

# THOMAS V. PANTELIS, ESQ.

*ATTORNEY-AT-LAW*

170 Old Country Road, Suite 200

Mineola, New York 11501

Tel. (516) 746-5599 -- Fax: (516) 746-1045

[tpantelis@beereadylaw.com](mailto:tpantelis@beereadylaw.com)

February 18, 2020

Inc. Village of Roslyn  
1200 Old Northern Blvd.  
Roslyn, NY 11576

Attention: Mayor John Durkin and  
Members of the Board of Trustees

Re: 45 Lumber Road LLC  
45 Lumber Road  
Roslyn, New York

Dear Mayor Durkin and Members of the Board:

In June 2019, 45 Lumber Road LLC submitted an application for site plan review and request for consideration under the WD-O (Waterfront Development Overlay District) for 45 Lumber Road to the Village. A public hearing was held by the Board in September 2019 on the application. As a result of comment from the Board and the public, revisions have been made by 45 Lumber Road LLC and are reflected in the revised plans.

The subject property is located within the WD-O (Waterfront Development Overlay District), and the applicant wishes to apply under the Village's Development Incentive Bonus Law pursuant to Section 470-20C of the Code. Enclosed please find the following documents in support of the application. Ten copies of each are being provided:

1. Application dated February 18, 2020;
2. Correspondence, dated February 18, 2020, to the Board of Trustees requesting consideration under the WD-O overlay district and proposed amenities for the project;
3. A revised Notice of Disapproval, dated February 7, 2020, issued by the Superintendent of Buildings;
4. Long Environmental Assessment form;
5. A revised traffic study prepared by Mulryan Engineering, dated November 29, 2015, revised February 13, 2020, which includes proposed improvements for the intersections of Lumber Road and Old Northern Boulevard;

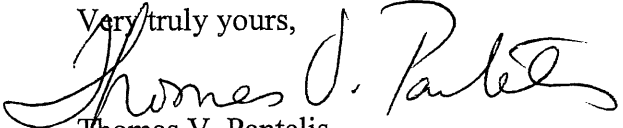
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6. Survey prepared by Gallas Surveying Group and dated October 10, 2018 showing the Lumber Road and Old Northern Blvd. intersections;
7. A radius map with names and addresses of property owners; and
8. Preliminary Site plan, dated January 15, 2020, prepared by Northcoast Civil Land Surveying & Civil Engineering.
9. Floor plans and elevations sheets A-002 to A-008, dated January 17, 2020, prepared by DH Murray Architecture.

I would ask that the Board place this matter on the hearing calendar for consideration at its earliest convenience.

Your consideration of this request is greatly appreciated.

Very truly yours,  
  
Thomas V. Pantelis

TVP:mgf

cc: 45 Lumber Road LLC  
John Gibbons, Esq.

**INC. VILLAGE OF ROSLYN  
ROSLYN, NY 11576**

Application Number \_\_\_\_\_

Building Permit \_\_\_\_\_

Board of Appeals	Board of Trustees	Planning Board
<input type="checkbox"/> Variance <input type="checkbox"/> Area <input type="checkbox"/> Use <input type="checkbox"/> Special Exception <input type="checkbox"/> Special Use (Conditional) <input type="checkbox"/> Irregular Lot <input type="checkbox"/> Appeal Of Admin. Order <input type="checkbox"/> Sign Permit <input type="checkbox"/> Non-Conforming Use <input type="checkbox"/> Renew Variance Or Permit <input type="checkbox"/> Planned Parking Area <input type="checkbox"/> Other	<input checked="" type="checkbox"/> Site Review <input type="checkbox"/> Public Utility Use <input type="checkbox"/> Special Use <input type="checkbox"/> Special Exception <input type="checkbox"/> Change Of Zoning <input type="checkbox"/> Excavation Permit <input checked="" type="checkbox"/> Other WD-0 Density Development Incentives	<input type="checkbox"/> Subdivision / Partitioning <input type="checkbox"/> Preliminary <input type="checkbox"/> Final <input type="checkbox"/> Site Plan Approval <input type="checkbox"/> Sanitary Facilities <input type="checkbox"/> Other

1. SECTION 6 BLOCK 53 LOT 1031 ZONING DISTRICT MU/WD-0

2. LOCATION \ ADDRESS: 45 Lumber Road

3. NAME AND ADDRESS OF PROPERTY OWNER / DATE ACQUIRED:  
45 Lumber Road LLC

4. HOW IS PROPERTY PRESENTLY USED: Storage of vehicles - warehouse

5. SPECIFIC PARAGRAPH OR SECTION OF THE ORDINANCE INVOLVED FOR PROCEEDING:  
WD-Overlay Section 470-20 C(2) - Incentive Bonus and Site Plan Review Under Section 470-57 to 470-70

6. DESCRIPTION OF PROBLEM OR REASON FOR THIS APPLICATION: Permit construction of 33 unit residential apartments.

7. LIST ALL ADDITIONAL DOCUMENTATION BEING SUBMITTED IN SUPPORT OF APPLICATION:  
Site plans, survey, floor plans, EAF, Traffic Study, and correspondence to the Board of Trustees requesting consideration under the WD-0 - Waterfront Development Overlay District.

**AFFIDAVIT OF PROPERTY OWNER**

State of New York:  
County of Nassau:  
Ian Zwerdling being duly sworn deposes and says: That s/he resides at 45 Lumber Road LLC is a member of \_\_\_\_\_

in the State of New York; and is the owner in fee of all that certain lot, piece or parcel of land identified above and being entirely within the Village of Roslyn; that all statements and supporting documentation submitted with this application are true and complete to the best of the Deponent's knowledge, and authority; and that the Deponent is not a party to any pending or threatened litigation, and that the Deponent will be bound to any and all agreements made by the Deponent, as made by himself.

X [Signature] Notary Public, State of New York  
No. 01FE4908627  
Qualified in Nassau County  
Commission Expires December 12, 2021

**AFFIDAVIT OF APPLICANT**

State of New York:  
County of Nassau:  
Ian Zwerdling being duly sworn deposes and says: That s/he resides at 198 EAST BROADWAY ROSLYN, N.Y. 11576

and that s/he is authorized by the owner to make the above application and that all statements made in this and all supplementary documentation are true to the Deponent's own knowledge.

X [Signature] Notary Public, State of New York  
No. 01FE4908627  
Qualified in Nassau County  
Commission Expires December 12, 2021

DISPOSITION:  Granted  Denied  Abandoned  Conditions of / / 20

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1200 Old Northern Blvd.  
Roslyn, NY 11576

Attention: Mayor John Durkin and  
Members of the Board of Trustees

Re: 45 Lumber Road LLC  
45 Lumber Road  
Roslyn, New York

Dear Mayor Durkin and Members of the Board:

45 Lumber Road LLC (the "Applicant") has submitted revised plans dated January 15, 2020 to the Village for development of the property located at 45 Lumber Road, and identified as Section 6, Block 53, Lot 1031 on the Nassau County Land and Tax Map. These plans supercede the plans previously submitted to the Village in June 2020.

J. Scott Grupp, Superintendent of Buildings, reviewed these plans and has issued a Notice of Disapproval, dated February 7, 2020, to Ian Zwerdling, a principal of 45 Lumber Road LLC, the owner of the property.

The subject property is improved with a one-story building most recently used for the storage of vehicles and maintenance equipment. The subject property is approximately 60,617.6 square feet or 1.39 acres in area.

The subject property is presently zoned W-MU-Waterfront Mixed Use District. It is also located in the WD-O (Waterfront Development Overlay/District B).

The proposed new building for 45 Lumber Road does not meet the requirements of the W-MU zone, as indicated in the Notice of Disapproval.

However, the applicant believes that the project merits consideration under the WD-O Overlay District.



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The WD-O District is intended to encourage development within certain districts to promote waterfront development and to connect waterfront properties to the Village downtown.

The WD-O District Section 470-20 C (2) permits the Board of Trustees to grant incentive bonuses to projects which provide community benefits and amenities that are outlined in Section 420-C (6) a. Among the suggested amenities are the creation of public pedestrian access to the waterfront and downtown areas, and the construction or restoration of bulkheads.

The WD-O Zone permits a maximum of twelve (12) units per acre including a density bonus. Thus, including a maximum density bonus up to thirty-three residential units could be approved for development on the property.

The Applicant is proposing to construct thirty-three (33) two-bedroom apartments and is providing sixty seven parking spaces in connection with the use.

In accordance with the guidelines for amenities outlined in Section 470-20 C(6), the Applicant is proposing the following amenities with the development of the property:

1. Repair or replace as needed the two hundred fifty (250) feet of bulkhead replacing existing bulkhead.
2. Construct two hundred fifty (250) feet of waterfront walkway with brick pavers, benches and lighting, which is intended for public use at an approximate cost of Two Hundred Fifty Thousand (\$250,000.00) Dollars.
3. Obtain approvals from Nassau County to make the road improvements to the intersection of Lumber Road and Old Northern Boulevard.
4. Applicant shall, prior to issuance of a certificate of occupancy for the Project, deliver to the Village a perpetual and unobstructed easement over and across the boardwalk referenced in Paragraph 3 above. The purpose of the easement shall be for perpetual and unobstructed public use throughout the entire easement area and shall include, *inter alia*, a ten and a half foot (10 ½') wide public way upon a walkway of pavers (to be approved by the Board of Trustees) along the waterfront and to be constructed by Applicant as set forth in the Plan. The public use of the easement shall be subject to regulation by the Board of Trustees. The maintenance of the improvements in the easement, including, *inter alia*, all walkways of pavers, lighting fixtures, rip rap, bulkhead and landscaping shall be in accordance with the directives from time to time of the Board of Trustees and shall be the responsibility of Applicant, its successors and assigns and any transferee of the Property. The maintenance obligation herein shall also include repair and replacement of the improvements and amenities within the easement area. Applicant shall be required

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to provide liability insurance covering the easement in the minimum amount of One Million (\$1,000,000.00) Dollars and shall name the Village as an additional insured on the policy. The policy shall additionally provide that notice to the Village must be given not less than sixty (60) days prior to cancellation. The terms and conditions of the easement and the maintenance obligations of Applicant, its successors and assigns will be incorporated in a written instrument to be drafted by Applicant (the "Easement with Covenants") in form acceptable to the Village Attorney, which instrument will be recorded in the office of the Nassau County Clerk.

5. Applicant shall, prior to the issuance of a certificate of occupancy for the Project, deposit with the Village the sum of Fifty Thousand (\$50,000.00) Dollars to insure the maintenance of the easement property and the improvements and amenities as set forth in this Decision, which sum may be used by the Village to provide maintenance of the said easement property, improvements and amenities in the event that Applicant or any successors or assigns shall, after thirty (30) days written notice to cure delivered by the Village, fail to correct a condition complained of. Additionally, any further funds expended by the Village for the maintenance of the easement, improvements or other amenities located therein shall be paid to the Village within ten (10) days of written demand therefor and the failure of Applicant, its successor and assigns to make such payment shall entitle the Village to declare such sum to be a lien upon the Property and to assess same against the Property as additional real estate taxes. The amount of the deposit as stated above shall in no way be deemed to place a limitation or cap upon the obligations of Applicant with respect to its obligations hereunder. The amount of Fifty Thousand (\$50,000.00) Dollars shall remain on deposit at all times and shall be replenished upon demand in the event that any of the funds shall have been utilized by the Village in accordance with this decision.
6. Applicant shall repair any damage to any other Village roads caused by Applicant during the course of construction.
7. Applicant shall comply with the Village's Stormwater Management Plan and in the event that its construction activities shall cause the redirection of underground water flow such that it impacts any adjoining property, Applicant shall be responsible for remedying such condition.
8. Applicant shall acknowledge that the conditions set forth in this decision are reasonable, fair and equitable. In the event that any legal action or proceeding shall be instituted by the Village in order to enforce any condition herein, the Village shall be entitled to an award of attorney's fees in the event that it shall prevail in any such action or proceeding.

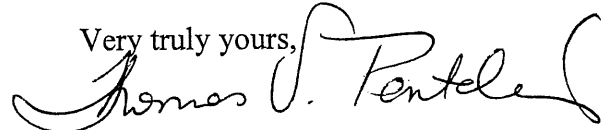
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During the review of the application, the Applicant is willing to engage in discussion with the Board and residents to develop other ways to provide community benefit in connection with the project.

Your consideration of this matter is greatly appreciated.

Very truly yours,

A handwritten signature in cursive script that reads "Thomas V. Pantelis". The signature is written in black ink and is positioned to the right of the typed name.

Thomas V. Pantelis

TVP:mgf

cc: 45 Lumber Road LLC  
John Gibbons, Esq.

**OFFICE OF THE SUPERINTENDENT OF BUILDING  
INCORPORATED VILLAGE OF ROSLYN  
1200 Old Northern Blvd, Roslyn, NY 11576  
516-621-1961 Fax: 516-621-3318**

**NOTICE OF DISAPPROVAL**

February 7, 2020

TO APPLICANT and Members of:   X The Zoning Board  
  X The Historic District Board  
  X The Board of Trustees

**APPLICATION OF:**

Name: Ian Zwerdling  
Address: 45 Lumber Road, Roslyn, NY 11576

For Building Permit Application #7839, Received on January 17, 2020  
Location: 45 Lumber Road, Roslyn, NY 11576  
Section: 6   Block: 53   Lot(s): 1031   Zone: WMU, WD-O, HS-O

**Scope:** The applicant is seeking to construct a 89,714 sq. ft. 4 story, 58.7-foot-high building consisting of 33 two-bedroom apartments. The site is 1.39 acres or 60,617.6 square feet.

The application indicates 33 two-bedroom apartments requiring 66 parking spaces where 67 (17 in garages; 10 under the building and 40 surface) parking spaces are proposed (actual number of spaces may change since variances for setbacks are required and two accessible parking stalls do not have adequate width access aisle). 3 of the parking spaces in enclosed garages are arranged in a tandem configuration requiring relief from Sec 470-22A(5). 21 exterior parking spaces are within 5' from the adjacent property line requiring relief from Sec 470-22A(3).

The maximum height allowed in the WMU Zone is 35' therefore, a 23.7-foot height variance is required. The property is accessed by a "right of way" and does not have direct street frontage. This requires that the Board determine the applicable front, rear and side yards as conformance with Sec 470-3 "Lot Frontage" is not clearly defined by the property. This determination may alter the minimum setback requirements.

The application would also require Board of Trustees and Historic District Board review and approval.

**Denied for the following reason(s):**

**Article II, Section 470-16.B.(1)(a) entitled "WMU Waterfront Mix Use District", "Permitted principal uses" ZBA**

**Article I, Section 470-5 entitled "Schedule of Area, Yard and Building Requirements" ZBA**

**Article III, Section 470-22A(5) & 470-22A(3) entitled "Off Street Parking Areas, Loading Areas and Driveways" ZBA**

**Article I, Section 470-3 entitled "Definitions and Word Usage" ZBA**

**Section 470-57 to 470-70 entitled "Site Plan Review" BOT**

**Seeking approval from:**

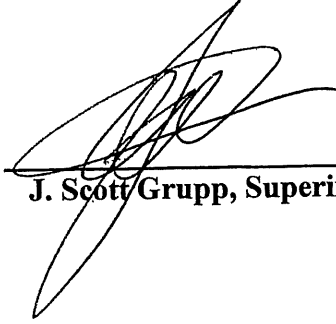
**The Zoning Board of Appeals for:**

- 17 residential apartment units (16 allowed, 33 proposed) **Sec: 470-16.B.(1)(a)**
- 1.5 stories (2.5 stories allowed, 4 stories proposed) **Sec: 470-5.**
- 1.08% for the total Floor Area Ratio (0.40% max., 1.48% proposed) **Sec: 470-5.**  
or 65,468 sq. ft. for the total Floor Area Ratio (24,246 sq. ft. max., 89,714 sq. ft. proposed)
- 23.7 feet for the total height (35' max. allowed, 58.7 feet proposed) **Sec: 470-5.**

**Board of Trustees for: Site Plan Review Sec: 470-57**

- *The intent and purpose of site plan approval are to ensure that any plot of land affected thereby shall be developed with proper regard for the public health, safety, welfare and comfort and convenience of the public in general and of the occupants and users of the subject land and buildings in particular. The Village Board of Trustees is charged with preliminary site plan review and approval. The authority to grant final site plan approval also rests with the Board of Trustees.*

*Note: The applicant may apply under the Village's Development Incentive Bonus Law pursuant to Section 470-20.C. of the Roslyn Zoning Code which is available to properties located in the WD-O (Waterfront Development Overlay District).*



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**J. Scott Grupp, Superintendent of Building**

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

**Instructions for Completing Part 1**

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

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

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either "Yes" or "No". If the answer to the initial question is "Yes", complete the sub-questions that follow. If the answer to the initial question is "No", proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the applicant or project sponsor to verify that the information contained in Part 1 is accurate and complete.

**A. Project and Applicant/Sponsor Information.**

Name of Action or Project: Proposed Apartment Building		
Project Location (describe, and attach a general location map): 45 Lumber Road Roslyn NY 11576		
Brief Description of Proposed Action (include purpose or need): Demolition of existing one story building. Proposed construction of 3 story apartment building with parking and amenities below. Building consists of (33) two bedroom apartments and 67 parking spaces.		
Name of Applicant/Sponsor: 45 Lumber Road LLC		Telephone: 516-922-3031
		E-Mail: ian.zwerdling@gmail.com
Address: 45 Lumber Road		
City/PO: Roslyn	State: NY	Zip Code: 11576
Project Contact (if not same as sponsor; give name and title/role):		Telephone:
		E-Mail:
Address:		
City/PO:	State:	Zip Code:
Property Owner (if not same as sponsor): 45 Lumber Road LLC		Telephone: 516-652-8955
		E-Mail: izwerdling@gmail.com
Address: 45 Lumber Road		
City/PO: Roslyn	State: NY	Zip Code: 11576

**B. Government Approvals**

<b>B. Government Approvals, Funding, or Sponsorship.</b> (“Funding” includes grants, loans, tax relief, and any other forms of financial assistance.)		
<b>Government Entity</b>	<b>If Yes: Identify Agency and Approval(s) Required</b>	<b>Application Date (Actual or projected)</b>
a. City Counsel, Town Board, <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No or Village Board of Trustees	Site Plan and Density Bonus Zoning	December 2019
b. City, Town or Village Planning Board or Commission <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Inc. Village of Roslyn	December 2019
c. City, Town or Village Zoning Board of Appeals <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
d. Other local agencies <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
e. County agencies <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
f. Regional agencies <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
g. State agencies <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
h. Federal agencies <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
i. Coastal Resources.		
i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway?		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program?		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
iii. Is the project site within a Coastal Erosion Hazard Area?		<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

**C. Planning and Zoning**

<b>C.1. Planning and zoning actions.</b>	
Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<ul style="list-style-type: none"> <li>• <b>If Yes</b>, complete sections C, F and G.</li> <li>• <b>If No</b>, proceed to question C.2 and complete all remaining sections and questions in Part 1</li> </ul>	
<b>C.2. Adopted land use plans.</b>	
a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway; Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?)	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If Yes, identify the plan(s):	
_____	
_____	
_____	
c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If Yes, identify the plan(s):	
_____	
_____	
_____	

**C.3. Zoning**

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance.  Yes  No  
If Yes, what is the zoning classification(s) including any applicable overlay district?

Waterfront Mixed-Use District

b. Is the use permitted or allowed by a special or conditional use permit?  Yes  No

c. Is a zoning change requested as part of the proposed action?  Yes  No

If Yes,

i. What is the proposed new zoning for the site? NA

**C.4. Existing community services.**

a. In what school district is the project site located? Roslyn UFSD - 3

b. What police or other public protection forces serve the project site?  
Nassau Police Precinct 6, New York State Troopers

c. Which fire protection and emergency medical services serve the project site?  
Roslyn Rescue - Volunteer

d. What parks serve the project site?  
Gerry Park, Cedarmere Park, North Hempstead Beach Park, Skillman Street Park, William Cullen Bryant Preserve

**D. Project Details**

**D.1. Proposed and Potential Development**

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)? Mixed Use (Residential & Commercial)

b. a. Total acreage of the site of the proposed action? 1.39 acres

b. Total acreage to be physically disturbed? 1.39 acres

c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 1.39 acres

c. Is the proposed action an expansion of an existing project or use?  Yes  No

i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % NA Units: NA

d. Is the proposed action a subdivision, or does it include a subdivision?  Yes  No

If Yes,

i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)  
NA

ii. Is a cluster/conservation layout proposed?  Yes  No

iii. Number of lots proposed? \_\_\_\_\_

iv. Minimum and maximum proposed lot sizes? Minimum \_\_\_\_\_ Maximum \_\_\_\_\_

e. Will the proposed action be constructed in multiple phases?  Yes  No

i. If No, anticipated period of construction: 24 months

ii. If Yes:

- Total number of phases anticipated \_\_\_\_\_
- Anticipated commencement date of phase 1 (including demolition) \_\_\_\_\_ month \_\_\_\_\_ year
- Anticipated completion date of final phase \_\_\_\_\_ month \_\_\_\_\_ year

• Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: \_\_\_\_\_



f. Does the project include new residential uses?  Yes  No  
 If Yes, show numbers of units proposed.

	<u>One Family</u>	<u>Two Family</u>	<u>Three Family</u>	<u>Multiple Family (four or more)</u>
Initial Phase	33			
At completion of all phases	33			

g. Does the proposed action include new non-residential construction (including expansions)?  Yes  No  
 If Yes,  
 i. Total number of structures \_\_\_\_\_  
 ii. Dimensions (in feet) of largest proposed structure: \_\_\_\_\_ height; \_\_\_\_\_ width; and \_\_\_\_\_ length  
 iii. Approximate extent of building space to be heated or cooled: \_\_\_\_\_ square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage?  Yes  No  
 If Yes,  
 i. Purpose of the impoundment: \_\_\_\_\_  
 ii. If a water impoundment, the principal source of the water:  Ground water  Surface water streams  Other specify: \_\_\_\_\_  
 iii. If other than water, identify the type of impounded/contained liquids and their source. \_\_\_\_\_  
 iv. Approximate size of the proposed impoundment. Volume: \_\_\_\_\_ million gallons; surface area: \_\_\_\_\_ acres  
 v. Dimensions of the proposed dam or impounding structure: \_\_\_\_\_ height; \_\_\_\_\_ length  
 vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete): \_\_\_\_\_

**D.2. Project Operations**

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both?  Yes  No  
 (Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite)  
 If Yes:  
 i. What is the purpose of the excavation or dredging? Excavation for Drainage & Foundation  
 ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?  
 • Volume (specify tons or cubic yards): 0  
 • Over what duration of time? NA  
 iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them.

Excavation of Native Soil Generated on Site

iv. Will there be onsite dewatering or processing of excavated materials?  Yes  No  
 If yes, describe. \_\_\_\_\_

v. What is the total area to be dredged or excavated? \_\_\_\_\_ 1.39 acres  
 vi. What is the maximum area to be worked at any one time? \_\_\_\_\_ 1.39 acres  
 vii. What would be the maximum depth of excavation or dredging? \_\_\_\_\_ 8 feet  
 viii. Will the excavation require blasting?  Yes  No  
 ix. Summarize site reclamation goals and plan: \_\_\_\_\_

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area?  Yes  No  
 If Yes:  
 i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): \_\_\_\_\_

ii. Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

iii. Will the proposed action cause or result in disturbance to bottom sediments?  Yes  No  
If Yes, describe: \_\_\_\_\_

iv. Will the proposed action cause or result in the destruction or removal of aquatic vegetation?  Yes  No  
If Yes:

- acres of aquatic vegetation proposed to be removed: \_\_\_\_\_
- expected acreage of aquatic vegetation remaining after project completion: \_\_\_\_\_
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access): \_\_\_\_\_
- proposed method of plant removal: \_\_\_\_\_
- if chemical/herbicide treatment will be used, specify product(s): \_\_\_\_\_

v. Describe any proposed reclamation/mitigation following disturbance: \_\_\_\_\_

NA

c. Will the proposed action use, or create a new demand for water?  Yes  No

If Yes:

i. Total anticipated water usage/demand per day: \_\_\_\_\_ 10400 gallons/day

ii. Will the proposed action obtain water from an existing public water supply?  Yes  No

If Yes:

- Name of district or service area: Roslyn Water District
- Does the existing public water supply have capacity to serve the proposal?  Yes  No
- Is the project site in the existing district?  Yes  No
- Is expansion of the district needed?  Yes  No
- Do existing lines serve the project site?  Yes  No

iii. Will line extension within an existing district be necessary to supply the project?  Yes  No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: \_\_\_\_\_
- Source(s) of supply for the district: \_\_\_\_\_

iv. Is a new water supply district or service area proposed to be formed to serve the project site?  Yes  No

If Yes:

- Applicant/sponsor for new district: \_\_\_\_\_
- Date application submitted or anticipated: \_\_\_\_\_
- Proposed source(s) of supply for new district: \_\_\_\_\_

v. If a public water supply will not be used, describe plans to provide water supply for the project: \_\_\_\_\_

vi. If water supply will be from wells (public or private), what is the maximum pumping capacity: \_\_\_\_\_ gallons/minute.

d. Will the proposed action generate liquid wastes?  Yes  No

If Yes:

i. Total anticipated liquid waste generation per day: \_\_\_\_\_ 9900 gallons/day

ii. Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each): \_\_\_\_\_

Sanitary wastewater

iii. Will the proposed action use any existing public wastewater treatment facilities?  Yes  No

If Yes:

- Name of wastewater treatment plant to be used: Village of Roslyn Sewage Treatment Plant
- Name of district: \_\_\_\_\_
- Does the existing wastewater treatment plant have capacity to serve the project?  Yes  No
- Is the project site in the existing district?  Yes  No
- Is expansion of the district needed?  Yes  No

• Do existing sewer lines serve the project site?  Yes  No  
 • Will a line extension within an existing district be necessary to serve the project?  Yes  No  
 If Yes:  
 • Describe extensions or capacity expansions proposed to serve this project: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

iv. Will a new wastewater (sewage) treatment district be formed to serve the project site?  Yes  No  
 If Yes:  
 • Applicant/sponsor for new district: \_\_\_\_\_  
 • Date application submitted or anticipated: \_\_\_\_\_  
 • What is the receiving water for the wastewater discharge? \_\_\_\_\_  
 v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge or describe subsurface disposal plans):  
 NA \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

vi. Describe any plans or designs to capture, recycle or reuse liquid waste: \_\_\_\_\_  
 NA \_\_\_\_\_  
 \_\_\_\_\_

e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction?  Yes  No  
 If Yes:  
 i. How much impervious surface will the project create in relation to total size of project parcel?  
 \_\_\_\_\_ Square feet or 1.09 acres (impervious surface)  
 \_\_\_\_\_ Square feet or 1.39 acres (parcel size)  
 ii. Describe types of new point sources. Proposed building, parking lot, curbing & walkways  
 \_\_\_\_\_  
 \_\_\_\_\_  
 iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?  
Proposed drywells on site  
 \_\_\_\_\_  
 \_\_\_\_\_  
 • If to surface waters, identify receiving water bodies or wetlands: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 • Will stormwater runoff flow to adjacent properties?  Yes  No  
 iv. Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater?  Yes  No

f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations?  Yes  No  
 If Yes, identify:  
 i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)  
 \_\_\_\_\_  
 ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)  
 \_\_\_\_\_  
 iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation)  
 \_\_\_\_\_  
 \_\_\_\_\_

g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit?  Yes  No  
 If Yes:  
 i. Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year)  Yes  No  
 ii. In addition to emissions as calculated in the application, the project will generate:  
 • \_\_\_\_\_ Tons/year (short tons) of Carbon Dioxide (CO<sub>2</sub>)  
 • \_\_\_\_\_ Tons/year (short tons) of Nitrous Oxide (N<sub>2</sub>O)  
 • \_\_\_\_\_ Tons/year (short tons) of Perfluorocarbons (PFCs)  
 • \_\_\_\_\_ Tons/year (short tons) of Sulfur Hexafluoride (SF<sub>6</sub>)  
 • \_\_\_\_\_ Tons/year (short tons) of Carbon Dioxide equivalent of Hydrofluorocarbons (HFCs)  
 • \_\_\_\_\_ Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)?  Yes  No

If Yes:

i. Estimate methane generation in tons/year (metric): \_\_\_\_\_

ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): \_\_\_\_\_

---

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations?  Yes  No

If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust): \_\_\_\_\_

---

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services?  Yes  No

If Yes:

i. When is the peak traffic expected (Check all that apply):  Morning  Evening  Weekend  
 Randomly between hours of \_\_\_\_\_ to \_\_\_\_\_.

ii. For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks): \_\_\_\_\_  
 NA

iii. Parking spaces: Existing 125 Proposed 67 Net increase/decrease -58

iv. Does the proposed action include any shared use parking?  Yes  No

v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe: improvements are proposed at the intersection of Old Northern Blvd and Lumber Road

vi. Are public/private transportation service(s) or facilities available within ½ mile of the proposed site?  Yes  No

vii. Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? Alternative plug in vehicle fueling ports  Yes  No

viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? Expansion of pedestrian facilities along the waterfront.  Yes  No

vi. Nassau County Bus runs along Old Northern Blvd.

---

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy?  Yes  No

If Yes:

i. Estimate annual electricity demand during operation of the proposed action: \_\_\_\_\_

ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other): \_\_\_\_\_

iii. Will the proposed action require a new, or an upgrade, to an existing substation?  Yes  No

---

l. Hours of operation. Answer all items which apply.

i. During Construction:		ii. During Operations:	
• Monday - Friday: <u>8am-5pm</u>		• Monday - Friday: <u>NA</u>	
• Saturday: <u>NA</u>		• Saturday: <u>NA</u>	
• Sunday: <u>NA</u>		• Sunday: <u>NA</u>	
• Holidays: <u>NA</u>		• Holidays: <u>NA</u>	

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both?  Yes  No

If yes:

i. Provide details including sources, time of day and duration: \_\_\_\_\_

ii. Will the proposed action remove existing natural barriers that could act as a noise barrier or screen?  Yes  No

Describe: \_\_\_\_\_

---

n. Will the proposed action have outdoor lighting?  Yes  No

If yes:

i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:  
Proposed light poles, 15 feet high max, 5' min. to nearest neighboring building

ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen?  Yes  No

Describe: A privacy berm planted with screening plants will be made to create a natural barrier for the property.

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o. Does the proposed action have the potential to produce odors for more than one hour per day?  Yes  No

If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures: \_\_\_\_\_

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p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage?  Yes  No

If Yes:

i. Product(s) to be stored \_\_\_\_\_

ii. Volume(s) \_\_\_\_\_ per unit time \_\_\_\_\_ (e.g., month, year)

iii. Generally, describe the proposed storage facilities: \_\_\_\_\_

---

q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation?  Yes  No

If Yes:

i. Describe proposed treatment(s): \_\_\_\_\_

ii. Will the proposed action use Integrated Pest Management Practices?  Yes  No

---

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)?  Yes  No

If Yes:

i. Describe any solid waste(s) to be generated during construction or operation of the facility:

- Construction: \_\_\_\_\_ tons per \_\_\_\_\_ (unit of time)
- Operation : \_\_\_\_\_ tons per \_\_\_\_\_ (unit of time)

ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:

- Construction: \_\_\_\_\_
- Operation: \_\_\_\_\_

iii. Proposed disposal methods/facilities for solid waste generated on-site:

- Construction: \_\_\_\_\_
- Operation: \_\_\_\_\_

s. Does the proposed action include construction or modification of a solid waste management facility?  Yes  No

If Yes:

- i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): \_\_\_\_\_
- ii. Anticipated rate of disposal/processing:
  - \_\_\_\_\_ Tons/month, if transfer or other non-combustion/thermal treatment, or
  - \_\_\_\_\_ Tons/hour, if combustion or thermal treatment
- iii. If landfill, anticipated site life: \_\_\_\_\_ years

t. Will the proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste?  Yes  No

If Yes:

- i. Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: \_\_\_\_\_
- ii. Generally describe processes or activities involving hazardous wastes or constituents: \_\_\_\_\_
- iii. Specify amount to be handled or generated \_\_\_\_\_ tons/month
- iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: \_\_\_\_\_
- v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility?  Yes  No

If Yes: provide name and location of facility: \_\_\_\_\_

If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility:

NA \_\_\_\_\_

**E. Site and Setting of Proposed Action**

**E.1. Land uses on and surrounding the project site**

a. Existing land uses.

i. Check all uses that occur on, adjoining and near the project site.

- Urban  Industrial  Commercial  Residential (suburban)  Rural (non-farm)
- Forest  Agriculture  Aquatic  Other (specify): \_\_\_\_\_

ii. If mix of uses, generally describe:

Property is located near small businesses and adjacent to body of water.

b. Land uses and covertypes on the project site.

Land use or Covertypes	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces	1.39	1.09	-0.30
• Forested			
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)		0	+0.30
• Agricultural (includes active orchards, field, greenhouse etc.)			
• Surface water features (lakes, ponds, streams, rivers, etc.)			
• Wetlands (freshwater or tidal)			
• Non-vegetated (bare rock, earth or fill)			
• Other Describe: _____			

c. Is the project site presently used by members of the community for public recreation?  Yes  No  
 i. If Yes: explain: \_\_\_\_\_

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site?  Yes  No  
 If Yes,  
 i. Identify Facilities:  
 Atria on Roslyn Harbor

e. Does the project site contain an existing dam?  Yes  No  
 If Yes:  
 i. Dimensions of the dam and impoundment:  
 • Dam height: \_\_\_\_\_ feet  
 • Dam length: \_\_\_\_\_ feet  
 • Surface area: \_\_\_\_\_ acres  
 • Volume impounded: \_\_\_\_\_ gallons OR acre-feet  
 ii. Dam's existing hazard classification: \_\_\_\_\_  
 iii. Provide date and summarize results of last inspection: \_\_\_\_\_

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility?  Yes  No  
 If Yes:  
 i. Has the facility been formally closed?  Yes  No  
 • If yes, cite sources/documentation: \_\_\_\_\_  
 ii. Describe the location of the project site relative to the boundaries of the solid waste management facility:  
 \_\_\_\_\_  
 iii. Describe any development constraints due to the prior solid waste activities: \_\_\_\_\_

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste?  Yes  No  
 If Yes:  
 i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred:  
 \_\_\_\_\_

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site?  Yes  No  
 If Yes:  
 i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply:  Yes  No  
 Yes – Spills Incidents database Provide DEC ID number(s): 9711624, 9001558  
 Yes – Environmental Site Remediation database Provide DEC ID number(s): \_\_\_\_\_  
 Neither database  
 ii. If site has been subject of RCRA corrective activities, describe control measures: \_\_\_\_\_  
 Site has Resource Conservation and Recovery Act (RCRA): Active (NYD987030707)  
 iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database?  Yes  No  
 If yes, provide DEC ID number(s): V00139  
 iv. If yes to (i), (ii) or (iii) above, describe current status of site(s): \_\_\_\_\_  
 Contaminated soil has been removed from the site and surface cover has been used to prevent direct contact with any remaining contaminated soil. Engineering controls have been proposed for any buildings that are built on-site to reduce the potential for soil vapor intrusion and related exposures in the future.

v. Is the project site subject to an institutional control limiting property uses?  Yes  No

- If yes, DEC site ID number: \_\_\_\_\_
- Describe the type of institutional control (e.g., deed restriction or easement): \_\_\_\_\_
- Describe any use limitations: \_\_\_\_\_
- Describe any engineering controls: \_\_\_\_\_
- Will the project affect the institutional or engineering controls in place?  Yes  No
- Explain: \_\_\_\_\_

**E.2. Natural Resources On or Near Project Site**

a. What is the average depth to bedrock on the project site? \_\_\_\_\_ 500 feet

b. Are there bedrock outcroppings on the project site?  Yes  No  
 If Yes, what proportion of the site is comprised of bedrock outcroppings? \_\_\_\_\_ %

c. Predominant soil type(s) present on project site: Ug \_\_\_\_\_ 100 %  
 \_\_\_\_\_ %  
 \_\_\_\_\_ %

d. What is the average depth to the water table on the project site? Average: \_\_\_\_\_ 8-10 feet

e. Drainage status of project site soils:  Well Drained: \_\_\_\_\_ 100 % of site  
 Moderately Well Drained: \_\_\_\_\_ % of site  
 Poorly Drained \_\_\_\_\_ % of site

f. Approximate proportion of proposed action site with slopes:  0-10%: \_\_\_\_\_ 100 % of site  
 10-15%: \_\_\_\_\_ % of site  
 15% or greater: \_\_\_\_\_ % of site

g. Are there any unique geologic features on the project site?  Yes  No  
 If Yes, describe: \_\_\_\_\_

h. Surface water features.

i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)?  Yes  No

ii. Do any wetlands or other waterbodies adjoin the project site?  Yes  No

If Yes to either *i* or *ii*, continue. If No, skip to E.2.i.

iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency?  Yes  No

iv. For each identified regulated wetland and waterbody on the project site, provide the following information:

- Streams: Name Hempstead Harbor (Estuary) Classification SB
- Lakes or Ponds: Name \_\_\_\_\_ Classification \_\_\_\_\_
- Wetlands: Name \_\_\_\_\_ Approximate Size \_\_\_\_\_
- Wetland No. (if regulated by DEC) \_\_\_\_\_

v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies?  Yes  No

If yes, name of impaired water body/bodies and basis for listing as impaired: \_\_\_\_\_  
Hempstead Harbor, south, & tidal tribs (1702-0263), basis for listing is "Pathogens" from suspected source "Urb/Storm Runoff"

i. Is the project site in a designated Floodway?  Yes  No

j. Is the project site in the 100-year Floodplain?  Yes  No

k. Is the project site in the 500-year Floodplain?  Yes  No

l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer?  Yes  No

If Yes:

i. Name of aquifer: Nassau/Suffolk Counties Long Island SSA



m. Identify the predominant wildlife species that occupy or use the project site:	NONE
n. Does the project site contain a designated significant natural community?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If Yes:	
i. Describe the habitat/community (composition, function, and basis for designation): _____	
ii. Source(s) of description or evaluation: _____	
iii. Extent of community/habitat:	
• Currently: _____ acres	
• Following completion of project as proposed: _____ acres	
• Gain or loss (indicate + or -): _____ acres	
o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If Yes:	
i. Species and listing (endangered or threatened): _____	
p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If Yes:	
i. Species and listing: _____	
q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, give a brief description of how the proposed action may affect that use: _____	
Hempstead Harbor is used for both commercial and recreational fishing.	
<b>E.3. Designated Public Resources On or Near Project Site</b>	
a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If Yes, provide county plus district name/number: _____	
b. Are agricultural lands consisting of highly productive soils present?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
i. If Yes: acreage(s) on project site? _____	
ii. Source(s) of soil rating(s): _____	
c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If Yes:	
i. Nature of the natural landmark: <input type="checkbox"/> Biological Community <input type="checkbox"/> Geological Feature	
ii. Provide brief description of landmark, including values behind designation and approximate size/extent: _____	
d. Is the project site located in or does it adjoin a state listed Critical Environmental Area?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If Yes:	
i. CEA name: _____	
ii. Basis for designation: _____	
iii. Designating agency and date: _____	

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? If Yes: i. Nature of historic/archaeological resource: <input type="checkbox"/> Archaeological Site <input type="checkbox"/> Historic Building or District ii. Name: _____ iii. Brief description of attributes on which listing is based: _____	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
g. Have additional archaeological or historic site(s) or resources been identified on the project site? If Yes: i. Describe possible resource(s): _____ ii. Basis for identification: _____	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
h. Is the project site within five miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? If Yes: i. Identify resource: _____ ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): _____ iii. Distance between project and resource: _____ miles.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? If Yes: i. Identify the name of the river and its designation: _____ ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No  <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

**F. Additional Information**


Attach any additional information which may be needed to clarify your project.

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

**G. Verification**

I certify that the information provided is true to the best of my knowledge.

Applicant/Sponsor Name 45 Lumber Road LLC Date 2/17/2020

Signature  Title Professional Engineer

by Michael Rant  
 President - Northcoast Civil



**MULRYAN  
ENGINEERING, P.C.**

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**TRAFFIC ENGINEERING REPORT:**

**FEBRUARY 13, 2020  
Project No. M18-019  
45 Lumber Road  
Roslyn, New York 11577**

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**PROJECT SUMMARY**

Applicant: 45 Lumber Rd. LLC

Zoning: WMU – Waterfront Mixed-Use District

Previous Land Use: Verizon Truck Depot

Proposed Land Use: Residential Apartment Building  
(33 units)

Location: 45 Lumber Road

Tax Map: Section 6, Block 53, Lot 1031

Site Area: 1.39 Acres (60,618 sf)

Existing Building Size: 5,722 square feet (1 Story)

Proposed Building Size: 89,714 square feet (4 Stories)

Required Parking: 66 Parking Space

Proposed Parking: 67 Parking Spaces

Source: Project summary based on information shown on the site  
plan prepared by:  
Northcoast Civil Land Surveying & Civil Engineering  
23 Spring Street  
Oyster Bay, New York 11771

## **INTRODUCTION**

Our office has conducted a traffic and parking study of the existing/proposed development of the subject property located at 45 Lumber Road, in the Village of Roslyn. The property is zoned WMU – Waterfront Mixed Use. The property is 60,618 square feet in size. The site is fully developed with Verizon Truck Depot (currently vacant) and associated parking.

The applicant is seeking to improve the site with a residential apartment building and associated parking. The building will be 4 stories and provide 33 two-bedroom apartment units.

In accordance with the Village of Roslyn zoning requirements, the proposed building requires 66 parking spaces. The proposed improvements will provide 67 parking spaces for the 33 apartment units.

## **PUBLIC TRANSIT**

The area is served by the Long Island Railroad and Nassau Inter-County Express (NICE) bus service. The site is located within a mile of the Roslyn train station. Bus service surrounding the site includes the N23 and N27 routes.

## **SITE ACCESS**

The Nassau County Tax Map shows a 38.22' width at the northern terminus of Lumber Road. The subject property extends approximately halfway along this end of the right-of-way. The other half of the right-of-way is bordered by the Independent Metal Strap property (34 Lumber Road). The Roslyn Hotel property (1221 Old Northern Boulevard) intersects at the corner of the right-of-way. A fourth property the Waterfront at Roslyn (55 Lumber Road) is located to the north of the subject site with no direct access to Lumber Road.

It appears that these properties share cross-access easements/agreements allowing access to and from Lumber Road. Access to the subject site will remain on private property. Access to Lumber Road will be located within the easement area.

## **ROADWAY NETWORK**

Lumber Road is a dead-end roadway starting at Old Northern Boulevard and terminating at the site frontage (as described above). Lumber Road provides one northbound and one southbound lane. Lumber Road provides the sole access to several properties including a municipal parking lot. Lumber Road runs parallel to the Hempstead Harbor Creek.

**ACCIDENT ANALYSIS**

Motor vehicle accident history reports pertaining to the study intersection were obtained from the New York State Department of Transportation. The reports document motor vehicle accidents that took place at the study intersections. The New York State Department of Transportation reports span a 36-month period beginning April 2015 and ending March 2018. A summary and detailed description of the accident history is provided in Tables No. 1 and 2, attached hereto.

Over the three-year period, a total of 8 accidents occurred at or in proximity to the intersection of Old Northern Boulevard and Lumber Road. On average, approximately 2.67 accidents occur per year in this area. During the same three-year period it is estimated that 12.2 million vehicles drove through this intersection. This equates to one accident for every 1.5 million vehicles that travel through the intersection.

The following provides an overview of the accident types:

Accident Type	No. of Accidents	Percentage
Left Turn	1	12.5%
Other	1	12.5%
Overtaking	1	12.5%
Rear End	2	25.0%
Right Angle	3	37.5%

Accident Severity	No. of Accidents	Percentage
Non-Reportable	4	50.0%
Property Damage Only	4	50.0%

**ACCIDENT MITIGATION**

No fatalities or serious injury were reported. All eight accidents were either non-reportable or involved property damage only. The low overall number of accidents over the three-year period does not appear to show a specific accident trend in the area surrounding the subject site.

The intersection does not experience a high number of serious motor vehicle accidents, as demonstrated by the State accident data. Observations of traffic flow at the intersection during peak hours does however indicate deficiencies which negatively impact vehicle movements to and from Lumber Road.

Our office prepared two alternative mitigation plans for the intersection of Old Northern Boulevard and Lumber Road. Any improvements at this intersection will require the review and approval of the Nassau County Department of Public Works, as Old Northern Boulevard is under the County's jurisdiction.

#### **MITIGATION - CONCEPT A**

Concept A realigns the southernmost section of Lumber Road to intersection Old Northern Boulevard at a 90-degree angle.

Vehicle turning left from Old Northern Boulevard tend to crossover southbound lanes when entering onto Lumber Road. The re-alignment of the intersection is intended to reduce/eliminate this condition.

The design would eliminate 4 angled parking spaces on Lumber Road which are in close proximity to the intersection. One additional parking space would be removed on the south side of Old Northern Boulevard, just west of the entrance driveway to the municipal parking lot.

The intersection re-alignment of Lumber Road is accomplished, in part, by the use of bulbouts on the northeast and northwest corners. A third bulbout is shown on the southeast corner. The bulbouts are joined via pedestrian crosswalks. The Bulbout design allow southbound vehicles greater visibility to the west. The design also reduces travel distance for pedestrians crossing the intersection. The Old Northern Boulevard crossing is aligned with the Village Parking Lot on the south side of the roadway.

#### **MITIGATION - CONCEPT B**

Concept B introduces a stiped island on the northwest corner of the intersection. The island is aligned with a proposed bulbout on the northeast corner of the intersection. The intent of this island is to define the westbound travel lane. The island also allows southbound motorist the ability to approach Old Northern Boulevard with greater visibility to the west within a defined southbound lane.

Vehicle turning left from Old Northern Boulevard tend to crossover southbound lanes when entering onto Lumber Road. The proposed pavement markings are intended to reduce/eliminate this condition.

The design would eliminate 4 angled parking spaces on Lumber Road which are in close proximity to the intersection. One additional parking space would be removed on the south side of Old Northern Boulevard, just west of the entrance driveway to the municipal parking lot.

Bulbouts are proposed on the northeast and southeast corners. The bulbouts are joined via pedestrian crosswalks. The design also reduces travel distance for pedestrians crossing Old Northern Boulevard. The Old Northern Boulevard crossing is aligned with the Village Parking Lot on the south side of the roadway.

### **PARKING GENERATION**

The parking generation of the site was calculated using the standard calculations compiled by the Institute of Transportation Engineers (ITE) in the 5th Edition Parking Generation, 2019. This is often referred to as the Parking Generation Manual and is considered the industry standard for traffic engineering studies.

The residential apartment units are estimated to generate approximately 45 parked vehicles. This peak parking demand will occur in the overnight hours. The estimated parking demand includes residents and guest.

According to the Census Bureau's Population Estimates Program 84.5% of owner occupied households in the Village of Roslyn have 2 or fewer vehicles and 45.5% have no more than 1 vehicle. Vehicle ownership is a primary component of residential parking demand.

The proposed project supplies ample parking to accommodate the anticipated demand based on the ITE and Census data. The project meets and exceeds the parking requirements set forth in the Village Code.

### **TRIP GENERATION**

The subject site will generate a certain number of vehicle trips throughout the day. The volume of trips generated by the proposed development was calculated using the standard calculations compiled by the Institute of Transportation Engineers (ITE) in the 10<sup>th</sup> Edition Trip Generation, 2017. This is often referred to as the Trip Generation Manual and is considered the industry standard for traffic engineering studies.

The trip generation of the proposed development was calculated using the ITE Land Use Code 221. The independent variable used in the calculation is the number of "number of units". This land use codes represent Mid-Rise Apartments.

The proposed site has the potential to generate a maximum of 15 peak hour trips (including entering and exiting trips). The proposed development has the potential to significantly decrease the number of vehicles generated by the subject site (if the site were to be re-occupied under existing conditions). The redevelopment will also decrease the potential amount of commercial truck traffic generated by the site. The trip generation calculations are provided in Table No. 3.

### **TRIP DISTRIBUTION**

Trips generated by the development of the subject site are distributed throughout the roadway network and assigned to the study intersections. The percent distribution is applied to the trip generation to establish the number of trips assigned to specific turning movements at each of the study intersections. One hundred percent of the trip generation is distributed and assigned to the site access.

A portion of the total trip generation is distributed and assigned to each of the other study intersections. The volume of trips assigned to each intersection is based on the percentage of vehicles that are anticipated to use these intersections while traveling to and from the site. The distribution is based on the existing traffic patterns on the roadway network.

### **EXISTING TRAFFIC VOLUMES**

Turning movement counts were collected on Thursday, June 28<sup>th</sup> and Saturday June 30<sup>th</sup> of 2018. The counts were collected during the morning, afternoon and evening peak hours at the study intersections. Turning movement counts were collected during the typical peak times of the proposed site and surrounding roadway network.

Our office has previously collected turning movement counts at the intersection Old Northern Boulevard and Lumber Road. Turning movement counts collected in 2013 and 2015 are provide for reference. The turning movement volumes are shown on Table No. 4 through 11, attached hereto.

Turning movement counts were collected using Miovision Scout Video Collection Units and/or Electronic Jamar Traffic Data Collectors. The results of these traffic counts were analyzed to determine the distinct hour during each of the time periods surveyed when traffic experiences its highest level referred to as the "peak hour." The peak hour volume is used in our analysis to model the critical demand during each time period.



### **ADJUSTED TRAFFIC VOLUME FLOW RATE**

The Highway Capacity Analysis uses the adjusted flow rate based on the peak hour volume and the peak hour factor at each location. The peak hour volume is divided by the peak hour factor to produce the critical 15-minute demand projected over the entire one-hour period. The results of this analysis provide the level of service experienced during the busiest 15-minute period within the peak hour.

### **AMBIENT TRAFFIC GROWTH**

The volume of traffic using the roadway network changes each year based on population growth and development. An ambient growth rate is used to determine the future base traffic volumes. The ambient growth rate takes into account developments that will increase the volume of traffic at the study intersections prior to the completion of this project.

The existing traffic volumes at the study intersections were increased by a growth rate factor of 1.00 % compounded yearly. This rate was applied based on conversations with the Nassau County Department of Public Works Traffic Engineering Department. The growth rate is applied to the existing volumes to generate the ambient no build traffic volumes.

For the purposes of this analysis, the future no build and build conditions are anticipated to occur within the next two years.

### **FUTURE NO BUILD AND BUILD TRAFFIC**

Our office met with the Roslyn Building Department to discuss project (other than the proposed application) that are currently under construction and/or projects that are planned to be completed within the next two years.

The Building Department identified Phase II of the Roslyn Landing project and an additional 5 studio units currently under construction within the 17 Lumber Road site. Trip generation and distribution studies were conducted at the sole entrance to the completed Phase I of the Roslyn Landing project.

Traffic attributed to these projects has been added to the ambient traffic volumes to estimate the future no build traffic volumes. These are the anticipated roadway volumes if no changes are made to the subject site. The future build traffic volumes include the trip generation of the proposed development.

**LEVEL OF SERVICE ANALYSIS:**

The Level of Service Analysis prepared for the study intersections was conducted using Synchro. Synchro is a computer software program released by Trafficware, LLC. The software is based on the Highway Capacity Manual. The Highway Capacity Manual (HCM), developed by the Transportation Research Board (TRB), contains procedures for analyzing signalized and unsignalized intersections and is considered an appropriate analysis tool by most municipalities. Level of service ranges from A to F, based in part on the following criteria:

	Signalized Intersections Average Delay (seconds/veh)	Stop Controlled Intersections Average Delay (seconds/veh)
LOS A	≤ 10	≤ 10
LOS B	>10 – 20	>10 – 15
LOS C	>20 – 35	>15 – 25
LOS D	>35 – 55	>25 – 35
LOS E	>55 – 80	>35 – 50
LOS F	>80	>50

Municipalities and agencies on Long Island do not have standardized policies or definitions of significant impact. There is also no industry wide standard for the definition of a significant impact. It is generally accepted that deterioration in levels of service (LOS) within the clearly acceptable range (LOS A through LOS C) is not considered significant. Information to support these statements is provided in the City Environmental Quality Review Technical Manual, March 2014 edition. The City Environmental Quality Review Technical Manual provides the following information relating to the determination of significant impact:

Section 411. Signalized Intersections: Determination of significant impacts for signalized intersections is summarized as follows: If a lane group under the With-Action (*or "Build"*) condition is within LOS A, B or C, or marginally acceptable LOS D (average control delay less than or equal to 45.0 seconds/veh), the impact is not considered significant.

Section 412. Unsignalized Intersections: For unsignalized intersections the same criteria as for signalized intersections would apply. For the minor street to trigger a significant impact, 90 PCEs must be identified in the future With-Action conditions in any peak hour. (*Please note, a marginally acceptable LOS D for an unsignalized intersection would have an average control delay less than or equal to 30.0 seconds/veh*).

### **TRAFFIC IMPACTS**

The study intersection will operate at acceptable levels of service upon completion of this project. The highway capacity analysis of the study intersection shows that the development of this property will have no significant impact to the level of service on the surrounding roadway network.

### **MITIGATION MEASURES**

The highway capacity analysis indicates that off-site mitigation measures are not warranted at this time.

The proposed site is anticipated to generate approximately 1 trip every 4 minutes during hours of peak activity. Nassau County traffic signals typically complete between 40 and 60 cycles per hour (cycle length 60 to 90 seconds). The nearest traffic signals are located at the intersection of Old Northern Boulevard at E. Broadway (to the east) and W. Shore Road/Main Street (to the west). The volume of traffic generated by the site at either traffic signal will be less than one vehicle every 3 cycles on average.

### **DEVELOPMENT INCENTIVE BONUSES**

The Village Comprehensive Plan, July 1996, discusses vacant properties along the east side of Hempstead Harbor Creek describing them as “ripe for development”. The properties what are now the Horizon at Roslyn (61 Bryant Avenue), Atria on Roslyn Harbor (100 Landing Road) and Roslyn Landing (1407 Old Northern Boulevard). These properties were formally industrial uses and are now residential.

A similar transition has recently occurred on the west side of Hempstead Harbor Creek. The former Lumber Yard located at 17 Lumber Road has been transformed into a residential property with retail stores on the ground floor. This project also included a promenade along the waterfront.

The applicant is seeking to convert the former Verizon Truck Depot into a residential development. As part of this project the applicant is reviewing potential improvements in order to receive development incentive bonuses, as outlined in the following sections of the Village Code:

#### **§ 470-20 – WD-O Waterfront Development Overlay District**

##### **C. – Development Incentive Bonuses**

(6) The Board of Trustees, following a public hearing, may provide incentive bonuses in accordance with the schedule below in exchange for the applicant providing one or more of the following facilities or amenities:

(a) Public pedestrian and/or vehicular access to the waterfront and to water-dependent uses.

- (d) Pedestrian linkages between contiguous uses or between the waterfront and downtown.
- (f) Road improvements, on-street parking, pathway pavers, street trees, sidewalk extensions in parking lanes to slow vehicular traffic, and other elements which make roads more pedestrian friendly.
- (j) Provision of road and/or traffic signalization and control improvements upon those public streets which may be impacted by the project or development.

**<sup>1</sup>CONCLUSIONS:**

The Village's Comprehensive Plan was prepared over 20 years ago. In 2016, the Village prepared a Village Parking and Traffic Study. These studies outline traffic issues along Old Northern Boulevard which have not yet been resolved.

Our analysis indicates that the site provides ample parking to accommodate the anticipated peak demand. The volume of traffic generated by the proposed development is not anticipated to impact the level of service of the surrounding roadway network.

Although not warranted by the trip generation of the subject site; NCDPW ROW Plans Concept A and B are provided for the Village's review and consideration. As stated, any improvements at the intersection of Old Northern Boulevard and Lumber Road will require the review and approval of the Nassau County Department of Public Works.

In our professional opinion, the granting of this application will not have an adverse impact on the surrounding roadway network. If you have any questions or require additional information please feel free to contact our office.

Sincerely,  
**MULRYAN ENGINEERING, P.C.**

*Sean P. Mulryan*

Sean P. Mulryan, P.E.  
President

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<sup>1</sup> It is a violation of New York State Education Law Section 7209.2 for any person, unless acting under the direction of a licensed professional engineer, to alter these documents in any way. If altered, the altering engineer shall affix to these documents his seal and the notation "altered by" followed by his signature and the date of such alteration, and a specific description of the alteration.

Accident Summary Sheet

Table No. 1

Location: Old Northern Blvd at Lumber Rd City: Village of Roslyn  
 Period Covered: 04/2015 - 3/2018 County: Nassau  
 Date: 07-2018

<p><b>Time of Day</b></p> <table border="1"> <thead> <tr> <th></th> <th>#</th> <th>%</th> </tr> </thead> <tbody> <tr> <td>0600-1000</td> <td>0</td> <td>0</td> </tr> <tr> <td>1000-1600</td> <td>4</td> <td>50</td> </tr> <tr> <td>1600-1900</td> <td>3</td> <td>38</td> </tr> <tr> <td>1900-2400</td> <td>1</td> <td>13</td> </tr> <tr> <td>2400-0600</td> <td>0</td> <td>0</td> </tr> <tr> <td>Unknown</td> <td>0</td> <td>0</td> </tr> <tr> <td><b>Total</b></td> <td><b>8</b></td> <td><b>100.00%</b></td> </tr> </tbody> </table>				#	%	0600-1000	0	0	1000-1600	4	50	1600-1900	3	38	1900-2400	1	13	2400-0600	0	0	Unknown	0	0	<b>Total</b>	<b>8</b>	<b>100.00%</b>	<p><b>Weather</b></p> <table border="1"> <thead> <tr> <th></th> <th>#</th> <th>%</th> </tr> </thead> <tbody> <tr> <td>Clear</td> <td>4</td> <td>50</td> </tr> <tr> <td>Cloudy</td> <td>4</td> <td>50</td> </tr> <tr> <td>Rain/Snow</td> <td>0</td> <td>0</td> </tr> <tr> <td>Sleet/Hall/Freezing Rain</td> <td>0</td> <td>0</td> </tr> <tr> <td>Fog/Smog/Smoke</td> <td>0</td> <td>0</td> </tr> <tr> <td>Other/Unknown</td> <td>0</td> <td>0</td> </tr> <tr> <td><b>Total</b></td> <td><b>8</b></td> <td><b>100.00%</b></td> </tr> </tbody> </table>				#	%	Clear	4	50	Cloudy	4	50	Rain/Snow	0	0	Sleet/Hall/Freezing Rain	0	0	Fog/Smog/Smoke	0	0	Other/Unknown	0	0	<b>Total</b>	<b>8</b>	<b>100.00%</b>																								
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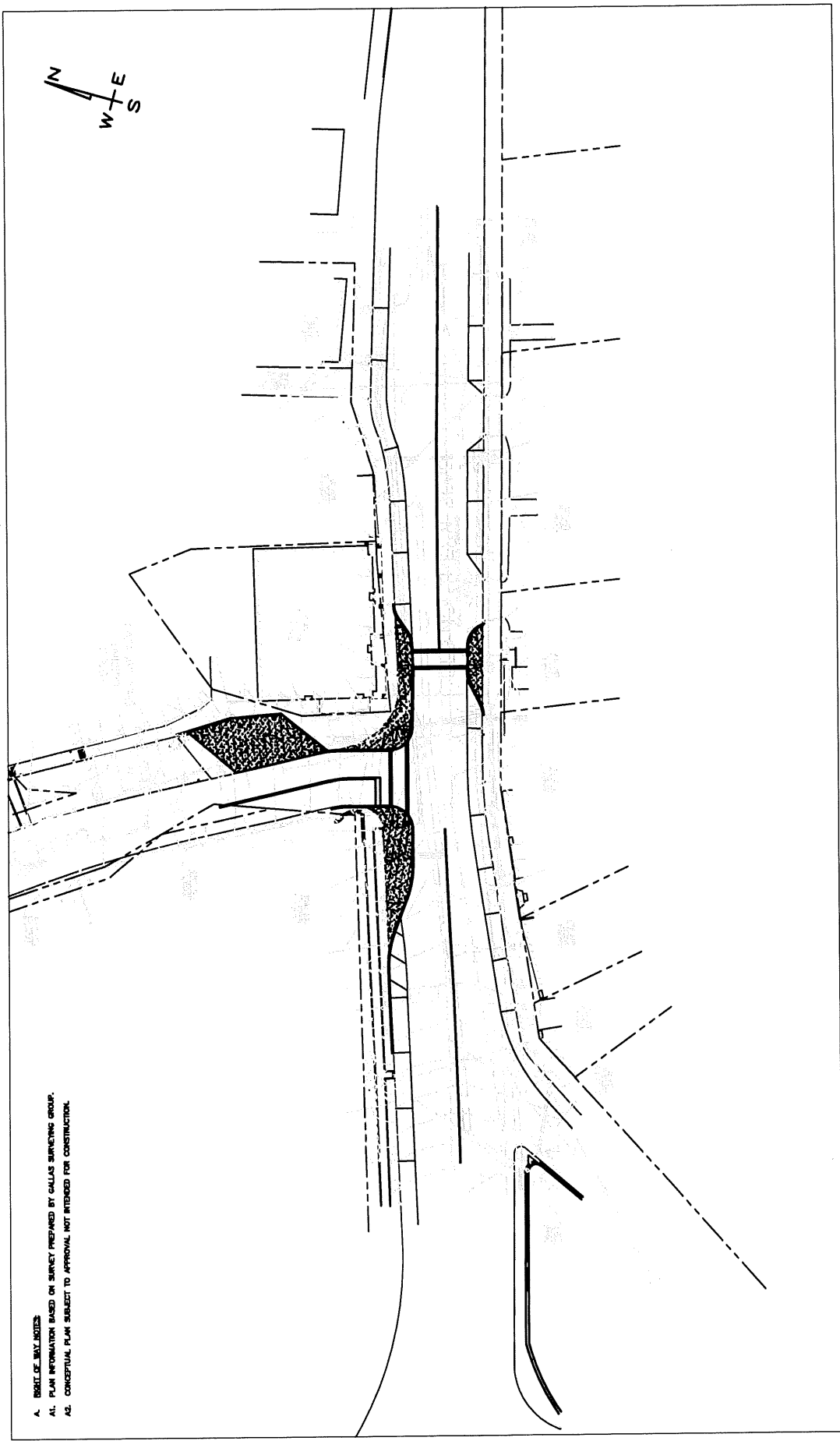
DETAILS OF ACCIDENT HISTORY FOR LOCATION

NO. OF MONTHS		DATE		TIME		# OF VEH		SEV		LC		RC		RSC		WEA		CONTRIB FACTORS		REF MKR		ACC TYPE		ROADWAY SURFACE CONDITION (RSC)		WEATHER (WEA)	
																								ROADWAY CHARACTER (RC)		ROADWAY CHARACTER (RC)	
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M18-019		OLD NORTHERN BOULEVARD		NASSAU COUNTY VILLAGE OF ROSLYN 07-2018																							
Begin Date: 04-2015 End Date: 03-2018		AT INTERSECTION WITH LUMBER ROAD		1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted		1. Straight & Level 2. Straight & Grade 3. Straight at Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve at Hillcrest		1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other		1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other																	
NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION														
1	36414449	10/7/2016	11:40	2	NR	1	1	1	1			LEFT TURN (AGAINST OTHER CAR)	VEHICLE 1 AND VEHICLE 2 WERE IN A COLLISION. BOTH VEHICLES REMOVED FROM SCENE BY OPERATORS.														
2	37160445	2/26/2018	16:01	2	PDO	1	1	1	2			RIGHT ANGLE	VEHICLES 1 AND 2 WERE IN COLLISION. BOTH VEHICLES REMOVED BY OPERATORS.														
3	36777817	6/23/2017	16:30	2	NR	1	1	1	1			RIGHT ANGLE	DRIVER VEHICLE 2 STATES WHILE TRAVELING STRAIGHT ON OLD NORTHERN BLVD SHE WAS IN A COLLISION WITH VEHICLE 1 WHO WAS ENTERING THE ROADWAY FROM THE PARKING LOT. BOTH VEHICLES REMOVED BY OPERATORS.														
4	35909596	10/5/2015	15:45	2	NR	1	2	1	1	09, YY		REAR END	VEH. 1 AND VEH. 2 WERE IN A COLLISION. BOTH VEHICLES WERE REMOVED FROM SCENE BY OPERATORS. OP. VEH. 1 STATES HE WAS BEHIND VEH. 2 WHEN VEH. 2 STOPPED ABRUPTLY IN THE ROADWAY AND HE COULD NOT STOP IN TIME AND VEH. 1 STRUCK VEH. 2 OP. VEH. 2 STATES HE WAS STOPPED IN TRAFFIC DUE TO A VEHICLE IN FRONT OF VEH. 2 ATTEMPTING TO MAKE A LEFT TURN WHEN VEH. 1 STRUCK VEH. 2														
5	36921407	10/6/2017	10:08	2	NR	1	1	1	2	08, YY		REAR END	VEHICLES 1 AND 2 WERE IN COLLISION. BOTH VEHICLES LEFT PARKED AT SCENE.														
6	36157572	4/2/2016	20:20	3	PDO	4	2	1	2	13, 19, YY		OTHER	MV #1 WAS IN A COLLISION MV#2. MV#2 WAS THEN IN A COLLISION WITH MV#3. DRIVER OF MV#1 STATED HE MADE THE TURN GOING TOO FAST AND COLLIDED WITH MV#2. DRIVER OF MV#1 IS AN EMPLOYEE OF PARKING SYSTEMS(A VALET SERVICE), 28 4TH STREET VALLEY STREAM NY 11581. AND WAS ATTEMPTING TO PARK THE VEHICLE.														
7	36628453	3/3/2017	17:33	2	PDO	1	1	1	2	04, 20, YY		OVERTAKING	VEHICLE 1 STRUCK VEHICLE 2. BOTH VEHICLES REMOVED BY OPERATORS. ROSLYN VILLAGE NOTIFIED OF DAMAGE. DRIVER 1 THOUGHT THAT SHE WAS IN REVERSE. VEHICLE WAS IN DRIVE AND STRUCK VEHICLE 2. JUMPED THE CURB. STRUCK LIGHT POLE. CROSSED OVER A BUST STREET AND JUMPED ANOTHER CURB. DRIVER REVIEW IS STRONGLY RECOMMENDED.														


Table No. 2


DETAILS OF ACCIDENT HISTORY FOR LOCATION


NO. OF MONTHS		LIGHT CONDITIONS (LC)		ROADWAY CHARACTER (RC)		ROADWAY SURFACE CONDITION (RSC)		WEATHER (WEA)					
NO	CASE	DATE	TIME	# OF VEH	SEV	LC	RC	RSC	WEA	CONTRIB FACTORS	REF MKR	ACC TYPE	DESCRIPTION
M18-019		OLD NORTHERN BOULEVARD		AT INTERSECTION WITH LUMBER ROAD		NASSAU COUNTY VILLAGE OF ROSLYN 07-2018		1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other		1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other			
Begin Date: 04-2015 End Date: 03-2018		1. Daylight 2. Dawn 3. Dusk 4. Dark Road Lighted 5. Dark Road Unlighted		1. Straight & Level 2. Straight & Grade 3. Straight at Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve at Hillcrest		1. Straight & Level 2. Straight & Grade 3. Straight at Hillcrest 4. Curve & Level 5. Curve & Grade 6. Curve at Hillcrest		1. Dry 2. Wet 3. Muddy 4. Snow/Ice 5. Slush 10. Other		1. Clear 2. Cloudy 3. Rain 4. Snow 5. Sleet/Hail/Freezing Rain 6. Fog/Smog/Smoke 10. Other			
8	36259438	6/17/2016	14:00	2	PDO	1	1	1	1			RIGHT ANGLE	VEHICLES 1 AND 2 WERE IN COLLISION. BOTH VEHICLES REMOVED BY OPERATORS. DRIVER 1 WAS NOT AT SCENE BUT DID LEAVE ALL REQUIRED INFO.





A. RIGHT OF WAY BOUNDARIES  
 A1. PLAN INFORMATION BASED ON SURVEY PREPARED BY GALLAS SURVEYING GROUP.  
 A2. CONCEPTUAL PLAN SUBJECT TO APPROVAL NOT INTENDED FOR CONSTRUCTION.











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 1000 BROADWAY, SUITE 200 • NEW YORK, NY 10001  
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**SUBJECT TO APPROVAL NOT FOR CONSTRUCTION**

PROJECT No. M18-010  
 DATE: 10-23-2018  
 SHEET No. M18P0101

NO.	REVISION	DATE
1	MINOR REVISIONS	11-05-18

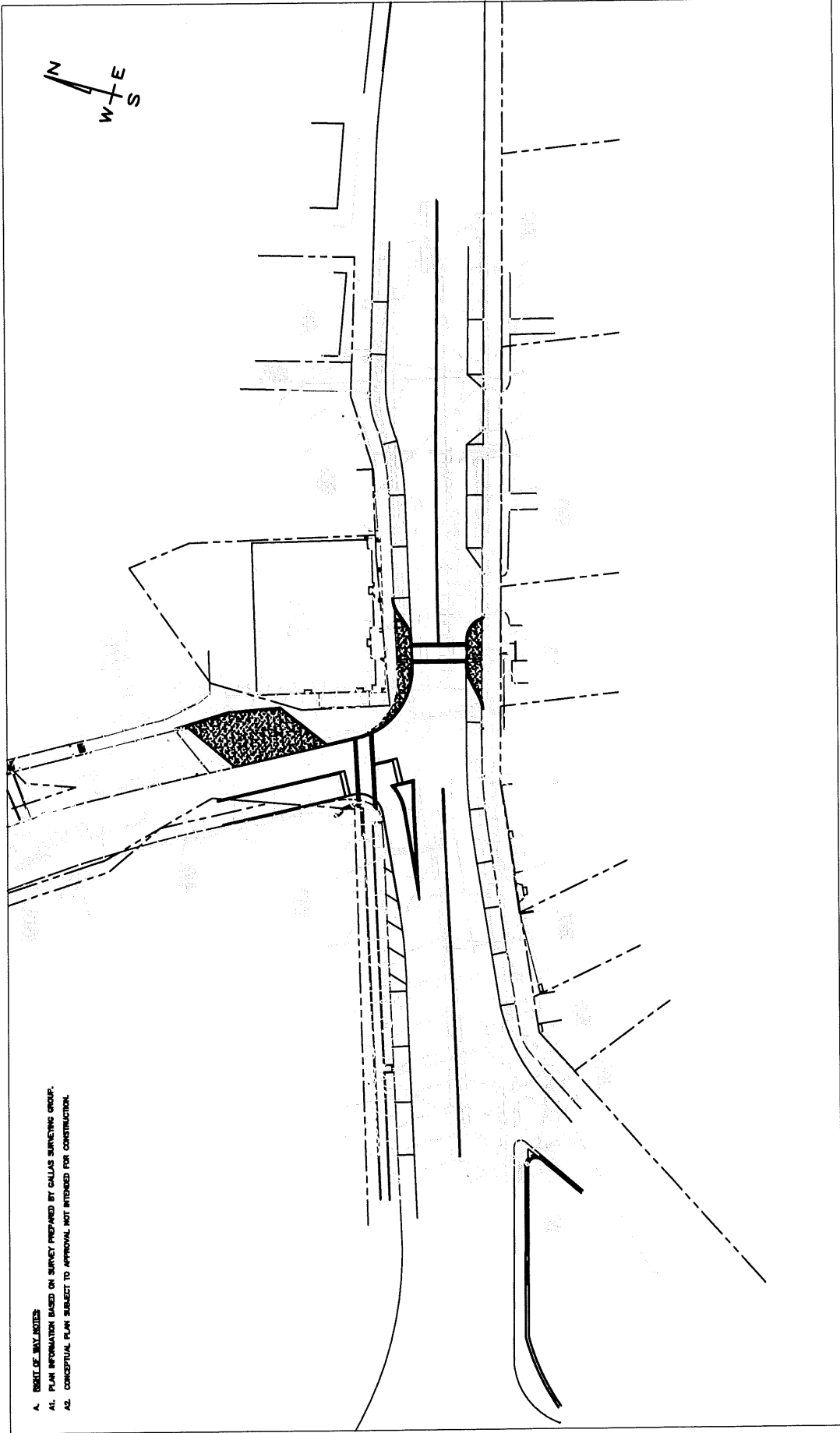
**NCDFW ROW PLANS CONCEPT A**  
 EXISTING ROAD AT OLD FURNACE BOULEVARD  
 TOWN OF WEST HAVEN, CONNECTICUT, 2018

It is a violation of New York State Education Law Section 2209.2 for professional engineers or land surveyors, to alter these plans in any way. If altered, the altering engineer or land surveyor shall affix to these plans a separate sheet containing the name of the engineer or land surveyor, the date of the alteration, and the date of such alteration, and a specific description of the alteration.




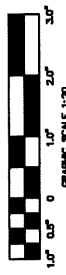
GRAPHIC SCALE 1:20






- A. SHEET OF ONLY NOTES  
 A1. PLAN INFORMATION BASED ON SURVEY PREPARED BY GALLAS SURVEYING GROUP.  
 A2. CONCEPTUAL PLAN SUBJECT TO APPROVAL NOT INTENDED FOR CONSTRUCTION.






1.0' 0.5' 0 1.0' 2.0' 3.0'

GRAPHIC SCALE 1:30



**NOEPT ROW PLANS  
 CONCEPT B**  
 LORNER ROAD AT OLD FRENCHS BOULEVARD  
 TOWN OF LORNER  
 HAMILTON COUNTY, NEW YORK

**SUBJECT TO  
 APPROVAL  
 NOT FOR  
 CONSTRUCTION**



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PROJECT No. ME-010  
 DATE 10-23-2018  
 SHEET No. MCP-PLANS

DATE	REVISION
11-05-18	1 MINOR REVISIONS

If in violation of New York State Education Law Section 2204.2, for a professional engineer or land surveyor, to alter these plans in any way, by altering the drawing, erasing or hand-drawn data, or by any other means, without the written consent of the client, is a violation of the law. The professional engineer or land surveyor shall sign and seal the drawing and the date of such alteration, and a specific description of the alteration.

Hamlet: Village of Roslyn  
 Project No. M18-019

**Trip Generation Calculations**

**Proposed Development**

Land Use Code: 221  
 Land Use Description: Mid-Rise Apartments  
 Independent Variable: Number of Units  
 Variable: 33  
 Source: Institute of Transportation Engineers, Trip Generation, 10th Edition 2017

	Directional Distribution	Rate	Standard Deviation	Adjustment Factor	Driveway Volume
7-9 AM Peak Hour Enter	26%	0.09	0.00	1.00	3
7-9 AM Peak Hour Exit	<u>74%</u>	<u>0.27</u>	0.00	1.00	<u>9</u>
7-9 AM Peak Hour Total	100%	0.36	0.19	1.00	12
AM Peak Hour Enter	27%	0.09	0.00	1.00	3
AM Peak Hour Exit	<u>73%</u>	<u>0.23</u>	0.00	1.00	<u>8</u>
AM Peak Hour Total	100%	0.32	0.17	1.00	11
PM Peak Hour Enter	60%	0.25	0.00	1.00	8
PM Peak Hour Exit	<u>40%</u>	<u>0.16</u>	0.00	1.00	<u>5</u>
PM Peak Hour Total	100%	0.41	0.22	1.00	14
4-6 PM Peak Hour Enter	61%	0.27	0.00	1.00	9
4-6 PM Peak Hour Exit	<u>39%</u>	<u>0.17</u>	0.00	1.00	<u>6</u>
4-6 PM Peak Hour Total	100%	0.44	0.19	1.00	15
Saturday Peak Hour Enter	49%	0.22	0.00	1.00	7
Saturday Peak Hour Exit	<u>51%</u>	<u>0.22</u>	0.00	1.00	<u>7</u>
Saturday Peak Hour Total	100%	0.44	0.08	1.00	15



Hamlet:		Turning Movement Counts															Vehicle Total		
Project No.		Saturday, June 30, 2018																	
Lumber Road at		Southbound				Westbound				Northbound				Eastbound			Vehicle Total		
Old Northern Boulevard		U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	U-Turn	Right	Through		Left	
Sat Turning Movement Counts	12:00 PM	0	13	0	4	0	3	54	0	0	0	0	0	0	0	115	12	201	
	12:15 PM	0	15	0	6	0	4	65	0	0	0	0	0	0	0	126	12	228	
	12:30 PM	0	17	0	7	0	6	68	0	0	0	0	0	0	0	134	14	246	
	12:45 PM	0	11	0	6	0	5	64	0	0	0	0	0	0	0	141	7	234	
	1:00 PM	0	10	0	4	0	5	50	0	0	0	0	0	0	0	121	10	200	
	1:15 PM	0	16	0	4	0	6	59	0	0	0	0	0	0	0	125	15	225	
	1:30 PM	0	14	0	9	0	5	65	0	0	0	0	0	0	0	104	10	207	
	1:45 PM	0	13	0	7	0	3	63	0	0	0	0	0	0	0	86	12	184	
	2:00 PM	0	14	0	3	0	4	72	0	0	0	0	0	0	0	116	13	222	
	2:15 PM	0	15	0	7	0	1	66	0	0	0	0	0	0	0	116	12	217	
	2:30 PM	0	12	0	5	0	5	61	0	0	0	0	0	0	0	95	9	187	
	2:45 PM	0	7	0	5	0	6	57	0	0	0	0	0	0	0	107	16	198	
	12:00 PM to 12:15 PM	0	56	0	23	0	18	251	0	0	0	0	0	0	0	0	516	45	909
	12:15 PM to 12:30 PM	0	53	0	23	0	20	247	0	0	0	0	0	0	0	0	522	43	908
	12:30 PM to 12:45 PM	0	54	0	21	0	22	241	0	0	0	0	0	0	0	0	521	46	905
12:45 PM to 1:00 PM	0	51	0	23	0	21	238	0	0	0	0	0	0	0	0	491	42	866	
1:00 PM to 1:15 PM	0	53	0	24	0	19	237	0	0	0	0	0	0	0	0	436	47	816	
1:15 PM to 1:30 PM	0	57	0	23	0	18	259	0	0	0	0	0	0	0	0	431	50	838	
1:30 PM to 1:45 PM	0	56	0	26	0	13	266	0	0	0	0	0	0	0	0	422	47	830	
1:45 PM to 2:00 PM	0	54	0	22	0	13	262	0	0	0	0	0	0	0	0	413	46	810	
2:00 PM to 2:15 PM	0	48	0	20	0	16	256	0	0	0	0	0	0	0	0	434	50	824	
Peak Hour	PHF	Start Time																	
Sat	0.924	12:00 PM	0	56	0	23	0	18	251	0	0	0	0	0	0	516	45	909	

Table No. 6

Mulryan Engineering, P.C.			Turning Movement Counts																	
Hamlet: Village of Roslyn			Wednesday, January 21, 2015								Saturday, January 31, 2015									
Project No. M15-002			Southbound				Westbound				Northbound				Eastbound				Vehicle Total	
Old Northern Boulevard at Lumber Road			U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	U-Turn	Right	Through	Left		
AM Turning Movement Counts	7:00 AM		0	4	0	2	0	6	55	0	0	0	0	0	0	0	59	13	139	
	7:15 AM		0	5	0	2	0	1	80	0	0	0	0	0	0	0	85	6	179	
	7:30 AM		0	5	0	2	0	2	103	0	0	0	0	0	0	0	100	10	222	
	7:45 AM		0	2	0	3	0	5	111	0	0	0	0	0	0	0	110	10	241	
	8:00 AM		0	4	0	2	0	2	101	0	0	0	0	0	0	0	101	15	225	
	8:15 AM		0	4	0	1	0	3	137	0	0	0	0	0	0	0	107	12	264	
	8:30 AM		0	9	0	3	0	4	129	0	0	0	0	0	0	0	110	9	264	
	8:45 AM		0	2	0	6	0	4	125	0	0	0	0	0	0	0	113	13	263	
	7:00 AM to 8:00 AM		0	16	0	9	0	14	349	0	0	0	0	0	0	0	354	39	781	
	7:15 AM to 8:15 AM		0	16	0	9	0	10	395	0	0	0	0	0	0	0	396	41	867	
7:30 AM to 8:30 AM		0	15	0	8	0	12	452	0	0	0	0	0	0	0	418	47	952		
7:45 AM to 8:45 AM		0	19	0	9	0	14	478	0	0	0	0	0	0	0	428	46	994		
8:00 AM to 9:00 AM		0	19	0	12	0	13	492	0	0	0	0	0	0	0	431	49	1016		
Midday Turning Movement Counts	12:00 PM		0	15	0	8	0	9	88	0	0	0	0	0	0	0	149	13	282	
	12:15 PM		0	8	0	5	0	4	77	0	0	0	0	0	0	0	115	15	224	
	12:30 PM		0	9	0	6	0	4	86	0	0	0	0	0	0	0	138	11	254	
	12:45 PM		0	17	0	8	0	10	106	0	0	0	0	0	0	0	152	14	307	
	1:00 PM		0	19	0	10	0	5	79	0	0	0	0	0	0	0	165	12	290	
	1:15 PM		0	14	0	7	0	8	75	0	0	0	0	0	0	0	120	8	232	
	1:30 PM		0	11	0	8	0	3	104	0	0	0	0	0	0	0	118	9	253	
	1:45 PM		0	14	0	3	0	8	108	0	0	0	0	0	0	0	139	12	284	
	12:00 PM to 1:00 PM		0	49	0	27	0	27	357	0	0	0	0	0	0	0	554	53	1067	
	12:15 PM to 1:15 PM		0	53	0	29	0	23	348	0	0	0	0	0	0	0	570	52	1075	
12:30 PM to 1:30 PM		0	59	0	31	0	27	346	0	0	0	0	0	0	0	575	45	1083		
12:45 PM to 1:45 PM		0	61	0	33	0	26	364	0	0	0	0	0	0	0	555	43	1082		
1:00 PM to 2:00 PM		0	58	0	28	0	24	366	0	0	0	0	0	0	0	542	41	1059		
PM Turning Movement Counts	4:00 PM		0	10	0	4	0	7	64	0	0	0	0	0	0	0	148	11	244	
	4:15 PM		0	4	0	9	0	7	69	0	0	0	0	0	0	0	142	19	250	
	4:30 PM		0	20	0	13	0	3	60	0	0	0	0	0	0	0	162	13	271	
	4:45 PM		0	10	0	3	0	3	63	0	0	0	0	0	0	0	166	11	256	
	5:00 PM		0	23	0	10	0	5	59	0	0	0	0	0	0	0	177	7	281	
	5:15 PM		0	11	0	11	0	3	59	0	0	0	0	0	0	0	142	10	236	
	5:30 PM		0	16	0	14	0	2	50	0	0	0	0	0	0	0	162	3	247	
	5:45 PM		0	10	0	7	0	5	67	0	0	0	0	0	0	0	135	9	233	
	4:00 PM to 5:00 PM		0	44	0	29	0	20	256	0	0	0	0	0	0	0	618	54	1021	
	4:15 PM to 5:15 PM		0	57	0	35	0	18	251	0	0	0	0	0	0	0	647	50	1058	
4:30 PM to 5:30 PM		0	64	0	37	0	14	241	0	0	0	0	0	0	0	647	41	1044		
4:45 PM to 5:45 PM		0	60	0	38	0	13	231	0	0	0	0	0	0	0	647	31	1020		
5:00 PM to 6:00 PM		0	60	0	42	0	15	235	0	0	0	0	0	0	0	616	29	997		
Saturday Turning Movement Counts	12:00 PM		0	12	0	7	0	4	73	0	0	0	0	0	0	0	119	12	227	
	12:15 PM		0	10	0	8	0	5	68	0	0	0	0	0	0	0	128	10	229	
	12:30 PM		0	12	0	4	0	4	80	0	0	0	0	0	0	0	112	6	218	
	12:45 PM		0	21	0	4	0	14	70	0	0	0	0	0	0	0	160	21	290	
	1:00 PM		0	16	0	8	0	5	67	0	0	0	0	0	0	0	135	18	249	
	1:15 PM		0	11	0	5	0	7	57	0	0	0	0	0	0	0	128	9	217	
	1:30 PM		0	13	0	6	0	5	81	0	0	0	0	0	0	0	138	9	252	
	1:45 PM		0	9	0	4	0	10	71	0	0	0	0	0	0	0	112	18	224	
	12:00 PM to 1:00 PM		0	55	0	23	0	27	291	0	0	0	0	0	0	0	519	49	964	
	12:15 PM to 1:15 PM		0	59	0	24	0	28	285	0	0	0	0	0	0	0	535	55	986	
12:30 PM to 1:30 PM		0	60	0	21	0	30	274	0	0	0	0	0	0	0	535	54	974		
12:45 PM to 1:45 PM		0	61	0	23	0	31	275	0	0	0	0	0	0	0	561	57	1008		
1:00 PM to 2:00 PM		0	49	0	23	0	27	276	0	0	0	0	0	0	0	513	54	942		
Peak Hour	PHF	Start Time																		
	AM	0.962	8:00 AM	0	19	0	12	0	13	492	0	0	0	0	0	0	0	431	49	1016
	Midday	0.882	12:30 PM	0	59	0	31	0	27	346	0	0	0	0	0	0	0	575	45	1083
	PM	0.941	4:15 PM	0	57	0	35	0	18	251	0	0	0	0	0	0	0	647	50	1058
	Saturday	0.869	12:45 PM	0	61	0	23	0	31	275	0	0	0	0	0	0	0	561	57	1008

**Mulryan Engineering, P.C.** **Table No. 7**

Hamlet: Village of Roslyn			Turning Movement Counts																
Project No. M18-019			Wednesday, July 24, 2013								Saturday, July 20, 2013								
Lumber Road and Old Northern Boulevard			Southbound				Westbound				Northbound				Eastbound				Vehicle Total
			U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	
<b>AM Turning Movement Counts</b>	7:00 AM		0	4	0	0	0	4	48	0	0	0	0	0	0	0	66	6	128
	7:15 AM		0	3	0	1	0	4	75	0	0	0	0	0	0	0	81	8	172
	7:30 AM		0	5	0	1	0	2	107	0	0	0	0	0	0	0	101	14	230
	7:45 AM		0	6	0	3	0	6	126	0	0	0	0	0	0	0	111	23	275
	8:00 AM		0	9	0	4	0	3	94	0	0	0	0	0	0	0	100	14	224
	8:15 AM		0	15	0	4	0	10	120	0	0	0	0	0	0	0	115	26	290
	8:30 AM		0	13	0	3	0	4	109	0	0	0	0	0	0	0	111	11	251
	8:45 AM		0	8	0	10	0	8	97	0	0	0	0	0	0	0	134	20	277
	7:00 AM	to	8:00 AM	0	18	0	5	0	16	356	0	0	0	0	0	0	359	51	805
	7:15 AM	to	8:15 AM	0	23	0	9	0	15	402	0	0	0	0	0	0	393	59	901
7:30 AM	to	8:30 AM	0	35	0	12	0	21	447	0	0	0	0	0	0	427	77	1019	
7:45 AM	to	8:45 AM	0	43	0	14	0	23	449	0	0	0	0	0	0	437	74	1040	
8:00 AM	to	9:00 AM	0	45	0	21	0	25	420	0	0	0	0	0	0	460	71	1042	
<b>Midday Turning Movement Counts</b>	12:00 PM		0	15	0	7	0	10	92	0	0	0	0	0	0	168	20	312	
	12:15 PM		0	11	0	10	0	11	98	0	0	0	0	0	0	150	21	301	
	12:30 PM		0	37	0	10	0	8	80	0	0	0	0	0	0	169	26	330	
	12:45 PM		0	12	0	13	0	15	89	0	0	0	0	0	0	172	12	313	
	1:00 PM		0	22	0	9	0	11	90	0	0	0	0	0	0	187	12	331	
	1:15 PM		0	20	0	8	0	5	109	0	0	0	0	0	0	150	16	308	
	1:30 PM		0	11	0	4	0	13	104	0	0	0	0	0	0	152	23	307	
	1:45 PM		0	20	0	9	0	5	110	0	0	0	0	0	0	149	16	309	
	12:00 PM	to	1:00 PM	0	75	0	40	0	44	359	0	0	0	0	0	659	79	1256	
	12:15 PM	to	1:15 PM	0	82	0	42	0	45	357	0	0	0	0	0	678	71	1275	
12:30 PM	to	1:30 PM	0	91	0	40	0	39	368	0	0	0	0	0	678	66	1282		
12:45 PM	to	1:45 PM	0	65	0	34	0	44	392	0	0	0	0	0	661	63	1259		
1:00 PM	to	2:00 PM	0	73	0	30	0	34	413	0	0	0	0	0	638	67	1255		
<b>PM Turning Movement Counts</b>	4:00 PM		0	15	0	5	0	7	98	0	0	0	0	0	155	9	289		
	4:15 PM		0	10	0	4	0	7	84	0	0	0	0	0	158	16	279		
	4:30 PM		0	11	0	6	0	1	84	0	0	0	0	0	165	8	275		
	4:45 PM		0	5	0	0	0	3	53	0	0	0	0	0	105	6	172		
	5:00 PM		0	16	0	10	0	6	82	0	0	0	0	0	181	12	307		
	5:15 PM		0	8	0	4	0	3	65	0	0	0	0	0	112	10	202		
	5:30 PM		0	11	0	3	0	5	74	0	0	0	0	0	159	8	260		
	5:45 PM		0	15	0	4	0	5	71	0	0	0	0	0	152	13	260		
	4:00 PM	to	5:00 PM	0	41	0	15	0	18	319	0	0	0	0	0	583	39	1015	
	4:15 PM	to	5:15 PM	0	42	0	20	0	17	303	0	0	0	0	0	609	42	1033	
4:30 PM	to	5:30 PM	0	40	0	20	0	13	284	0	0	0	0	0	563	36	956		
4:45 PM	to	5:45 PM	0	40	0	17	0	17	274	0	0	0	0	0	557	36	941		
5:00 PM	to	6:00 PM	0	50	0	21	0	19	292	0	0	0	0	0	604	43	1029		
<b>Saturday Turning Movement Counts</b>	12:00 PM		0	18	0	9	0	7	68	0	0	1	0	0	2	132	4	241	
	12:15 PM		0	16	0	7	0	5	62	0	0	0	0	0	1	141	16	248	
	12:30 PM		0	14	0	6	0	5	84	0	0	0	0	0	113	10	232		
	12:45 PM		0	7	0	3	0	5	55	0	0	0	0	0	128	10	208		
	1:00 PM		0	9	0	6	0	1	67	0	0	0	0	0	131	7	221		
	1:15 PM		0	5	0	4	0	1	62	0	0	0	0	1	124	9	206		
	1:30 PM		0	13	0	7	0	6	67	0	0	0	0	0	147	11	251		
	1:45 PM		0	12	0	4	0	5	60	0	0	0	0	1	102	15	199		
	12:00 PM	to	1:00 PM	0	55	0	25	0	22	269	0	0	1	0	0	3	514	40	929
	12:15 PM	to	1:15 PM	0	46	0	22	0	16	268	0	0	0	0	1	513	43	909	
12:30 PM	to	1:30 PM	0	35	0	19	0	12	268	0	0	0	0	1	496	36	867		
12:45 PM	to	1:45 PM	0	34	0	20	0	13	251	0	0	0	0	1	530	37	886		
1:00 PM	to	2:00 PM	0	39	0	21	0	13	256	0	0	0	0	2	504	42	877		
<b>Peak Hour</b>	<b>PHF</b>	<b>Start Time</b>																	
<b>AM</b>	0.898	8:00 AM	0	45	0	21	0	25	420	0	0	0	0	0	0	460	71	1042	
<b>Midday</b>	0.968	12:30 PM	0	91	0	40	0	39	368	0	0	0	0	0	0	678	66	1282	
<b>PM</b>	0.841	4:15 PM	0	42	0	20	0	17	303	0	0	0	0	0	0	609	42	1033	
<b>Saturday</b>	0.936	12:00 PM	0	55	0	25	0	22	269	0	0	1	0	0	3	514	40	929	



**Mulryan Engineering, P.C.** **Table No. 9**

Hamlet: Village of Roslyn			Turning Movement Counts																
Project No. M18-019			Saturday, June 30, 2018																
Mill Creek South at Old Northern Boulevard			Southbound				Westbound				Northbound				Eastbound				Vehicle Total
			U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	
Sat Turning Movement Counts	12:00 PM		0	5	0	5	0	1	54	0	0	0	0	0	0	0	115	2	182
	12:15 PM		0	1	0	2	0	4	70	0	0	0	0	0	0	0	135	1	213
	12:30 PM		0	1	0	2	0	0	72	0	0	0	0	0	0	0	137	1	213
	12:45 PM		0	2	0	3	0	3	58	0	0	0	0	0	0	0	144	1	211
	1:00 PM		0	0	0	2	0	0	54	0	0	0	0	0	0	0	119	1	176
	1:15 PM		0	4	0	1	0	0	59	0	0	0	0	0	0	0	119	4	187
	1:30 PM		0	1	0	2	0	1	63	0	0	0	0	0	0	0	104	2	173
	1:45 PM		0	1	0	1	0	2	65	0	0	0	0	0	0	0	85	0	154
	2:00 PM		0	5	0	2	0	0	70	0	0	0	0	0	0	0	118	1	196
	2:15 PM		0	1	0	0	0	1	66	0	0	0	0	0	0	0	121	1	190
	2:30 PM		0	3	0	1	0	2	60	0	0	0	0	0	0	0	99	3	168
	2:45 PM		0	1	0	1	0	1	61	0	0	0	0	0	0	0	99	0	163
	12:00 PM to 1:00 PM		0	9	0	12	0	8	254	0	0	0	0	0	0	0	531	5	819
	12:15 PM to 1:15 PM		0	4	0	9	0	7	254	0	0	0	0	0	0	0	535	4	813
	12:30 PM to 1:30 PM		0	7	0	8	0	3	243	0	0	0	0	0	0	0	519	7	787
12:45 PM to 1:45 PM		0	7	0	8	0	4	234	0	0	0	0	0	0	0	486	8	747	
1:00 PM to 2:00 PM		0	6	0	6	0	3	241	0	0	0	0	0	0	0	427	7	690	
1:15 PM to 2:15 PM		0	11	0	6	0	3	257	0	0	0	0	0	0	0	426	7	710	
1:30 PM to 2:30 PM		0	8	0	5	0	4	264	0	0	0	0	0	0	0	428	4	713	
1:45 PM to 2:45 PM		0	10	0	4	0	5	261	0	0	0	0	0	0	0	423	5	708	
2:00 PM to 3:00 PM		0	10	0	4	0	4	257	0	0	0	0	0	0	0	437	5	717	
<b>Peak Hour</b>	<b>PHF</b>	<b>Start Time</b>																	
Sat	0.961	12:00 PM	0	9	0	12	0	8	254	0	0	0	0	0	0	531	5	819	



**Mulryan Engineering, P.C.** **Table No. 10**

Hamlet: Village of Roslyn			Turning Movement Counts																
Project No: M18-019			Thursday, June 28, 2018																
ROW entrance under Viaduct at East Shore Road			Southbound				Westbound				Northbound				Eastbound				Vehicle Total
			U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	
AM Turning Movement Counts	7:00 AM		0	0	83	0	0	0	0	0	2	191	0	0	0	0	0	276	
	7:15 AM		0	0	120	0	0	0	0	0	0	277	0	0	0	0	0	397	
	7:30 AM		0	0	133	0	0	1	0	4	0	324	0	0	0	0	0	462	
	7:45 AM		0	0	127	0	0	0	0	2	0	392	0	0	0	0	0	521	
	8:00 AM		0	1	157	0	0	0	0	0	0	409	0	0	2	0	0	569	
	8:15 AM		0	0	162	0	0	0	0	1	0	424	0	0	0	0	0	589	
	8:30 AM		0	0	186	0	0	0	0	0	2	461	0	0	0	0	0	649	
	8:45 AM		0	0	191	0	0	0	0	0	2	554	0	0	0	0	0	747	
	7:00 AM to 8:00 AM		0	0	463	0	0	1	0	6	0	2	1184	0	0	0	0	0	1656
	7:15 AM to 8:15 AM		0	1	537	0	0	1	0	6	0	0	1402	0	0	2	0	0	1949
7:30 AM to 8:30 AM		0	1	579	0	0	1	0	7	0	2	1549	0	0	2	0	0	2141	
7:45 AM to 8:45 AM		0	1	632	0	0	0	0	3	0	4	1686	0	0	2	0	0	2328	
8:00 AM to 9:00 AM		0	1	696	0	0	0	0	1	0	6	1848	0	0	2	0	0	2554	
Midday Turning Movement Counts	12:00 PM		0	0	314	0	0	0	0	1	0	181	0	0	0	0	0	496	
	12:15 PM		0	0	225	0	0	0	0	0	1	190	0	0	0	0	0	416	
	12:30 PM		0	0	262	0	0	0	0	0	2	191	0	0	0	0	0	455	
	12:45 PM		0	0	209	0	0	0	0	3	0	241	1	0	0	0	0	456	
	1:00 PM		0	0	217	0	0	1	0	1	0	230	0	0	0	0	0	449	
	1:15 PM		0	0	209	0	0	0	0	0	0	219	0	0	0	0	0	428	
	1:30 PM		0	0	184	0	0	0	0	0	0	181	0	0	0	0	0	365	
	1:45 PM		0	0	191	0	0	0	0	2	0	0	212	0	0	0	0	405	
	12:00 PM to 1:00 PM		0	0	1010	0	0	0	0	7	0	5	803	1	0	0	0	0	1826
	12:15 PM to 1:15 PM		0	0	913	0	0	1	0	4	0	5	852	1	0	0	0	0	1776
12:30 PM to 1:30 PM		0	0	897	0	0	1	0	4	0	4	881	1	0	0	0	0	1788	
12:45 PM to 1:45 PM		0	0	819	0	0	1	0	4	0	2	871	1	0	0	0	0	1698	
1:00 PM to 2:00 PM		0	0	801	0	0	1	0	3	0	0	842	0	0	0	0	0	1647	
PM Turning Movement Counts	3:00 PM		0	0	274	0	0	0	0	1	0	0	160	0	0	1	0	0	436
	3:15 PM		0	0	218	0	0	0	0	0	1	166	0	0	0	0	0	385	
	3:30 PM		0	0	317	0	0	1	0	11	0	0	145	0	0	0	0	474	
	3:45 PM		0	0	254	0	0	0	0	1	0	0	174	0	0	0	0	429	
	4:00 PM		0	0	359	0	0	0	0	0	0	0	171	0	0	0	0	530	
	4:15 PM		0	0	298	0	0	0	0	0	0	0	193	0	0	0	0	491	
	4:30 PM		0	0	385	0	0	0	0	0	0	0	164	1	0	0	0	550	
	4:45 PM		0	0	369	0	0	0	0	0	0	0	152	0	0	0	0	521	
	5:00 PM		0	0	586	0	0	0	0	0	0	0	167	0	0	0	0	753	
	5:15 PM		0	0	379	0	0	0	0	0	0	0	177	0	0	0	0	556	
	5:30 PM		0	0	388	0	0	0	0	0	0	0	164	1	0	0	0	553	
	5:45 PM		0	0	324	0	0	0	0	0	0	0	167	0	0	0	0	491	
	6:00 PM		0	0	494	0	0	0	0	0	0	0	178	0	0	0	0	672	
	6:15 PM		0	0	289	0	0	0	0	0	0	0	141	0	0	0	0	430	
	6:30 PM		0	0	200	0	0	0	0	0	0	0	146	0	0	0	0	346	
	6:45 PM		0	0	210	0	0	0	0	0	0	0	151	0	0	0	0	361	
	7:00 PM		0	0	199	0	0	0	0	0	0	0	126	0	0	0	0	325	
	7:15 PM		0	0	154	0	0	0	0	0	0	0	108	0	0	0	0	262	
	7:30 PM		0	0	135	0	0	0	0	0	0	0	89	0	0	1	0	225	
	7:45 PM		0	0	124	0	0	0	0	0	0	0	107	0	0	0	0	231	
3:00 PM to 4:00 PM		0	0	1063	0	0	1	0	13	0	1	645	0	0	1	0	0	1724	
3:15 PM to 4:15 PM		0	0	1148	0	0	1	0	12	0	1	656	0	0	0	0	0	1818	
3:30 PM to 4:30 PM		0	0	1228	0	0	1	0	12	0	0	683	0	0	0	0	0	1924	
3:45 PM to 4:45 PM		0	0	1296	0	0	0	0	1	0	0	702	1	0	0	0	0	2080	
4:00 PM to 5:00 PM		0	0	1411	0	0	0	0	0	0	0	680	1	0	0	0	0	2092	
4:15 PM to 5:15 PM		0	0	1638	0	0	0	0	0	0	0	676	1	0	0	0	0	2315	
4:30 PM to 5:30 PM		0	0	1719	0	0	0	0	0	0	0	660	1	0	0	0	0	2380	
4:45 PM to 5:45 PM		0	0	1722	0	0	0	0	0	0	0	660	1	0	0	0	0	2383	
5:00 PM to 6:00 PM		0	0	1677	0	0	0	0	0	0	0	675	1	0	0	0	0	2353	
5:15 PM to 6:15 PM		0	0	1585	0	0	0	0	0	0	0	686	1	0	0	0	0	2272	
5:30 PM to 6:30 PM		0	0	1495	0	0	0	0	0	0	0	650	1	0	0	0	0	2146	
5:45 PM to 6:45 PM		0	0	1307	0	0	0	0	0	0	0	632	0	0	0	0	0	1939	
6:00 PM to 7:00 PM		0	0	1193	0	0	0	0	0	0	0	616	0	0	0	0	0	1809	
6:15 PM to 7:15 PM		0	0	898	0	0	0	0	0	0	0	564	0	0	0	0	0	1462	
6:30 PM to 7:30 PM		0	0	763	0	0	0	0	0	0	0	531	0	0	0	0	0	1294	
6:45 PM to 7:45 PM		0	0	698	0	0	0	0	0	0	0	474	0	0	1	0	0	1173	
7:00 PM to 8:00 PM		0	0	612	0	0	0	0	0	0	0	430	0	0	1	0	0	1043	
Peak Hour	PHF	Start Time																	
AM	0.855	8:00 AM	0	1	696	0	0	0	0	1	0	6	1848	0	0	2	0	0	2554
Midday	0.919	12:00 PM	0	0	1010	0	0	0	0	7	0	5	803	1	0	0	0	0	1826
PM	0.791	4:45 PM	0	0	1722	0	0	0	0	0	0	0	660	1	0	0	0	0	2383

Table No. 11

Mulryan Engineering, P.C.			Turning Movement Counts														Vehicle Total		
Hamlet: Village of Roslyn Project No. M18-019			Saturday, June 30, 2018																
Mill Creek South at Old Northern Boulevard			Southbound				Westbound				Northbound				Eastbound				
			U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	
Sat Turning	12:00 PM		0	0	177	0	0	0	0	0	0	0	142	0	0	0	0	0	319
Movement Counts	12:15 PM		0	0	153	0	0	0	0	0	0	0	133	0	0	0	0	0	286
	12:30 PM		0	0	134	0	0	0	1	0	0	0	133	0	0	0	0	0	268
	12:45 PM		0	0	160	0	0	0	0	0	0	0	98	1	0	0	0	0	259
	1:00 PM		0	0	125	0	0	0	0	1	0	0	122	0	0	0	0	0	248
	1:15 PM		0	0	159	0	0	0	0	0	0	0	126	0	0	0	0	0	285
	1:30 PM		0	0	154	0	0	0	0	0	0	0	124	0	0	0	0	0	278
	1:45 PM		0	0	167	0	0	0	0	0	0	0	118	1	0	0	0	0	286
	2:00 PM		0	0	155	0	0	0	0	0	0	0	157	0	0	0	0	0	312
	2:15 PM		0	0	145	0	0	0	2	0	0	0	130	0	0	0	0	1	278
	2:30 PM		0	0	130	0	0	0	0	0	0	0	114	0	0	0	0	0	244
2:45 PM		0	1	146	0	0	0	0	0	0	0	103	0	0	0	0	0	250	
12:00 PM	to 1:00 PM		0	0	624	0	0	0	1	0	0	506	1	0	0	0	0	0	1132
12:15 PM	to 1:15 PM		0	0	572	0	0	0	2	0	0	486	1	0	0	0	0	0	1061
12:30 PM	to 1:30 PM		0	0	578	0	0	0	2	0	0	479	1	0	0	0	0	0	1060
12:45 PM	to 1:45 PM		0	0	598	0	0	0	1	0	0	470	1	0	0	0	0	0	1070
1:00 PM	to 2:00 PM		0	0	605	0	0	0	1	0	0	490	1	0	0	0	0	0	1097
1:15 PM	to 2:15 PM		0	0	635	0	0	0	0	0	0	525	1	0	0	0	0	0	1161
1:30 PM	to 2:30 PM		0	0	621	0	0	0	2	0	0	529	1	0	0	0	0	1	1154
1:45 PM	to 2:45 PM		0	0	597	0	0	0	2	0	0	519	1	0	0	0	0	1	1120
2:00 PM	to 3:00 PM		0	1	576	0	0	0	2	0	0	504	0	0	0	0	0	1	1084
Peak Hour	PHF	Start Time																	
Sat	0.930	1:15 PM	0	0	635	0	0	0	0	0	0	525	1	0	0	0	0	0	1161

Hamlet: Village of Roslyn  
 Project No. M18-019

**Trip Generation Calculations**

**Proposed Development**

Land Use Description: Roslyn Landing Phase I  
 Independent Variable: Number of Units  
 Variable: 28  
 Source: \* Turing Movement Counts

	Directional Distribution	Rate	Standard Deviation	Adjustment Factor	Driveway Volume
7-9 AM Peak Hour Enter	69%	0.32	0.00	1.00	9
7-9 AM Peak Hour Exit	<u>31%</u>	<u>0.14</u>	0.00	1.00	<u>4</u>
7-9 AM Peak Hour Total	100%	0.46	0.00	1.00	13
12-2 PM Peak Hour Enter	38%	0.21	0.00	1.00	6
12-2 PM Peak Hour Exit	<u>63%</u>	<u>0.36</u>	0.00	1.00	<u>10</u>
12-2 PM Peak Hour Total	100%	0.57	0.00	1.00	16
3-8 PM Peak Hour Enter	29%	0.07	0.00	1.00	2
3-8 PM Peak Hour Exit	<u>71%</u>	<u>0.18</u>	0.00	1.00	<u>5</u>
3-8 PM Peak Hour Total	100%	0.25	0.00	1.00	7
Saturday Peak Hour Enter	22%	0.07	0.00	1.00	2
Saturday Peak Hour Exit	<u>78%</u>	<u>0.25</u>	0.00	1.00	<u>7</u>
Saturday Peak Hour Total	100%	0.32	0.00	1.00	9

\* Turning movements were collected at the intersection of Old Northern Boulevard and Mill Creek South. This intersection also provides access to the The Junior League of Long Island Thrift Shop located at 1395 Old Northern Boulevard. The turning movement counts also include vehicles that enter the roadway and make u-turns. The trip generation numbers represented vehicles entering and exiting the residential development during the peak hour of the intersection.

**Estimated Trip Generation of Phase II (50 units)**

7-9 AM Peak Hour Enter	69%	0.32	0.00	1.00	16
7-9 AM Peak Hour Exit	<u>31%</u>	<u>0.14</u>	0.00	1.00	<u>7</u>
7-9 AM Peak Hour Total	100%	0.46	0.00	1.00	23
12-2 PM Peak Hour Enter	38%	0.21	0.00	1.00	11
12-2 PM Peak Hour Exit	<u>63%</u>	<u>0.36</u>	0.00	1.00	<u>18</u>
12-2 PM Peak Hour Total	100%	0.57	0.00	1.00	29
3-8 PM Peak Hour Enter	29%	0.07	0.00	1.00	4
3-8 PM Peak Hour Exit	<u>71%</u>	<u>0.18</u>	0.00	1.00	<u>9</u>
3-8 PM Peak Hour Total	100%	0.25	0.00	1.00	13
Saturday Peak Hour Enter	22%	0.07	0.00	1.00	4
Saturday Peak Hour Exit	<u>78%</u>	<u>0.25</u>	0.00	1.00	<u>13</u>
Saturday Peak Hour Total	100%	0.32	0.00	1.00	16

Hamlet: Village of Roslyn  
Project No. M18-019

	AM	MID	PM	Sat
Enter	1	1	1	1
Exit	1	1	1	1
Total	2	2	2	2

Lumber Road at Old Northern Boulevard		Southbound				Westbound				Northbound				Eastbound				Total
		U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	
Distribution	Entering Exiting	50%				50%								50%				100%
Site Generated Volume	AM	---	0.5	---	0.5	---	0.5	---	---	---	---	---	---	---	---	---	0.5	2
Other Planned Projects	MIDDAY	---	0.5	---	0.5	---	0.5	---	---	---	---	---	---	---	---	---	0.5	2
5 Studio Units	PM	---	0.5	---	0.5	---	0.5	---	---	---	---	---	---	---	---	---	0.5	2
	SAT	---	0.5	---	0.5	---	0.5	---	---	---	---	---	---	---	---	---	0.5	2

	AM	MID	PM	Sat
Enter	16	11	4	4
Exit	7	18	9	13
Total	23	29	13	17

Lumber Road at Old Northern Boulevard		Southbound				Westbound				Northbound				Eastbound				Total
		U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	
Distribution	Entering Exiting					50%								50%				50%
Site Generated Volume	AM	---	---	---	---	---	---	3.5	---	---	---	---	---	---	---	8.0	---	12
Other Planned Projects	MIDDAY	---	---	---	---	---	---	9.0	---	---	---	---	---	---	---	5.5	---	15
Roslyn Landing Phase II	PM	---	---	---	---	---	---	4.5	---	---	---	---	---	---	---	2.0	---	7
50 Units	SAT	---	---	---	---	---	---	6.5	---	---	---	---	---	---	---	2.0	---	9

Growth Factor: 1.00%  
No. of Years: 2  
Growth Rate: 1.020

	AM	MID	PM	Sat
Enter	3	7	7	6
Exit	7	4	5	6
Total	10	11	12	12

Lumber Road at Old Northern Boulevard		Southbound				Westbound				Northbound				Eastbound				Total
		U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	
Distribution	Entering Exiting	50%				50%								50%				100%
Site Generated Volume	AM	---	3.5	---	3.5	---	1.5	---	---	---	---	---	---	---	---	---	1.5	10
	MIDDAY	---	2.0	---	2.0	---	3.5	---	---	---	---	---	---	---	---	---	3.5	11
	PM	---	2.5	---	2.5	---	3.5	---	---	---	---	---	---	---	---	---	3.5	12
	SAT	---	3.0	---	3.0	---	3.0	---	---	---	---	---	---	---	---	---	3.0	12

Existing AM Peak Hour	8:00 AM	0	23	0	14	0	23	427	0	0	0	0	0	0	0	299	38	824
Existing PM Peak Hour	12:15 PM	0	79	0	41	0	32	405	0	0	0	0	0	0	0	621	76	1254
Existing Midday Peak Hour	4:00 PM	0	56	0	21	0	15	329	0	0	0	0	0	0	0	634	59	1114
Existing Sat Peak Hour	12:00 PM	0	56	0	23	0	18	251	0	0	0	0	0	0	0	516	45	909
AM Adjusted Flow Rate	0.862	---	27	0	16	---	27	495	0	---	0	0	0	---	0	347	44	956
Midday Adjusted Flow Rate	0.968	---	82	0	42	---	33	419	0	---	0	0	0	---	0	642	79	1296
PM Adjusted Flow Rate	0.916	---	61	0	23	---	16	359	0	---	0	0	0	---	0	692	64	1216
Sat Adjusted Flow Rate	0.924	---	61	0	25	---	19	272	0	---	0	0	0	---	0	559	49	984
Ambient No Build AM	1.020	---	27	0	17	---	27	505	0	---	0	0	0	---	0	354	45	975
Ambient No Build Midday	1.020	---	83	0	43	---	34	427	0	---	0	0	0	---	0	655	80	1322
Ambient No Build PM	1.020	---	62	0	23	---	17	366	0	---	0	0	0	---	0	706	66	1240
Ambient No Build Sat	1.020	---	62	0	25	---	20	277	0	---	0	0	0	---	0	570	50	1004
No Build AM Peak Hour		---	28	0	17	---	28	509	0	---	0	0	0	---	0	362	45	989
No Build Midday Peak Hour		---	84	0	44	---	34	436	0	---	0	0	0	---	0	660	81	1338
No Build PM Peak Hour		---	63	0	24	---	17	371	0	---	0	0	0	---	0	708	66	1249
No Build Sat Peak Hour		---	62	0	26	---	20	284	0	---	0	0	0	---	0	572	50	1014
Build AM Peak Hour		---	31	0	21	---	29	509	0	---	0	0	0	---	0	362	47	999
Build Midday Peak Hour		---	86	0	46	---	38	436	0	---	0	0	0	---	0	660	84	1349
Build PM Peak Hour		---	65	0	26	---	21	371	0	---	0	0	0	---	0	708	70	1261
Build Sat Peak Hour		---	65	0	29	---	23	284	0	---	0	0	0	---	0	572	53	1026

HCM 6th TWSC  
 3: Old Northern Boulevard & Lumber Road

Existing - AM Peak Hour  
 M18-019 - Roslyn

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	↔
Traffic Vol, veh/h	44	347	495	27	16	27
Future Vol, veh/h	44	347	495	27	16	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	347	495	27	16	27

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	522	0	-	0	944 509
Stage 1	-	-	-	-	509 -
Stage 2	-	-	-	-	435 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1044	-	-	-	291 564
Stage 1	-	-	-	-	604 -
Stage 2	-	-	-	-	653 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1044	-	-	-	276 564
Mov Cap-2 Maneuver	-	-	-	-	276 -
Stage 1	-	-	-	-	573 -
Stage 2	-	-	-	-	653 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	14.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1044	-	-	-	406
HCM Lane V/C Ratio	0.042	-	-	-	0.106
HCM Control Delay (s)	8.6	0	-	-	14.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

HCM 6th TWSC  
 3: Old Northern Boulevard & Lumber Road

No Build - AM Peak Hour  
 M18-019 - Roslyn

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	45	362	509	28	17	28
Future Vol, veh/h	45	362	509	28	17	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	362	509	28	17	28

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	537	0	-	0	975 523
Stage 1	-	-	-	-	523 -
Stage 2	-	-	-	-	452 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1031	-	-	-	279 554
Stage 1	-	-	-	-	595 -
Stage 2	-	-	-	-	641 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1031	-	-	-	264 554
Mov Cap-2 Maneuver	-	-	-	-	264 -
Stage 1	-	-	-	-	562 -
Stage 2	-	-	-	-	641 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	15.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1031	-	-	-	392
HCM Lane V/C Ratio	0.044	-	-	-	0.115
HCM Control Delay (s)	8.7	0	-	-	15.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

HCM 6th TWSC  
 3: Old Northern Boulevard & Lumber Road

Build - AM Peak Hour  
 M18-019 - Roslyn

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	47	362	509	29	21	31
Future Vol, veh/h	47	362	509	29	21	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	47	362	509	29	21	31

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	538	0	0	980	524
Stage 1	-	-	-	524	-
Stage 2	-	-	-	456	-
Critical Hdwy	4.12	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	3.518	3.318
Pot Cap-1 Maneuver	1030	-	-	277	553
Stage 1	-	-	-	594	-
Stage 2	-	-	-	638	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1030	-	-	261	553
Mov Cap-2 Maneuver	-	-	-	261	-
Stage 1	-	-	-	560	-
Stage 2	-	-	-	638	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	15.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1030	-	-	-	381
HCM Lane V/C Ratio	0.046	-	-	-	0.136
HCM Control Delay (s)	8.7	0	-	-	15.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.5

HCM 6th TWSC  
 3: Old Northern Boulevard & Lumber Road

Existing - Midday Peak Hour  
 M18-019 - Roslyn

**Intersection**

Int Delay, s/veh 2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	79	642	419	33	42	82
Future Vol, veh/h	79	642	419	33	42	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	79	642	419	33	42	82

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	452	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.218	-	-
Pot Cap-1 Maneuver	1109	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1109	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	22.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1109	-	-	-	331
HCM Lane V/C Ratio	0.071	-	-	-	0.375
HCM Control Delay (s)	8.5	0	-	-	22.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	1.7



HCM 6th TWSC  
 3: Old Northern Boulevard & Lumber Road

No Build - Midday Peak Hour  
 M18-019 - Roslyn

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	81	660	436	34	44	84
Future Vol, veh/h	81	660	436	34	44	84
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	81	660	436	34	44	84

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	470	0	-	0	1275 453
Stage 1	-	-	-	-	453 -
Stage 2	-	-	-	-	822 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1092	-	-	-	184 607
Stage 1	-	-	-	-	640 -
Stage 2	-	-	-	-	432 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1092	-	-	-	162 607
Mov Cap-2 Maneuver	-	-	-	-	162 -
Stage 1	-	-	-	-	565 -
Stage 2	-	-	-	-	432 -

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	24.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1092	-	-	-	312
HCM Lane V/C Ratio	0.074	-	-	-	0.41
HCM Control Delay (s)	8.6	0	-	-	24.3
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	1.9

HCM 6th TWSC  
3: Old Northern Boulevard & Lumber Road

Build - Midday Peak Hour  
M18-019 - Roslyn

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	84	660	436	38	46	86
Future Vol, veh/h	84	660	436	38	46	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	84	660	436	38	46	86

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	474	0	-	0	1283 455
Stage 1	-	-	-	-	455 -
Stage 2	-	-	-	-	828 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1088	-	-	-	182 605
Stage 1	-	-	-	-	639 -
Stage 2	-	-	-	-	429 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1088	-	-	-	160 605
Mov Cap-2 Maneuver	-	-	-	-	160 -
Stage 1	-	-	-	-	561 -
Stage 2	-	-	-	-	429 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	25.3
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1088	-	-	-	307
HCM Lane V/C Ratio	0.077	-	-	-	0.43
HCM Control Delay (s)	8.6	0	-	-	25.3
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.2	-	-	-	2.1

HCM 6th TWSC  
 3: Old Northern Boulevard & Lumber Road

Existing - PM Peak Hour  
 M18-019 - Roslyn

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	64	692	359	16	23	61
Future Vol, veh/h	64	692	359	16	23	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	64	692	359	16	23	61

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	375	0	0
Stage 1	-	-	367
Stage 2	-	-	820
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1183	-	208
Stage 1	-	-	701
Stage 2	-	-	433
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1183	-	190
Mov Cap-2 Maneuver	-	-	190
Stage 1	-	-	639
Stage 2	-	-	433

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	16.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1183	-	-	-	398
HCM Lane V/C Ratio	0.054	-	-	-	0.211
HCM Control Delay (s)	8.2	0	-	-	16.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.8

HCM 6th TWSC  
 3: Old Northern Boulevard & Lumber Road

No Build - PM Peak Hour  
 M18-019 - Roslyn

**Intersection**

Int Delay, s/veh	1.6					
<b>Movement</b>	<b>EBL</b>	<b>EBT</b>	<b>WBT</b>	<b>WBR</b>	<b>SBL</b>	<b>SBR</b>
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	66	708	371	17	24	63
Future Vol, veh/h	66	708	371	17	24	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	66	708	371	17	24	63

<b>Major/Minor</b>	<b>Major1</b>	<b>Major2</b>	<b>Minor2</b>		
Conflicting Flow All	388	0	-	0	1220 380
Stage 1	-	-	-	-	380 -
Stage 2	-	-	-	-	840 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1170	-	-	-	199 667
Stage 1	-	-	-	-	691 -
Stage 2	-	-	-	-	424 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1170	-	-	-	180 667
Mov Cap-2 Maneuver	-	-	-	-	180 -
Stage 1	-	-	-	-	627 -
Stage 2	-	-	-	-	424 -

<b>Approach</b>	<b>EB</b>	<b>WB</b>	<b>SB</b>
HCM Control Delay, s	0.7	0	17.2
HCM LOS			C

<b>Minor Lane/Major Mvmt</b>	<b>EBL</b>	<b>EBT</b>	<b>WBT</b>	<b>WBR</b>	<b>SBLn1</b>
Capacity (veh/h)	1170	-	-	-	382
HCM Lane V/C Ratio	0.056	-	-	-	0.228
HCM Control Delay (s)	8.3	0	-	-	17.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.9

HCM 6th TWSC  
 3: Old Northern Boulevard & Lumber Road

Build - PM Peak Hour  
 M18-019 - Roslyn

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	70	708	371	21	26	65
Future Vol, veh/h	70	708	371	21	26	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	70	708	371	21	26	65

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	392	0	-	0	1230 382
Stage 1	-	-	-	-	382 -
Stage 2	-	-	-	-	848 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1167	-	-	-	196 665
Stage 1	-	-	-	-	690 -
Stage 2	-	-	-	-	420 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1167	-	-	-	177 665
Mov Cap-2 Maneuver	-	-	-	-	177 -
Stage 1	-	-	-	-	622 -
Stage 2	-	-	-	-	420 -

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	17.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1167	-	-	-	372
HCM Lane V/C Ratio	0.06	-	-	-	0.245
HCM Control Delay (s)	8.3	0	-	-	17.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.9

HCM 6th TWSC  
3: Old Northern Boulevard & Lumber Road

Existing - Saturday Peak Hour  
M18-019 - Roslyn

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↖	↗
Traffic Vol, veh/h	49	559	272	19	25	61
Future Vol, veh/h	49	559	272	19	25	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	49	559	272	19	25	61

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	291	0	-	0	939 282
Stage 1	-	-	-	-	282 -
Stage 2	-	-	-	-	657 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1271	-	-	-	293 757
Stage 1	-	-	-	-	766 -
Stage 2	-	-	-	-	516 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1271	-	-	-	277 757
Mov Cap-2 Maneuver	-	-	-	-	277 -
Stage 1	-	-	-	-	723 -
Stage 2	-	-	-	-	516 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1271	-	-	-	503
HCM Lane V/C Ratio	0.039	-	-	-	0.171
HCM Control Delay (s)	7.9	0	-	-	13.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6



HCM 6th TWSC  
 3: Old Northern Boulevard & Lumber Road

No Build - Saturday Peak Hour  
 M18-019 - Roslyn

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	50	572	284	20	26	62
Future Vol, veh/h	50	572	284	20	26	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	572	284	20	26	62

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	304	0	-	0	966 294
Stage 1	-	-	-	-	294 -
Stage 2	-	-	-	-	672 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1257	-	-	-	282 745
Stage 1	-	-	-	-	756 -
Stage 2	-	-	-	-	508 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1257	-	-	-	266 745
Mov Cap-2 Maneuver	-	-	-	-	266 -
Stage 1	-	-	-	-	712 -
Stage 2	-	-	-	-	508 -

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	14
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1257	-	-	-	486
HCM Lane V/C Ratio	0.04	-	-	-	0.181
HCM Control Delay (s)	8	0	-	-	14
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7

HCM 6th TWSC  
3: Old Northern Boulevard & Lumber Road

Build - Saturday Peak Hour  
M18-019 - Roslyn

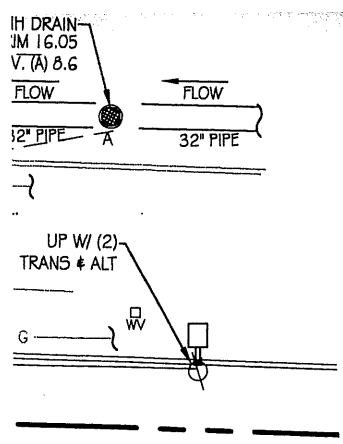
Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	↕
Traffic Vol, veh/h	53	572	284	23	29	65
Future Vol, veh/h	53	572	284	23	29	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	572	284	23	29	65

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	307	0	-	0	974 296
Stage 1	-	-	-	-	296 -
Stage 2	-	-	-	-	678 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1254	-	-	-	279 743
Stage 1	-	-	-	-	755 -
Stage 2	-	-	-	-	504 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1254	-	-	-	262 743
Mov Cap-2 Maneuver	-	-	-	-	262 -
Stage 1	-	-	-	-	708 -
Stage 2	-	-	-	-	504 -

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	14.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1254	-	-	-	474
HCM Lane V/C Ratio	0.042	-	-	-	0.198
HCM Control Delay (s)	8	0	-	-	14.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7





SECTION 7  
BLOCK B  
LOT 529

UNAUTHORIZED ALTERATION OR ADDITION TO A SURVEY MAP BEARING A LICENSED LAND SURVEYOR'S SEAL IS A VIOLATION OF SECTION 7209, SUB-DIVISION 2, OF THE NEW YORK STATE EDUCATION LAW.

ROADWAY TOPOGRAPHIC SURVEY  
**LOT 36, BLOCK 53, SECTION 6**  
OLD NORTHERN BOULEVARD & LUMBER ROAD  
VILLAGE OF ROSLYN (TOWN OF NORTH HEMPSTEAD)  
NASSAU COUNTY  
STATE OF NEW YORK

**GALLAS  
SURVEYING  
GROUP**

2865 US ROUTE 1  
NORTH BRUNSWICK, NJ 08902  
TELE: 732-422-6700  
FAX: 732-940-8786  
www.gallassurvey.com



NOTIFICATION BY EXCAVATORS,  
BEFORE DIGGING TO DISTURB THE EARTH'S  
SURFACE IN THE STATE.

DATE 10-10-2018	SCALE 1"=20'	DRAWN: W.B.	CHECKED: D.A.H.
FIELD DATE 09-11-2018	FIELD BOOK 102	PAGE 26	FIELD CREW K.C./W.B.
FILE NO.: <b>G18227</b>		DRAWING NAME/SHEET NO. G18227.DWG 1 OF 1	

SCALE



FEET )  
20 ft.

NOT VALID UNLESS EMBOSSED WITH RAISED IMPRESSION OR BLUE INK SEAL

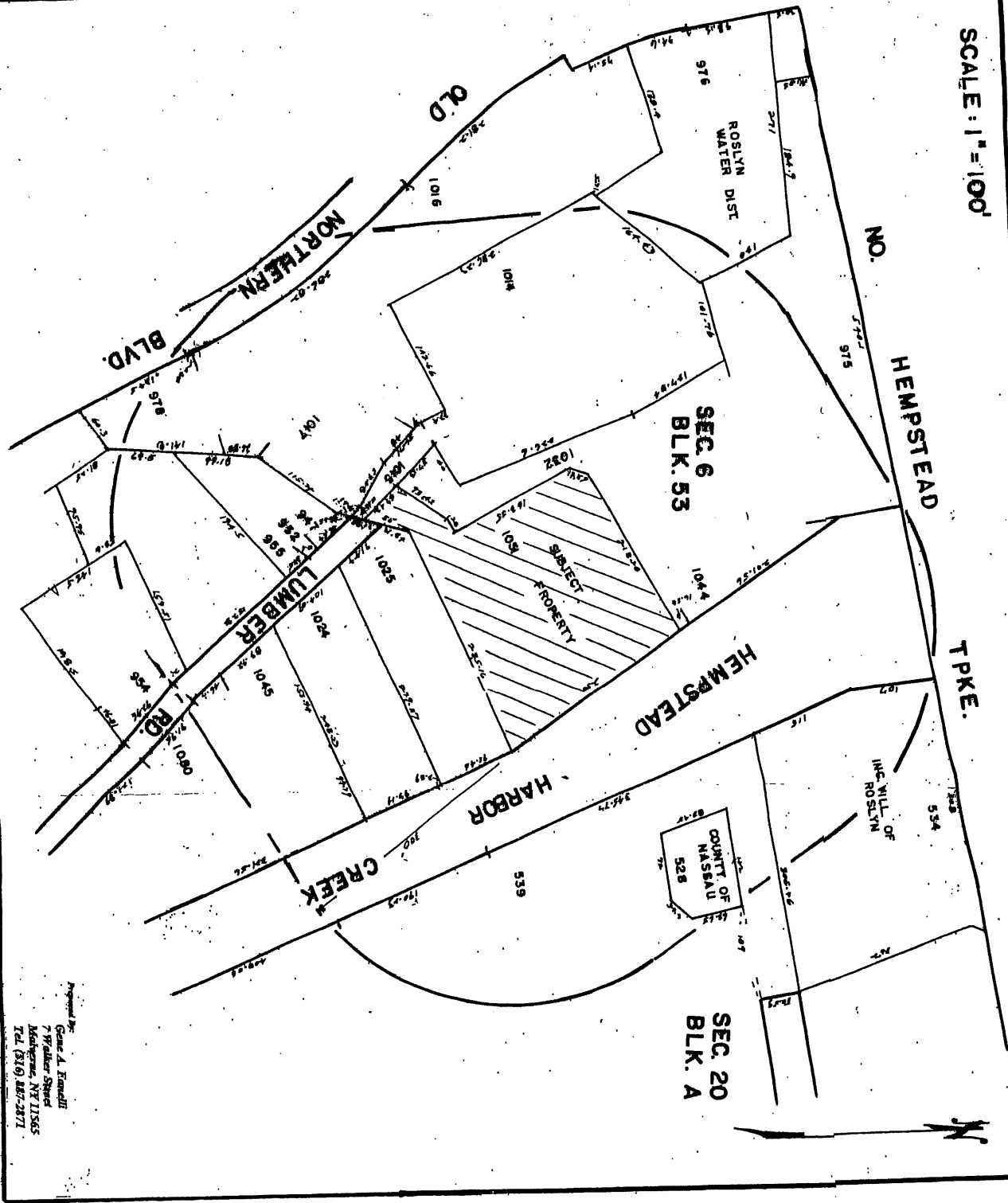
**GREGORY S. GALLAS**  
NEW YORK PROFESSIONAL LAND SURVEYOR #50124

DATE

SCALE: 1" = 100'

NO. HEMPSTEAD

TPKE.



Prepared by:  
 Gene A. Eganelli  
 7 Poplar Street  
 Huntington, NY 11555  
 Tel. (516) 887-2871

**OWNERS WITHIN 300 FEET OF SUBJECT PROPERTY**

<b><u>Lot</u></b>	<b><u>Section 6, Block 53</u></b>	
48, 954	18-20 Seacqtoag Avenue LLC	20 Lumber Rd., Roslyn, NY, 11576
947,952,955	Legend Resources Group LLC	24 Lumber Rd., Roslyn, NY, 11576
975,1032, 1044	Black Beast Enterprises LLC and 55 Lumber Rd., LLC	33 Wren Dr., Roslyn, NY, 11576
976	Roslyn Water District	24 W. Shore Rd., Roslyn, NY, 11576
978,1016,1017	TRH Hospitality LLC	1221 Old Northern Blvd., Roslyn, NY, 11576
1004	Long Island Sports Center	c/o Boon Huat NG 22 Lumber Rd., Roslyn, NY, 11576
1014-1015	Independent Metal Strap Co. Inc.	34 Lumber Rd., Roslyn, NY, 11576
1024	25 Lumber, LLC	c/o Sanders Equities 41 West Putnam Ave., Greenwich, CT, 06830
1025	35 Lumber, LLC	35 Lumber Rd., Roslyn, NY, 11576
1045,1080	Lumber Earth Realty, LLC	105 Main St., Roslyn, NY, 11576
<b><u>Lot</u></b>	<b><u>Section 20, Block A</u></b>	
528	County of Nassau Dept. of Real Estate	One West Street, Mineola, NY, 11501
534	Inc. Village of Roslyn	1200 Northern Blvd., Roslyn, NY, 11576
539	BITI, Inc.	c/o The Ranches Management Co. 111 South St., Ste. 227, Oyster Bay, NY, 11771

Be Removed As Shown: ~~8~~  
is To Be Removed: 0

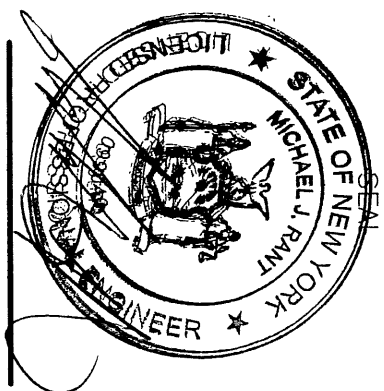
Total Required = 160.9 ft. of 10.0 ft. Diam. rings  
Total Provided = 168.0 ft. of 10.0 ft. Diam. rings  
Total Use (21) Drywells 8 ft. of 10 ft. Diam. rings

= 66 Spaces

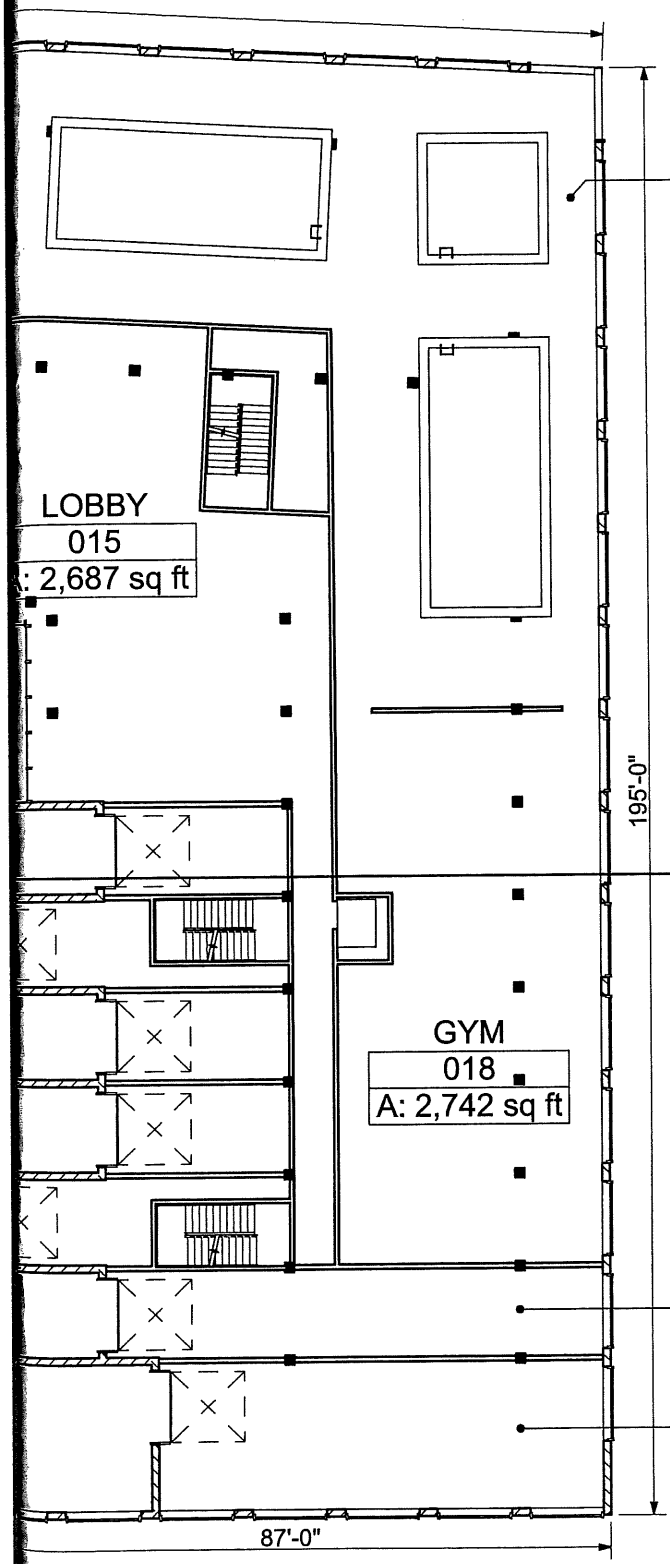
NOTE: ALL DISTURBED AREAS TO BE SEEDED OR PLANTED WITH NATIVE VEGETATION FOR SOIL EROSION CONTROL MEASURES  
NOTE: ALL SUBSURFACE UTILITIES TO BE MARKED AND LOCATED PRIOR TO THE START OF ANY CONSTRUCTION

Lot Area  
60617.6 SQ. FT.  
1.39 ACRES

PROJECT INFORMATION		PROJECT	
DATE	1/15/2020	<b>PRELIMINARY SITE PLAN</b>  INC. VILLAGE OF ROSLYN	
DRAWN BY:	DGC		
CHECKED BY:	MJR		
SCALE:	1" = 20'		
DATUM:	1988		
SITUATED:		NCTM: 6-53-1031	

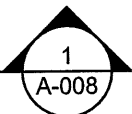
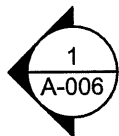


23 SPRING STREET  
OYSTER BAY, NY 11771  
P: (516) 922-3031 | F: (516) 922-7475



INDOOR POOL  
017  
A: 5,503 sq ft

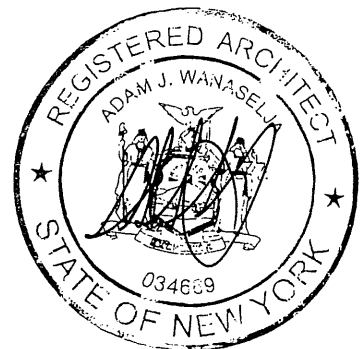
LOBBY  
015  
A: 2,687 sq ft



GYM  
018  
A: 2,742 sq ft

3 CAR GARAGE  
013  
A: 1,006 sq ft

3 CAR GARAGE  
014  
A: 1,733 sq ft



45 LUMBER  
45 LUMBER ROAD  
ROSLYN NY 11576

Drawing Title:  
FIRST FLOOR PLAN

DHMURRAY  
ARCHITECTURE

Date:  
2/13/20

A-002