

1 Application # 1906
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10 Our next application is
11 application 1906, 45 Lumbar Road,
12 Roslyn, New York; Section 6, Block 53,
13 Lot 1031. The applicant is seeking to
14 construct a 72,876 square foot,
15 12-story, 150-foot high building
16 consisting of 27 two-bedroom
17 apartments. Board of Trustees is
18 charged with preliminary site plan
19 review and approval.

20 MR. GIBBONS: Mr. Mayor, I would
21 ask for a motion that we declare this
22 an Unlisted Action under SEQR.

23 MAYOR DURKIN: I move that we
24 declare this an Unlisted Action under
25 SEQR.

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2 MS. GENOVESE: Second.

3 MAYOR DURKIN: All in favor?

4 BOARD MEMBERS: Aye.

5 MR. PANTELIS: Good evening,
6 again. Thomas Pantelis, 170 Old
7 Country Road, here on behalf of
8 45 Lumber Road, LLC, the owner and
9 applicant of the subject property.
10 With me is John Patrick Winberry, the
11 architect, and Mr. Sean Mulryan,
12 traffic engineer.

13 We have, of course, submitted
14 the plans that we will be discussing
15 tonight. We have also submitted a
16 traffic study to the Board, and
17 hopefully you had an opportunity to
18 review it.

19 This is a different application.
20 We're on the other side of the
21 village. The subject property is
22 located at 45 Lumber Road; Section 6,
23 Block 53, Lot 103 of the Nassau County
24 Land and Tax map. The property is
25 zoned WMU, which is the Waterfront

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2 Mixed-Use District. It's also located
3 in the WDO District, which is the
4 Waterfront Development Overlay
5 District.

6 The application before the Board
7 is based on a request for the Board to
8 consider this under the Overlay
9 District and apply the regulations,
10 the incentives, and so on, which the
11 Board is entitled to do pursuant to
12 the code to such a property.

13 The property has an area of 1.39
14 acres or 60,617 square feet. It's
15 presently improved with a one-story
16 building of 5,700 square feet,
17 previously used as a Verizon facility
18 building, which was used for vehicle
19 storage/maintenance.

20 We initially started this
21 process back in 2015. Due to
22 different considerations on the part
23 of the applicant, it was not pursued,
24 and we most recently submitted the
25 plans that are before the Board. Over

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2 the course of the past few years,
3 we've given quite a bit of thought to
4 the design, and, actually, out of
5 that, emerged what is what we say a
6 very forward type of application,
7 which I'll let Mr. Winberry describe
8 in a minute.

9 On Lumber Road, we do have a mix
10 of uses. The Board has, at 17 Lumber
11 Road, in the past few years, applied
12 the WDO overlay. That building, I
13 believe, is about 25 apartments. It
14 has parking, and in this particular
15 case, it has retail uses below. That
16 property was zoned in such a way that
17 you were allowed to add retail since
18 it extends immediately off Old
19 Northern Boulevard. Our property is
20 totally in a situation where
21 residential is the primary use, and
22 that's why we don't have a mix.

23 The surrounding elements on
24 Lumber Road, as I mentioned, we have
25 17 Lumber Road. To the east of us is

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2 the Roslyn Creek, so we do have a
3 waterfront location, which we think is
4 an integral part of the application.
5 To the north of us is a multi-tenanted
6 building, and that's the Waterfront at
7 Roslyn. To the south of us is a
8 repair shop, and to the west of us and
9 across Lumber Road is the Roslyn Hotel
10 and parking structures, which are
11 visible on Lumber Road, and as I said,
12 also across the road.

13 The plans which we have before
14 the Board calls for a building that is
15 staggered in terms of stories. I
16 believe it's 10, 11, and 12 -- but
17 I'll let the architect clarify that --
18 which creates a smaller footprint. It
19 includes 27, two-bedroom units, which
20 would be developed as condominiums.
21 As Mr. Winberry will describe, the
22 project will require some variances
23 for FAR and for height.

24 This Board is empowered,
25 pursuant to the WDO overlay, to

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2 include and incorporate certain types
3 of variances as part of its approval.

4 We have submitted along with the
5 application a proposed amenities
6 letter, and the amenities letter
7 includes the construction of
8 approximately 250 feet of waterfront
9 promenade that includes landscaping,
10 lighting, and so on. That will be
11 constructed at the expense of the
12 applicant, and at some point in time,
13 dedicated to the village with the
14 appropriate easements and the
15 provisions that some of the
16 maintenance be provided along with
17 that dedication. I think the Board is
18 familiar with that mechanism because
19 it was applied to 17 Lumber Road.
20 Additionally, the repairing and/or
21 replacement of the exist bulkhead to
22 complement, again, the waterfront and
23 promenade aspect of it. The applicant
24 is amenable to working with the
25 Village in terms of providing other

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2 amenities, which may benefit the
3 village in general. That, of course,
4 is open for discussion. I think we're
5 at an earlier stage to particularize
6 that.

7 The request is, by the way,
8 contained in my letter dated
9 June 27, 2019 to the Village. It was
10 a transmittal letter pending the
11 amenities letter.

12 If the Board has no immediate
13 questions, what I'll do is ask
14 Mr. Winberry, the architect, to come
15 up and explain his design and exactly
16 what is being proposed.

17 MR. WINBERRY: Good evening,
18 Board. My name is John Winberry from
19 DH Murray Architecture located at
20 44-02 11th Street, Long Island City.
21 I am a registered architect in the
22 State of New York.

23 I was going to go through your
24 zoning chart to briefly talk about the
25 main parameters, and I'll talk about

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2 the design as well.

3 So on our property, like
4 Mr. Pantelis said, I'm going to read
5 just the allowable, and then the bonus
6 that would be increased because we
7 want to use the Water Overlay
8 District.

9 Our maximum building area is
10 allowed at forty percent. With the
11 bonus, that goes up to fifty percent.
12 We are proposing twelve percent of the
13 building area use.

14 Our lot coverage, we're allowed
15 seventy percent. With the bonus, it's
16 eighty percent. We are proposing
17 twelve percent.

18 FAR, we're allowed .4. With the
19 bonus, we're allowed .6. We are
20 proposing 1.16.

21 With density, we're allowed
22 16.7 units. With the bonus, it's 33
23 units. We are proposing 27 units.

24 The height, we're afforded
25 35 feet. We are proposing a staggered

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2 proposal, one starting at 96 feet and
3 going up to 150 feet at its highest
4 point on top of the bulkhead.

5 Stories, we are afforded 2.5 in
6 both allowable and the bonus. We're
7 proposing between 8 and 12 stories.

8 For parking, our allowable would
9 be 54, and we're proposing 60 parking
10 spaces on the property.

11 This is just a general overlay
12 of the zoning on our project.

13 I want to go a little bit into
14 the design. Our studio believes that
15 redeveloping the waterfront is
16 essential. We've been working on
17 17 Lumber, and it's been a real
18 pleasure to see how active that side
19 has become.

20 With 45 Lumber, we're hoping to
21 bring premier condos to the village
22 and creating these units you see in
23 front of us. There are two main
24 parameters that we used for our
25 design.

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2 The first, again, we are
3 proposing 27 units, and one of the key
4 factors is we want each unit to have a
5 water view, so that's 27 units and 27
6 of those units having a water view.
7 That was one main parameter.

8 The second one was we wanted to
9 keep as much green space on the
10 property as possible, so with our
11 smaller footprint, we are able to have
12 almost eighty-two percent of the
13 property be green space, plantings,
14 trees, and green roofs, so a
15 significant amount of the property
16 will basically be blanketed with a
17 green envelope laying at the base of
18 the building.

19 Again, the building will be
20 between 8 stories, 10 stories, and up
21 to 12 stories at the top. Each lot
22 contains a single unit that's a
23 through apartment, so the apartments
24 here would have pure water views all
25 the way through on each of the 27

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2 unit.

3 Again, the parking, we required
4 54, we're providing 60 spots on the
5 parcel. We've anchored the base of
6 the building with a brick material.
7 We're using that material as a way to
8 harken back to the materials used in
9 the area, especially the warehouse
10 aesthetic. The building, when it
11 elevates up into the higher stories,
12 are a light material, a steel material
13 at the top edge of the property.

14 I think -- listen the building
15 is tall. I don't think anyone is
16 trying to hide that, but I think there
17 is a uniqueness to this project that
18 allows it to kind of connect with the
19 village at the base and really stand
20 out as a forward thinking way to
21 redevelop this particular parcel in
22 the village.

23 MR. PANTELIS: Explain why you
24 made reference to a green roof.

25 Do you have anything on that?

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2 MR. WINBERRY: So each one of
3 these, in essence, will have a green,
4 vegetative roof on top of it. That
5 vegetative roof is a way to control
6 the cost of energy. It helps us with
7 rain collection through the entire
8 process and a way to mitigate
9 discharge onto the other parcels.

10 MR. PANTELIS: Can you describe
11 the typical unit layout in terms of
12 size and so on?

13 MR. WINBERRY: Each unit is
14 approximately 2,000 square feet in a
15 two-bedroom configuration. These
16 units, again, are really open, clean,
17 simple layouts to really, really
18 trying to exploit the view through
19 there.

20 MAYOR DURKIN: That's this page?

21 MR. WINBERRY: Yes. On each
22 page, you can see --

23 MAYOR DURKIN: Just walk us
24 through the apartments themselves.

25 MR. WINBERRY: Are you on A2?

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2 MAYOR DURKIN: Yes.

3 MR. WINBERRY: So A2 is typical
4 for floors two to eight. What's
5 happening is we have a small central
6 core with two elevators and two fire
7 stairs. Again, to minimize our
8 footprint, we have a minimal common
9 area that a resident would come up to.
10 In front of that central core, you're
11 accessing three apartments on that
12 level. If you want to look at the
13 apartment that's facing straight up on
14 the plans, you're entering the
15 apartment, there's a vestibule you're
16 coming into, a galley way that comes
17 through the back. That would be a
18 master suite to the left, that first
19 bedroom, integrated with a master
20 walk-in closet and bath. The second
21 bedroom is located right behind that
22 area, and then into a big, open living
23 area, which contains our kitchen,
24 dining, and a basic living room.
25 Again, a lot of a glass trying to

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2 exploit that beautiful water view.

3 MAYOR DURKIN: Are these the
4 elevators (pointing)?

5 MR. WINBERRY: Yes.

6 MAYOR DURKIN: So the elevator
7 runs up the middle of the building?

8 MR. WINBERRY: Yes. Again, to
9 minimize that footprint, so it's
10 minimal common space.

11 MAYOR DURKIN: So you go up, you
12 get off the elevator, and you have
13 one, two, three?

14 MR. WINBERRY: Yes. That's
15 common for two through eight. As you
16 come up -- if you go to page A3,
17 you'll see what happens. At A3, the
18 top apartment now has become a
19 vegetative roof. This area is now
20 vegetated, and you have two apartments
21 at that level -- that's on floor nine.
22 Then you go to floor ten, same idea,
23 two apartments. You're seeing the
24 roof below, again, just a little
25 higher up.

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2 As you get up 11 and 12, it's a
3 single unit at these levels, accessed,
4 again, from that central core.

5 MAYOR DURKIN: So 11 and 12 are
6 single apartments?

7 MR. WINBERRY: Yes.

8 MAYOR DURKIN: Is your parking
9 hidden?

10 MR. WINBERRY: Yes. What we did
11 is there's a run of parking that's
12 concealed underneath the building, and
13 we continue that canopy over to
14 conceal the parking. All of our
15 parking is under a covered structure.

16 MAYOR DURKIN: So what looks
17 like this green space is parking
18 below?

19 MR. WINBERRY: Exactly. That's
20 parking below with a green roof on top
21 as well.

22 MAYOR DURKIN: I'm assuming the
23 elevator goes down to the parking
24 level.

25 MR. WINBERRY: Yup.

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2 MAYOR DURKIN: You created how
3 much green space?

4 MR. WINBERRY: Eighty-three
5 percent of the site will be covered in
6 green space. Again, that's just due
7 to the fact that we're minimizing the
8 footprint, going vertical, and
9 vegetating the property.

10 MAYOR DURKIN: I know we're a
11 ways away from it, but can you tell me
12 how wide the footpath is by the
13 waterfront?

14 MR. WINBERRY: Currently, we
15 have it listed as a ten-foot wide
16 promenade.

17 MAYOR DURKIN: Does it match the
18 other promenade on the south side?

19 MR. WINBERRY: On 17?

20 MAYOR DURKIN: Yes.

21 MR. WINBERRY: I have to double
22 check that. It's very similar in
23 scale, it's close. I don't know the
24 exact number, I'm sorry.

25 The idea though is to be able to

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2 continue to bring that waterfront all
3 the way down and be accessed by the
4 public.

5 MAYOR DURKIN: That's part of
6 one of the amenities in Mr. Pantelis'
7 letter?

8 MR. WINBERRY: Yes. Again,
9 we're talking right now about our
10 frontage, but we hope that eventually,
11 as redevelopment happens at the
12 waterfront, it really kind of connects
13 the waterfront back to the public.

14 MAYOR DURKIN: Any questions
15 from the Board?

16 MR. BERNSTEIN: Could you repeat
17 the difference between the permitted
18 height and the requested height under
19 Village rules?

20 MR. WINBERRY: Allowed is
21 35 feet, and we're proposing 96 feet
22 up to 150 feet to the top of the
23 bulkhead.

24 MR. BERNSTEIN: 1-5-0?

25 MR. WINBERRY: Yes.

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2 MAYOR DURKIN: Those are drastic
3 differences, are they not?

4 MR. WINBERRY: Those are
5 significant differences, yes.

6 MAYOR DURKIN: You're pulling
7 the maximum building area allowed from
8 fifty percent to twelve percent?

9 MR. WINBERRY: Correct. Yes.
10 The building area lot coverage is
11 significantly reduced by the reduced
12 footprint of the building.

13 MAYOR DURKIN: But you go up on
14 FAR?

15 MR. WINBERRY: Yes.

16 MAYOR DURKIN: You're calling
17 these condominiums?

18 MR. WINBERRY: Correct.

19 MR. WESTERGARD: Listen, there's
20 no question of the virtues of a tower
21 plan verses a lower-level, more
22 moderate height building, and I know
23 there's been a big movement in city
24 architectural planning to create these
25 green environments, which are better

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2 for the environment, but just looking
3 at your rendition, it's clearly an
4 urban scheme. I think the way you
5 delineated it on your format is that
6 -- you see what is the virtue of our
7 village, which are the two hillsides
8 on both sides, and really, this
9 rendition clearly reinforces that this
10 building is, I don't know how else to
11 say it, is completely out of place.
12 This is an urban scheme in a suburban
13 setting. This is a building you would
14 expect to see -- it's a handsome
15 building, but it's a building you'd
16 expect to see in Long Island City or
17 Brooklyn or Downtown. It's not a
18 building you'd expect to see in the
19 suburbs.

20 I know I've met with you guys
21 and we've talked about the project,
22 I've seen other iterations of it.
23 That's really all, that's my reaction
24 to it.

25 MR. BERNSTEIN: I guess you guys

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2 are aware of the fact that the Nassau
3 County Planning Commission has advised
4 us that they would recommend
5 disapproval of this project on the
6 basis that -- this is a quote -- "the
7 application is way out of compliance
8 with the code as well as the character
9 of the area".

10 This is a very preliminary,
11 first hearing, and there are no
12 determinations, but I would guess that
13 this determination by the Nassau
14 County Planning Commission is not a
15 helpful fact for you.

16 MR. WINBERRY: It was
17 disappointing, for sure.

18 MR. PANTELIS: One of the things
19 I would like to -- not to rebuttal any
20 of this, but one of the considerations
21 with respect to the hillside behind
22 and the connection between the design
23 height and so on and what's behind it,
24 is including the Roslyn Hotel garage
25 structure.

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2 MR. WINBERRY: I think -- thank
3 you, Tom, for that -- I think the
4 point is, the hillside is something we
5 found very intriguing, the natural
6 (indiscernible) that happens on hills
7 is something that is breathtaking.
8 The thing that we found pretty
9 intriguing is we put some heights so
10 we could have an understanding, and up
11 on Pine Drive North, which is up in
12 this area here (pointing), the rear
13 elevation is 178 feet. This gives us
14 an approximate canopy of what's
15 happening up there. The canopy ranges
16 from 230 feet to 250 feet, providing a
17 significant envelope of green that's
18 happening. We didn't survey this
19 side, just this side here (pointing),
20 and it's interesting that the building
21 we propose would be almost 90 feet
22 lower than that canopy, and, again,
23 allowing that green to come to the
24 rooftop and back into the base of the
25 building is something we were really

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2 intrigued by.

3 In addition, the parking garage
4 that is currently at the hotel, this
5 building is definitely going to shield
6 the village from that structure, which
7 is not the best.

8 MAYOR DURKIN: It's
9 unattractive.

10 MR. WINBERRY: Unattractive.
11 People always say that. Those are two
12 additional considerations in the
13 overall design.

14 MAYOR DURKIN: Any other
15 comments?

16 MS. GENOVESE: Well, I don't
17 disagree with what Deputy Mayor
18 Bernstein and Trustee Westergard said,
19 however, I think it's a great looking
20 building. That's my personal opinion.
21 It certainly out of scale with its
22 neighbors, but it's a pretty
23 attractive building. I guess if I
24 were moving to the next step, which I
25 don't know where this is going, it

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2 might help to see a bit of 17 behind
3 it. So 17 is three stories with some
4 equipment on top and a bulkhead, so
5 roughly, how many feet?

6 MR. WINBERRY: 61 feet to the
7 bulkhead.

8 MS. GENOVESE: And the highest
9 point is 150, so there is a stark
10 contrast. I'm not so much talking
11 about the height in and of itself, I'm
12 talking about in relationship to the
13 structures around it, that's probably
14 what I would like to see more of; but
15 I do think it's a good looking
16 building.

17 Do you have any idea what the
18 average sales price on these condos
19 would be?

20 MR. WINBERRY: I think the
21 discussion was in the higher ones,
22 lower two.

23 MAYOR DURKIN: Can you just turn
24 it so the audience can see it?

25 MR. WINBERRY: Sure.

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2 MAYOR DURKIN: Tom, do you want
3 to have the traffic engineer give us
4 an overview of the traffic impacts?

5 MR. PANTELIS: Right. I'm
6 hearing the comments, and the question
7 is, do we pursue the design or do we
8 do another design -- I don't think the
9 solution here, as Mr. Winberry will
10 tell you, is to just chop off a couple
11 of floors.

12 MAYOR DURKIN: No. We don't
13 think that.

14 Do you have an alternate design
15 to present?

16 MR. PANTELIS: No, not that we
17 would present, but the indication from
18 the Board is it may be something you
19 want to speak about.

20 MAYOR DURKIN: Right. Well,
21 we're not prepared to make a decision
22 this evening, but no matter what,
23 whether it's 27 units up or 27 units
24 spread out, we can talk about the
25 traffic impact is of that number of

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2 units. I think that's fair.

3 MR. PANTELIS: Even with an
4 alternate design, we would be in the
5 range of 27 to 30 units and still
6 under the potential bonus the Board
7 could grant. I think it would be
8 beneficial to have Mr. Mulryan talk
9 about what traffic would be generated
10 by a building that size.

11 MAYOR DURKIN: By the site
12 itself.

13 MR. PANTELIS: Yes, and also
14 relate it to Lumber Road. We think we
15 have some positive things to add about
16 Lumber Road.

17 MAYOR DURKIN: Sure. Thank you.

18 AUDIENCE MEMBER: May I
19 approach?

20 MAYOR DURKIN: We'll take public
21 comment after the traffic engineer
22 does his thing.

23 MR. PANTELIS: Please give your
24 name, address, and professional
25 qualifications.

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2 MR. MULRYAN: Sean Mulryan,
3 Mulryan Engineering, 1225 Franklin
4 Avenue, Garden City. I'm a licensed
5 professional engineer, and I focus my
6 energies on traffic engineering.

7 MR. PANTELIS: Since we're not
8 using a microphone, I don't know if
9 the audience can hear you.

10 Do we have a hand-mic?

11 MR. MULRYAN: No one else used
12 one, so I'll try and speak up. I
13 don't want to be the only one.

14 (Laughter).

15 MR. MULRYAN: I changed the
16 board. This is just an aerial view,
17 the north is to my left, your right,
18 however, we wanted to show Lumber Road
19 from the viaduct to Old Northern
20 Boulevard. The subject site is
21 highlighted in yellow. This aerial,
22 which is approximately 2016, was taken
23 while 17 Lumber Road was under
24 construction, and as the Board members
25 are aware, was completed.

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2 This also shows activity on the
3 other side of the creek, which is the
4 Roslyn Landing project, which also
5 phase one has been complete and phase
6 two is ongoing.

7 What we did in terms of the
8 project, we looked at not only what
9 was previously prepared, but we
10 plugged in new data at the
11 intersection, we looked at the
12 driveway closest to the Roslyn Landing
13 project to get an understanding of how
14 that project is operating and how
15 phase two would operate once that
16 comes online in order to account not
17 only for our own project but also
18 other projects that are ongoing in the
19 area.

20 One of the things we discussed
21 during this project is operations on
22 Old Northern Boulevard. We believe
23 that this project, as compared to
24 something else industrial that might
25 go back to where the Verizon depot

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2 was, will be a reduction in traffic in
3 terms of scale. Obviously, this
4 project is somewhat in flux, but
5 generally speaking, there will be less
6 vehicles coming in and out of this
7 property at any given time through the
8 peak hours of the roadway network, so
9 peak hours. What we're referring to
10 is morning commute, evening commute,
11 afternoon lunchtime and Saturday.

12 MAYOR DURKIN: That's 15
13 vehicles per hour?

14 MR. MULRYAN: Per hour,
15 inclusive, so it's entering cars and
16 exiting cars. Residential properties
17 generally have a lower trip generation
18 than other projects, whether it's
19 retail or commercial.

20 So, again, this was at one time
21 the Verizon depot, and there were a
22 number of vans coming in and out
23 throughout the day. This property was
24 formally a lumberyard, again, trucks
25 coming in and out. That changed.

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2 We're able to implement something new
3 here. The Verizon depot has been
4 defunct for some time, and we're
5 providing a residential proposal on
6 the subject site.

7 One of things discussed on the
8 other projects -- and I know it is
9 something of much importance to the
10 Village -- is the operations and
11 configurations of Old Northern
12 Boulevard and Lumber, so as part of
13 this project -- and part of this
14 project is seeking incentive bonuses
15 so they don't [sic] need to make
16 improvements offsite that would
17 enhance the village, not necessarily
18 the property itself, but the village
19 as a whole; so I'll propose two
20 layouts that we put together,
21 conceptual layouts.

22 One of the things that happens
23 here is there is dual jurisdiction.
24 Old Northern Boulevard is under the
25 jurisdiction of Nassau County

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2 Department of Public Works, so we can
3 propose lots of things, but we need
4 County approval in order to improve
5 them.

6 As far as the process before the
7 Village, we would like to have
8 something that is amenable to the
9 Village before we went to the County.
10 Obviously, the Village and the County
11 need to work together with us to try
12 and create something that is feasible
13 and addresses some of the issues that
14 currently exist at this intersection.

15 The intersection, it's not
16 necessarily volume from the Lumber
17 Road side, although there is a little
18 bit more commuter traffic in the
19 morning and evening, but the
20 configuration of Lumber Road -- and I
21 don't need to tell the Board, but I
22 will mention -- when you leave Lumber
23 Road, it's on an incline, so sometimes
24 it's difficult to see traffic coming
25 in this direction (pointing) as

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2 traffic volume increases in the
3 morning and evening and making it
4 difficult to come in or out.

5 What we're proposing -- again,
6 these are concepts which look to
7 address certain things. This is
8 called Concept B, working towards
9 Concept A. There are two proposals
10 here. There are four parking spaces
11 that are angled parking spaces, which
12 you can see in this aerial photograph,
13 there's some landscaping, and I
14 believe there's a utility pole. We're
15 proposing that the Village may want to
16 close those in order to create a more
17 fluid flow to this intersection.

18 The intersection and parking lot
19 in the back of this property, closest
20 to Old Northern Boulevard, was
21 recently, over the past few years,
22 redeveloped and expanded as part of
23 the 17 Lumber Road project with the
24 belief that this would enhance the
25 flow of traffic because as you're

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2 making a left turn or right turn, you
3 don't need to anticipate or try to see
4 if someone is pulling out or if you're
5 trying to pull in, the person behind
6 you doesn't need to make a judgment
7 call in close proximately to the
8 intersection.

9 One of the other things we're
10 proposing is to create what is called
11 a bump-out. This was the former Chase
12 Bank building next to the gristmill,
13 and this is the municipal parking lot
14 on the opposite side of Old Northern
15 Boulevard (pointing). I'll just go
16 back to the aerial, and you can see
17 that this portion, there's some red
18 brick pavers there, and there's no
19 crosswalk going across the street. We
20 are proposing to expand the sidewalk
21 area into Old Northern Boulevard,
22 making this crossing shorter, and,
23 therefore, safer for pedestrians
24 because there is less space for them
25 to come into conflict with traffic on

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2 Old Northern Boulevard. It also
3 serves, if you're shopping or at the
4 restaurants and you parked in the
5 municipal lot, it makes it somewhat
6 easier to get to the other side where
7 the municipal lot is. Once again,
8 there are municipal lots on both sides
9 of Old Northern Boulevard at that
10 point, but this addresses the parking
11 on the other side.

12 This design, that radius changes
13 because of that bump-out, and on the
14 opposite side as you're heading
15 towards the tower, up towards Shore
16 Road, we have a painted landscape
17 island or channelized island. The
18 idea is to narrow this through-lane
19 and create and dedicate a right-turn
20 lane for cars coming off of Lumber
21 Road, and also a dual lane to make
22 this left.

23 MR. BERNSTEIN: Say that again.

24 MR. MULRYAN: A dedicated lane,
25 that right-hand lane as you're coming

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2 onto Northern Boulevard.

3 MR. BERNSTEIN: A left-hand turn
4 out of Lumber is the issue.

5 MR. MULRYAN: Let's finish with
6 this one, and then we'll go to the
7 next one.

8 That essentially is more heavily
9 weighted on the east side of Lumber
10 Road.

11 Concept A is a slightly
12 different design. There are some
13 similarities. The bump-out remains.
14 We are still proposing that these
15 angled spaces be eliminated to ease
16 traffic flow in proximity of the
17 intersection; however, in this design,
18 we also include to the west a bump-out
19 on the opposite side. The idea being
20 that vehicles looking to come into
21 this intersection and making a
22 decision whether to make a right turn
23 or a left turn are closer to the
24 roadway. The roadway is not as wide,
25 and you are on a flatter surface, so

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2 instead of making a decision from an
3 incline where you're looking up the
4 hill or trying to look to your left,
5 you are closer to that roadway. That
6 roadway is not as wide.

7 We're not changing the number of
8 lanes, we are taking away from
9 shoulder areas; so the areas where
10 these bump-outs are proposed, they're
11 not parking spaces. This is hatched
12 out, so there's no parking here. This
13 is also hatched out right before the
14 parking restarts further to the west
15 (pointing).

16 This design shortens the
17 crosswalk across Lumber, It shortens
18 the crosswalk across Old Northern
19 Boulevard, and it shrinks the
20 intersection, making it a smaller
21 intersection, easier to maintain
22 visual contact with other drivers, and
23 in terms of a left turn, brings you to
24 the point where you have greater
25 visibility to both to the right and to

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2 the left.

3 Again, these are concepts.
4 Obviously, we need to go through this
5 process, but ultimately, Nassau County
6 DPW, who has jurisdiction over this
7 roadway, would also need to weigh in
8 on the design and add their commentary
9 to those proposals.

10 MAYOR DURKIN: Do you happen to
11 know how many cars per day pass
12 through the middle of town, Old
13 Northern Boulevard, do you have that
14 number?

15 MR. MULRYAN: I do. We have a
16 collection of data. Again, as I
17 mentioned, we worked in the area
18 before.

19 MAYOR DURKIN: I looked at the
20 data sheet, and I didn't see it.

21 MR. MULRYAN: As you go to the
22 back of the report, Table 4 and
23 Table 5 are the turning movement
24 counts that were collected in 2018.
25 Just as I referenced before, the

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2 reports for reference are from 2015
3 and 2013.

4 I'll just give you the overall
5 total for the intersection in the
6 morning. In the morning, it's 824
7 vehicles; and the afternoon, it's
8 1,254 vehicles; and in the evening,
9 it's 1,114 vehicles. On Saturday,
10 that number is 909; so they are
11 slightly different, in the same
12 ballpark, but generally speaking, the
13 vast majority of those vehicles are on
14 Old Northern Boulevard, so coming off
15 of Lumber Road in the morning, you
16 have 30, 40 cars; in the afternoon,
17 you have approximately 120; and in the
18 evening, you have approximately 80.
19 That's almost all the properties, like
20 this map, contributing for all these
21 properties with the mixed-use building
22 in the rear, the new property, the
23 parking garage, everything that has
24 access to roadway add into those
25 numbers.

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2 MAYOR DURKIN: Your project
3 though, I think you're saying to the
4 Board, would only generate one car
5 every five minutes.

6 MR. MULRYAN: Correct. It's 12
7 vehicles in total. I used 15 as a
8 round number because we may change the
9 design. Essentially, the context in
10 which that number needs to be taken is
11 at one point in time, there was
12 numerous Verizon vans in and out of
13 this property throughout the course of
14 the day, so in comparison to what was
15 there before, this is a significant
16 reduction.

17 Again, that property has been
18 defunct, so that comparison doesn't
19 necessarily hold up as well, but, then
20 again, it's something that will happen
21 with this property, we're hoping the
22 residential will reduce trip
23 generation, and as part of this
24 project, we're looking to make
25 improvements, which are much needed

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2 and have been discussed for some
3 period of years. I know that any time
4 I come here, it's been a focal point.

5 MAYOR DURKIN: We're always
6 looking for methods to cut our
7 traffic, no question.

8 Any other questions by the
9 Board?

10 MR. WESTERGARD: Thank you for
11 that. Finally we're seeing some
12 designs that address the issues we've
13 been talking about at this critical
14 intersection of Lumber Road and Old
15 Northern Boulevard.

16 MR. MULRYAN: Once again, this
17 report was submitted with the other
18 documentation, so it is available.

19 Thank you very much.

20 MAYOR DURKIN: Can you just turn
21 the board around so the public can
22 see?

23 Before I take public comments,
24 just a few rules to follow. You will
25 have to stand up, state your name for

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2 the record, your address for the
3 record, and then address the Board as
4 a whole, not the applicant. We will
5 respond to you as best we can. If we
6 can't, we'll refer to the applicant.

7 I would ask that you speak one
8 at a time so that the court reporter
9 has a good, clear record of what's
10 been said this evening.

11 We'll take public comment by a
12 show of hands.

13 MR. BALANK: Hi. My name is
14 Jeff Balank. I'm at 1433 Old
15 Northern.

16 Two questions, if I may.

17 Does retail create more traffic
18 or the same traffic as residential?

19 MAYOR DURKIN: I'm under the
20 impression that retail creates more
21 traffic than residential. We'll ask
22 the engineer to verify that.

23 MR. MULRYAN: Obviously, it
24 depends on the square footage, but as
25 a whole, retail would generate more.

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2 MR. BALANK: I was hearing a lot
3 about the height, that's 12 stories
4 that they suggested.

5 What is the zoning that we have
6 in the village?

7 MAYOR DURKIN: Two and a half
8 stories.

9 Anybody else?

10 MS. RADMAN: I'm here on behalf
11 of the Roslyn School District, Rachel
12 Radman. Many people from the school
13 Board are present here today. The
14 school district has significant
15 concerns regarding the proposed
16 project and any deviation from the
17 zoning regulation that could
18 potentially impact the school district
19 and their essential services.

20 I respectfully request that the
21 hearing be held open to give the
22 school Board an opportunity to review
23 what has been presented and questions
24 that came to light today.

25 Specifically, the traffic, we

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2 weren't clear whether the traffic
3 study was done after the completion of
4 the 17 Lumber Road project, which
5 would significantly, along with this
6 project and 17 Lumber Road, increase
7 the traffic in the area and concerns
8 that it is a safety of the school
9 children in the district.

10 Also, will buses be able to --
11 they talked about a narrowing of the
12 roadway -- will the buses be able to
13 get through those roadways that
14 they've alternated in that manner?

15 We respectfully submit that we
16 would like to continue this public
17 hearing to have an opportunity to be
18 heard from the public and members of
19 the school community to address these
20 issues that the school district has.

21 We want to afford our children
22 the education they continue to have in
23 the community, this robust education.
24 Additional students and additional
25 traffic impacts the school district,

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2 and that's our primary concern.

3 MAYOR DURKIN: Thank you. We'll
4 make sure to get you the traffic
5 information and traffic study.

6 MS. RADMAN: Thank you.

7 MAYOR DURKIN: You're welcome.
8 Anybody else?

9 MR. LOWINSKI: (Phonetic). Hi.
10 Michael Lowinski, 32 Spring Hills
11 Road, Dix Hills. I'm not a resident,
12 but I have lived here my whole life.
13 From the time I was born, I had an
14 account with Roslyn Savings. I
15 remember I used to fill my SCUBA tanks
16 down in the village.

17 This is an example of I want. I
18 want this giant building. You might
19 as well have your icon of the clock
20 tower change to this. It's totally
21 insensitive to the community. It
22 doesn't belong here at all. This
23 architect just prepared this. He
24 hasn't demonstrated hardship and
25 necessity or anything.

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2 I would respectfully request
3 that this Board, upon whatever
4 decision it makes ultimately, craft
5 that denial in a fashion that prevents
6 anybody from coming back with a
7 building like this.

8 Lumber Road traffic is going to
9 have to double one way or the other,
10 but they haven't offered anything
11 other than that those who buy those
12 apartments or condos will get a view
13 of the harbor at a premium and to the
14 detriment of everybody else who has to
15 live with this thing.

16 It's wrong. Thank you.

17 MS. RADMAN: To address the
18 Board again, if there were any
19 environmental studies, could the
20 school district have copies of them as
21 well?

22 MAYOR DURKIN: Let me ask the
23 attorney for the applicant.

24 MR. PANTELIS: In environmental
25 testing, the Board didn't made a

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2 determination that an impact study --
3 or it hasn't made one that it would be
4 required.

5 MS. RADMAN: If it was required
6 in the future, would the Board provide
7 one?

8 MAYOR DURKIN: Yes.

9 MS. RADMAN: We do have a letter
10 that I can give to the Trustees and
11 Counsel regarding the school districts
12 position.

13 MAYOR DURKIN: No problem.

14 MS. RADMAN: Thank you.

15 MAYOR DURKIN: You're welcome.

16 Anybody else?

17 (No response).

18 MAYOR DURKIN: I would move that
19 we continue this hearing and ask for a
20 motion.

21 MR. BERNSTEIN: I move that the
22 hearing on this matter be continued.

23 MAYOR DURKIN: Second.

24 All in favor?

25 BOARD MEMBERS: I.

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MAYOR DURKIN: Thank you all for
coming down.

(Time noted: 9:25 p.m.)