. Moreover, the only community within North Hempstead with a lower average household size in 1990 was the Village of Great Neck Plaza.

NUMBER OF PERSONS PER OCCUPIED HOUSING UNIT BY TENURE
IN THE VILLAGE OF ROSLYN, TOWN OF NORTH HEMPSTEAD
AND NASSAU COUNTY, 1990

	<u>Total Persons per Occupied Unit</u>	<u>Total Persons per Owner-Occupied Unit</u>	<u>Total Persons per Renter-Occupied Unit</u>
Village of Roslyn	2.08	2.28	1.71
Town of North Hempstead	2.81	2.93	2.37
Nassau County	2.94	3.06	2.44

SOURCE: U.S. Census of Housing

Roslyn had a total of 1,064 housing units based on 1990 census data, 118 of which were vacant. This translates into a vacancy rate of 11%, which is more than three times the vacancy rates for the Town of North Hempstead and Nassau County. This high vacancy rate is clearly a statistical anomaly, and likely relates to some unique set of circumstances, such as in the case of a significant number of seasonal homes being included in the census count, or the existence of large numbers of vacant apartments at the time of a co-op conversion.

NUMBER OF OCCUPIED AND VACANT HOUSING UNITS
IN THE VILLAGE OF ROSLYN, TOWN OF NORTH HEMPSTEAD
AND NASSAU COUNTY, 1990

	<u>Total Units</u>	<u>Occupied Units</u>	<u>Vacant Units</u>	<u>% Vacant</u>
Village of Roslyn	1,064	946	118	11.1
Town of North Hempstead	77,308	74,587	2,721	3.5
Nassau County	446,292	431,515	14,777	3.3

SOURCE: U.S. Census of Housing

Although Roslyn is predominantly a single-family community, it does have a significant amount of rental housing. For example, as many as 35% of all housing units were renter-occupied in 1990, which is well above that for the Town of North Hempstead and County of Nassau, where only about 20% of the housing units were renter-occupied.

OWNER- VERSUS RENTER-OCCUPIED HOUSING UNITS
IN THE VILLAGE OF ROSLYN, TOWN OF NORTH HEMPSTEAD
AND NASSAU COUNTY, 1990

	<u>Total Occupied Units</u>	<u>% Owner Occupied</u>	<u>% Renter Occupied</u>
Village of Roslyn	944	64.8	35.2
Town of North Hempstead	74,587	79.2	20.8
Nassau County	431,515	80.4	19.6

SOURCE: U.S. Census of Housing

Residential housing values in Roslyn are well in excess of the Town and County-wide medians, which is indicative of Roslyn's unique appeal as a community in which to live. Median housing value for owner-occupied units in the Village exceeded \$400,000 in 1990. This was nearly 40% higher than the median figure for North Hempstead, and nearly twice that for Nassau County.

MEDIAN VALUE OF OWNER-OCCUPIED UNITS
IN THE VILLAGE OF ROSLYN, TOWN OF NORTH HEMPSTEAD
AND NASSAU COUNTY, 1990

	<u>Median Value</u>
Village of Roslyn	\$404,000
Town of North Hempstead	\$291,600
Nassau County	\$209,500

SOURCE: U.S. Census of Housing

Meanwhile, median rents in Roslyn were only slightly greater than in the Town and County.

MEDIAN MONTHLY RENT FOR SPECIFIED RENTER-OCCUPIED UNITS
IN THE VILLAGE OF ROSLYN, TOWN OF NORTH HEMPSTEAD
AND NASSAU COUNTY, 1990

Median Monthly Rent	
Village of Roslyn	\$721
Town of North Hempstead	\$701
Nassau County	\$678

SOURCE: U.S. Census of Housing

D. TRANSPORTATION, INFRASTRUCTURE AND SERVICES

1. Transportation

(a) Roadways and Traffic Conditions

The following describes the key highway, arterial and collector roads located in the Village of Roslyn.

Route 25A

Also known as North Hempstead Turnpike or Northern Boulevard, Route 25A is the only state road which is located in Roslyn. It has a right-of-way width of 90 feet, and has two lanes of traffic in each direction (three lanes in some locations). No on-street parking is permitted. Route 25A runs east to west across the top of Roslyn, and passes over the terminus of Roslyn Creek (as it enters Hempstead Harbor) in the form of a viaduct which runs from West Shore Road to Bryant Avenue over a span of some 2,100 feet. It is a divided highway that provides Roslyn with regional access to communities located to the east and west. Counts taken by the New York State Department of Transportation (NYSDOT) in 1985 indicate an average daily traffic volume of 27,000 vehicles in each direction.

Mineola Avenue

This major arterial runs from north to south along Roslyn's western border, and is a County roadway. It has a right-of-way of 120 feet with two lanes of traffic in each direction. NYSDOT counts in 1990 indicate an average daily flow of 27,650 vehicles.



Old Northern Boulevard

Old Northern Boulevard is an important local arterial street which runs east to west across the top of Roslyn and passes through the downtown just south of Roslyn Creek. It is under County jurisdiction and has a right-of-way of 60 feet, with one lane of traffic in each direction. In most locations, particularly in the downtown, on-street parking is permitted on both sides. NYSDOT counts in 1990 indicate daily volumes of 22,000 vehicles.

Bryant Avenue

Bryant Avenue is a County road which runs northward of Old Northern Boulevard under the Roslyn Viaduct and into the community of Roslyn Harbor. (The portion of Bryant Avenue from the turnoff to Northern Boulevard south to East Broadway is also known as School Street.) It has a 60-foot right-of-way with one lane of traffic in each direction, and on-street parking on one side of the street in commercial areas. NYSDOT traffic counts in 1985 indicate 6,500 vehicles per day on average.

Main Street

Main Street is a County roadway which runs north-south from Roslyn Road in the south,

meeting up with Old Northern Boulevard at the Clock Tower to the west of Roslyn Pond. It has a right-of-way of 50 feet with one lane of traffic in each direction. On-street parking is permitted on one side of the street. No traffic counts were available.

Warner Avenue

Warner Avenue is also under County jurisdiction, and functions as a collector street which runs east-west along the southern boundary of the Village. It has a 50-foot right-of-way with a single traffic lane in each direction. On-street parking is permitted on the northerly side of the street. No traffic counts were available.

East Broadway

Parallel to Main Street, and located on the east side of Roslyn Pond, this County road runs north-south from Old Northern Boulevard to intersect with Main Street just below Upper Pond. East Broadway has a 50-foot right-of-way, and provides for one-way traffic in a southerly direction. On-street parking is permitted on the westerly side of the street. Traffic counts were not available.

Other County Roads

There are three other roads in Roslyn under County jurisdiction, all of which are short connecting streets. Layton Street provides access to Mott Avenue and from there to the eastbound lanes of Route 25A in the northwest corner of the Village. It has a 50-foot right-of-way and provides one travel lane in each direction. On-street parking is not permitted. Tower Place, a very short one-way connector street between Main Street and Old Northern Boulevard, has a 40-foot right-of-way and provides for one-way flow in a northerly direction. On-street parking is allowed on its easterly side. Railroad Avenue begins at the intersection of Main Street and Warner Avenue and runs in a southerly direction. It has a 70-foot right-of-way, with one travel lane in each direction. Parking is permitted on both sides of the street. No traffic counts were available for any of these streets.

Traffic congestion in the Village of Roslyn has worsened over the past decade. Since

much of the traffic is regionally generated—by residential and employment-generating uses outside of the Village—the minor land use changes and new developments that have taken place in Roslyn have not been a significant contributing factor. A number of traffic routes between communities predominantly north of Roslyn, and to some extent east and west, must pass through the Village en route to the Long Island Expressway or the Northern State Parkway. Thus, many of Roslyn's streets become clogged with pass-through traffic. Roads most affected by this are Old Northern Boulevard/Main Street/Roslyn Road and Bryant Avenue/School Street/East Broadway. Importantly, alternative north/south roads to and from the region's highways run parallel to those of Roslyn; several of these roads are broader and more suited to accommodating through-traffic. In fact, the Town of Hempstead's comprehensive plan classifies only West Shore Road, Mineola Avenue and Northern Boulevard as "major arterials," and does not classify any other of Roslyn's roads as either major or minor arterials. The policy inference is that through-traffic should be channeled to these roads alone.

Traffic intersection analyses undertaken for the Morewood property in Port Washington in 1995⁴ included the following four intersections in Roslyn: West Shore Road and Old Northern Boulevard; Mineola Avenue and Old Northern Boulevard; Mineola Avenue and Warner Avenue; and Main Street and Old Northern Boulevard. Both AM and PM peak traffic movements were counted and compared with intersection capacity analyses to yield level of service (LOS) measurements.

The analysis indicated the following levels of service⁵:

EXISTING LEVELS OF SERVICE (1995)			
	<u>Intersection</u>	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
1.	West Shore Road/Old Northern Boulevard	C	B
2.	Mineola Avenue/Old Northern Boulevard	D	F
3.	Mineola Avenue/Warner Avenue	B	B
4.	Main Street/Old Northern Boulevard	D	C

Generally, LOS F is considered to be an unsatisfactory or unacceptable level of service or amount of delay, requiring remediation. LOS E, and to a lesser extent LOS D, are levels approaching unacceptability, and also should be considered for remediation, particularly if general traffic flows are increasing.

The Morewood analysis also compiled levels of service that could be anticipated at these intersections by 1999, by taking into account growth of traffic from planned developments in the area, proposed traffic improvements, as well as annual growth of traffic equal to one percent per year for five years. Levels of Service at these intersections in 1999 are projected as follows:

PROJECTED LEVELS OF SERVICE			
	<u>Intersection</u>	<u>AM Peak Hour</u>	<u>PM Peak Hour</u>
1.	West Shore Road/Old Northern Boulevard	E	B
2.	Mineola Avenue/Old Northern Boulevard	*	*
3.	Mineola Avenue/Warner Avenue	B	B
4.	Main Street/Old Northern Boulevard	C	B
*	Denotes level of service undefined. Roadway volumes projected to exceed capacity by a factor of 1.2.		

The above table indicates worsening levels of service for the AM and PM peak hours for Main Street/Old Northern Boulevard, and for the AM peak hour for the West Shore Road/Old Northern Boulevard intersection, but not to an unacceptable level of service (i.e., LOS F). On the other hand, the levels of service at the Mineola Avenue/Old Northern Boulevard intersection would deteriorate in both the AM and PM peak hours to an LOS worse than F—where theoretically the projected roadway volumes would exceed the capacity by a factor of 1.2.

Traffic intersection analyses were also undertaken by Frederick P. Clarke Associates (based on counts taken in June 1994) for four intersections not included in the Morewood study.⁶ These were as follows: Old Northern Boulevard and East Broadway; Bryant Avenue at Skillman/School Street; Bryant Avenue at Witte Lane; and East Broadway and Main Street. As in the case of the Morewood study, the intersections of West Shore Road and Old Northern Boulevard, and Main Street and Old Northern Boulevard, were also analyzed. The following levels of service were reported:

EXISTING LEVELS OF SERVICE (1994)				
	<u>Intersection</u>		<u>Friday PM Peak</u>	<u>Saturday Midday Peak</u>
1.	Old Northern Boulevard at West Shore Road		C	B
2.	Old Northern Boulevard at Main Street	F	F	
3.	Bryant Avenue at Skillman School		C	B
4.	Old Northern Boulevard at East Broadway	C	B	
5.	Bryant Avenue at Witte Lane	B	B	
6.	East Broadway at Main Street	F	B	

It is interesting to note that with regard to the Old Northern Boulevard/West Shore Road intersection analyses, the results of the Morewood and Clarke studies are consistent. However, the analyses for the Old Northern Boulevard and Main Street intersection yielded very different results. Whereas the Morewood study indicated service levels of D in the AM peak and C in the PM peak, the Clarke study yielded F levels of service in the weekday PM count and Saturday midday count.

In projecting traffic conditions, the Clarke study computed levels of service that could be anticipated at these same intersections by 1996, factoring a background traffic growth of two percent per year, but did not include additional traffic that would be generated by planned developments in the area. The projected 1996 levels of service in the Clarke study are as follows.

PROJECTED LEVELS OF SERVICE (1996)				
	<u>Intersection</u>		<u>Friday PM Peak</u>	<u>Saturday Midday Peak</u>
1.	Old Northern Boulevard at West Shore Road		C	B
2.	Old Northern Boulevard at Main Street	F	F	
3.	Bryant Avenue at Skillman School		C	B
4.	Old Northern Boulevard at East Broadway	C	B	
5.	Bryant Avenue at Witte Lane	B	B	
6.	East Broadway at Main Street	F	B	

Predictably, without accounting for planned development that could occur in the area, no change in existing levels of service are projected. Notwithstanding this, the analysis still indicates that two intersections yield unsatisfactory levels of service now and in the future: Old Northern Boulevard and Main Street, and East Broadway and Main Street.

In terms of planned local roadway improvements, the Traffic Engineering Department of the Nassau County Department of Public Works has indicated that there are no proposed improvements to any of the Village's roads under County jurisdiction. Similarly, the Director of Public Works for the Village indicates that there are no plans for improvement of any streets under local jurisdiction. Meanwhile, NYS-DOT plans to hire a consultant to draw up plans for the rehabilitation of the Route 25A viaduct as soon as funding is in place. Although the exact timing of the funding is unknown, DOT sources are optimistic that it will be available sometime this year. The design process itself is scheduled to take 48 months.

Initial projections indicate that the rehabilitation work would take two years. However, seismic retrofitting may require the reconstruction of the viaduct supports, thereby prolonging the construction period. The extent to which traffic flows will be impacted during construction is also not known at this time, since the nature of the construction work and the extent to which traffic will be rerouted or blocked has not been determined. Indications from DOT are that they will attempt to keep one lane open in each direction at all times during construction. This may or may not be practical, however, since it would involve rebuilding of the viaduct one half-span at a time to maintain two-way traffic flows.

In light of existing and anticipated future traffic conditions, and in keeping with the Town of Hempstead's comprehensive plan and State DOT's current priorities, roadway enhancements aimed at increasing capacity should only be considered for Northern Boulevard (i.e., the viaduct), West Shore Road and Mineola Avenue, as the only designated arterials in the Village. A direct connection between West Shore Road and the westbound lanes of the Northern Boulevard viaduct should be specifically considered. An extension of Lumber Road to West Shore Road would also ease truck access to the waterfront, reducing the number of trucks clogging local roads.

Elsewhere, the priority is on enhancing the safety of pedestrians, as well as automobile drivers. Traffic accidents and back-ups are particularly severe at the intersection of Roslyn Road and Railroad Avenue, which is all the more problematic because of insufficient sight distances as traffic passes under the LIRR underpass; there have been over twenty accidents at and near this intersection in the last three years alone. A traffic light at this location (perhaps on both sides of the underpass) should be considered. Any new retail development at and near this location should be planned especially mindful of

traffic and safety considerations. New roads improving access to the waterfront should also be considered, though they should be designed to discourage their use as bypasses. The maintenance (if not expansion) of on-street parking in the downtown is a particular priority, not only to serve the convenience of passing drivers, but also to slow traffic and provide pedestrians with a greater sense of safety. Reduced curb cuts, tandem parking, and other improvements aimed at reducing “friction” should be pursued. Existing traffic lights and stop signs should be retained.

Other than on the arterials noted above, the Village does not favor any traffic improvements that would increase existing roadway capacities, and therefore traffic volumes, in order to maintain the residential privacy of its neighborhoods and historic and pedestrian ambiance of the downtown area.

(b) Public Transportation

There are two bus lines which serve Roslyn. The N-27, which provides service between Glen Cove and Roosevelt Field/Hempstead, enters the Village at Roslyn Road and exits via Railroad Avenue in the southeastern corner. On weekdays during rush hour, buses run every 20 minutes, while during non-peak periods they run every hour. On weekends, buses run approximately once an hour. Bus service on weekdays and weekends is from $\pm 6:30$ AM to $\pm 8:00$ PM.

The N-23 line, with service between Mineola and Manorhaven, runs along Northern Boulevard, Old Northern Boulevard, Main Street, Railroad Avenue, and Warner Avenue. On weekdays, buses run every half-hour during peak periods and every hour during non-peak times from $\pm 5:40$ AM to 9:00 PM. On weekends, buses run once an hour from 6:45 AM to 8:00 PM on Saturdays, and once an hour between $\pm 11:00$ AM and 6:20 PM on Sundays.

Roslyn’s train station is located immediately southeast of the Village near the intersection of Railroad Avenue and Warner Avenue. The station is on the Oyster Bay branch of the Long Island Railroad, which provides service between Oyster Bay and Penn Station in Manhattan. Trains run frequently during weekday rush hours and less frequently during non-peak weekday times and on weekends. The LIRR is proposing in the next year to install high-level platforms at Roslyn Station (as well as throughout the non-electrified portions of the system) to provide for handicapped access and faster loading, and to allow for replacement of its diesel car fleet. The LIRR is also preparing to

replace personnel-operated ticket booths with ticket machines—an action which the Village opposes, especially as the manned booths contribute to the station’s sense of security.

2. Infrastructure

The Roslyn Water District provides potable water to the Village. This regional district also serves the Villages of Flower Hill, Roslyn Estates, Roslyn Heights, Roslyn Harbor, East Hills, and Greenvale. There are a total of eight well sites and 16 individual wells in the system. One of the well sites (with six wells) is located at the Water District offices in the area just south of the Route 25A viaduct and east of West Shore Road within the Village of Roslyn proper. A pumping station is also found at this location. The system stores 6.3 million gallons of water in four elevated water storage tanks. None of the tanks is located in Roslyn. Discussions with Water District officials indicates that there is sufficient capacity for future development in the Village. The system can pump up to 90% of its total capacity when needed. Water District officials have indicated that water conservation measures taken in the last few years have cut down water usage in the range of 10% to 15%.

Until 1983, the Village of Roslyn operated its own Water Pollution Control Plant. Owing to the need for rehabilitation of the various trunk lines and laterals of the system which at the time suffered from extensive infiltration/inflow problems, the Village agreed to undertake a comprehensive rehabilitation program to its collection system, and to terminate the operation of the Village plant. At the same time, Roslyn installed a pump station and force main at the end of Skillman Street to allow all its sewage to be transported and treated by the Cedar Creek Water Pollution Control Plant, which is owned and operated by Nassau County. The average flow is about one-half million gallons per day (MGD). The Village compensates the County for acceptance and treatment of its effluent.

The Cedar Creek plant has a permit capacity of 72 MGD, which was recently increased from 67 MGD. Currently, maximum flows average about 62 MGD. Since Roslyn is considered an “out-of-district” connection, any additional flows emanating from the Village would be subject to a NYSDEC permit. The plant has available capacity to accept such flows, however. The entire Village is presently served by sanitary sewers, with the exception of several houses on Hillside Avenue between Mineola and Highland Avenues, and on Michael’s Court. These houses are served by individual septic systems,

since their elevations pose problems for connection to existing sewer lines.

Stormwater runoff in the Village is collected through a separate system. The storm sewer trunk lines located in Roslyn are maintained by County, while all other lines are the responsibility of the Village. Storm sewerage is channeled into Roslyn Creek, with some first directed into and “filtered” through Roslyn Pond. Residential and some commercial solid waste carting is provided by the Village through a contract with a private carting company. There are no transfer stations located in the community. Electricity is supplied to the Village by the Long Island Lighting Company (LILCO). Telephone service is provided by NYNEX.

3. Services

The Village of Roslyn does not have its own police department. Police services are provided by the Sixth Precinct of the Nassau County Police Department, which patrols the community. The Sixth Precinct includes all that area between the Northern State Parkway and Long Island Sound from the Queens-Nassau County border to Greenvale. The nearest police station is located in Manhasset, however there is a small police booth in the Village directly adjacent to the public parking lot on Old Northern Boulevard. Fire protection and rescue services are provided to the Village by the all-volunteer Roslyn Rescue and Roslyn Highlanders, which serve a 17 square mile area. One of its three stations is located on School Street in Roslyn. There are approximately 150 volunteers divided into two companies. The companies have seven Class A fire engines, two ladder trucks, and other support equipment.

The Village of Roslyn is part of a regional school district known as the Roslyn School District, which serves approximately 2,700 students. There are five schools in the district, four of which are in Roslyn Heights and one of which is in Greenvale. The five schools are: Heights Elementary School, serving grades K through 1 located in Roslyn Heights; East Hills Elementary School, serving grades 1 through 5 and located in Roslyn Heights; Harbor Hills Elementary School, also serving grades 1 through 5, located in Greenvale; Roslyn Middle School, serving grades 6 through 8, located in Roslyn Heights; and Roslyn High School, serving grades 9 through 12, located in Roslyn Heights.

The Bryant Library is located on East Broadway and Paper Mill Road. This library, which dates back to 1878, has been located on its current site since 1952. The Bryant Library serves approximately 16,000

people in Roslyn, Roslyn Heights and East Hills, and parts of Flower Hill and Roslyn Harbor. It has approximately 176,000 volumes and an extensive collection of historical materials related to the Village and surrounding communities. The library is currently renovating the historic Valentine House, located directly across Paper Mill Road, for use as an annex.



III. RELEVANT PLANNING ISSUES

A. HISTORIC RESOURCES

Roslyn owes much of its character and reputation as an attractive place to live and visit to the charm of its historic houses and buildings. The Village also owes a good deal of gratitude to Roger Gerry and other members of the Roslyn Landmark Society and Roslyn Preservation Corporation who have through the years been largely responsible for spearheading the various efforts intended to both regulate and restore these resources. The significance of these historic resources and the accomplishment of their protectors have been recognized well beyond the village's boundaries. Most of the areas and buildings singled out for local protection—representing approximately a third of the town's land area—are on the National Register of Historic Places; and the State has designated the Village as a Certified Local Government.

Moving into the next century, the challenges facing Roslyn with regard to its historic resources are becoming more complex. Design oversight of the restoration or preservation of historic buildings is no longer sufficient unto itself. Increasingly, the proper preservation of historic resources requires an appreciation of—and appropriate regulation of—the context of these resources, such as in the case of existing scenic and view corridors. There is a countervailing appreciation of how regulations can infringe on the perceived prerogatives of property owners, especially in the context of the confusion between the various State and local regulations bearing on historic resources.

In light of the clear benefits of Roslyn's historic structures and scenery, and a desire to keep the protection of these resources within the bounds of what is reasonable and enforceable, the following objectives have been formulated:

- | | |
|---------------------|--|
| Objective 1. | Continue to Protect All of Roslyn's Historic Structures, Sites and Areas. |
| Objective 2. | Extend Added Protection to All of Roslyn's Scenic Corridors and Vistas. |
| Objective 3. | Clarify the Variegated State and Local Regulations. |
| Objective 4. | Provide Added Incentives to Properly Restore Historic Resources. |
| Objective 5. | Enhance the Role of the Village's Historic Resources in Promoting the Economic Vitality of the Village. |

The overall goal is to safeguard the integrity and value of Roslyn's historic and scenic resources.

1. History of Roslyn

Roslyn is the oldest settlement in Nausau County; indeed, the oldest house in the county is the Van Nostrand-Starkins House (ca. 1680) at 221 Main Street, which is owned by the Village and operated as a house museum. The first (Dutch) settlers came to Roslyn as early as 1642, attracted to the village's site at the head of Hempstead Harbor. In those days transportation by water was more reliable than by land. About 1701, the creek was dammed, the swamps drained and a gristmill was built—the first of many mills that over the next 150 years confirmed Roslyn's importance as a harbor and village center.

At about 1830 a pier was built, and by the 1850s regular steamboat service was provided to New York City. In 1835, the Mill Pond dam was widened to accommodate a new road—then named the North Hempstead-Flushing Turnpike, now Old Northern Boulevard. The Long Island Railroad reached Roslyn in 1865, further spurring development. By 1873 (see Figure 4), the basic pattern of the village's settlement was set in motion: village stores and public edifices along Main Street, Old Northern Boulevard, Bryant Avenue and School Street; harborside industry and commerce, and new residential development on the hills above, where before there had been farms and woods.

The transportation improvements noted above enhanced Roslyn's appeal, first as a resort, and then as a suburb convenient to New York City. At the turn of the century, the great estates of Roslyn Harbor were built. In the 1920s Roslyn Estates was laid out. Suburban development accelerated during the years following the Second World War, when new highways and subsidized housing loans spurred the construction of residential subdivisions, like those east of Mineola Avenue.

The legacy of this history is evident in the historic buildings and vistas of Roslyn: the Grist Mill, the Clock Tower, the Federal style houses, and even Mill Pond and Park. Not all of the Village's historic buildings are pretty in the conventional sense (the warehouses and houses near the waterfront, for instance), but they all contribute to Roslyn's historic legacy.

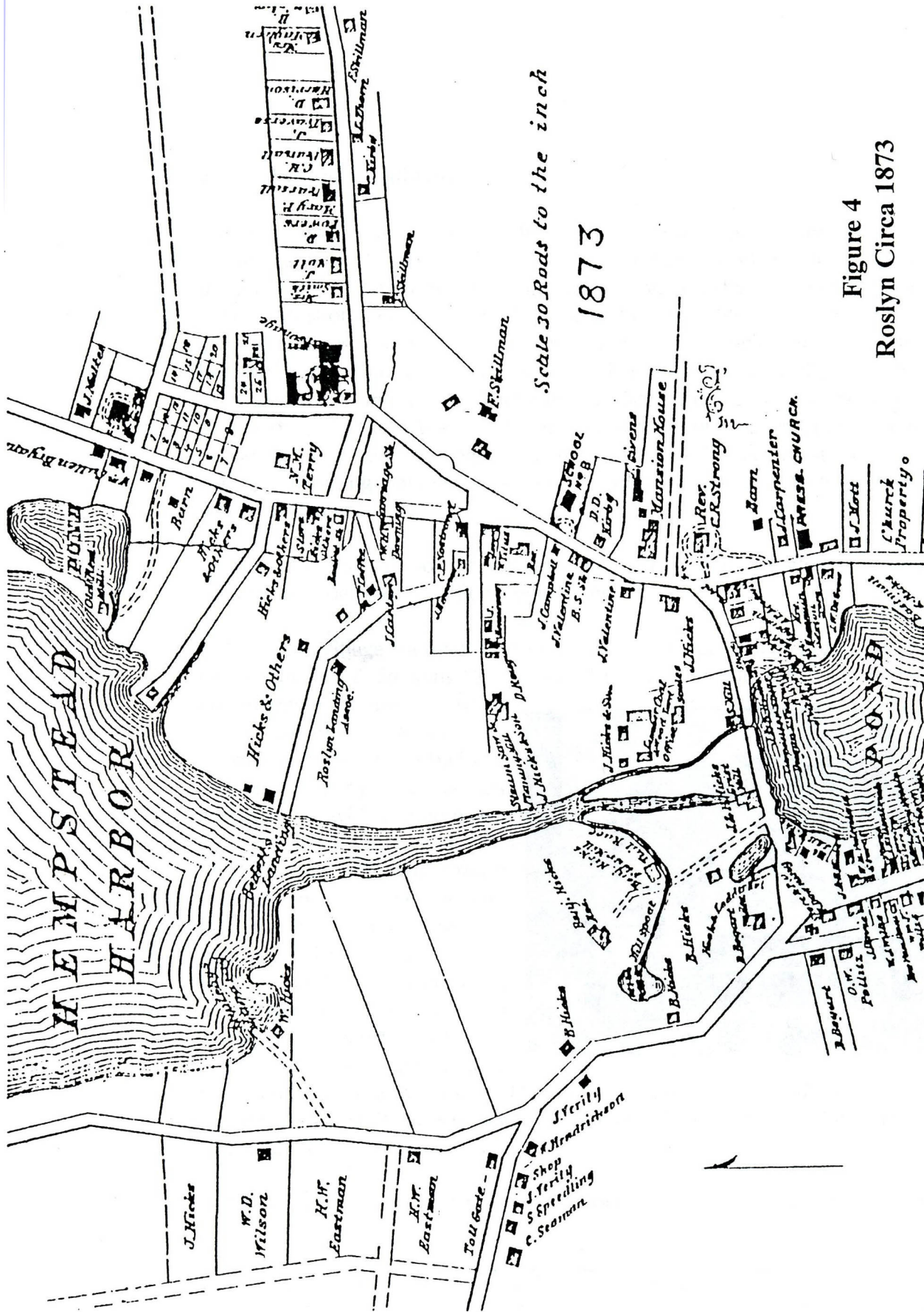


Figure 4
Roslyn Circa 1873

Village of Roslyn
Comprehensive Master Plan
Nassau County, New York

SOURCE: ROY W. MOGIER,
ROSLYN THEN AND NOW, 1960.

2. Existing Conditions

Roslyn's historic buildings and structures are numerous, concentrated in the lower elevations of a "V"-shaped ravine at the head of Hempstead Harbor, and then along the original thoroughfare (now Old Northern Boulevard and School Street) that crossed the ravine. Most of these historic buildings date from the 19th century, paralleling a period of substantial growth in the Village. Several buildings (such as the Grist Mill) date earlier; while other buildings (such as the Roslyn Theatre) date to the early 20th century. Many of the buildings are architecturally significant (such as the Trinity Church Complex designed by McKim, Mead and White); most are "contributory" to the integrity of the historic area. A few are singular (such as the Clock Tower); most, however, are "vernacular," meaning that they are emblematic of the style of architecture that was popular when they were built.

Most—but not yet all—of the Village's historic buildings are afforded recognition and protection under local and State regulations.

In 1966, the Village adopted "Historic district" (sic) regulations as part of its zoning ordinance (Division 8, Sections 15-149 to 15-191). The historic district regulations establish an independent "Historic district board" to advise the Board of Trustees with regard to building permits for designated districts and sites, as well as future historic site designations. The six local districts and two historic sites designated to date encompass the National Register listings, but also include historic buildings and the view corridors along Northern Boulevard and School Street. Most recently, the Board of Trustees, acting on a recommendation of the Historic District Board, expanded the village historic district to encompass the Skillman Street area. (See Figure 5; note, that for simplicity, the six historic districts are shown as one.)



In 1974 and 1979, the Roslyn Landmark Society prepared comprehensive inventories of the village's historic resources, resulting in the listing of the majority of the village's

historic buildings and also Mill Pond and Park on the National Register of Historic Places. The specific type of designation was a “Multiple Resources” listing—encompassing two adjacent historic districts (along Main Street and East Broadway) in addition to eight individual buildings and sites. (Refer again to Figure 3.) Altogether, over 120 buildings are listed on the National Register. National Register designations are overseen by the State Historic Preservation Office (SHPO), which reviews actions involving State or federal funds that bear on properties listed on the National Register. Thus, East Broadway, for example, could not be widened using State money without SHPO oversight. Minor tax benefits are also provided for the restoration of rental and commercial properties listed on the National Register. For a district comprised mostly of homes, as in Roslyn, the principal benefit of National Register listing is that it provides an objective, nationally promulgated measure of the significance of Roslyn’s historic resources, which is thus further reason to take pride in those resources.

Key landmarks are publicly owned. These include the Van Nostrand-Starkins House (Village of Roslyn), the Robison-Williams Grist Mill (Town of North Hempstead), and the Roslyn Clock Tower (which the Town just gave to the Village, coincident with the Clock Tower’s centennial). Though most buildings are privately owned, approximately 200 houses and buildings have been restored, often with help from the Roslyn Preservation Corporation (RPC). The RPC has, in most projects, requested deed restrictions, scenic easements and other such covenants that provide additional measures of historic resource protection.

The village’s historic buildings and district are made all the more special by their scenic backdrop. The historic buildings and areas are framed by steep wooded hills, the waterfront, Roslyn Park (and ponds), and the Route 25A viaduct—which itself has been designated a scenic route by the State of New York. Preservation of this scenery and view corridors are essential; they create a physical setting that sets Roslyn’s historic resources, apart from those of the community in Long Island. (See Figure 6.)

3. Issues and Objectives

The protection of the village’s historic resources has been a great success story, recognized in numerous articles, several books and, implicitly, the reputation and high value of the village’s historic houses



VIEWED FOR
HISTORIC DISTRICT
KEY SCENIC VISTAS

Figure 6
View Corridors

Village of Roslyn Comprehensive Master Plan

Nassau County, New York



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FEET

Abela Phillips Preiss & Shapiro, Inc. 1996

and center. The Historic District Board and Roslyn Landmark Society have not, however, rested on their laurels and viewed historic quality as something fixed, but have regularly returned to the question of whether, given the passage of time, additional buildings and areas should be considered for designation. Another reason for this success has been the Village's vision to designate corridors and areas, not just structures and buildings. The fact that the Historic District Board is consulted with regard to new construction in the vicinity of the Historic District also plays a part. Thus, Roslyn's historic resources have not just kept their integrity, but also their historic context. **Clearly, the Village and Society should continue to protect and restore all of the Village's historic resources and view corridors.**

The only drawback of an aggressive policy to protect the context of historic districts and sites is that it can foster some resident and developer confusion as to the purposes and consistency of the historic district guidelines. This problem is compounded by the understandable confusion between National Register listing and local Historic District and site designations. The fact that designated and listed buildings are often the same, but that district and site boundaries are different, adds to this confusion. **There is now a need to better define how these regulations bear on each other, as well as on other Village boards.**

Although historic district guidelines have increased and protected property values, a few property owners may be hard-pressed to maintain or restore their property in keeping with appropriate standards. This potential hardship is especially the case for the more modest homes located in the Skillman Street area and along Route 25A. A final issue is that while the village's historic character is perhaps the defining quality that attracts residents and shoppers to Roslyn, it has not been fully exploited for its economic development potential. Roslyn's regional reputation belies the occupancy and prosperity of its retail center. The Village's historic character should be fully promoted as the cornerstone of the Village's downtown and residential values.

The recommendations presented below are designed to address these concerns and objectives.

4. Recommendations

PROTECT ALL OF ROSLYN'S HISTORIC AND SCENIC RESOURCES.

a. The Village should regularly update its inventory of historic resources. These updates should, as was done for the Skillman Street area, be fully documented in the manner called for with regard to nominations to the National Register of Historic Places.

b. Some areas, such as the commercial district along Old Northern Boulevard and School Street, and some sites, such as the former Roslyn Elementary School and Hempstead Harbor Burying Ground, should be considered for inclusion in a modified Multiple Resource National Register listing.

c. The Village should extend historic district protection to all of the scenic corridors that are contributory to the Historic District, certainly to include: the waterfront and hillsides which provide the backdrop for the Historic District; Bryant Avenue, Warner Avenue, Roslyn Road and West Shore Road, which are the main access ways into the Historic District; and Route 25A, which the State has designated as a scenic and historic route (see Figure 7). (The Historic District and scenic corridors are hereinafter referred to as "Historic/Scenic District" with a "Historic District Board" as the oversight authority.)

CLARIFY THE VARIEGATED STATE AND LOCAL REGULATIONS

a. The Historic District Board should draft guidelines with regard to structures and sites of historic significance or contributory to the Historic/Scenic District, distinct from those with regard to view corridors and the other structures and sites within the districts. The Historic District Board's guidelines should distinguish between (1) "significant," "contributory" and "non-contributory" structures and sites, and (2) structures and landscaping modifications that would have "minor," "moderate" or "major" bearing on view corridors. To illustrate: structures on the top of the hills behind the historic buildings/areas should be considered more for their scale and form (e.g., pitched roofs) than detailing.

b. The Historic District Board should adopt a map showing—at lot line

specificity—the boundaries of the “Historic District” portion of the Historic/Scenic District, where significant and contributory structures and sites predominate, and hence where the Historic District Board will exercise greater discretion as to the details of site and building design, as distinct from the “Scenic District” portion of the Historic/Scenic District, where the Historic District Board will generally confine its concern to scale, siting and landscaping. (Refer again to Figure 7.)

c. The Village should prepare a brochure describing the different types of historic, architectural and scenic regulations bearing on property in Roslyn. The brochure could also provide advisory guidelines on building and property maintenance in the designated areas. These guidelines could provide advice on construction and maintenance elements (e.g., on colors and landscaping) that go beyond what the Village’s Historic District Board and Board of Trustees have traditionally enforced.

d. The Village, in cooperation with the Roslyn Preservation Corporation, Roslyn Landmark Society and others, should endeavor to prepare a data base indicating all historic, scenic and related easements and deeds restrictions on property. The data base would provide a “one-stop shop” for the Village’s regulatory boards and staff, as well as property owners and prospective property owners.

ENHANCE THE ROLE OF THE VILLAGE’S HISTORIC RESOURCES IN PROMOTING THE ECONOMIC VITALITY OF THE VILLAGE.

a. Buildings designated as local landmarks or within the Historic/Scenic District should be treated with greater flexibility with regard to the range of permitted uses and other zoning requirements. Specifically, the following might be allowed: (1) for non-residential zoned properties, offsite parking within 400 feet of the building; (2) residential uses above stores; (3) live/work space (e.g., professional offices and homes in higher-density zones); (4) accessory apartments in higher-density zones; and (5) shared parking area/driveways. Appropriate zoning standards should be developed for each of these circumstances.

b. Within the Historic/Scenic District, two areas should be singled out for more flexible zoning treatment: Skillman Street and Route 25A. Both areas are characterized by a residential building prototype in a mixed-use context.

c. The Village’s historic character and business district should be promoted in tandem.

Specific ideas to be explored by the Village, Chamber of Commerce and Roslyn Landmark Society include: (1) a map displayed in the public parking lots highlighting a self-guided walking tour through the historic and waterfront area; (2) dining discounts in connection with house tours; and (3) calendars showing the “then and now” of local commercial structures.

d. New commercial construction should continue to be regulated as to facades, landscaping and scale, to assure that the retail district remains cohesive, walkable and consistent with its historic image. Infill development should be promoted, rather than freestanding shopping center or strip retail construction. Large scale buildings, i.e., over 10,000 ground floor square feet and 20,000 total square feet, should be prohibited in the Village Center (i.e., Village Business District). These caps correspond to the maximum size of all but a few commercial structures (refer to Chapter III-C).

e. Landscaping and other improvements should be made for critical vistas which help create the village image. These certainly include the railroad overpass over Roslyn Road, School Street/Bryant Avenue, the Clock Tower and vicinity, and the waterfront. Roslyn should also enter into discussions with the Long Island Railroad and Town of North Hempstead regarding the upgrade of the railroad station area, which is located just outside of the village proper. (These upgrades should be coordinated with safety improvements in this area.)

B. THE WATERFRONT

Roslyn’s waterfront presents an enormous opportunity to enhance the property values and economic vitality of the village. Yet—despite its importance in the settlement and development of the village, and in contrast to Roslyn’s historic resources—the waterfront is basically underutilized. There are virtually no parks, waterside restaurants, marinas, or other uses that bring people to the waterfront and derive added value from waterfront access and visibility. Its harbor facilities—the navigable channel, piers, continuous bulkheads, boat launches—have gradually disappeared. Poised for redevelopment, intervention is needed to assure that the infrastructure and amenities needed to enhance the overall value of the waterfront—and the downtown area next to it—will get built.

Therefore, the following objectives have been set for Roslyn’s waterfront:

- Objective 1. Recreate the Working and Recreational Waterfront.**
- Objective 2. Favor Development that Derives Value From and Contributes to a Waterfront and Recreation Theme.**
- Objective 3. Strengthen the Linkages between Downtown and the Waterfront.**
- Objective 4. Protect the Waterfront's Harbor, Natural Features and Vistas.**

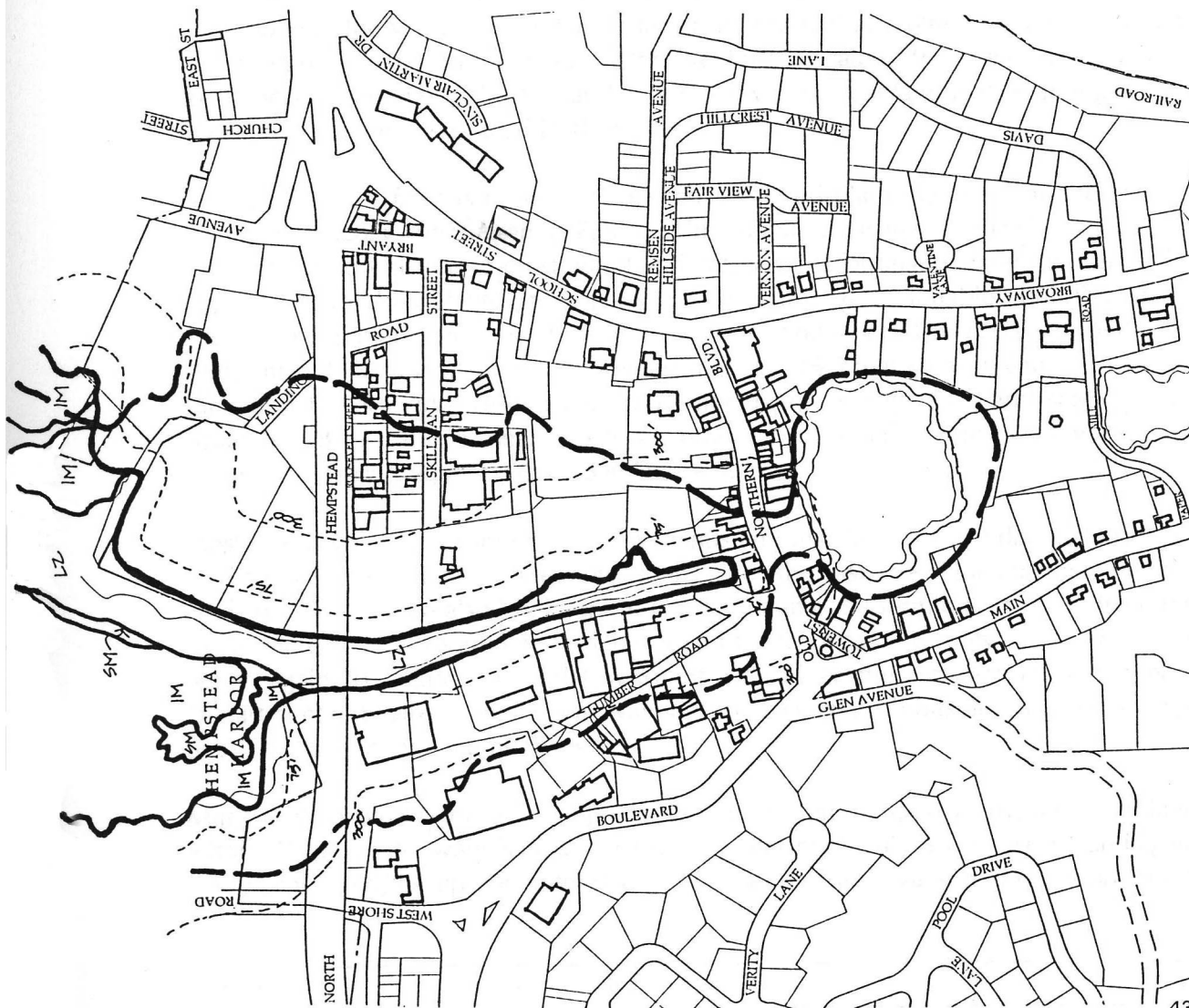
The overall goal is to create a cohesive waterfront that enhances the economic vitality and value of its uses, the adjacent downtown and the entire village.

1. Natural Features

Roslyn's original settlement and prosperity are in large part a result of its location on Hempstead Harbor. For well over 300 years, Roslyn was a vital port; first for trading vessels, then for mass transport, and finally (into the 1970s) for recreational boats. Boating activity was concentrated in Roslyn Creek, a partly bulk-headed canal extending from the Grist Mill on Old Northern Boulevard northerly for 1,000+ feet to Hempstead Harbor proper. Piers also extended from the flatland northeast of the Route 25A viaduct, where deeper water meant that docking was unaffected by the harbor's 8-foot tide swing.



Roslyn's position at the head of Hempstead Harbor also causes it to function as a sediment and nutrient trap, for both particles pushed landward in the bottom waters and from surface and creek runoff. Problematically, former sand and gravel mining at the Port Washington Sand Pits has resulted in so much sediment deposit that not even shallow



WETLANDS BOUNDARY
 IM INTERTIDAL MARSH
 SM COASTAL SHOALS, BARS
 & MUDFLATS
 LZ LITTORAL ZONE
 --- 75' OR 100' DEC.
 JURISDICTION AREA
 FLOODPLAIN BOUNDARY

Figure 8
 Waterfront Natural Features

Village of Roslyn Comprehensive Master Plan

Nassau County, New York

recreational vessels can enter the creek, except at high tide. Hempstead Harbor was also obstructed by sunken barges which have just been removed at State and federal expense, thus easing recreational boating activity in the harbor. The United States Army Corps of Engineers has indicated that it would be prepared to dredge Roslyn Creek to once again make it navigable, provided that continuous bulkheading is built. The County reportedly also has authority to dredge the creek.

Hempstead Harbor north of the viaduct has been designated by the NYS Department of State Coastal Management Program as a "Significant Coastal Fish and Wildlife Habitat," which provides for the limiting or monitoring of discharge from as yet undisturbed land. Presumably, this would include vacant land in Roslyn also north of the viaduct. The water quality of the creek itself is also stressed, due in part from runoff from the upstream duck pond in the village, as well as surface runoff of fuel and other contaminants from adjoining properties, compounded by the low flushing rate of the creek, which allows for an accumulation of pollutants and debris. Obviously, contaminants entering Roslyn Creek also pollute Hempstead Harbor.

Most of the waterfront is in the 100-year coastal flood plain identified by the Federal Emergency Management Agency (FEMA). Communities wishing to qualify for federally subsidized flood insurance must adopt and enforce regulations intended to reduce the opportunity for loss of life or property. Specifically, all "habitable" building space (exclusive of parking) must be above the 100 year flood level. The 100-year flood level ("Intermediate Regional Tide") has been estimated at 15.3 feet above mean sea level. A "Standard Project Tide" resulting from a coincidence of high tides and storm surges could be 18 feet above mean sea level, however. Coastal flooding at lower levels occurs on a fairly frequent basis. (See Figure 8.)

Most of Roslyn's waterfront was once wetlands and marshes. Some tidal wetlands survive north of the viaduct. While more extensive on the east side of the channel, the wetlands on the west are also important in that they frame the terminus of views from the Cedar Mere and Childs Frick homes that are part of the Nassau County Museum system. (Refer again to Figure 8.) Tidal wetlands fall under the jurisdiction of the NYS Department of Environmental Conservation (DEC), which prohibits development except under extraordinary circumstances.

Much of the waterfront is also subject to DEC jurisdiction. Specifically, for virgin land within 75 feet of the water's edge (mean high water mark), all new construction is generally prohibited, except for water-dependent uses and walkways, and roads providing access to these uses. For virgin land within 300

feet, impervious materials cannot exceed 20% of total area. While virtually all of Roslyn's water- front has been disturbed from its natural state, each and every development proposal within both the 75-foot and 300-foot boundaries is nonetheless subject to discretionary review by the DEC.

2. Development Features

Roslyn's waterfront contains a mixture of uses (refer back to Chapter II). On the west side of the channel there are several light industrial and commercial buildings, several warehouses, and a lumber yard. Tenants include Coinmach Industries and Roberts American Gourmet. At the southern tip of the Creek is the landmark Grist Mill, downtown stores, and a small parking lot. On the east side of the channel, there is a large vacant tract (in the south), a mix of residential and light industrial uses, a public works garage and a sewage pumping station (in the middle), and an indoor tennis center and additional vacant lands (in the north). Retail and other businesses frame the entire waterfront, occupying the upland area not subject to flooding along Old Northern Boulevard, School Street and Bryant Avenue.



The existing pattern of land use is due to the combination of three factors: access, zoning and topography.

As recently as 50 years ago, the waterfront was unified by waterborne transportation. Warehouses, dry docks and other buildings devoted to shipping predominated. All of this changed with the decline of waterborne transport and its replacement with vehicular transport for both individuals (cars) and commerce (trucks). Yet, vehicular access to the waterfront is problematic. West of the channel, there are two long cul-de-sacs—one under the Route 25A viaduct (off of West Shore Road), and another provided by Lumber Road (off of Old Northern Boulevard). These cul-de-sacs are connected via a circuitous route through private parking lots. East of the channel, there is the semblance of an incomplete grid—with Skillman Street and Roosevelt Street (under the viaduct) connected by Landing Road, in addition to a number of private drives accessing parking lots. Until construction of the viaduct, both Skillman

Street and Landing Road (then Bedell's Landing Road) ran to the water's edge (refer to Figure 4). The lack of continuous and easy access in and out of the waterfront has been a factor in impeding its cohesive redevelopment.

In the 1930s, when Roslyn's first zoning ordinance was adopted, the waterfront was used for shipping and commerce, and hence was after-the-fact zoned for industry (mostly) and business (along Old Northern Boulevard, School Street and Bryant Avenue). Worker housing along Skillman Street was made nonconforming—as it remains today. As was (but is no longer) the general practice, the industrial district allowed the full range of commercial uses permitted in business districts—although the Roslyn Racquet Club, at the northeastern part of the site, is peculiarly non-conforming. There are next to no performance standards as to the nature and layout of uses. Consequently, an unplanned hodgepodge of uses has been (and is still) allowed, with attendant land use conflicts. For example, houses in the Skillman Street Historic district are to be preserved, though current zoning prohibits new residential uses.

Finally, the waterfront is characterized by a history of flooding (1938, 1950, 1954, 1968, etc.), which reduces its value for many high value uses—especially single-family houses. It also offers flat land in an area generally characterized by hills, which enhances its utility for large space uses. Thus, the waterfront has been a logical place to site lumber yards, bus depots, tennis centers, parking lots and other low-value/large space uses. Only recently has it attracted development interest for higher-value uses (high-density housing and a supermarket) that can either afford the expense associated with flood-proofing or other remediation to deal with flooding.

3. Issues and Objectives

The public enjoyment of Roslyn's waterfront is entirely contingent on creating reasons for people to go there again. There are no marinas or docks. The waterfront now has no parks, and only one recreational use. There are only two public places from which to view the waterfront: from a public parking lot on Lumber Road (formerly a public boat launch); and from the back of the Grist Mill (which is generally closed to the public). **The priority should be on recreating (or creating a different type of) a working and recreational waterfront.**

While there may be insufficient public revenues to pay for all of the needed improvements,

developers across the country have been pursuing real estate projects that pay for the waterfront and recreational amenities that in turn enhance real estate values and profits. While Roslyn's waterfront is largely un- and under-developed, recent proposals show that there is latent real estate value present in the area, presenting new opportunities. **The Village should favor development that derives value from and contributes to the waterfront/recreation theme.**

More particularly, theme retail centers have been built around waterfronts. Roslyn's business district abuts but hardly enjoys views of or access to the waterfront. **The Village should further seek to strengthen the linkages between downtown and its historic waterfront.** It should do so, however, in a manner that does not create undue competition with or drain commercial energy from the traditional downtown along Old Northern Boulevard.

Finally, the essential value of Roslyn's waterfront is derived from natural features and qualities that should not (and cannot) be put asunder. It is necessary that the Village adhere to national standards regarding building in the floodplain, especially in light of the growing likelihood that coastal flooding will worsen during the upcoming century. The few remaining wetlands on the northwest side of the channel should be treated as sacrosanct; the wetlands on the east side should be diminished only in the context of an overall plan to upgrade the area's open space and visual qualities. With regard to pollution, development along the Creek should be held to the same environmental standard as along the Harbor, of which it is truly a part. **Future plans for Roslyn's waterfront should respect and enhance the waterfront's harbor, natural features and scenery.**

The recommendations presented below are intended to accomplish the objectives highlighted above.

4. Recommendations

RECREATE A WORKING AND RECREATIONAL WATERFRONT.

a. Dredging Roslyn Creek to reopen the creek to boating is a clear priority; therefore, so too is providing a continuous bulkhead on both banks of the channel. The repair of Roslyn harbor's bulkheading should cost somewhere in the area of \$1 to \$2 million (based on an update of a 1974 cost estimate of \$400,000, and on a typical bulkheading cost of \$500 per linear foot). Roughly half of the water's

edge is part and parcel of several major assemblages which are expected to be redeveloped over the next ten years; other portions of the waterfront may also be redeveloped within this time frame.

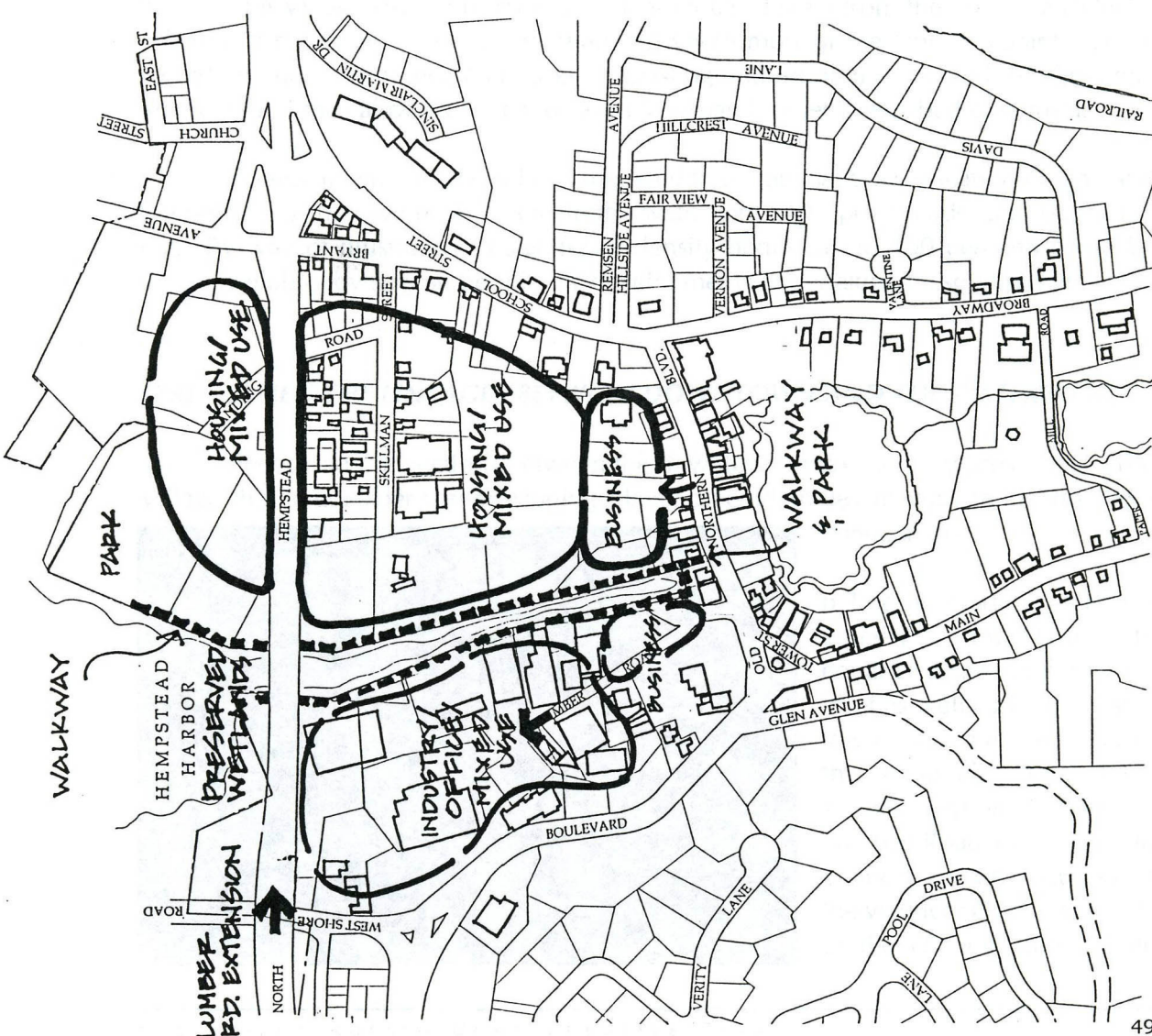
The Village should create zoning incentives to restore the bulkheading (as well as provide other improvements, to be discussed), with the expectation that at some point in time during the next five to fifteen years, Roslyn may need to dedicate public funds to complete the job, beyond those portions of the waterfront that are privately redeveloped. Alternatively, the Village should explore tax increment financing, involving a special tax imposed on waterfront properties which would then be dedicated to amortizing a bond that pays for the improvements. Tax increment financing is difficult to implement, however, as it requires the agreement of all of the taxing authorities (school, library, fire, town, county, etc.).

b. The Village should promote “water-dependent” uses—especially marinas and boat docks—along the waterfront, irrespective of the underlying zoning (i.e., office/industry, business, residential).

c. The Village should promote all types of recreational uses along the waterfront, again irrespective of the underlying zoning. Recreational uses to be promoted include tennis facilities, health clubs, golf driving ranges, ice skating rinks, private swimming clubs, bicycling, etc.

d. The Village should promote a publicly accessible walkway along the entire waterfront, in particular to provide access to water-dependent uses. On the west side of the waterfront, the walkway should be able to accommodate bicyclists. Zoning bonuses should certainly be employed to encourage private property owners to provide public access in keeping with design standards set by the Village. A mandatory setback requirement should be promulgated for all future development, so as to facilitate future right-of-way acquisition to complete the promenade (as well as view corridors, as discussed later).

e. A major waterfront park should be created at the northeastern portion of the waterfront. This site affords extraordinary views of Hempstead Harbor, the wetlands on the opposite side of the channel, and the entrance to the Creek. As with the promenade, the park should be promoted through zoning incentives; public acquisition should be used as a means of last resort. Various land trusts (Trust for Public Land, for instance) could also be approached regarding the conveyance of the land through donation. (Figure 9 shows the location of the waterfront park and promenade.)



NOTE: WATER-DEPENDENT
RECREATION USES
ALLOWED IN ALL THREE
LAND USE CATEGORIES

Figure 9
Land Use Plan for the Waterfront

Village of Roslyn
Comprehensive Master Plan
Nassau County, New York

FAVOR DEVELOPMENT THAT DERIVES VALUE FROM AND FINANCIALLY CONTRIBUTES TO A WATERFRONT AND RECREATION THEME.

- a. The Village should promote “waterfront enhancing” uses. These include commercial uses that benefit from water views and access, such as waterfront restaurants or theme retail, as well as housing development featuring water views.
- b. The Village should prohibit uses that would detract from the cohesive redevelopment of the eastern side of the channel, where most of the land is vacant. These would include most industrial uses. (Existing industrial uses would be “grandfathered”—and thus allowed to stay or even to expand under prescribed circumstances.)
- c. Zoning incentives should be employed to encourage the dedication of land and the necessary improvements to create the waterfront park, promenade, and bulkheading. By way of illustration, a significant density bonus (up to 100 percent) could be made available, by special permit, for developments undertaking these improvements.

STRENGTHEN THE LINKAGES BETWEEN DOWNTOWN AND THE WATERFRONT.

- a. Pedestrian connections between the downtown and waterfront are crucial. The Village should consider commissioning a landscape/urban design study to identify these connections.
- b. Improved arterial access is equally important to enhance access to the waterfront as well as to the downtown. On the west side of the channel, the Village should explore extending Lumber Road



northward, to connect to the road under the viaduct. On the east side of the channel, the Village should explore a street grid that would improve access between the entire waterfront and downtown. Stop signs, narrow roadway widths, on-street parking, special pavers and street trees and other techniques should be employed to slow traffic and thereby make these roads pleasant to walk along. This would also dis-

courage the use of these roads as bypasses to avoid traffic on Old Northern Boulevard and/or School Street/Bryant Avenue.

c. The Village should allow a limited amount of waterfront theme retail development that extends downtown to its waterfront. This retail development could include restaurants, cafes, entertainment and boutiques—mandated to be close to (e.g., within 400 feet of) Old Northern Boulevard, so as to keep it within easy walking distance of downtown. The total amount of new theme retail development should be limited (as discussed in Chapter III-C).

It is intended that the new retail not compete with the existing downtown in either scale or in level of activity. The division of this retail on both sides of the channel would further assure that it will be ancillary to the existing downtown, as would the provision of one or several large parking lots shared by both waterfront and downtown stores (refer to Figure 10 in Chapter III-C for how this shared parking may be laid out).

d. The Village should allow industrial and office uses on the west side of the waterfront to have ancillary showrooms and accessory retail space. The types of uses contemplated include furniture makers/restorers with showrooms, antique/fine arts auction houses, craft studios with retail displays, lumberyards with retail sales areas, import warehouses with showrooms, etc. They should be allowed as accessory uses, with a limitation on the amount of total floor area to be devoted to ancillary retail use. Continuous pedestrian walkways leading to downtown should be encouraged—both along Lumber Road and the waterfront.

e. The Village should promote an arts district on the west side of the waterfront as well. Artist studios and galleries should be allowed. Public art should be promoted in public areas and on private property (with Socrates Park on Long Island City's waterfront in Queens as a model—where a public art park is framed by private studios and murals on privately-owned waterfronts).

f. As described in Chapter III-A, all of the waterfront is within the valley that defines the context for Roslyn's historic districts; indeed, all of the waterfront is encompassed within the Roslyn Historic/Scenic District. New development along the waterfront should continue to respect this historic character. Specifically, large footprint and tall buildings that would obstruct views or loom over the Historic/Scenic District should be prohibited, especially south of the viaduct. The streetscape elements (lighting, street furniture, building setbacks, etc.) should be designed to appear historic and seamless with those adopted for the downtown (see Chapter III-C). All construction within the waterfront should be subject to review by the Historic District Board (see Chapter III-A).

g. Likewise, new housing construction should utilize layouts and forms that correspond to the area's historic character; e.g., row houses are preferred over conventional townhouses. In order to promote row houses, the Village should adopt zoning regulations that promote attached one- and two-family dwelling units, on-street parking, adherence to a street wall, frequent entrances to units, garages and driveway curb cuts in the rear, etc. These guidelines should be strictly enforced south of the viaduct, abutting the historic downtown; they could, however, be applied more flexibly north of the viaduct, which is somewhat more removed from the historic center. (Refer to Chapter IV-D.)

h. The final linkage between downtown and the waterfront has to do with implementation. The Village should—in cooperation with the Roslyn Landmark Society, Chamber of Commerce and leading businesses such as the Roslyn Savings Bank—explore a waterfront/downtown Business Improvement District (BID). The BID's purposes would be manifold: (1) to help pay for the public space improvements contemplated in this plan (sidewalks, street trees, the promenade, etc.); (2) to pay for joint promotions (e.g., calendars, Christmas lights, special events); (3) to provide a revenue stream to retain a "Main Street Manager" who would represent the Village's downtown/ waterfront interests in discussions with State Department of Transportation, Army Corps of Engineers, and others; and (4) to provide a further way of uniting waterfront and downtown property owners, business people, and preservationists with regard to specific projects (such as the arts district recommended for the west side of the waterfront).

PROTECT THE WATERFRONT'S HARBOR, NATURAL FEATURES AND VISTAS.

a. The Village should consult with the State of New York with regard to extending Hempstead Harbor's designation as a Significant Coastal Fish and Wildlife Habitat to encompass Roslyn Creek.

b. The Village should seek funding to prepare a landscape plan for the waterfront specifying the treatment and landscaping of the water frontage. The plan should be prepared in cooperation with the NYS Department of Environmental Conservation, and in consultation with property owners. It is intended that the plan retain tidal wetlands, but still allow a navigable channel and continuous public access along the water frontage. It is further intended that landscape treatment along the water's edge be self-maintaining, to the maximum extent practicable.

c. The Village should create a viewshed along the waterfront. All buildings should be set back—especially on the eastern side of the channel, where vacant land provides the opportunity to create a linear park alongside of the promenade (in counterpoint to the existing buildings that would abut the promenade on the western side of the channel).

d. Uses, layouts and sizes of buildings that diminish the public enjoyment of waterfront views should be prohibited.

5. Overall Land Use, Zoning and Circulation Plan

The recommendations presented above are intended to provide for a wide range of options—hence flexibility—with regard to the development of specific sites. One reason for the flexibility in site-specific use and layout is to assure that owners can profitably redevelop their properties, with sufficient incentives to undertake the public amenities and infrastructure improvements contemplated. Clearly, the plan's urban design details (though not its principals) will be worked out in response to particular development proposals. Those key principals are as follows:

- a. Rationalization of the arterial system, allowing for slow-moving through traffic from site to site.
- b. Pedestrian linkages between downtown and the waterfront.
- c. Retail uses confined to the area within 400 feet of Old Northern Boulevard, on both sides of the channel.
- d. Industrial, office, ancillary retail and arts-related uses (to the north) on the west side of the channel.
- e. Residential uses (to the north) on the east side of the channel. These residential uses can include live-work space in the Skillman Street area and senior citizen housing north of the viaduct (as discussed in Chapter III-D).

- f. A discretionary density and/or FAR bonus of up to 100 percent, in connection with the provision of bulkheading, public access along the waterfront and other site improvements called for in the plan.
- g. On the west side of the channel, a building setback of 25 feet from the water's edge at mean high tide, to create a right-of-way for continuous public access, including a bike path, walkway and landscaping.
- h. On the east side of the channel, a setback of 75 feet, to create a public right-of-way for continuous public access in an open space (park or wetland) setting. In any instance where DEC would not allow a walkway within the 75-foot setback, this setback would increase to 90 feet.
- i. A height limit of three stories and other standards designed to promote the historic image of the buildings and streetscape.
- j. An overlay waterfront district, explicitly allowing water-dependent and recreational uses no matter the underlying zone, and also establishing the requirements for density bonuses and/or FAR.

These principals—or guidelines—are needed to create a cohesive waterfront district that would increase property values within and outside of the district. As noted, a more detailed landscape, circulation and urban design plan is also called for, to which new development would have to adhere.

C. DOWNTOWN ROSLYN

For several hundred years, the crossroads at the head of Hempstead Harbor has been a bustling place to trade and shop. With the advent of the automobile, population and wealth swelled, but the vast amount of shopping also shifted to malls, shopping centers and strip centers, offering ample parking and large-scale stores (supermarkets, department stores and “big box” retailers).

Yet, Roslyn's downtown continues to survive. It remains convenient to some of the most affluent suburbs in the United States. Its unique stores, historic character and village green distinguish it as "the real thing" in a retail landscape given over to uniformity and showiness. The post office, nearby library, movie theater, and



Roslyn Mill Tea Room Historic Grist Mill built 1701
Roslyn, Long Island, N. Y.

several of its better-known restaurants and stores serve as "magnets" and "anchors" that bring people to the downtown. Its buildings and attractions remain in proportion to its "small town" scale and ambience.

Having survived the repositioning of retailing nationally, downtown Roslyn faces old and new challenges. Parking and access remain perpetual problems. The center has perplexing vacancies that belie its high rents and reputation. Developers are beginning to introduce proposals for large-scale and franchise retailing that would contramand the downtown's small-scale, one-of-a-kind shopping niche.

Therefore, the following objectives have been set for Roslyn's downtown:

- Objective 1. Improve Vehicular Access to the Downtown, Including Parking.**
- Objective 2. Enhance the Downtown's Pedestrian Qualities and Historic and Natural Landscape.**
- Objective 3. Provide Additional Reasons for People to Frequent Downtown.**
- Objective 4. Only Allow the Downtown to Expand in a Manner That Complements its Specialty Shopping Niche and Small Town Image.**

The overall goal is to bolster the downtown’s specialty niche as an historic and waterfront business center, used by residents from the region seeking one-of-a-kind, small-scale shops and restaurants.

1. Market Potential

A retail center’s market potential is in proportion to the size and wealth of its potential clientele. Roslyn is centrally located on the North Shore, one of the wealthiest parts of one of the most affluent regions in the United States. Of the twenty largest retailing market areas in the United States, Long Island ranks 8th in terms of the number of households with effective buying incomes of \$50,000+, and it ranks 6th in terms of the number of households with effective buying incomes of \$150,000+. It also ranks first in terms of the percentage of households in both effective buying income categories. As the table below indicates, the Village of Roslyn and its immediate neighbors are unusually wealthy, even by Long Island standards. Roslyn’s downtown has a tremendous amount of buying power at its disposal.

APPROXIMATE MEDIAN FAMILY INCOME, 1994			
<u>Roslyn Vicinity</u>		<u>Region and Nation</u>	
Roslyn Village	\$69,000	Nassau County	\$61,000
Greenvale (North Hempstead)	\$45,000	Suffolk County	\$53,000
Sea Cliff	\$58,000	New York State	\$40,000
Roslyn Heights	\$70,000	United States	\$35,000
Glenwood Landing	\$70,000		
Port Washington	\$74,000		
Port Washington North	\$83,000		
Roslyn Harbor	\$107,000		
Flower Hill	\$113,000		
East Hills	\$117,000		
Sands Point	\$146,000		
SOURCE: Long Island Almanac, 1995			

Roslyn's downtown also has tremendous competition nearby. The famous "Miracle Mile" shopping center, rivaling Madison Avenue in the prestige of its stores, is just several miles to the west. To the south and east are Wheatley Plaza, Roosevelt Field, and several shopping centers along Old Country Road. Other nearby village centers include Port Washington, Sea Cliff, and Manhasset. Nassau County has been "regionalized" in terms of shopping, which is jargon for saying that presented with a wide range of retail choices, shoppers will frequently drive past one to get to another. While adding to the intensity of competition, regionalization also allows small specialty centers like Roslyn to survive even in proximity to much larger, conventional retail development.

2. Access

A retail center's ability to compete for the spending power of its potential clientele is largely determined by its relative convenience to that population. Within its region, Roslyn's downtown has several locational advantages. First, it is astride Route 25A, the major east/west arterial serving the North Shore. Although the Roslyn viaduct enables most Route 25A traffic to bypass the village center, it also provides the village with visibility and easy access. Second, several north/south roads provide convenient access to Roslyn Harbor, Port Washington and other affluent communities nearby. Third, the downtown is proximate to the railroad station. The traffic and congestion attendant to being at a crossroads is actually good for business.

Roslyn suffers from only two disadvantages in terms of its convenience to its market population. The first is the prospect that traffic would deteriorate to the point that either gridlock happens or that on-street parking is removed: the former would cause drivers to bypass the village altogether, the latter would make it inconvenient and less pleasant to "park and shop" on an impulse. The second problem is that there is a general shortage of parking spaces in the downtown.

The shortage of parking, while universally bemoaned, belies a more complex picture. There is a total of close to 200,000 square feet of commercial and institutional space in the downtown, and approximately 900 parking spaces. (Refer to the charts on the next page.) The nearly 50,000 square feet of restaurant/movie theater space (representing approximately 1,500 seats) generates a need for roughly 500 parking spaces (at one space per three seats). The roughly 75,000 square feet of stores generates a need for about 375 parking spaces (at one space per 200 square feet); and the nearly 70,000 square feet of office/bank/institutional space generates a need for almost 300 parking spaces (at one space per 250 square feet)—yielding a theoretical total demand of close to 1,200 parking spaces. Fortuitously,

Downtown Commercial Mix

Type	Old Northern Boulevard/ Main Street		School Street/ Bryant Avenue*		Total	
	(Sq.Ft.)	(%)	(Sq.Ft.)	(%)	(Sq.Ft.)	(%)
Restaurants**	27,400	31%	13,375	36%	40,775	33%
Theater***	7,700	9%	0	0%	7,700	6%
Food/Grocery/ Convenience	2,750	3%	2,400	6%	5,150	4%
Personal Services	6,300	7%	8,850	24%	15,150	12%
Clothing	5,200	6%	3,550	10%	8,750	7%
Other Comparison	26,400	30%	4,700	13%	31,100	25%
Automotive	1,500	2%	0	0%	1,500	1%
Vacant	9,750	11%	4,050	11%	13,800	11%
Subtotal	87,000		36,925		123,925	
Office/Commercial	20,100	18%	40,200	51%	60,300	32%
Institutional	4,550	4%	2,000	3%	6,550	3%
Total	111,650	100%	79,125	100%	190,775	100%

* Including Harbor View shopping center

** Representing 1,000 restaurant seats

*** Representing 500 movie theater seats

Downtown Parking

Type	Old Northern Boulevard/ Main Street	School Street/ Bryant Avenue	Total
Public	175	15	190
Private	370	330	700
Total	545	345	890

Shared Parking Need Analysis

Peak	Parking Need Ratios	Number of Parking Spaces Needed (Rounded)
Weekday-lunch	50% restaurant 30% retail 90% office/institutional	600
Weekday-PM rush hour	50% restaurant 50% retail 20% office/institutional	500
Weekend-lunch	80% restaurant 100% retail 10% office	800

SOURCE: Abeles Phillips Preiss & Shapiro, Inc.

there is considerable dovetailing in the peak demands for parking: stores generate their peak demand on weekend afternoons and the weekday PM rush hour, offices do so on weekdays, and restaurants/theaters do so at weekend lunchtime and evenings. Were all of the parking shared, the 200,000 square feet of commercial and institutional space would generate a demand for approximately 800 spaces (equivalent to approximately one space per 250 square feet). There are close to 900 parking spaces already.

The apparent parking shortage is therefore not due to the total quantity of spaces, but to their geographic allocation and availability to the public. There are only 200 or so public parking spaces. The remaining private parking spaces are not always available to the general public, and even when available are often difficult to access physically. Most of the larger parking lots are in the eastern half (School Street/Bryant Avenue) of the downtown. Some solution is needed, albeit short of any draconian measure that would diminish the village's historic character by encircling it in a sea of public and private parking.

3. Physical Attributes

The final determinant of a retail center's prosperity is in what it has to offer, distinct or superior to that offered by its competition. This is especially important in a case such as Roslyn's, where retailing has been "regionalized" to the point that its affluent and mobile clientele can readily choose from any number of retail centers for the same type of shopping.

The form of Roslyn's downtown is shaped by the history of the village. Originally, long before the viaduct was built, the main east/west road traversing North Hempstead swung down into the Roslyn Creek valley and around the Mill Pond, via Main Street, East Broadway, and School Street. The downtown took its current configuration when, in 1835, the Mill Pond dam was widened as a shortcut that accommodated rows of stores in addition to more traffic. Today, most of the downtown's inventory of stores is concentrated on this historic bypass (now Old Northern Boulevard), with a handful of stores along Main Street as well as School Street/Bryant Avenue.

In the village's heyday, Roslyn was North Hempstead's principal harbor, and its downtown stores provided for the full shopping needs of the area's residents. Today, most of the downtown's stores are of a

specialty nature. (Refer to the charts on the previous page.) Restaurants and eateries represent one-third of the inventory—three times the usual proportion for retail centers. Most of the remaining stores fall into two categories: high-service, one-of-a-kind “comparison goods” stores, such as boutiques; and “convenience” stores and services, such as delis and beauticians. The asking rents of \$20 to \$30 per square foot are relatively high for a traditional village center. The vacancy rate is now 10+ percent— not alarming, yet still higher than the vacancy rate that industry norms consider to be healthy.

The downtown conveys an attractive historic ambiance. The entire area is in the Roslyn historic district. Many of its buildings are listed on the National Register of Historic Places. Roslyn Park provides a striking visual amenity, akin to the town greens of New England. (By contrast, the Roslyn Creek, virtually a stone’s throw from Old Northern Boulevard, is all but invisible.) The landmark Roslyn Clock Tower is situated at the critical intersection of Main Street and Old Northern Boulevard. The downtown is further framed by steep, wooded hills. Few village centers can offer as much visual interest.

The entire downtown is small, intimate in scale, and walkable. It contains a total of 125,000 square feet of retail space and another 75,000 square feet of commercial and institutional space. It has only two large buildings—the Roslyn Savings Bank and the Nassau Suffolk Home Supply and Hardware— neither of which exceed 15,000 square feet in ground floor area. Most of the downtown’s buildings



are small retail structures of under 1,000 square feet of ground area; even the larger buildings appear small due to their configuration (the Roslyn Theatre is a long and narrow building with a small amount of frontage) or design (the Trattoria Grasso occupies what passes for a very large house). While spread out over roughly 2,200 linear feet, the downtown bends in shape, such that it visually appears smaller. The entire downtown is also connected by continuous sidewalks, usually lined with trees and on-street parking, such that it is a pleasant place to walk.

The one exception to the characterizations presented above is Harborview Center. The Center contains approximately 30,000 square feet and has approximately 160 parking spaces in front of it, in a traditional strip shopping center configuration, notwithstanding an attractive facade treatment that pays homage to Roslyn's historic character. While Harborview Center enjoys extraordinary visibility from both local roads and Route 25A, it has problematic access, such that it has not truly succeeded as a retail center; only one-third of its ground floor space is occupied by stores and restaurants. Its tenanting problems illustrate the need to carefully consider whether and in what manner the downtown should be allowed to expand.

4. Issues and Objectives

Roslyn's downtown must accommodate the automobile. **Every attempt short of compromising the downtown's historic and scenic qualities should be taken to improve vehicular access, including parking.** While congestion is not now an undue problem, gridlock must be forestalled; otherwise, shoppers will simply bypass the village for other retail centers. Large-scale retail development and the pending reconstruction of the Route 25A Viaduct could create such gridlock. The amount of publicly accessible parking must be increased—either by providing new public lots, adding to existing on-street parking, and/or making private lots available for other businesses. There is a particular shortage of parking spaces in the western part of the downtown.

Roslyn's downtown must remain an inviting place to walk, stroll in and be in. It cannot compete with the shopping center and mall for being automobile-friendly, but it can be more pedestrian-friendly. Going further, with its historic character, the pond, park and potentially the waterfront, it can communicate a "sense of place" that no mall or shopping center can hope to compete with. **Every effort should be made to enhance the downtown's pedestrian ambiance and natural and historic scenery.** Historic, waterfront, and scenic enhancements are essential to the economic vitality of Roslyn's businesses.

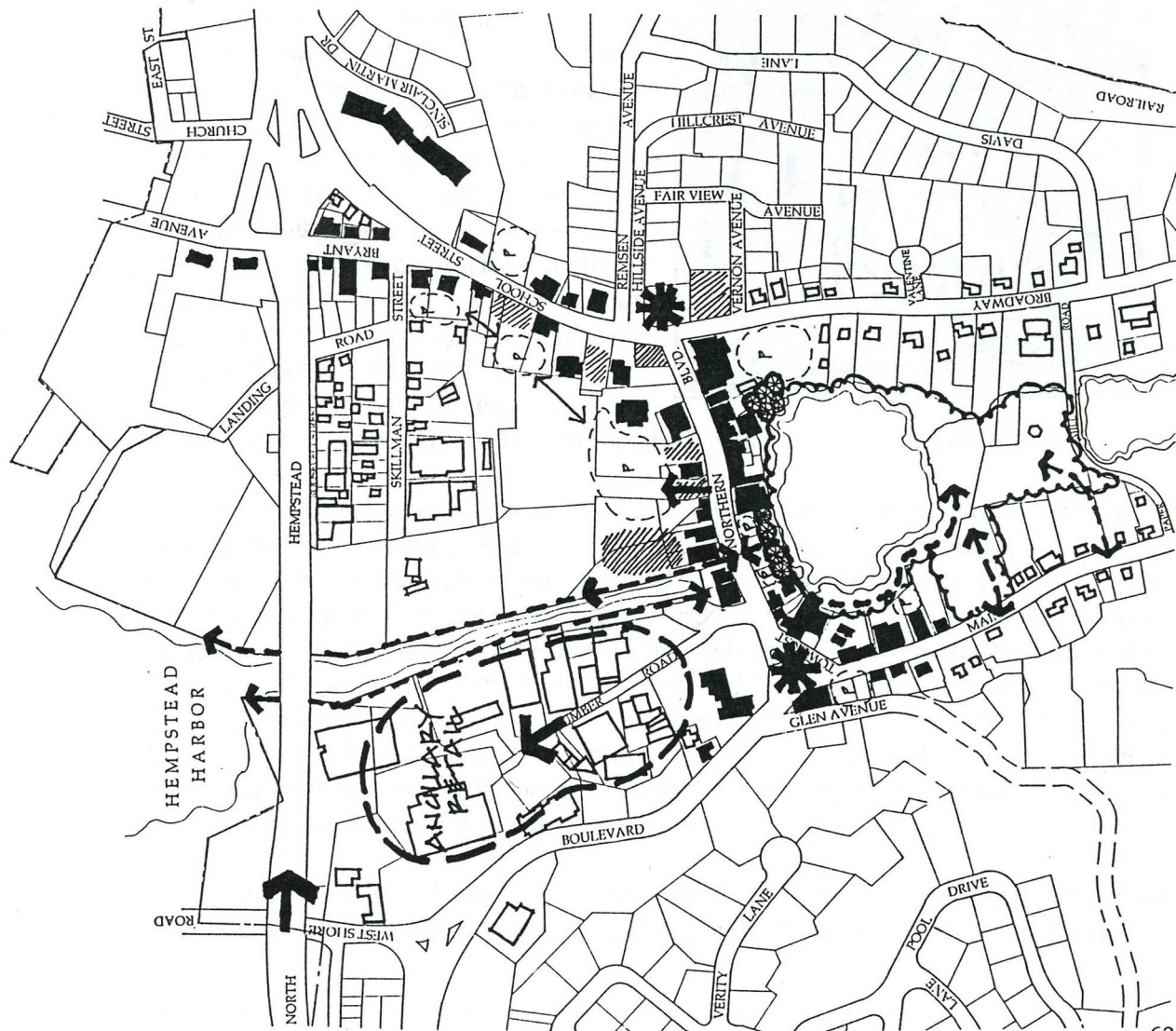
As a meeting place, downtown flourishes by virtue of the many different reasons for people to be there. In Roslyn's case, these include the banks, some popular restaurants, the theatre, the library, the post office. **Additional reasons to bring people to downtown should be promoted.** These could include an antique fair, craft fair, greenmarket, special events, a waterfront promenade/restaurant, recreational attractions along the waterfront, an arts district also on the waterfront, and even more housing and offices within a short walking distance. They should not include uses that, by their size and volume of traffic, would warp the delicate balance of attractions that now exists.

The downtown must be allowed to grow and evolve in response to changing market trends. Appropriate types of expansion might include second floor stores and offices, infill retail development, live/ work space in nearby historic houses, live/work space or apartments above stores, restaurants and boutiques on the waterfront, and entertainment and recreational uses, also along the waterfront. **Whatever additional development is allowed should not, however, compromise the historic character, small scale or specialty shopping/dining niche that now provides the underpinning of downtown.** Nor should it create a traffic or noise impact that would compromise the privacy and serenity of nearby residential neighborhoods or residents above the storefronts.

5. Recommendations

IMPROVE VEHICULAR ACCESS TO DOWNTOWN, INCLUDING PARKING.

- a. The Village should explore additional ways to get in and out of downtown Roslyn. Specifically, as described in Chapter III-B, the Village should explore an offset grid on the east side of the waterfront, and on the west side extending Lumber Road to West Shore Road.
- b. Signage should be placed on Route 25A and at the foot of the Bryant Avenue and Old Northern Boulevard turnoffs, directing people to “Historic Roslyn.”
- c. Sources of “friction” should be reduced, through consultation with the Town, County and State Department of Transportation (DOT), as appropriate. Specifically, “tandem parking” should be explored, whereby parallel parking movements are made simpler and safer. Shared access/egress into parking lots should also be promoted; this would also free up additional sidewalk space for parallel parking. Shared access/egress between parking lots should be encouraged as well.
- d. The State DOT should be asked to help pay for some of the physical improvements called for above in connection with any closing of traffic lanes on the viaduct while the bridge is reconstructed. This construction project is not due to start for four years, but will reportedly take two or more years to complete, during which time an enormous amount of traffic is expected to be channelled through the village center. The tandem parking and reduced access/egress drives would help reduce the resultant traffic impacts. Street tree plantings and other scenic enhancements (described below) would also help



- EXISTING DOWNTOWN USES
- POTENTIAL INFILL SITE
- SITES TARGETED FOR STREETScape IMPROVEMENT
- FOOTPATHS/PROMENADES
- PARKS
- SHARED & PUBLIC PARKING
- ROADWAY CONNECTIONS (PRELIMINARY CONCEPT)

Figure 10
Downtown Circulation and
Urban Design Plan

Village of Roslyn Comprehensive Master Plan

Nassau County, New York

reduce the visual impact of what will regardless be high levels of congestion. In dealing with the added traffic volume, the Village and State DOT should, however, adopt the principal of “no net loss” of on-street parking spaces.

e. The Village should use its powers of zoning and site plan review to promote shared access/egress into and between parking lots, as well as shared parking. Specifically, the Village could waive parking requirements where off-site parking is provided within 400 feet of the entry to the retail or commercial establishment. A shared parking ordinance could be adopted, allowing reduced parking requirements if there is a temporal balance in the parking demand created (e.g., weekday office uses combined with restaurants, each of which generate different peaks).

f. In its site plan and other reviews, the Village should be especially aggressive in seeking merged private parking and more public parking in these geographic locations: on the west side of Main Street, south of Old Northern Boulevard, where several private lots could be merged; on the north side of Northern Boulevard, where a surfeit of Junior League parking is adjacent to the Post Office, which suffers from an acute shortage of parking; in the waterfront district within 400 feet of Old Northern Boulevard, where new retail or recreational development is to be encouraged; and on the west side of School Street, where several existing and potential lots could be merged. The Village should especially work toward the vision of two large, integrated parking lots on the north side of Old Northern Boulevard (see Figure 10).

g. In general, the Village and others should work toward an arrangement of parking spaces, lots and costs that encourages (1) fast turnover of on-street parking for impulse shopping (e.g., meters with



the first half-hour free and 25¢ per additional half-hour, up to 2 hours); (2) shopper use of the more visible and convenient lots (from 3-hour parking, enforced through tire striping); and (3) merchant and office worker use of the less-visible and convenient lots (free all-day parking, perhaps with reserved parking spaces).

ENHANCE THE DOWNTOWN'S PEDESTRIAN QUALITIES AND HISTORIC AND NATURAL LANDSCAPE.

a. On-street parking, historic lighting standards, benches ("street furniture") and street trees should be maintained and expanded, as they provide a physical and visual barrier between passing traffic and pedestrians that add to the sense of safety. New access roads to the waterfront should, for example, have on-street parking, street furniture and street trees.

b. Other measures intended to slow traffic speeds and maintain pedestrian safety should continue to be employed. These "traffic calming" measures include the stop sign on Main Street.

c. Better pedestrian linkages to Roslyn Park and the waterfront should be provided. The pedestrian linkages to Roslyn Park include walkways leading down from Main Street to the park, as well



as a public path along the Town-owned northern and western rim of the pond. The pedestrian linkages to the waterfront include sidewalks on new or improved access roads, as well as a path alongside the Grist Mill and a pedestrian bridge across Roslyn Creek (refer again to Figure 10) close to Old Northern Boulevard.

d. Those scenic elements that most contribute to the downtown's sense of place should be safeguarded and enhanced. These generally include key intersections, and existing and potential views of the Clock Tower, Roslyn Park, and waterfront. Potential ideas include a sitting area overlooking the pond in the public parking lot off of Old Northern Boulevard (which is jointly owned by the Village and

Town), the re-landscaping and facade upgrade of commercial properties facing the pond (especially important in connection with any outdoor dining that may be allowed here), night lighting of the Clock Tower, and landscape or facade improvements to the gas station at the Old Northern Boulevard/East Broadway intersection. (Refer to Figure 10.)

e. The Village should employ “conservation zone” regulations so as to establish the very limited circumstances under which publicly owned land or land with public easements can be developed. The conservation zone should eventually be mapped in Roslyn Park, waterfront park and promenade, and existing and future public parking lots overlooking the waterfront and pond.

PROVIDE MORE REASONS FOR PEOPLE TO FREQUENT DOWNTOWN.

a. Existing “magnets” and “anchors” should be encouraged to stay and if need be expand in down town. These include the post office and theatre.

b. The Village and Chamber of Commerce should explore siting a farmers’ market in the village center. Potential locations include one of the public or private parking lots, ideally overlooking either the pond or waterfront.

c. Entertainment and recreation uses should be encouraged to locate in the waterfront district, ideally within walking distance of the downtown. For example, the Village should allow, by special permit, outdoor dining on the north side of Old Northern Boulevard. (It should be noted that greater restrictions on outdoor dining and entertainment should be enforced elsewhere, in order to maintain the quietude of adjoining residential areas, including those on the opposite side of Mill Pond from downtown.)

d. The zoning ordinance should also be amended to allow residential uses and live/work space above stores, as well as live/work space focused on designated areas (specifically, Skillman Street and Route 25A, as noted earlier in Chapter III-A).

ONLY ALLOW THE DOWNTOWN TO EXPAND IN A MANNER THAT COMPLEMENTS ITS SMALL TOWN IMAGE AND SPECIALTY SHOPPING NICHE.

a. Large-scale retail development, representing in any one building footprint a development of over 10,000 square feet, should be prohibited.

b. Once the parking shortage is resolved, the Village should promote infill development on the smaller and obsolete lots. The infill development should be consistent in scale and design with the “small town” image of Roslyn. Specific sites include: the northwest corner of Old Northern Boulevard/School Street (if and only when the proposed public parking lot north of Old Northern Boulevard makes this lot obsolete); the parking lot adjacent to the Post Office on Old Northern Boulevard; and the vacant lot on East Broadway at the end of Old Northern Boulevard (ideally in connection with the redesign or redevelopment of the adjacent gas station).

c. Those parts of the waterfront within easy walking distance (roughly up to 400 feet) are also suitable for retail development, with these basic provisos: (1) the specific retail uses and their design should highlight the waterfront and recreation theme, as well as be consistent with downtown Roslyn’s specialty niche (i.e., unique stores and restaurants are preferred); and (2) public walkways to shared public parking with Old Northern Boulevard stores are provided.

d. The western side of the waterfront is also suitable for retail development, with these basic provisos: (1) adequate on- or off-site publicly accessible parking is provided; and (2) continuous public access is provided to downtown, along Lumber Road and the waterfront promenade.

e. In all events, the Historic District Board and Board of Trustees should consider the impact of proposed buildings and renovations on the downtown area. Specifically, a cohesive center should be promoted, highlighting the village’s historic character and, where appropriate, opening up waterfront and park views.

D. RESIDENTIAL NEIGHBORHOODS AND DEVELOPMENT SITES

Roslyn is more than its historic districts, waterfront and downtown; it is a community of approximately 2,000 people living in approximately 1,000 residences. The natural terrain of Roslyn defines a number of small residential enclaves, each with its own particular character and amenities. Most of the village’s housing stock is in sound condition and highly valued; but some is in need of shoring up, such as in the Skillman Street area, and along the north side of Route 25A.

Most of the town’s land area appears “built out,” i.e., is occupied by productive uses. Due to high values, development will increasingly be “shoehorned” onto sites once considered marginal—by virtue of

their slopes or access. Sites long associated as forever open space or institutional in nature may be the subject of development proposals—the two camps and the former elementary school, for instance. Each of these types of development and each site presents new challenges in terms of neighborhood character and environmental/open space impacts.

Therefore, the following objectives have been set with regard to Roslyn's residential areas and future development sites:

- Objective 1. Promote Infill Development (and Redevelopment) That is Contextual, i.e., in Scale and Proportion to the Residential Neighborhoods of Which They are a Part.**
- Objective 2. Provide Inducements for the Upgrade of Existing Housing in Those Residential Areas that are Under Pressure.**
- Objective 3. Provide Flexibility in How the Major Development Sites May be Used (Residential, Institutional, Recreational), but with Special Design Standards (Open Space, Access, Steep Slopes, etc.).**

The overall goal is to accommodate new residential development in a manner that also helps to maintain and create attractive and highly-valued neighborhoods.

1. Residential Areas

Being a mostly developed community, the residential land use pattern in Roslyn has been pretty much established. With the exception of the Shibley and Pierce properties (to be discussed later), there are few opportunities for new development or redevelopment within residential districts. Yet, although Roslyn is less than a square mile in size, it has an astounding variety of residential neighborhoods that range from the historic stretches along Main Street and East Broadway, to the more conventional single-family subdivisions in the western section of the community. (See Figure 11.)

The Main Street/East Broadway neighborhood represents some of the oldest and newest housing in the Village. The historic houses here are well maintained; many have been restored thanks to the special efforts of the Roslyn Landmark Society. The most recent single-family construction activity has taken

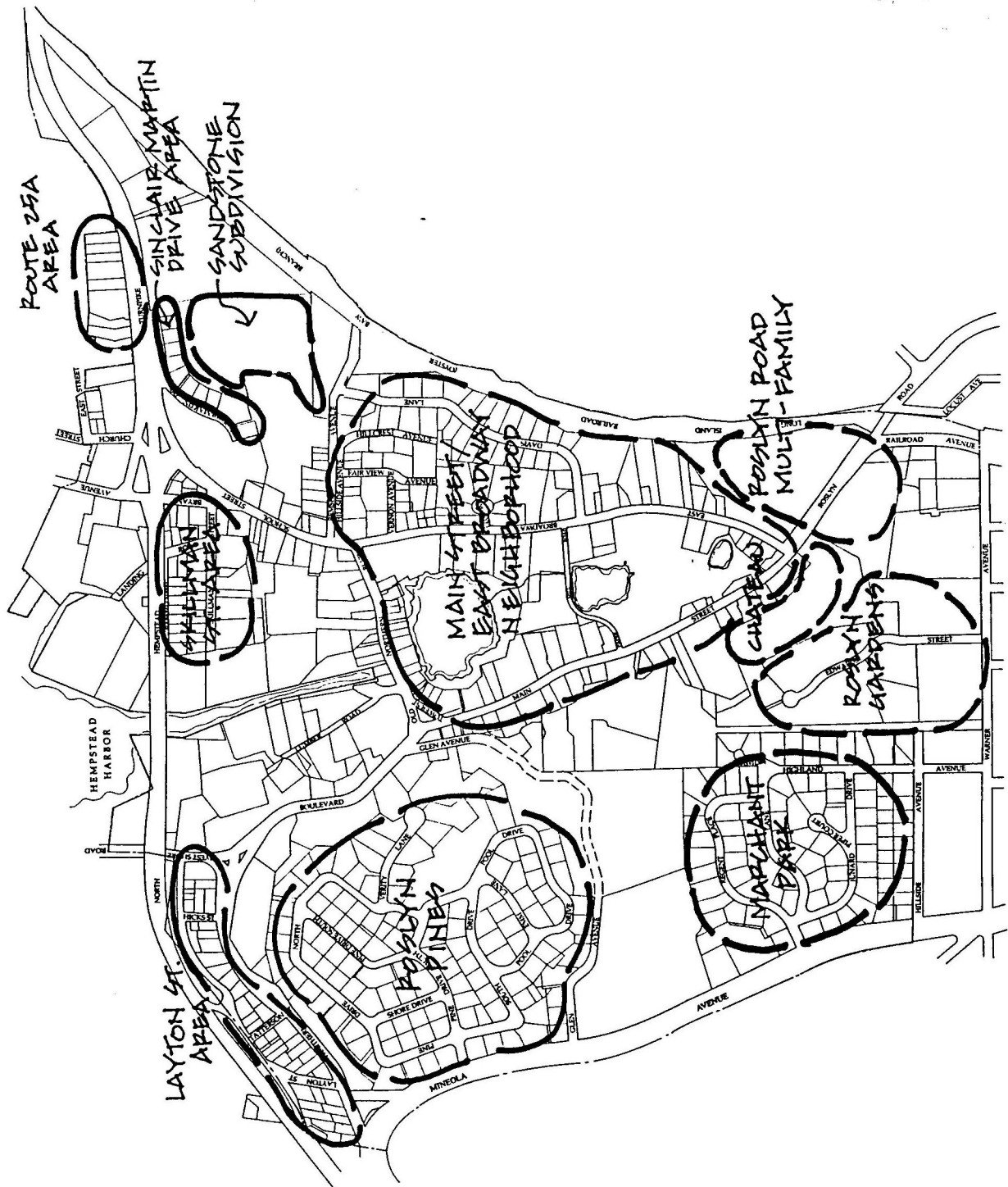


Figure 11
Residential Neighborhoods

Village of Roslyn
Comprehensive Master Plan
Nassau County, New York

place in close proximity—including the ongoing development of the Roslyn Ponds Estates subdivision that adjoins the Long Island Railroad, which has been carefully laid out to provide views of and from the Historic district, and the new Sandstone subdivision which is in construction in the area directly east of the Roslyn Elementary School.

To the west and atop hills overlooking the historic district are several self-contained subdivisions, built in conformance with underlying Residence A district regulations (i.e., minimum 10,000 square foot lots). These include both the older Roslyn Pines and Marchant Park subdivisions, and the recently built subdivision off Verity Lane. All of these subdivisions are oriented more towards Mineola Avenue than the center of the village in terms of both access and topography.

The housing stock is in good to excellent condition, and these neighborhoods are largely stable, though more and more home owners are apt to be undertaking additions and reconstructions that greatly enlarge their homes. Also, these subdivisions abut the last remaining large vacant parcels in the village (discussed later). Several smaller pockets of mostly older and well-maintained single-family homes are interspersed throughout the community. These include the vicinity of Remsen Avenue, Hillside Avenue, Fairview Avenue, and Sinclair Martin Drive.



Not all of Roslyn's housing stock and neighborhoods are stable and sound, however. The residential area (hereinafter referred to as the Layton Street area) at the extreme northwesterly end of the community appears to be in transition. This four-block neighborhood sandwiched between Route 25A and Northern Boulevard is very much self-contained, and is largely "cut off" from the remainder of the Village (refer again to Figure 11). Although zoned for single-family homes on small (i.e., 5,000 square foot) lots, a good number of the houses have been converted into two-, and in some cases three-family dwellings. Most of the homes consist of modestly-sized frame dwellings that are generally in fair condition; some of the houses have been handsomely restored under the supervision of the Historic District Board and Roslyn Landmark Society. The housing stock is relatively aged. Some occupant/owners may have converted out of economic necessity; in other instances, the entire premises are probably being rented out by owners who have since moved away.

Another “pocket” of houses that is effectively isolated from the rest of Roslyn exists along the Route 25A Viaduct, immediately north of Trinity Church, and within the Historic district. There are a total of nine single-family properties, a number of which have been abandoned. Other homes are in various states of disrepair. Because these properties are located directly on (and accessed exclusively from) a busy highway such as Route 25A, they are not really desirable for new single-family construction. This is perhaps best evidenced by the fact that abandoned residences have remained unoccupied.

As described earlier (in Chapters III-A and III-B), much of the Skillman Street area is subject to flooding and is at present isolated from the downtown and higher-value Main Street/East Broadway historic districts. The area’s historic residential building types are at odds with adjacent light industrial and proposed large-scale retail uses. Likewise, the area’s historic district designation is at odds with its underlying industrial zoning.

The steeply wooded slopes are also under pressure. As property values have risen, sites once considered too difficult to access or too expensive to build upon are being developed. The clearing of the sites for new housing can have a negative impact on erosion and other environmental conditions, as well as on the village’s view corridors (as discussed in Chapter III-A).

Finally, Roslyn’s multi-family housing stock is largely confined to the southern end of the Village, and includes rental as well as cooperative apartment developments. There are a total of four projects: Roslyn Gardens, a 379-unit co-op project off Warner Avenue; the Chalet, a 140-unit rental project located just below Roslyn Gardens; and two separate multi-family developments (a co-op apartment project known as Silver Hills, and a rental project known as Flower Gardens) fronting on either side of Roslyn Road, each with 46 units. The development on the east side of Roslyn Road, which occupies a triangularly-shaped tract bounded by Roslyn Road, East Broadway and the Long Island Railroad, includes an undeveloped area of roughly 5.6 acres nearest the Long Island Railroad overpass which has an existing approval for construction of 18 additional apartment units.

2. Future Development Sites

While Roslyn is almost completely developed but for a significant portion of its waterfront area, there are several large tracts within the community where the potential for redevelopment does exist. In addition to the waterfront area discussed in Chapter III-B, these include the two camp properties in the western portion of the village, and the former Roslyn Elementary School in the northeastern section. (See Figure 12.) There are also a number of vacant, “infill” sites which are scattered throughout the village. For the most, these small infill sites have not been developed to date largely as a result of physical constraints such as poor access and/or steep slopes.

The largest of the prospective redevelopment sites is the Shibley Summer Day Camp property, which is located in the area midway between Main Street and Mineola Avenue. Shibley’s land holdings total about 20 acres at the present time. Several other contiguous properties have since been sold off by Shibley, most recently a piece of land at the end of Verity Lane to make way for construction of a new single-family residence.

The Shibley Summer Day Camp has been around since 1930. It operates as a day camp during the months of July and August from 9:00 AM to 4:00 PM. There are visiting sessions in the winter that are designed to promote the facility, however the camp is not operational at this time. Approximately 500 children aged 3 to 14 attend the camp, mostly from Nassau County and Queens. Shibley has its own fleet of mini-buses, which are used to transport the campers. Facilities include sports fields, play equipment and four swimming pools. Presently, there are no plans to either expand, improve, alter or phase out the camp.

Currently, there are two means of accessing the campgrounds. The main access is via a long, narrow strip of land extending from Warner Avenue at the extreme southern end of the village for about 1,000 feet before reaching the main campgrounds. This access may be inadequate for purposes of future development however, since it is less than 40 feet wide at its narrowest point. A second access is available directly from Mineola Avenue via Glen Avenue along Roslyn’s westerly boundary. The stretch of Glen Avenue is minimally improved before it reaches the camp at roughly its widest point, where it becomes a paper street through Shibley lands until it again reaches the public portion of Glen Avenue near the intersection of Old Northern Boulevard and Main Street.

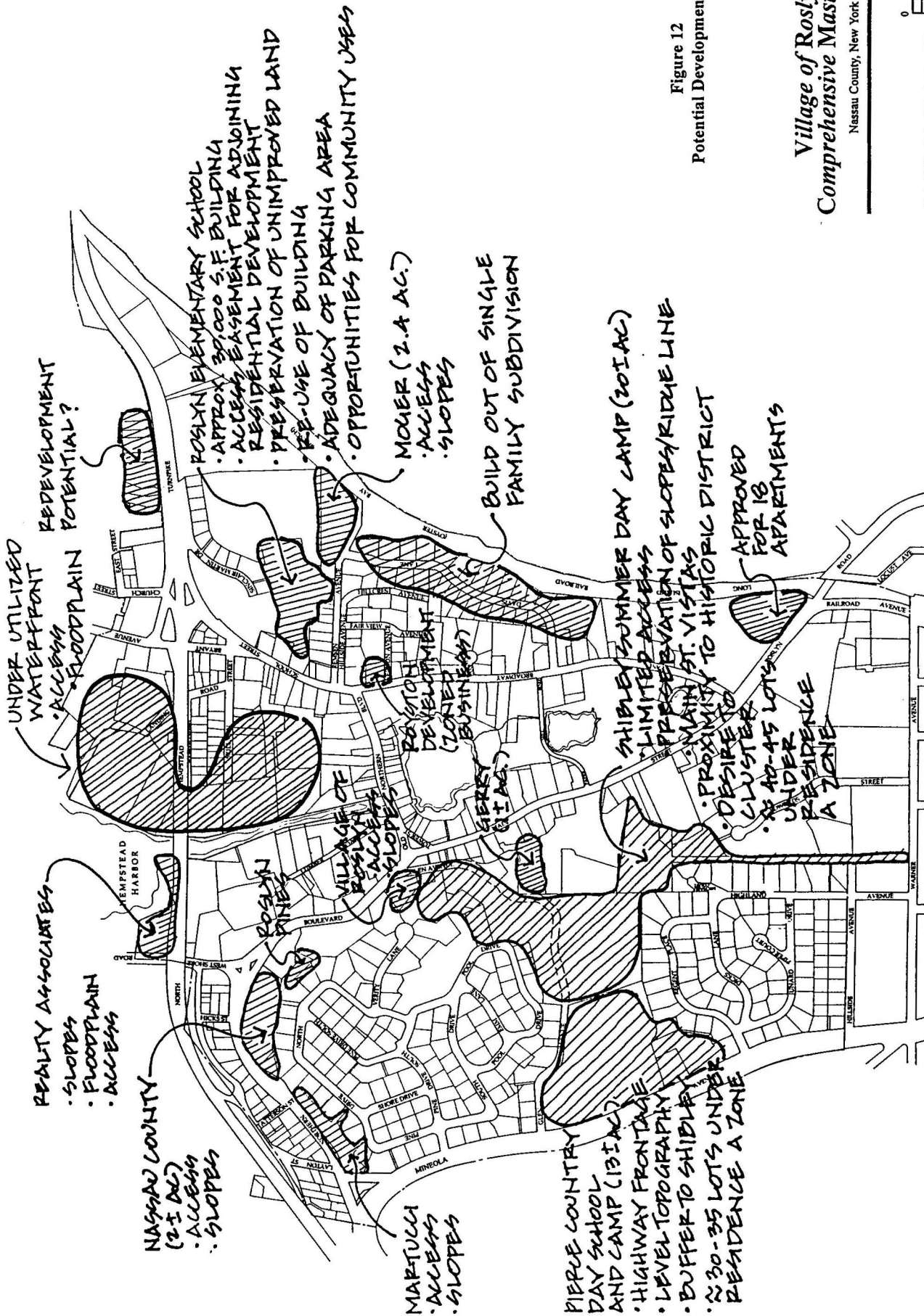


Figure 12
Potential Development Sites

Village of Roslyn
Comprehensive Master Plan
Nassau County, New York



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Abelie Phillips Preis & Shapiro, Inc. 1996

In addition to having limited access, the Shibley parcel is also highly irregular in shape. It is essentially a long and narrow strip of land which is only 700 feet across at its widest point. It has virtually no roadway frontage, however its outer boundaries directly abut developed properties over a total distance exceeding 7,000 feet. Consequently, any future development of the camp acreage is likely to impact upon a large number of established land uses in the western portion of the Village.

The easterly portion of the Shibley tract is also affected by the ridge line located above and to the west of Main Street. Although only a relatively small portion of the property is constrained by steep slopes, the siting of any future construction will be of critical concern since much of the remaining land sits atop the ridge and forms the backdrop for and is within view of the Main Street historic district directly below. The large majority of the Shibley property is presently zoned Residence A, with a small portion lying within the limits of the Residence B district. It is estimated that the entire Shibley parcel could accommodate a maximum of about 40 to 45 dwellings under current zoning, or perhaps even less in light of the various physical constraints.

The second largest of the potential redevelopment parcels is the Pierce Country Day School and Camp property, which is located directly west of and contiguous to the grounds of the Shibley Summer Day Camp. Pierce's property holdings in this area total approximately 13 acres. The facility, which has been in existence for about 80 years and is in the ownership of the third generation of the Pierce family, is a State-certified elementary school that offers kindergarten and pre-kindergarten classes as well. There are presently about 125 students in total. Transport is provided via Pierce's own substantial fleet of mini-buses. A summer educational and camping program is also available for 3 to 12 year olds. Indoor facilities include 14 classrooms, a gym and a pool, while outdoors are ballfields, tennis courts, a playground and four swimming pools. Pierce has no definitive plans for expansion or improvement at this time.

Access to the Pierce property is available from Mineola Avenue, where there exists about 1,200 feet of roadway frontage. Secondary access is also possible via the public portion of Glen Avenue. Topography is relatively level and the site is largely regular in shape. The parcel is currently zoned Residential A, which is consistent with the two adjacent residential subdivisions which have been built directly north and south off Mineola Avenue. Future development of the Pierce tract under the present zoning would likely accommodate a maximum 30 to 35 single-family homes.

The last of the major development/redevelopment sites is the former Roslyn Elementary School property located north of Remsen Avenue, in the area just east of School Street. The sole access to the school

is from Remsen Avenue. The property contains a ±30,000 square foot, four-story brick building that occupies an approximately four and one-half acre tract. There is also a detached frame dwelling and paved parking area on-site, together with undeveloped, wooded areas.

The Roslyn School District owns the property and recently solicited proposals for its development. Among the possible uses are a senior citizen housing complex, residential health care facility, or some type of religious or institutional use that could make appropriate use of the building floor area. Because it is surrounded by a number of varied properties on all sides, the ultimate user of the school grounds must be extremely sensitive to these neighboring sites so that potentially adverse land use impacts can be avoided. For example, the rear portion of the site backs up against the rear lot lines of several of the historic houses on Sinclair Martin Drive. This area is presently undeveloped, with the existing vegetation providing a natural screen or buffer to the school building and parking area.

The property also abuts the rear lots of several businesses on School Street, as well as the rear lots of both one- and two-family dwellings on Remsen Avenue. The new Sandstone subdivision is also being constructed along the easterly property boundary, and these single-family homes should be afforded protection from potentially incompatible land uses. Any prospective user must also be mindful of the fact that a portion of the site near Remsen Avenue is traversed by an existing access easement which serves as the entryway to the adjacent Sandstone subdivision. The former Roslyn Elementary School property is zoned Residence A. Were the site vacant, it could probably accommodate somewhere between 12 and 15 single-family homes on minimum 10,000 square foot lots. The vacant school building is somewhat historic, and architecturally capable of accommodating a variety of uses; however, its condition is uncertain.

In addition to the three prime development sites, there are a number of smaller parcels of vacant and/or underutilized land that are scattered about the village, together with one or two largely isolated, residential neighborhoods where there would appear to be some potential for redevelopment. The majority of the so-called “infill” sites have remained undeveloped because of environmental constraints, mainly steep slopes. At least three of these sites front on the south side of Northern Boulevard in the northwesterly portion of Roslyn.

Two of the properties are publicly owned: the Village owns a less than one acre tract in the area where Glen Avenue intersects with Old Northern Boulevard which has both problematic access and steep

slopes. The County of Nassau, meanwhile, owns a roughly two-acre parcel in the area where Northern Boulevard meets West Shore Road which is similarly constrained by poor access and steep topography. Neither of these sites is considered suitable for new construction. In close proximity to the County site is a slightly smaller, privately-owned vacant parcel which also fronts on Old Northern Boulevard at the intersection of Mineola Avenue. It, too, is considered undevelopable due to access limitations and steep slopes. All of these sites are currently zoned Residence A, as are two other vacant parcels of an acre or less situated in the steeply-sloped portion of the ridge above Old Northern Boulevard/Main Street (i.e., Gerry property and Roslyn Pines property).

The only other vacant properties within the village are as follows: the industrially-zoned lands located off West Shore Road directly north of the Route 25A viaduct which are located in part within the floodplain and whose topography is relatively steep; the vacant, commercially-zoned lot directly next to the gasoline service station on East Broadway at the end of Old Northern Boulevard; and the remaining building lots within the Roslyn Ponds Estates subdivision.



3. Issues and Objectives

Roslyn's residential neighborhoods and enclaves are generally stable. However, almost as a victim of its own success, there is growing pressure to build on small sites once considered too expensive to develop (by virtue of steep slopes, access or other conditions). There is an incipient trend for residents to enlarge their homes, usually but not always in keeping with the overall scale of their neighbors' housing. There is a need to carefully monitor new development and expansion, to maintain neighborhood scale and character.

Notwithstanding the overall high values and good condition of most of Roslyn's neighborhoods, there are pockets of housing under pressure. These include the Layton Street, Skillman Street and Route 25A areas—all in the northern part of the Village, and all within the Historic/Scenic District. Zoning should be adjusted to promote the upgrade of these areas.

There are also three large sites—historically used as camps and schools—that now or some day may become available for redevelopment. All these sites are ideally used for the low-intensity institutional/recreational uses for which they were first developed. If redeveloped for housing, these sites could potentially infringe on steep slopes, alter traffic patterns, and/or remove open space that serves as the backdrop for the Historic district and/or as buffer between existing residential areas. Zoning flexibility as to use is needed, in order to maintain the opportunity for special needs housing, institutional and/or recreational uses; as are special zoning guidelines, in order to preserve and protect neighborhood and natural features.

4. Recommendations

PROMOTE INFILL DEVELOPMENT/REDEVELOPMENT THAT IS CONTEXTUAL, i.e., IN SCALE AND PROPORTION WITH THE RESIDENTIAL NEIGHBORHOODS IN WHICH INFILL SITES ARE LOCATED

- a. The Village should consider zoning techniques that assure contextual development with minimal inconvenience to property owners. One option is to adopt floor area ratios (FARs) in all of its residential zones. The FAR would set an absolute cap on the size of houses, relative to their lots.
- b. If FAR limits prove inadequate, the Village should consider an Architectural Review Board (ARB) to provide advice to the Planning Board with regard to new construction and building alteration in nearly all parts of the community. (The exception is with regard to significant and contributory buildings and sites in the Historic/Scenic District, in which case the Historic District Board has authority; see Chapter III-A.) The ARB could include members of the Historic District Board, but should also reflect a wide spectrum of people and tastes.

c. The wooded nature and steep hills of Roslyn are key to its character. To the maximum extent practical, the Planning Board (and ARB) should, in subdivision and site plan reviews, mandate the preservation of old growth trees and natural vegetation. The Hillside Protection Overlay zoning district and regulations should be strengthened to clarify the inverse relationship of the per-acre yield in units to amount and steepness of slope. Also, it should be supplemented by a mandatory cluster requirement for large sites that have gently rolling or flat land in addition to steep slopes.

PROVIDE INDUCEMENTS FOR THE UPGRADE OF EXISTING HOUSING IN THOSE AREAS THAT ARE UNDER PRESSURE

a. Layton Street area: It would be appropriate to encourage two-family conversions here, partly to improve the value of these properties, and also as a means of increasing affordable housing opportunities within the village. It is understood, however, that any future conversions meet all applicable building and fire codes for two-family dwellings. Because more intensive development, such as in the form of three- and four-family homes, would overburden the neighborhood in terms of densities, parking, etc., only one- and two-family housing should be allowed.

b. Route 25A area: A mixed-use zone is recommended here. Given the physical limitations of the lots in question, and their proximity to heavily-trafficked streets, it is unlikely that this area will ever be a prime candidate for single-family housing. In order, then, to put these properties to some productive use, some type of incentive must be established that has the potential to overcome the limitations of the sites for strictly residential purposes. One way to encourage re-occupancy would be to allow live/work parcels or artists' work spaces in the area, or perhaps even some low-intensity, non-retail business or office use.

c. Skillman Street area: A change from industrial to residential zoning will greatly enhance the value of the existing and historic housing stock here. The prospect of high-value waterfront-oriented housing to the west and north should further induce residential investment. However, the Skillman Street homes are more modest, are not floodproofed, and would not have the water views of this new development. Therefore, as discussed in Chapter III-B, added flexibility for live/work space should be provided.

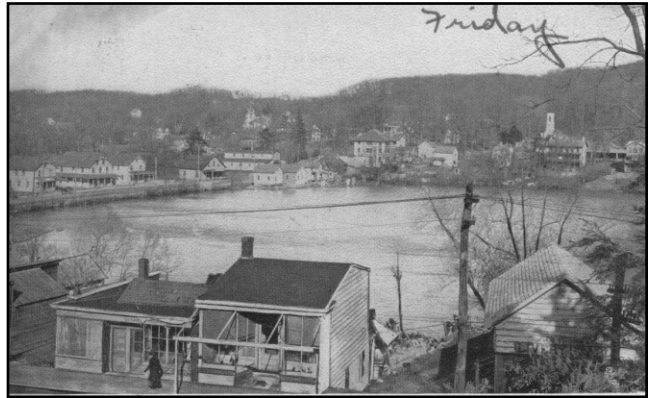
PROVIDE FLEXIBILITY IN HOW THE MAJOR DEVELOPMENT SITES MAY BE USED, BUT WITH SPECIAL DESIGN STANDARDS

a. Shibley Property: Since the existing Residence A (single-family) zoning is consistent with the surrounding single-family development to the west, it would be reasonable to retain the underlying 10,000 square foot minimum lot size as a basis for purposes of determining an appropriate gross density for future development. However, in order to assure that (1) there is no disturbance to the existing ridge line; (2) steeply-sloped areas are preserved; (3) Main Street vistas are maintained; (4) development is sensitive to the adjoining historic district; and (5) sufficient buffers are provided to adjoining properties, it is recommended that the Village consider mandating a cluster development zoning for the property. Under a cluster development scenario, the underlying density for the tract would be maintained based on existing Residence “A” standards, however lots could be developed to a lower square footage in order to achieve the various goals and objectives set forth above.

b. Pierce Property: Given the lack of physical and/or environmental constraints, it would appear that the Residence A zone standards continue to be appropriate from a land use planning perspective. Moreover, the current designation is in keeping with the established residential development pattern in those areas of the Village located immediately east of Mineola Avenue. It is recommended, however, that any future development of the Pierce tract (1) not include any additional access points onto Mineola Avenue due to the volume and speed of traffic that already uses this four-lane roadway; (2) incorporate reverse frontage lots and/or a buffer strip along Mineola Avenue, much the same way as in the surrounding subdivisions; and (3) consider the placement of a landscaped buffer along the easterly or rear property line which currently adjoins the Shibley Summer Day Camp (provided the facility is still operational).

c. Former Roslyn Elementary School: Ideally, the type of user that would best “fit” the site is one that would not intensify the existing development on-site, either in the form of additional building floor area or additional parking and paved areas. A relatively low traffic generator, such as in the case of the uses previously discussed, would also be desirable. Therefore, in viewing prospective users of the former elementary school site, the following guidelines should be employed: (1) little or no expansion of existing building floor area or parking facilities; (2) favor a building retrofit rather than building demolition; (3) limit impervious coverage; (4) preserve unimproved portions of the site; and (5) favor development which allows for possible joint use of facilities by the community at-large. If new residential construction is pursued, the same planning considerations as indicated above for the Shibley property would hold sway here, also leading to a recommendation for a mandatory cluster, or for senior citizen or another type of housing that inherently involves lower traffic and smaller dwelling units (hence construction) when compared to single-family housing.

d. Waterfront: As discussed in Chapter III-B, most of the east side of the waterfront is earmarked for housing. South of the viaduct, the housing should certainly be designed and laid out in a manner that complements Roslyn's historic character, namely attached one- and two-family housing, in a row house prototype, involving on-street parking in addition to garage entries in the rear, maintenance of a "street wall," and frequent and regular entries to the units. These and other such guidelines could, however, be viewed with some more flexibility north of the viaduct, where a slightly higher-density multi-family housing prototype could be allowed in connection with much-needed senior citizen housing, especially senior citizen housing involving assisted living and other housing models that require certain critical masses to be feasible but which generate lower traffic levels than family housing.



I V . I M P L E M E N T A T I O N S T R A T E G Y

A comprehensive plan is only meaningful if it is implemented. It must not only represent the shared vision of its residents, but also must be realistic in terms of the powers and authority of the Village, the authority and interests of other public entities, and the direction of demographic and real estate trends.

Specific implementation strategies were presented above for each of these topic areas: historic and scenic areas, the waterfront, the downtown, and residential areas/development sites. This chapter serves by way of summary to show how these implementation strategies interrelate. Particular attention is paid to how other levels of government and the private sector can help to implement the plan.

A. VILLAGE OF ROSLYN

With respect to the comprehensive plan elements, the principal authority and responsibility of the Village are with regard to land use and building permits, enforced by the Village's zoning ordinance and other land use-related codes.

The Village zoning ordinance is presently in need of a major overhaul. The ordinance dates back to the early 1930s. It reflects antiquated concepts regarding the separation (or lack of separation) of uses; it has few performance standards; it is far too permissive, for example allowing unlimited amounts of retail development in industrial districts, and permitting single-family housing within the business zones. On other topics it is vague, such as in the case of two existing apartment districts but only one set of development standards. The ordinance should be entirely recodified to reflect the priorities and recommendations of this comprehensive plan. Particular focus should be placed on the following elements:

1. The relationship of various boards recommended in this comprehensive plan should be classified. These boards include an Historic District Board (akin to the current Historic district board), a Planning Board, and potentially an Architectural Review Board; in addition to a Zoning Board and Board of Trustees. Given the small size of the Village's population, and the limited number of applications, these boards can have overlapping membership. However, their authority and their procedures should be clearly distinguished.



2. A waterfront zoning district—complete with design guidelines—should be created to provide a cohesive development scheme for this area. The basic parameters of the waterfront district are described in this plan; but further study and public involvement are needed to fully define the optimal urban design/circulation plan.
3. The business district zoning should be revised to provide further inducements for shared parking, access, and egress.
4. The Historic District Board's authority should be strengthened with regard to the scenic corridors and views that define the context of the historic districts and sites.
5. The specific uses allowed in each zone should be revisited, to allow flexibility as to use but with stricter performance standards. Examples include ancillary retail in industrial districts in connection with parking and pedestrian access improvements; mixed live/work space in connection with the restoration of historic buildings in designated areas; and low-impact institutional or recreational uses in residential, industrial and business zones.

B. NEIGHBORING MUNICIPALITIES

The Village of Roslyn is an incorporated municipality bounded by the incorporated Villages of Flower Hill, Roslyn Estates, Roslyn Harbor and East Hills, in addition to the Town of North Hempstead.

The Village should reach out to these neighbors, to better plan for areas of mutual concern. To be specific:

1. The Village should work with the Town of North Hempstead (and the Metropolitan Transit Authority) with regard to a comprehensive plan for the area around the Long Island Railroad (LIRR) Station. This line of the LIRR will soon have raised platforms built to accommodate a new fleet of handi-capped-accessible rail cars. Improved service will bring more users. This is therefore the ideal time to arrive at a “transit friendly” development scheme. Such a scheme could include new landscaping for the parking lot, improved signage, reuse of the rail station building, safer access, etc.

2. The Village should approach the Town of North Hempstead with regard to updating its Coastal Zone Management (CZM) Plan with regard to Roslyn's waterfront. The CZM plan is intended to guide Town and State investment in the waterfront. Indeed, the CZM plan should consider the joining of the proposed wetlands preserve and public paths/promenades of Roslyn with those of its neighbors.

3. The Village and Town should jointly plan for the preservation and upgrade of Roslyn Park—which is Town-owned. Specific ideas include a small linear park overlooking the pond on the back of the Town/Village-owned parking lot along Old Northern Boulevard; a pond-side footpath along the northern and western shorefronts; and two other footpaths improving access to the park. In addition, drainage problems need to be addressed; and assurances are needed that no parts of the park will be alienated.

4. The Village of Roslyn should take an active interest in the eventual development scheme for the Sand Pits/Moorewood property in the Port Washington neighborhood of North Hempstead. Various schemes have been put forward for this site, including park, private recreation, housing and an incinerator. The Village needs to concern itself less with the land use and design elements of these plans than with the traffic, water usage, and other environmental impacts. This site is so large, and its potential uses so intense, as to warrant the Village's concern.

C. STATE AGENCIES

Under new legislation, State agencies are now required to review their capital budgets for compliance with local comprehensive plans. This gives the Village greater voice with regard to a variety of potential and current State actions, including the following:

1. Route 25A (Northern Boulevard) Viaduct reconstruction. The Village should use the occasion of the viaduct's reconstruction to press its concerns regarding the availability of parking and streetscape along the Old Northern Boulevard corridor (including School Street) in Roslyn, which will absorb a significant increase in traffic due to the reconstruction project. Specific ideas to explore include: (1) State assistance in increasing the amount of on-street parking, while reconfiguring the parking spaces and access/egress lanes to reduce traffic conflicts; (2) tree planting and historic lighting standards along the Old Northern Boulevard corridor; (3) signs on Route 25A directing people to the "Historic Roslyn Downtown"; and (4) the extension of Lumber Road to West Shore Road.

2. Route 25A access. The reconstruction of the viaduct is the ideal occasion for the State to consider improving access to the overpass; specifically, the State should consider a new access road off of West Shore Road, on the north side of the viaduct.
3. Department of Environmental Conservation (DEC). The Village should approach DEC with regard to planning for its wetlands. The principal of “net gain” should be employed, to increase the amount of protected wetlands but still allow the waterfront plan outlined in this report to go forward.

D. REGIONAL AND FEDERAL AGENCIES

Many of the infrastructure improvements noted above depend on federal dollars or County approval.

1. Roslyn Road/Railroad Avenue intersection. This intersection is one of the most dangerous in the Village. It requires immediate attention. Ideas to be explored include a traffic light on either side of the railroad overpass that abuts the intersection.
2. The Village should seek federal Intermodal Surface Transportation Efficiency Act (ISTEA) grants to help pay for the waterfront improvements recommended, including the bulkheading and promenade.
3. The Village should seek to implement the pledge made by the United States Army Corps of Engineers with regard to the re-dredging of Roslyn Creek in the event that continuous bulkheading is provided.

E. PUBLIC/PRIVATE PARTNERSHIPS

In the final analysis, the plan will succeed to the extent that it channels market forces and private investment to the public benefit. There are a number of ways to further leverage limited public dollars and tap private enterprise.

- a. The Village—with the Chamber of Commerce, business leaders such as the Roslyn Savings Bank, and Roslyn Landmark Society—should explore the feasibility of a Business Improvement District (BID) encompassing both the downtown and waterfront. Modelled on the Lower Manhattan and other successful BIDs, the Roslyn BID should concern itself with land use, urban design, and development, as much as with the BID staples of sanitation and promotion.
- b. The Village—with the assistance of qualified non-profit entities—should explore the donation of land in order to create the proposed waterfront park and promenade.
- c. The Village—in cooperation with the Roslyn Landmark Society, Chamber of Commerce, and business leaders—should seek to highlight Roslyn's historic resources in promoting downtown business and redevelopment.

F. CONCLUSION

The comprehensive plan represents a ten- or twenty-year vision of the Village. It will take as many years to implement. During this time, the plan should not (and cannot) be viewed as being “cast in stone.” It will require reconsideration and revision from time to time. The final recommendation is that the Village should mandate a review of the comprehensive plan every five years. This review should take the form of a report by the Planning Board—in consultation with the Historic District Board, Zoning Board and others—to the Village Board of Trustees. The report can specify which (if any) actions should be taken with regard to revision or update of the comprehensive plan. The plan can thus be updated to reflect evolving realities and any significant shifts in the priorities of Roslyn's citizenry.



Footnotes

- 1 There is also a small area in the southwestern corner of the Village with UnC soils, which are essentially the same as UnB except that they have slopes of 8 to 15 percent.
- 2 It should be noted that the ducks and other wildlife using the pond as habitat are themselves a form of water degradation.
- 3 Source: Abeles Phillips Preiss & Shapiro, Inc. land use survey, 1995.
- 4 DGEIS: Morewood Property, prepared by Saccardi & Schiff, 1995.
- 5 Levels of service for signalized intersections is defined in terms of delay, which is a measure of driver frustration, discomfort, fuel consumption and lost travel time. Delays for various levels of service (LOS) are as follows: LOS A—5.0 or less seconds; LOS B—5.1 to 15.0 seconds; LOS C—15.1 to 25 seconds; LOS D—25.1 to 40 seconds; LOS E—40.1 to 60 seconds; and LOS F—60 seconds or more.
- 6 Old Roslyn Square: EAF, prepared by Frederick P. Clarke Associates, October 1994.

