FINAL ENVIRONMENTAL IMPACT STATEMENT

Prepared pursuant to State Environmental Quality Review Act Regulations
(6 NYCRR Part 617)

OLIVE HILL at MANHASSET

A Senior Community
Community Drive
[Section 2, Block 347, Lots 16 & 17]
Town of North Hempstead

Prepared for:

G&G Acquisitions, LLC
50 Jericho Quadrangle, Suite 200
Jericho, NY 11753

Submitted to:

Town Board of the
Town of North Hempstead
220 Plandome Road
Manhasset, NY 11030

March 23, 2015

Prepared by:

1305 Franklin Avenue, Suite 302
Garden City, NY 11530

FINAL ENVIRONMENTAL IMPACT STATEMENT
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OLIVE HILL at MANHASSET
A Senior Community
Community Drive
[Section 2, Block 347, Lots 16 & 17]
Town of North Hempstead, NY

Project Sponsor:	**G&G Acquisitions** **50 Jericho Quadrangle, Suite 200** **Jericho, NY 11753**
SEQRA Classification:	**Type I Action**
Lead Agency:	**Town Board of the Town of North Hempstead** **220 Plandome Road** **Manhasset, NY 11030**
Lead Agency Website Address:	**http://northhempstead.com**
Date of Acceptance of DEIS by Lead Agency:	**October 28, 2014**
Date of Public Hearing:	**November 18, 2014**
Final Date by which Comments on the DSEIS Must be Submitted:	**December 1, 2014**
Date FEIS Submitted:	**March 25, 2015**
Date FEIS Accepted:	**_____**

FINAL ENVIRONMENTAL IMPACT STATEMENT
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OLIVE HILL at MANHASSET
A Senior Community
Community Drive
[Section 2, Block 347, Lots 16 & 17]
Town of North Hempstead, NY

Involved Agencies:	**Town of North Hempstead Board of Zoning & Appeals**
	Nassau County Planning Commission
	Nassau County Department of Public Works
	Nassau County Department of Health
	NYS Department of Environmental Conservation
	NYS Department of Transportation
Interested Agencies:	**Manhasset-Lakeville Fire Department**
	Lake Success Police Department

FINAL ENVIRONMENTAL IMPACT STATEMENT
Prepared pursuant to
State Environmental Quality Review Act Regulations (6 NYCRR Part 617)

OLIVE HILL at MANHASSET
A Senior Community
Community Drive
[Section 2, Block 347, Lots 16 & 17]
Town of North Hempstead, NY

Lead Agency: **220 Plandome Road** **Manhasset, NY 11030**	**Town Board of the Town of North Hempstead**
Lead Agency Consultants:	**TBD**

FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT
Prepared pursuant to State Environmental Quality Review Act Regulations
(6 NYCRR Part 617)

OLIVE HILL at MANHASSET
A Senior Community
Community Drive
[Section 2, Block 347, Lots 16 & 17]
Town of North Hempstead

Project Sponsor Representative:	**G&G Acquisitions, LLC** **50 Jericho Quadrangle, Suite 200** **Jericho, NY 11753**

Project Sponsor Consultant Team

Land Use Counsel:	**Michael G. Zapson, Esq.** **Davidoff Hutcher & Citron, LLP** **200 Garden City Plaza, Suite 315** **Garden City, NY 11530** **(516) 248-6400**
Architect:	**Richard Ferrara, AIA** **DeLaCour, Ferrara & Church Architects, PC** **91 Atlantic Avenue** **Brooklyn, NY 11201** **(516) 333-4113**
Civil and Environmental Engineer and DEIS and FEIS Preparer:	**PS&S Engineering, Inc.** **1305 Franklin Avenue, Suite 302** **Garden City, NY 11530** **(516) 512-7300**
Traffic Engineer:	**Sean Mulryan, P.E.** **Mulryan Engineering, P.C.** **1225 Franklin Avenue** **Garden City, NY 11530** **(516) 616-0083**

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1.0 INTRODUCTION

This FEIS document, in combination with the Draft Environmental Impact Statement ("DEIS") revised date October 26, 2014 (Town date of Acceptance October 28, 2014) comprise the Final Environmental Impact ("FEIS") for the proposed Olive Hill at Manhasset project (herein referred to as "Project"). This document is submitted to the Town of North Hempstead (herein referred to as "Town") for consideration and review to determine completeness from written comments received by the Town. The Town is acting as the Lead Agency in the review of the project in accordance with Part 617 of the New York State Environmental Quality Review Act ("SEQRA").

G&G Acquisitions, LLC is the sponsor of the proposed change of zone application to permit the construction of an age-restricted (Senior) affordable residential development on a 3.19-acre parcel within a proposed Senior Residence (R-S) District located on the west side of Community Drive, south of High Street, in the hamlet of Manhasset, Town of North Hempstead, Nassau County, New York (Nassau County Tax Map parcels: Section 2, Block 347, Lots 16 and 17)(herein referred to as the "Site").

Section 2.0 of the FEIS provides additional information, analyses, and clarifications in response to the relevant comments and questions received on the DEIS. Oral comments received during the public hearing were primarily addressed during the public hearing. Public hearing comments which did not receive a direct response are included herein. The transcript of the public hearing held on the proposed Project is provided in Appendix A. Written comments concerning the proposed project and the DEIS were received from the general public, interested organizations and local agencies; copies of these written comments are provided in Appendix B.

1.1 Speakers at Public Hearing

On November 18, 2014, a public hearing was held by the Town Board of the Town of North Hempstead to consider the petition of G&G Acquisition Group for the change of zone of the subject property to accommodate the proposed Project and on the DEIS for the proposed Project. Oral comments received during the public hearing were addressed during the public hearing by representatives of the Project. A copy of the November 18, 2014 Town Board Meeting transcript is provided in Appendix A. The individuals, who raised comments which were not responded to during the public hearing, are identified in Table 1-1 below. The corresponding Comment Number addressed in this FEIS as well as a designated Appendix A Public Hearing Transcript Comment reference number for each source are also provided therein.

Table 1-1 **FEIS Comment Reference Table for Speakers at Public Hearing**		
FEIS Comment Number(s)	***Source***	***Appendix A Public Hearing (PH) Transcript Reference***
1	Richard Belt, High Street, Manhasset, NY	PH-1 on page 83 of Transcript
16	Joanne Belt, 51 High Street, Manhasset, NY	PH-2 on page 85 of Transcript

1.2 List of Written Comments Received by Town

Table 1-2 identifies the agency, organization and/or individuals who had prepared written comments concerning the DEIS that the Lead Agency received via postal mail or email. Copies of the comment letters and emails received by the Lead Agency during the comment period that ended on December 1, 2014 are provided in Appendix B of this report. In addition, the corresponding Comment Number(s) addressed in this FEIS, as well as, a designated Appendix B Letter Reference Number for each source, are provided therein.

Table 1-2 **FEIS Comment Reference Table for Written Letter Comments**		
FEIS Comment Number(s)	***Source***	***Appendix B Received Comment Letter Reference ID***
2, 15, 17-20, 31, 32	Nassau County Planning Commission	A:A1-A8
21	Council of Greater Manhasset Civic Association, Inc.	B: B1
3-6, 25, 30, 33-39	Martin Dekom, 34 High St, Manhasset, NY	C:C1-C13
7-8, 22-23, 26-29, 40-42	Richard Brummel, Organizer of Planet-in-Peril.org, postal address not provided	D:D1-D11
43	Janet Diaso, 17 Martin Place, Munsey Park, NY	E:E1
10	Rosemary and Roger Thomson, 74 Knickerbocker Rd, Manhasset, NY	E:E2
11	Kathryn and Francis McDonald, postal address not provided	E:E3
24	Henry Hachmann, postal address not provided	E:E4
45	Kurt S. Kiess, 88 Froelich Farm Blvd, Woodbury, NY	E:E5
9	Gerald Cotter, postal address not provided	E:E6
44	Clyde Locke, postal address not provided	E:E7
12	Corrine and Harold Michels, postal address not provided	E:E8
13	Sandra Gabriella, postal address not provided	E:E9
14	Marianne Buzzitta, postal address not provided	E:E10

1.3 Update of Information

1.3.1 Revised Water and Sewer Usage Rates

On October 16, 2014, H2M Architects + Engineers (herein referred to as "H2M"), on behalf of the Manhasset-Lakeville Water District, responded to PS&S letter of water availability request (dated August 5, 2013) for the proposed Project designed with an anticipated water demand rate of 24,600 gallons per day (gpd) (refer to Appendix H of the DEIS dated October 26, 2014). According to H2M, based on the anticipated water demand of the proposed Project of 24,600 gpd, fire and domestic water service is available. As indicated in Section 16.3 of the DEIS, some improvements to the water main facilities in the vicinity may be required during construction. Subsequent to the submittal of the DEIS (dated October 26, 2014) to the Town (Acceptance Date October 28, 2014), the water demand value was revised by PS&S to 16,800 gpd. This revision is based on the Nassau County Department of Public Works minimum design flow rates of one bedroom unit designed at 200 gpd and each additional bedroom designed at an additional 100 gpd. This revised water demand rate is a lower water usage value than the 24,600 gpd estimate Therefore, water and fire domestic service would be available to the Project Site based on the revised anticipated water demand of 16,800 gpd.

The proposed Project will generate a similar amount of wastewater as compared to the amount of fresh water supply needed. Based on the formulas used to calculate water usage, the proposed Project will use an average of 16,800 gallons of water per day. PS&S sent a correspondence to the Great Neck Water Pollution Control District dated November 10, 2014 a request of sewer availability to the Project Site. A response letter, received from the Great Neck Water Pollution Control District (refer to Appendix C) indicates that sewer service, provided by Great Neck Water Pollution Control District will be available to the Project.

1.3.2 Traffic Engineering Report

In response to the traffic-related comments received by the Nassau County Planning Commission, Mulryan Engineering P.C. updated the Traffic Engineering Report (refer to Appendix D of this report). In addition, said comments received by the Nassau County Planning Commission are addressed specifically herein.

1.3.3 NYSDEC Natural Heritage Program Response

PS&S sent a record search request to the NYSDEC New York Natural Heritage Program-Information Services relating to records maintained by New York Natural Heritage Program on the project site. A response letter received from the NYSDEC Natural Heritage Program (dated November 21, 2014) indicates no records currently exist for known occurrences of rare or State-listed animals, plants, significant natural communities or other significant habitats or in the immediate vicinity of the subject property. A copy of this correspondence is provided in Appendix C of this FEIS.

2.0 COMMENTS AND RESPONSES

This FEIS has been prepared by PS&S Engineering, Inc. (PS&S) in accordance with written comments offered that were received from involved agencies, civic groups and/or from the public.

Where the requests require supplemental information and/or new information, the responses are grouped in a topic area format herein to facilitate the review of this information and ultimately the finding for this application. Where comments received involved issues fully addressed within the DEIS, the response identifies where the relevant material can be referenced within the DEIS but also restates the relevant material therein.

2.1 Land Use, Zoning and Public Policy

1. Comment: *"I have a real concern about why do we have to put this large unit at that location. We are interested in putting private homes." Richard Belt (Appendix A, PH-1)*

1. Response: Please refer to Responses 32 and 43 of this FEIS. Response 32 provides a table that compares the impacts of the proposed Project with the As-of-Right alternative of providing single-family dwellings.

2. Comment: *"A table(s) should be included that compares the impacts of the proposed development with those under the prevailing R-C designation. This Table(s) should compare the impacts on traffic, pervious and impervious areas and slopes and other natural features. The table(s) should also include a comparison of taxes generated as well as a comparison of impacts on service/utilities." Nassau County Planning Commission (Appendix B, Letter Reference A: Comment A-2)*

2. Response: Please refer to Table 2-1 included in Response 32 of this FEIS.

3. Comment: *"Parcel does not qualify for "Senior Zone." Martin Dekom, (Appendix B, Letter Reference C: Comment C-5)*

3. Response: Mr. Dekom comment claims that "[b]ecause of the contamination, the parcel is not suitable for human habitation, much less for poor seniors." The purpose of the planned remediation through the BCP is to remediate the Site to numeric NYS Track 1 Cleanup standards promulgated in the 6 NYCRR Part 375-6.8(a) regulations, which will make the site suitable for residential use.

4. Comment: *"Proposal is textbook Spot-zoning" Martin Dekom (Appendix B, Letter Reference C: Comment C-6)*

4. Response: Mr. Dekom's comment that the proposed project "creat[es] a micro-zone within a residential zone is a classic example of unlawful "spot zoning." Mr. Dekom's comment is unclear. The site is zoned for residential use and is not zoned for

green space. Therefore, the concept of "spot-zoning" does not apply as the current zoning allows for a residential project.

5. Comment: "*Proposal does not conform to tree replacement requirement." Martin Dekom (Appendix B, Letter Reference C: Comment C-9)*

5. Response: The Applicant proposes to preserve as many trees as possible due to the proposed site improvement. New trees will be proposed to compensate for the removed trees as well as supplement the trees and vegetation to remain. Refer to the Landscape Plan of the DEIS for further details. In addition, prior to construction, a tree removal permit for the removal or damage of any tree which is greater than 10 inches or greater in diameter will be obtained by the Applicant in accordance with §20A-5.2 of the Town of North Hempstead Code, if necessary.

The proposed replacement of trees at the Site will be in conformance with §20A-9 of the Town of North Hempstead Code, which indicates the removal of a tree with a diameter of 10 inches or greater is subject to the tree replacement guidelines summarized below:

a) Fifty percent of the total tree(s) with diameter (of 10 inches or greater) removed must be replaced.
b) The tree(s) to be planted in replacement shall be located in the front yard of the same parcel from which the tree(s) is proposed to be removed.
c) The proposed location(s) of the new tree(s) are to be approved by the Building Commissioner.
d) The proposed trees to be replanted in replacement will be from a similar size class or from a larger size class.
e) If the Building Commissioner determines that the front yard of the site does not allow for the planting of the number of trees, the Applicant would then be required to plant the maximum number of trees, with the remaining trees to be replaced with shrubbery, provided that the proposed plant selection is approved prior to planting, as a condition of a tree removal permit. In addition if the site does not permit the planting of shrubs, the Applicant is then required to pay an additional fee in an amount determined by the Applicant and confirmed by the Commissioner of Buildings to be equivalent to the estimated cost of the required number of trees and/or shrubs.
f) The required planting will occur between April 1 and December 1 and 90 days after the tree removal.
g) If the proposed plantings cannot occur within the 90 days of the removal due to the planting time restrictions mentioned above and stated in §20A-9F, the Applicant shall be responsible for depositing a performance bond or a cash deposit in an amount determined by the applicant and confirmed by the Commissioner of Buildings in an amount equivalent to the planting cost for the required number of trees/and/or shrubs, and if applicable, stabilizing the site.

6. Comment: *"Plan violates the Comprehensive Plan." Martin Dekom (Appendix B, Letter Reference C: Comment C-10)*

6. Response: Mr. Dekom's comment claims that the proposal does not conform to the comprehensive plan because it does not preserve "greenspace" while simultaneously admitting the need for housing. The proposal is consistent with the Comprehensive Plan and current residential zoning. The Plan does not call for this Site to remain greenspace.

7. Comment: *"The photos of the site are clearly cherry-picked and do not honestly represent the site. I mean, a photo of a plastic jug of anti-freeze? (How about a Google satellite photo of a complete lush green canopy easily seen online at the site? Not present.) Richard Brummel (Appendix B, Letter Reference D: Comment D-3)*

7. Response: The photographs provided in Appendix E of the Olive Hill at Manhasset DEIS (revised date October 26, 2014) represent the conditions of the subject property as well as the surrounding area that were observed when the photographs were taken. In addition, an aerial photograph of the subject property is included as Figure 2 of the Olive Hill at Manhasset DEIS (revised date October 26, 2014).

8. Comment: *"The impacts on neighbors and the natural environment would be destructive. There is far too much density in this area." Richard Brummel (Appendix B, Letter Reference D: Comment D-10)*

8. Response: Please refer to Response 3 through 6 and 43.

9. Comment: "*Our green spaces can most assuredly be used for better purposes than a 72-unit apartment complex." Gerald Cotter (Appendix B, Letter Reference E: Comment E-6)*

9. Response: Refer to Responses 3 through 6 and 43.

10. Comment: *"..why would you want to put a low income housing in suburban Manhasset???? Many of us lived in Queens and left for the beautiful greenspace we have in Manhasset. Spinney Hill has been a low income area for the past 43 years we have lived here." Rosemary and Roger A. Thomson (Appendix B, Letter Reference E: Comment E-2)*

10. Response: See Responses 3 through 6 and 43.

11. Comment: *"Not only is this a terrible way to treat our Seniors, but is one of the few green spaces left in Manhasset." Kathryn and Francis McDonald (Appendix B, Letter Reference E: Comment E-3)*

11. Response: Refer to Responses 3 through 6 and 43.

2.2 Socioeconomic Conditions

12. Comment: *"The dramatic increase in population will sorely tax the town's infrastructure." Corrine and Harold Michels (Appendix B, Letter Reference E: Comment E-8)*

12. Response: See Responses 6, 32, 34 and 43.

13. Comment: *"I moved here from Queens for this neighborhood feel to know my neighbors, to know that they are invested into his community, not to have people from anywhere move into low income housing here." Sandra Gabriella (Appendix B, Letter Reference E: Comment E-9)*

13. Response: Please refer to Responses 6, 35 and 43.

14. Comment: *"Manhasset has its fair share of low income housing. Stop this now and concentrate on providing affordable housing for those of us who want to downsize and stay in Manhasset. Our town is overcrowded already, we do not need more congestion." Marianne Buzzitta (Appendix B, Letter Reference E: Comment E-10).*

14. Response: Refer to Responses 6, 35 and 43.

2.2 Visual Quality and Community Character

15. Comment: *"The proposed development consists of three stories of residential units over enclosed parking with a height of 41 feet to the roof (49 feet to the roof-mounted stair bulkhead). The subject property abuts residential development, specifically single family homes and garden apartments. As such, a visual simulation of the proposed development from different vantage points should be included." Nassau County Planning Commission (Appendix B, Letter Reference A: Comment A-4)*

15. Response: Please refer to the architectural renderings prepared for the proposed project included in Appendix F.

2.3 Traffic and Transportation

16. Comment: *"The traffic person said that we are – that the standard of parking, the standard, what is the standard of parking?" JoAnn Belt (Appendix A, PH-2)*

16. Response: As per §10-130A of the Town of North Hempstead Code, the minimum required number of parking spaces is 0.67 spaces per dwelling unit. As the proposed development comprises 97 units, based on the Town requirement, a minimum of 48 spaces is to be provided (0.67 x 72 units). Parking at the proposed Olive Hill at Manhasset development will consist of a total of 97 parking spaces (including 6

handicap parking spaces). Therefore, the proposed parking of the Project is in compliance with this requirement.

17. Comment: *"A more detailed analysis of the specific impact to the traffic signal at Community Dr. and Community Dr. East should be provided. While a new phase will be added, will any timings need to be adjusted? Is there a need for left-turn phasing to accommodate the increased response needed by the senior community?" Nassau County Planning Commission (Appendix B, Letter Reference A: Comment A-5)*

17. Response: The traffic engineering report provides a set of detailed highway capacity analysis for each of the study intersections, including the signalized intersection of Community Drive and Community Drive East.

The traffic signal, signal timing and phasing operations are under the jurisdiction of the Nassau County Department of Public Works. The analysis utilizes the existing timing settings. In the build analysis, the proposed eastbound approach operates in connection with the existing westbound signal phase.

The Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD) does not provide warrants for left turn traffic signal phases. The distribution analysis assigns 70% of the entering traffic volumes to the northbound left turn into the subject site. The peak number of left turns entering the site occurs on Saturday afternoon. At this time a total of 9 left turns are anticipated throughout the entire peak hour. This equates to 1 left turn every 6 to 7 minutes.

Based on these projections a northbound left turn phase would be activated during 1 out of every 5 cycles. During non-peak hours the phase would be activated less frequently. As the northbound left turn phase would typically no be activated the potential impact to traffic on Community Drive would be de-minimis.

As part of this project, the applicant is proposing to install a new traffic signal at the intersection of Community Drive and Community Drive East. The design will include a dedicated left turn storage bay, for vehicles turning left into the subject site.

If required by the Nassau County Department of Public Works, a northbound left turn phase will be incorporated into the traffic signal design for this project.

18. Comment *"The ambient traffic growth rate is not derived in an acceptable manner. In order to be consistent with acceptable growth rates for this region Nassau requests using 1.0% per year. The data should be reanalyzed and resubmitted." Nassau County Planning Commission Resolution (Appendix B, Reference Letter A: Comment A-6)*

18. Response: The traffic engineering report analyzes census data to estimate the ambient growth of the community surrounding the subject site. The census data estimates an ambient growth of 0.15 percent per year. In order to provide a conservative analysis an ambient growth rate of 0.25 percent per year was added to the existing traffic volumes to estimate the future traffic volumes.

The Nassau County Department of Public Works and New York State Department of Transportation collect traffic volume data on various roadways including Community Drive and Northern Boulevard.

The New York State Department of Transportation has a Statewide Traffic Monitoring System. The system includes 176 permanent continuous count stations. Count stations collect volume, speed, vehicle classification and weigh-in-motion data 24 hours per day, 365 days per year. These sites are located throughout the State to monitor overall traffic trends. Information from these counters is used by the New York State Department of Transportation to determine traffic growth and tendencies.

One of these permanent continuous count stations is located along Northern Boulevard between Community Drive and Searingtown Road. The following provides the Annual Average Daily Traffic Volumes (AADT) recorded at this count station (source: NYSDOT Traffic Data Viewer www.gis.dot.ny.gov/tdv/).

Year	**AADT**	**Annual Growth Rate**
2005	34,325	---
2006	31,399	-8.52%
2007	30,884	-1.64%
2008	30,037	-2.74%
2011	28,776	-1.40%
2012	26,273 (latest data available)	-8.70%
Overall		**-3.35%**

In addition to the continuous count stations temporary machine counts are also taken. These counts are part of the portable traffic count program. The portable traffic counter program, also known as short counts, is comprised of inventory counts taken on the Federal and State highway systems, along with county and town roads.

The following data was collected on Community Drive 700 feet north of the Long Island Expressway North Service Road:

Year	**AADT**	**Annual Growth Rate**
2006	48,965	---
2010	42,668	-3.22%

This information would indicate that a 0.25% yearly increase in traffic is significant and provides a conservative model of future traffic volumes at the study intersections.

19. Comment: *"On Page 6 of the Traffic Analysis (Existing Traffic Volumes), change 12:00am to 12:00pm. Typically, an acceptable parking space is nine (9) feet wide, which is important when considering the senior population". Nassau County Planning Commission (Appendix B, Reference Letter A: Comment A-7)*

19. Response: The items above were typographical errors and the correct values are in revised traffic report.

20. Comment: *"How will construction traffic affect the signal at Community Dr. and Community Drive East? Where will the construction access point be?" Nassau County Planning Commission (Appendix B, Reference Letter A: Comment A-8)*

20. Response: A construction access point will be established along Community Drive in accordance with the review and approval of the Nassau County Department of Public Works.

Temporary construction signage and flaggers will be utilized to assist construction vehicles entering and exiting the subject site.

The construction access will be controlled by the traffic signal, upon completion of the proposed signal and driveway improvements. Temporary construction signage and flaggers will also be utilized to assist construction vehicles entering and exiting the subject site, as needed.

Construction activities will vary from month to month and day to day. Construction workers will arrive on the site in the morning typically prior to the normal commuter peak hours and leave in the afternoon typically before the evening peak hours. During the day materials will be removed from or delivered to the site. The number of delivery vehicles, on a given day, will depend on the particular phase of construction.

As the potential impact of construction activities is limited in duration, off-site mitigation is not warranted. The contractor will be required to conform to the necessary safety requirements mandated by the State, County and Town.

21. Comment: *"We all recognize there is insufficient means for residents to safely traverse Community Drive in order to walk to/from Whitney Pond Park, Manhasset Valley Park, and Manhasset Secondary School. Specifically noted was that a few years ago, a high vehicular trafficked roadway with too few safe opportunities for pedestrian crossing. All County Public Bus Stops have no pull-off area, comprising pedestrian as well as traffic flow. School bus stops are directly on the unsafe Community Drive, rather than any of its side streets (as we are told) due to the*

steep hilled side roads often compromised during winter storms. This existing lace of adequate pedestrian safety negatively affects all residents, from school age to seniors. The Council fully recognizes these issues involve multiple jurisdictions, and while not directly the problem of the developer, need the Town's action to undertake the coordinated planning needed with others' jurisdiction to concurrently improve the current pedestrian and bus issues in the vicinity of this proposed development." Council of Greater Manhasset Civic Associations, Inc. (Appendix B, Reference Letter B: Comment B-1)

21. Response: The traffic signal located along the site frontage provides pedestrian push buttons, signalized pedestrian crossing signals and a painted crosswalk. The applicant will work with the County and Town to implement/maintain pedestrian safety features at the intersection of Community Drive and East Community Drive, as well as along the site frontage.

22. Comment: *"Traffic is at more than capacity." Richard Brummel (Appendix B, Letter Reference D: Comment D-11)*

22. Response: Please refer to Responses 18 and 32.

23. Comment: *"It will add development to an area already over-developed and clotted with traffic in the absence of any effective mass transit." Richard Brummel (Appendix B, Reference Letter D: Comment D-7)*

23. Response: Please refer to Responses 18 and 32.

24. Comment: *"The apartment building will bring more traffic to streets already becoming impassable" Henry Hachmann (Appendix B, Letter Reference E: Comment E-4)*

24. Response: Please refer to Responses 18 and 32.

2.4 Air Quality

25. Comment: *"Alternatives to excavation are better." Martin Dekom (Appendix B, Letter Reference C: Comment C-12)*

25. Response: Mr. Dekom's comment states that "[t]here are better alternatives to the developer's remediation plan" … "of large-scale excavation", which … "will unavoidably disturb and aerosolize contaminants as dust". Mr. Dekom further states that "[a]s a former OSHA-certified environmental technician, my experience is that in situ bioremediation is the safest and cheapest approach to this type of contamination". The BCP Law in State Environmental Conservation Law §27-1415(5) includes a hierarchy of preferred remedial technologies. Removal of the source of the contamination, which at this site is contaminated soil, and replacement with a clean foundation and soil cap is the only method by which the highest level of

cleanup known as a Track 1 cleanup can be achieved in the shortest amount of time. Treatment through bioremediation has not been found to work well on the type contaminants, most notably metals and poly aromatic hydrocarbons (PAHs) present at the site. However, the New York State Department of Environmental Conservation will require an alternatives analysis to the extent it does not believe that a Track 1 remediation can be accomplished. With respect to dust control, the BCP program requires very strict dust control measures to be implemented during the remediation and implementation of a Community Air Monitoring Plan (CAMP). During site remediation, the CAMP requires dust monitors at the Site's boundaries to document that dust levels are controlled.

2.5 Natural Resources

26. Comment: *"In the Mt. Olive DEIS there is no enumeration or listing of ANY animals, birds, insects, plants or trees present or expected to be present on the site." "The claim there are no threatened or endangered species does not bear confidence as no indication is present of any field study performed." Richard Brummel (Appendix B, Letter Reference D: Comment D-2)*

26. Response: Please refer to Section 12.0 of the Olive Hill at Manhasset DEIS (revised date October 26, 2014) which summarizes the findings of the August 2011 Final Site Characterization prepared by GEI Consultants, Inc. (GEI) (refer to Appendix I of the DEIS). The August 2011 Final Site Characterization prepared by GEI includes a site reconnaissance conducted in October 2007 by GEI ecologists to identify the natural resources on the Site, assess the ecological health of flora within the redevelopment area and to assess the potential habitat suitability of the site for area fauna. Below is the listing of vegetation and wildlife species as identified on the Site and documented in the field reconnaissance survey conducted by GEI in October 2007. Again, this listing is included in Section 12.0 of the Olive Hill at Manhasset DEIS.

Vegetation

- Pitch pine (Pinus rigida)
- Sassafras (Sassifras albidum)
- Red maple (Acer rubrum)
- Black oak (Quercus velutina)
- White oak (Quercus alba)
- American beech (Fagus gradifolia)
- American elm (Ulmus Americana)
- Poison ivy (Toxicodendron radicans)
- Wild grape (Vitis spp.)
- Silver maple (Acer saccharinum)
- Oriental bittersweet (Celastrus orbiculatus)
- Clipped lawn grasses

Avian Species

- Blue jay (Cyanocitta cristata)
- House sparrow (Passer domesticus)
- Song sparrow (Melospiza melodia)
- Pigeon (Columba fasciata)
- European starling (Sturnus vulgaris)

Mammalian Species

- Raccoon (Procyon lotor) [tracks observed]
- Gray squirrel (Sciurus carolinensis)

Furthermore, Section 12.0 of the Olive Hill at Manhasset DEIS, states "based on a review of the United States Fish and Wildlife Service (USFWS) listing and occurrences list of endangered and threatened species for New York, none of the aforementioned plant and animal species which were identified in the area of the Site, are identified as threatened or endangered."

Please refer to Section 1.3.3 and Appendix C of this FEIS. A response letter, received from the NYSDEC New York Natural Heritage Program dated November 18, 2014 indicates no records currently exist for known occurrences of rare or State-listed animals, plants, significant natural communities or other significant habitats on or in the immediate vicinity of the subject property.

27. Comment: *"The assertion that any hypothetical fauna at the site will shift to nearby sites is fanciful; any ecosystem that has been in existence for any period of time reaches a state of equilibrium that saturates it with its carrying potential, and the addition of intruders from elsewhere will cause conflict, starvation, etc." Richard Brummel (Appendix B, Letter Reference D: Comment D-4)*

27. Response: Refer to Response 26 provided above in this FEIS. Currently, the Site is not utilized as a significant habitat for wildlife. The existing wildlife species that were observed on the Project Site during the ecological reconnaissance indicate primarily the presence of typical suburban wildlife species (ie., Blue jay, House sparrow, Song sparrow, Pigeon, European, Raccoon and gray squirrel). These species typically are of a migratory and/or transient nature, and will therefore, migrate to nearby open park space, such as Whitney Pond Park, Manhasset Valley County Park and Thomaston Park during construction activities. When the Project is complete, these types of species can return to the newly landscaped areas as well as preserved portions of the Site, and will therefore, avoid conflict and/or starvation.

28. Comment: *"This project, and the zoning change enabling it would destroy a three-acre woodland that is an increasing rare and valuable ecological resource in our area. It will kill animals and plants that are exceedingly scarce. It will destroy trees and greenery that fight global warming." Richard Brummel (Appendix B, Letter Reference D: Comment D-6)*

28. Response: Refer to Response 3 through 6, 26, 27, and 43.

29. Comment: *"Furthermore it destroys an aesthetic and ecological resource for the immediate community and the larger North Hempstead community." Richard Brummel (Appendix B, Letter Reference D: Comment D-8)*

29. Response: Refer to Response 3 through 6, 15, 26, 27, and 43.

2.6 Cultural Resources

30. Comment: "*The property is in a heritage and cultural area." Martin Dekom (Appendix B, Letter Reference C: Comment C-8)*

30. Response: While the subject property is situated within Long Island North Shore Heritage District, the Site was owned and operated by LILCO for storing and distributing natural gas and manufactured gas over forty years ago. The property's proposed residential development is complementary with the surrounding area and will not result in a significant adverse impact on the Long Island North Shore Heritage District.

2.7 Alternatives

31. Comment: *"A yield map under the prevailing R-C zoning designation should be included." Nassau County Planning Commission (Appendix B, Letter Reference A-1)*

31. Response: As described in Sections 1.6 and 20 of the Olive Hill at Manhasset DEIS dated October 26, 2014 based on the requirements of Article VI of the Town Code, one (1) single family residence per 5,000 square feet is allowed within the R-C zoning district. As the site is 3.19 acres, this proposed As-of-Right alternative would yield 27 single-family residences. A comparison table of the impacts incurred by no-build alternative development plan, as-of-right alternative development plan, and the proposed action development plan is presented below in Response 32.

32. Comment: "*A range of reasonable alternatives should be addressed in the DEIS pursuant to SEQRA regulation. Such an analysis was not evident in the document." Nassau County Planning Commission (Appendix B, Letter Reference A: Comment A-3)*

32. Response: Section 20.0, Alternatives of the DEIS prepared by PS&S on October 26, 2014, identified two alternatives for the development of the subject Site, i.e., a no-build alternative and an As-of-Right alternative under the prevailing zoning district R-C District. Below, please find a comparison table of the impacts of the proposed development and those under the prevailing R-C Zoning designation. As requested, an additional alternative development plan, Maximum Density under prevailing proposed Senior Residence District is provided.

Table 2-1

Comparison Table of Prevailing R-C Zoning Designation and Proposed Action

Impact Description	***No-Built***	***As-of-Right***	***Proposed Action***	***Maximum Density***
Zoning District	R-C District	R-C District	SR District	SR District
Total Site Acreage	3.19± acres	3.19± acres	3.19± acres	3.19± acres
Number of Units	0	27single family homes	72 apartments (age restricted)	127 apartments (age restricted)
Peak Hour Traffic (Saturday)	0	27	23	39
Impervious Areas	0.006± acres	2.8± acres	1.45± acres	1.45± acres
Forested Area	3.0± acres	0± acres	0.26± acres	0.26± acres
Meadow Area	0.184± acres	0± acres	0± acres	0± acres
Lawn/Landscape Area	0± acres	0.39± acres	1.48± acres	1.48± acres
Slope (0 to 15 percent)	1%	30%	20%	20%
Slope (15 to 30 percent)	18%	60%	60%	60%
Slope (Greater than 30 percent)	81%	10%	20%	20%
Taxes Generated (annual)	$5,752.67(2014)	$283,500	$35,000	$62,000
Potable Water and Irrigation	0	8,100 gpd	16,800 gpd	30,500 gpd
Sewage Discharge Volume	0	8,100 gpd	16,800 gpd	30,500 gpd
Population Generated	0	101	90	101
School-Aged Children	0	31	0	0

2.8 Miscellaneous

Martin Dekom, 34 High Street, Manhasset, New York, Comment Letter dated December 1, 2014

General Response: Mr. Dekom has provided a number of comments (refer to Comments 33 through 39 below), which either fall outside of the authority of a Town to address or are beyond the scope of a SEQRA review, as explained in the following responses to Mr. Dekom's comments. Nevertheless, all comments have been addressed as appropriate.

33. Comment: *"…Fraud nullifies the application" (Appendix B, Letter Reference C: Comment C-1)*

33. Response: In sum, Mr. Dekom claims that the DEIS contains a fraudulent misrepresentation of the facts that led to the contamination on the site. GG Acquisitions and the consultants retained to prepare the DEIS and BCP application relied on Phase II environmental site investigation reports and publically available documentation to explain the environmental history of the site. The site investigation report was prepared before GG Acquisitions was involved with the site. Mr. Dekom notes that the NYSDEC "cleared LILCO" of liability. This is accurate, but this does not mean the Site does not still require remediation for the any residential use.

34. Comment: *"The DEIS misleads where it should make plain." (Appendix B, Letter Reference C, Comment C-2)*

34. Response*:* Mr. Dekom claims that the DEIS contains misleading language in relation to photos from 1966 relating to the structure present or not on the site at that time. The photos in the DEIS can be readily observed by the Town Board member, who can readily reach their own conclusions in relation to this matter. The applicant documents its observations in the DEIS as it thought appropriate. Mr. Dekom further claims that anytime undeveloped land is "overgrown" with trees it transforms into a forest and is no longer a vacant lot. He further claims that the land is populated by "mature hardwood trees" and is "greenspace". There are trees and brush on-site but few mature hard wood trees. The Applicant proposes to preserve as many trees as possible. New trees will be proposed to compensate for the removed trees as well as supplement the trees and vegetation to remain. Remediation cannot occur if all of the trees remain in place. The applicant will comply with the in accordance with §20A-5.2 of the Town of North Hempstead Code, please refer to Response 5 for further details.

35. Comment: "*The heart of the proposal violates federal law." (Appendix B, Letter Reference C, Comment C-3)*

35. Response: Mr. Dekom's comment above states that this proposal "seeks to backdoor federal anti housing discrimination laws". Once again, an alleged violation of federal law falls outside the review authority of a Town. However, it is important to note that the senior housing project proposed appeared to be supported by the low income community in the area at the hearing. Comments provided by the community and heard by the Board appeared to support the project because without this new senior housing project, many local residents may have to leave the neighborhood they grew up in when they reach senior status. Numerous members of the community testified to this issue at the DEIS hearing and stated this new project will benefit the community. As a result, the applicant contends that this project does not violate federal law, but fully upholds the principles of federal affordable housing laws by providing an affordable senior living option in the Manhasset area.

36. Comment: *"Property violate Code currently; penalties due." (Appendix B, Letter Reference C, Comment C-4)*

36. Response: Mr. Dekom claims "the current owner is in violation of numerous sections of the Town Code".

The Applicant and DEIS cannot address whether the current owner has violated the Town Code or not. Mr. Dekom appears to be using the DEIS public comment process as a means to accuse the current owner of a variety of violations, but the SEQRA process, which is designed to evaluate the environmental impacts of a proposed project on a site, is not the appropriate forum to express such accusations. The Applicant's DEIS, and the planned project, seeks to remediate the site and meet all Town Code provision through its redevelopment of the Site into a residential reuse as contemplated by the Town Code.

37. Comment: *"Procedural shortcuts void the application, including no notice." (Appendix B, Letter Reference C: Comment C-7)*

37. Response: Please refer to the copies of the Affidavit of Mailing Notice and the Affidavit of Posting Signs (included in Appendix F) which demonstrate that the appropriate procedure for providing public notice was conducted by the Applicant.

38. Comment: *"Alternatives are available to the Town." (Appendix B, Letter Reference C: Comment C-11)*

38. Response: Mr. Dekom's comment is that other sites are available to the Town for the proposed project. The proposed action is not a Town project but a private party project. The Town can only analyze the site in the DEIS selected by the applicant for the proposed project. The Town cannot tell the applicant

to go select and buy another site, but rather must perform the DEIS review on the site the applicant has selected for the project.

39. Comment: "*Town council's conflicts of Interest." (Appendix B, Letter Reference C: Comment C-13)*

39. Response: The above comment provided by Mr. Dekom is beyond the scope of a SEQRA review. However, the Town Board had addressed this non-SEQRA issue at the time of the public hearing conducted on November 18, 2014 (refer to the Public Hearing transcript provided in Appendix A).

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40. Comment: "*I also reviewed the Environmental Assessment Form ("EAF") prepared for the zoning change alone". "I note the EAF is lacking statement of significance, which is required." "The EAF I was provided today is incomplete and cannot stand on its own because it is missing consideration of the Mt. Olive development, and as such does not allow you to make a decision tonight, or at any time until a full SEQR analysis is prepared." Richard Brummel (Appendix B, Letter Reference D: Comment D-1)*

40. Response: The Full EAF prepared for the proposed Olive Hill at Manhasset project includes the change of zone and is provided in Appendix A of the Olive Hill at Manhasset DEIS (revised dated October 26, 2014).

In addition, Part II of the Full EAF prepared for the Olive Hill at Manhasset project indicates that the potential impacts associated with the proposed Project, ranged from: no, or small impact may occur to moderate to large impact may occur.

41. Comment: *"There is no analysis in the Mt. Olive EIS of Greenhouse gas impacts that I noticed in a brief perusal and there is none mentioned in the index, despite the subject's acceptance as a significant component of the EIS's per Department of Environmental Conservation guidance as of 2009 (NYS DEC Policy: "Guide for Assessing Energy Use and Greenhouse Gas Emissions in an Environmental Impact Statement")." Richard Brummel (Appendix B, Letter Reference D: Comment D-5)*

41. Response: The analysis of Greenhouse gas impacts was not requested by the Town of North Hempstead as part of the Olive Hill at Manhasset DEIS scope.

42. Comment: "The lack of compliance with SEQR makes the zoning vote illegal as it now stands." *Richard Brummel (Appendix B, Letter Reference D: Comment D-9)*

42. Response: The Olive Hill at Manhasset DEIS (revised date October 26, 2014) has been prepared in accordance with Part 617 of the New York State Environmental Quality Review Act ("SEQRA").

43. Comment: *"I am a Manhasset resident and am writing to voice my opinion against the 72 unit housing complex that is currently being proposed." Janet Diaso (Appendix B, Letter Reference E: Comment E-1)*

43. Response: As a result of the proposed Project, the redevelopment of the site would serve a benefit to the hamlet of Manhasset. As discussed in Section 2.2 of the DEIS, Goals and Objectives of the Proposed Project, the principal objective of the project is to convert a 3.19-acre parcel of vacant and underutilized land to provide a 72-unit age restricted (senior) residential development pursuant to the proposed R-S District as set forth in the Town of North Hempstead Code.

Based upon review of Article X1 of the Town of North Hempstead Code, the purpose of the R-S District is to provide "specialized housing facilities for senior citizens to meet the special housing, health care, social and recreational needs of this segment population". In addition, the Nassau County Comprehensive Plan (1998) identifies a main goal for housing concerns in Nassau County is to "maintain an adequate supply of housing to meet anticipated needs affordably, additional housing units will need to be developed and/or redeveloped in the coming years." Furthermore, the 2008 Master Plan Update for Nassau County, further addresses the significant concern for the need to support an increase in senior affordable housing: "In an effort to promote affordable housing opportunities for seniors who want to remain in their communities, but are no longer willing or able to reside in single-family homes, several of the towns, cities and villages in the County have amended their zoning codes." Specifically, as discussed in the Zoning Review of the 2008 Master Plan Update, the Town of North Hempstead adopted senior housing districts as an incentive to building senior housing.

The Olive Hill at Manhasset development will be developed to meet the marketplace demands for increased living space and affordable housing needs addressed by the Town of North Hempstead's Senior Residence District and the housing goals and policies identified in the 1998 Nassau County Comprehensive Plan. In addition, please refer to Response 35.

44. Comment: *"A 72 unit apartment building is just about the last thin Manhasset needs." Clyde R. Locke (Appendix B, Letter Reference E: Comment E-7)*

44. Response: Refer to Responses 6, 9, 35 and 43.

45. Comment: *"The main concern of the Adventures in Learning Board is the clean-up of environmentally damaged property. I wish to emphasis the importance of this process particularly because it impacts young children and their families." Kurt S. Kiess, 88 Froelich Farm Boulevard, Woodbury, New York 11797 (Appendix B, Letter Reference E: Comment E-5)*

45. Response: See Responses 3, 25, 33, 36 and 43.

APPENDICES

APPENDIX A

COUNCILWOMAN KAPLAN: Yes. She's coming back.

MR. WINK: Okay. Madame Supervisor, I believe you requested that we call Items 10 and 11 together on the public hearings.

SUPERVISOR BOSWORTH: Yes, please.

MR. WINK: Okay. Item 10. A public hearing on the Draft Environmental Impact Statement on the premises known as Olive Hill At Manhasset and designated on the Nassau County Land and Tax Map as Section 2, Block 347, Lots 16 and 17. And Item 11. A public hearing to consider the application of G&G Acquisitions Group, LLC for a Change of Zone from "Residence-C" to "Senior Residence" for the premises known as Olive Hill At Manhasset and designated on the Nassau County Land and Tax Map as Section 2, Block 347, Lots 16 and 17.

COUNCILWOMAN KAPLAN: Before we start this hearing, I would like to start by saying I would like to thank every one of you for coming here tonight. This is a public hearing so that everyone could voice their opinion and their concern, but I want to make it very clear that this hearing is about 3.9 acres of land that is within Residence C. As of right, a developer can come in, build 28 two-family homes, which would be equivalent to 56 one-family homes. So what we're talking about is a zone change between 56 single family homes versus 72 affordable senior housing. You're all going to be given an opportunity to be heard, we're going to hear the presentation. I would love to hear from the rest of the Board, the Supervisor and every one of you, and we welcome this conversation and it's only a hearing. Thank you for coming tonight. Let's start the hearing.

MR. ZAPSON: Good evening. I'm Michael Zapson, Davidoff, Malito & Hutcher, 200 Garden City Plaza, Garden City, New York. I am here tonight on behalf of G&G Acquisitions, LLC and Mt. Olive Baptist Church of Manhasset. We have before you two hearings, the first to accept the Environmental Impact Statement, the second for a Change of Zone. Both hearings are being presented together and involve the same location. The premises are located on the west side of Community Drive just south of High Street and known as Section 2, Block 347, Lots 16 and 17. The property is approximately 3.19 acres and is currently zoned Residence C. We request to rezone the premises to Senior Residence District, which is a defined zone in the code, which will be the first step in building an affordable housing project for aging adults. The project will consist of 72 units, 48 one bedroom apartments, 24 two bedroom apartments and there will be 98 parking spaces. Currently the property is contaminated and is off the tax rolls as it is owned by the church. Currently the property could be developed as one family or two family houses. The benefits from this project going forward include the environmental contamination on the property will be remediated, and the property will be returned to the tax rolls generating income for Town, County and the School District. As the property is currently owned by the church, it is tax exempt and the church is not in a position to remediate the environmental condition of the property. We also believe that the senior residences will have less of an impact on traffic and the schools than one or two family houses will. We have with us here tonight Trey Wehrum of PS&S Engineering to explain the Environmental Impact Statement and the Change of Zone, Dave Gallo of G&G Acquisitions representing the applicant to give an overview of the project, Sean Mulryan, a traffic engineer of Mulryan Engineering to speak about traffic and parking issues, and Linda Shaw, our Brownfields consultant, to speak about the necessary environmental remediation, and that the remediation would not take place absent the project taking place. So I'd like to call up Trey Wehrum first of PS&S Engineering. Trey.

MR. WEHRUM: I will speak here if that's okay, if the Board can hear me.

SUPERVISOR BOSWORTH: You need to give your name into the microphone.

MR. WEHRUM: Good evening, Mrs. Supervisor and members of the Board. My name is Trey Wehrum, I'm the engineer from PS&S with offices at 1305 Franklin Avenue in Garden City. We were the, or we are the civil engineers who designed the site plan and also helped prepare the DEIS that's the subject of tonight's hearing. The DEIS was prepared based on input from working with the Town Planning Department in identifying critical items that may have a potential to impact the environment and we've prepared the report to evaluate all of those potential impacts. Working with the Town Planning, we were able to revise and prepare a report that was deemed acceptable, and was presented for the hearing tonight. To briefly summarize some of the site plan aspects, the site is, as was mentioned, 3.19 acres located on the west side of Community Drive just south of High Street. To the north is the Pond View development, to the south is the Spinney Hill development, across the street is the Town park and police station and then to the west is the community building. The site currently as it exists today is undeveloped. The site plan proposes an L-shaped building in the southwest corner of the property with an access off of Community Drive through this entrance road directly opposite the current intersection, the current traffic signal that's there today. In regards to some of the site development, we've designed the site to try and mitigate potential impacts in regards to the earth work by situating the building as far back from the neighbor's properties. Currently, there is no drainage system that is there to contain any of the runoff from the property. The new development will design a system and it has been shown that we will store the five inch requirement that's required by the Town. We've received water availability letters and sanitary sewer availability letters from the Great Neck Water Pollution Control District. They have evaluated our estimates and have found them acceptable so that they would have capacity within their systems. And that's basically it with regards to the site development. Sean Mulryan is here to speak on the traffic and the entrance as it comes off of Community Drive and the impacts from the existing traffic signal.

COUNCILWOMAN KAPLAN: Can you repeat again how many two bedrooms and how many one bedrooms?

MR. WEHRUM: There are 48 one bedrooms and 24 two bedroom units for the development. Parking on the site is on grade and there will be some parking, 44 spaces within the first floor of the building, but it's at grade, it will just be built, the first floor of the building will be above that, it will be at grade, there won't be a ramp or anything to divide it from the side of the building to again help provide the parking that's required and also shield it so it's not as visual impact for the surrounding neighbors.

COUNCILWOMAN KAPLAN: How many total parking?

MR. WEHRUM: I think it's 97.

COUNCILWOMAN KAPLAN: Okay.

MR. WEHRUM: Sean.

MR. ZAPSON: Next I have Sean Mulryan from Mulryan Engineering.

MR. MULLINGS: Good evening. My name is Sean Mulryan of Mulryan Engineering, offices at 1225 Franklin Avenue in Garden City, New York. Good evening, Supervisor, members of the Board. Our office was asked to take a look at this site not only in terms of traffic, but also in

parking. We prepared a traffic engineering report which was part of the Draft Environmental Impact Statement that has been submitted and reviewed by the Town. We have been working with the applicant in terms of the layout of the site, layout of the parking stalls, and we evaluated several of the adjoining intersections to evaluate the impact of this project or the potential impact of this project on the roadway network surrounding this site. Community Drive is obviously a busy road as the North Shore Community Hospital is right down the road from this site. We wanted to take a look at the traffic flow on Community Drive as it relates to this property and also to the intersections that surround it. One of the keys to this project that was mentioned earlier by Mr. Wehrum is that the site fronts directly across the street from the existing traffic signal, which is located next to the Town park and the police station, which also leads to the Macy's Shopping Center. We are going to propose a driveway that aligns to that intersection so the traffic signal will control entrance and exit to this site. It will be the only main entrance to the site, there will be one emergency access, but that is a secondary access that will be gated. The main access to this facility will be controlled by a traffic signal controlling all access into and out of the site. The parking that's provided by the site plan exceeds the amount that's required by the Town Code. We felt that it was important that we provide sufficient parking not only for the residents and staff, but also for visitors and other things that may happen at this facility. We wanted to make sure that the parking was more than sufficient. Based on industry standards, we will have a supplement of available parking at any given time. The national standards that are referred to are based on the Institute of Transportation Engineers which is a nationally recognized source of this type of information. One of the other pieces of information which has been discussed is what could be built on this site if the site was not rezoned. That was one of the key components of our traffic engineering report and what we determined is that the as of right condition based on residential houses, the number of trips generated by the proposed site will actually be less -- there will be less cars generated by the senior housing development that's being proposed as compared to a residential development of homes. One of the reasons that this comes into play is that with residential home development, people are actively working, they're leaving during the peak hours of the roadway network, senior housing, there will be some people that are working, some people that are retired, some people that are working part-time, so it changes the dynamics of when people leave and enter the site. We feel that this is very beneficial, especially on a busy road like Community Drive where the traffic will be somewhat offset from the commuter peak hours that are associated with the peak traffic flows heading toward the Long Island Expressway and Northern State Parkway, which are in close proximity to the site. I have looked at this site and believe that not only because it generates less traffic than the as of right, but also because we can control the access with the existing traffic signal, which will be modified by the applicant to provide for the new driveway, that process will go through the Nassau County Department of Public Works as part of the overall development of this site, we feel that the site access and the site works well, it's well parked for the proposed use and it exceeds the number of required parking stalls as per the Town Code. If there are any specific questions, I will try to answer them. Thank you very much.

COUNCILWOMAN KAPLAN: Thank you, Mr. Mulryan.

MR. ZAPSON: Mr. Mulryan prepared a written report which is part of the DEIS. Next we would like to call up Linda Shaw, our Brownfields consultant.

MS. SHAW: Yes, hello, my name is Linda Shaw of Knauf Shaw, that's K-N-A-U-F Shaw LLC. We are a law firm that specializes in Brownfield real estate throughout the state. I have a number

of Brownfields here on Long Island that I work on and including this one. We unfortunately do have some Brownfield real estate down here on Long Island, so what we try to do is get projects like this into what's called the New York State Brownfield Cleanup Program. It's not an easy program to get into, and this site qualified according to the DEC standards. So, in other words, the site exceeds the level -- the levels of cleanup for certain contaminants that are in the State regulations at this time for residential development. So even though it's zoned for single family residential, the site actually cannot be developed for single family residential because of the levels of contaminants on the site. The history of the site is that it was owned by LILCO, there was a very large tank on the site, some people in the community might remember it, the site, however, has soils that were historically filled, and since the historic filling before the tank was present, there has also been unfortunately some illegal dumping on the site, and the project will facilitate the remediation of that -- of that contamination. Particularly what's concerning is the surface soil contamination which obviously can be accessed by any members of the public that go on to the real estate. Predominantly metals type contamination, lead and arsenic are present. The investigation is actually ongoing, it hasn't been completed yet. That's all part of the Brownfield Cleanup Program. I had some conversations with members of the community before the hearing tonight and one of the things that they're concerned about is during the remediation there's a potential for dust and that is one of the things that is controlled by this program. Not only does the Department of Environmental Conservation oversee the entire project, they have access to the project at any time to come on to the site to make sure that everyone is doing what they're supposed to, but also the Department of Health oversees the project to make sure that the cleanup levels at the end meet the standards for a residential project like this. In addition, there will be engineering controls, to control the dust. There is a community monitoring plan that is part of the remediation plan, so there's actually dust monitors at the perimeters of the site to make sure that that issue does not happen. If there is a dust problem, the project actually has to get shut down until the dust is under control. There will also be a truck wash station so that trucks leaving, exiting the site, are cleaned before they actually leave the site. And the cleanup process will mainly involve the excavation of this bad soil, so those will be the controls that will be implemented during the remediation project. If you have any questions.

SUPERVISOR BOSWORTH: How is that dust monitored?

MS. SHAW: There's actually air stations, so there's machines that actually monitor the dust, and generally the way dust is controlled during a project like this is that the soil is wet, it's sprayed with water so that it's wet down.

SUPERVISOR BOSWORTH: So right now with the contaminated soil, is there water runoff, is that going into -- you know, what happens when --

MS. SHAW: Right now?

SUPERVISOR BOSWORTH: Right now.

MS. SHAW: Yes. It could go into your sewers, into your streets. Yes, that's right. Because there's no -- there's no --there's no existing drainage system on the site to handle that, so there's probably --there probably is runoff from the site at this time.

SUPERVISOR BOSWORTH: Thank you.

COUNCILWOMAN KAPLAN: The remediation process, how long do you think it would take?

MS. SHAW: I think several months is probably -- you know, there's a lot of regrading that this

site needs, it's -- the topography is quite unique. In fact, where the building will be located needs to be cut, you know, the hill actually needs to be cut into, so it will take at least several months, the remediation.

COUNCILWOMAN KAPLAN: And at the end of the remediation, you would get a bill of clean from the DEC?

MS. SHAW: Yes. I have to explain that this program is designed to encourage developers to take on sites like this by giving the developer a liability release at the end of the process from the State of New York and also, you know, other incentives. There's -- there is actually a benefit to the government watching a developer because that helps finance the project, you know, the banks feel more comfortable when the DEC and the Department of Health are watching, and they really do watch. I mean, they really have significant oversight. I had a client who did not do the dust monitoring and they got kicked out of the program. So it's a very stringent process. They want to make sure that the public, you know, trusts the fact that the DEC and the Department of Health are watching the project.

COUNCILWOMAN DE GIORGIO: After the remediation is done, what kind of testing takes place by the DEC to make sure that the site in fact is remediated? Do they do soil testing?

MS. SHAW: Well, before we get what's called the Certificate of Completion, so that's the actual document that you get at the end of the process, there is annual monitoring of the site. Every year the company has to -- the developer has to -- or the owner, if the site is ever sold, has to hire an engineering firm to go out there and make sure that if there's sampling that's still required every year, that that sampling is done, and also make sure that any of the engineering controls are in place. So, you know, the parking lot itself and the project itself helps to remediate the site because it's a cap, you know, it's a covering. You can't take every drop potentially of contaminated soil out of a site like this. We're going to try to do our best to do that, but sometimes it's just too deep or there's too much of it, so the building itself and the parking lot serve as part of the remediation.

SUPERVISOR BOSWORTH: And where does the contaminated soil go?

MS. SHAW: It goes to the right place. It goes -- it usually -- goes to New Jersey from down here, but a properly permitted, you know, landfill facility that's permitted to handle that kind of dirt. I don't want to offend anybody from New Jersey, but it's true. Any other questions?

COUNCILWOMAN DE GIORGIO: The monitoring that you said, the annual reporting, how long does that usually go on for?

MS. SHAW: If the site doesn't end up meeting the most stringent of -- there's two levels of residential standards, one is really, really clean and then another one is called restricted residential, so a project like this can meet the restricted residential standards, which are also very, very clean. In fact, we have the cleanest cleanup standards in the country, so they're cleaner than, again, New Jersey, their residential standards, but it will go on actually in perpetuity. There's an environmental easement that you have to give the state and in that environmental easement, if you haven't reached the highest cleanup level, that's where the every year you have to monitor, so it's unfortunately for the developer forever.

COUNCILWOMAN DE GIORGIO: Oh.

MS. SHAW: Yeah. It keeps going. That obligation runs with the land, so it's whoever owns the

site has to do that.

COUNCILWOMAN KAPLAN: Thank you.

MS. SHAW: Thank you.

MR. ZAPSON: Okay. Now I would like to call up David Gallo, principal of G&G Acquisitions.

MR. GALLO: Good evening, Madame Supervisor, Town Board members. Thank you for hearing our proposal this evening. Georgia Venture and G&G Acquisitions is a local rental affordable housing developer, our offices are located at 50 Jericho Quadrangle, and we own approximately 400 units here on Long Island, many which are senior affordable housing units. We asset manage well over a thousand units throughout the state. Some of our current proposals involve an historic rehabilitation of the first Woolworth building ever built, we have a veteran project in Middle Island consisting of 123 units, we also just recently had an approval in Southampton to build workforce housing, but many of you know me for the work that I had done at Spinney Hill Homes. If you could put that picture up, going back to 2007 and 2008, Spinney Hill was tough. There was barely heat, there was no hot water, let alone not wanting to walk through the community, you wouldn't have wanted to raise a child there, and through the process and through working with government, we were able to rehabilitate Spinney Hill Homes into something now that we are very proud of, and not only did Spinney Hill undergo a cosmetic rehabilitation, but it also went through a financial restructuring. The property is self-sustaining and will no longer become what it was. We also -- our firm is also the developers of Pond View Homes and we have met with the community, we have met with the residents of Pond View Homes and we're doing very -- something very similar to what we did at Spinney Hill Homes. We are going to gut rehab all of the 52 units there, we're going to provide a community room, we're going to provide a library, we're going to provide a playground for the residents that live there, but more importantly we're going to create a sense of community there as well just as we did at Spinney Hill. A little bit about our proposed project. All right? We're dealing, you know, we're here tonight to present on 72 units of senior affordable housing, but when we started, we took a really close look at what the existing zoning was, right? Because that's the benchmark, are we going to do something that is more intensive or better for the environment and better for the community? And I believe what we are proposing tonight meets both of those objectives. We had our team speak tonight about the Brownfield. Right? This is a contaminated site, and as Linda had mentioned, we have a high benchmark to be accepted into this Brownfield program, and when we started, we didn't know that we were going to be accepted into this program, let alone did we know that this project had any contamination. When we started, we looked at this site as a senior affordable housing site and nothing more than that. It was through the process that we had to learn and through our due diligence that the site in fact was environmentally sensitive. You've heard a little bit about the traffic. If we can just bring this Board up here. We get it, we live here. On virtually every project we work on, we hear traffic is an issue. All right? We looked at the existing zoning and we compared that and had our traffic engineer compare it. Drastically what we are proposing will be less intensive than what the as of right zoning permits. We've also looked at the surrounding neighborhood. This site sits directly adjacent to Spinney Hill Homes and here we have what is a three, almost four story building right next door. Right? And through our process and through meeting with the community members, and just to actually take a moment, I want to read the meetings that we have had with the local communities because it was important for us to hear from everyone for two reasons. One, to see whether or not we wanted to go through with the project. Right? Just because we started this didn't mean that we wanted to continue going down

this road. And we started back in January. Manhasset Civic Association, January 8, Superintendent of Manhasset School District February 20, Manhasset Civic Association March 12, meeting with Pond View Homes residents June 5, met with neighbor of the site, Martin Dekom, June 17, meeting with neighbor of the site, Tony Yang, June 23, neighbor JoAnn Belt, June 23, Spinney Hill Homes residents June 25 and just recently met with the Spinney Hill Homes residents and Pond View Homes residents on November 6, and we did learn throughout each meeting that obstacles that we believed we've overcome. If you can pull the board behind you. What did we hear at these meetings? We heard we don't want any traffic on High Street. Right? This was really important to the residents of Pond View Homes. The congestion that was there and the reality of another project being built there, this was something that they didn't want, and our original plan actually had an entrance to our property on High Street. We've taken that away now. We met with the residents of Spinney Hill and one of their concerns were, you know, we really don't want to see this project and some of the other community members sitting right on top of Community Drive. We want this site set back, we want this building set back as far as possible. What did that mean to us as the development team? Pushing that building back means more site work, more additional cost to the project, but we've done that and we've implemented that. Other items that came up during our meetings with the local community, the school children, will this have -- this project have an impact to the local schools, and the answer is no. This site is a 55 and older community and will have no impact to the local schools. The resident qualifications that will need to be met here will be such that no school age children will be permitted on the lease. We have done a tremendous amount of community outreach, but it doesn't end here. We are looking for the zoning change. We understand that we have additional approvals to work with this community on, this Board and the Planning Board with. We will not stop meeting with the community. We will continue to update the residents of Spinney Hill Homes, Pond View Homes as well as the local civic association. Any questions?

COUNCILWOMAN KAPLAN: Can you talk a little bit about, this is going to be a community of 55 and over and there are no school kids? What kind of guarantee does this community have that there aren't any kids at this point or maybe ten years from now, twenty years from now?

MR. GALLO: All right. So we could talk up to -- well, the zoning itself may not allow for it, but this project will have a 50 year regulatory agreement recorded that will for at least the next 50 years not permit any school age children. Most likely after 50 years, the project will continue in the form that it is and the project will continue to be senior affordable housing, but there is a written regulatory agreement between the owner of the property and the state.

COUNCILWOMAN KAPLAN: So someone brought this to my attention, that assume a 55 year old moves in, into a two bedroom, marries somebody younger and they decided to have a kid, what happens then?

MR. GALLO: Now, unfortunately, you know, we're not going to ask them to leave the next day, you know, in all seriousness, we're going to try to accommodate --

COUNCILWOMAN KAPLAN: Can we calm down?

MR. GALLO: -- and try to work with that resident, but they're going to have to leave. Unfortunately they're not going to be able to live there anymore, they will be in violation of the lease, but we will work with them. I mean, this happens. There are many properties that we own that are -- that have, you know, these same questions that come up, but this is a property that's governed under Section 42 of the IRS Code and it's the same program that is in this state that's the

same throughout the 50 states.

SUPERVISOR BOSWORTH: So what makes that possible for you to have that as part of your agreement as opposed to a private development that's being constructed?

MR. GALLO: Right. So, you know, this project is going to seek an allocation of tax credits and the allocation of tax credits along with some other forms of state grants, they do have rules and restrictions, and the 55 and older program that exists for senior housing does not permit school age children and it's just as simple as that, but it's the program that it's being financed under that we specifically request funding through, and the fact that, you know, our office has done this and we manage quite a few of these on Long Island, we're comfortable with it.

COUNCILWOMAN KAPLAN: I have another concern. As you know, High Street is quite narrow.

MR. GALLO: Mm-hmm.

COUNCILWOMAN KAPLAN: I believe I brought this to your attention and because you have the property that is right by there, I was wondering if we can work out with Commissioner Levine some sort of agreement whereby we can widen High Street for the benefit of the community and the residents of High Street.

MR. GALLO: We'll -- I mean, you have a willing and able developer here that we'll try to do everything we can do.

COUNCILWOMAN KAPLAN: Okay. Any other questions? One minute. Wayne, do we have any cards?

MR. WINK: Yes.

COUNCILWOMAN KAPLAN: Are we done with the presentation?

MR. ZAPSON: No. We have one more speaker.

COUNCILWOMAN KAPLAN: Go ahead. I'm sorry.

MR. ZAPSON: Thank you, Dave. I would like to call up Reverend Edward Corley of the Mt. Olive Baptist Church.

REVEREND CORLEY: This is a Baptist moment.

COUNCILWOMAN KAPLAN: Maybe we can try to make this process go faster. It's only 10:15.

REVEREND CORLEY: Supervisor Bosworth, and members of the Board, Town Board, it's my pleasure to be here. I want to thank those persons from the Mt. Olive Baptist Church who came tonight. Would you stand, please? Just stand. I want to applaud you tonight, all of you, all of you for coming. Thank you. I'm under no time restraint, I understand, I can do a Baptist theological homily right here.

SUPERVISOR BOSWORTH: With all due respect --

REVEREND CORLEY: No, no, but —

COUNCILMAN FERRARA: As long as you can do it within three minutes.

REVEREND CORLEY: I knew I had to bring some kind of humor here. I thought I was going to

maybe take a subject dust to dust. I prepared a statement really, you know, some of you know I was born in Manhasset four score years ago almost and that community is my life, it's my life, in addition to my address is 38 Long Drive, Hempstead, I'm Reverend Edwin Corley, but 38 Long Drive/43 High Street, Temple Beth-El and Manhasset High School where I expended a lot of time and energy.

SUPERVISOR BOSWORTH: And don't forget about Great Neck South.

REVEREND CORLEY: And Great Neck South. Thank you. Thank you, Supervisor. I appreciate that. And so this is my community. I haven't gone anywhere. And we know that this project, this endeavor after it has been resolved, the environmental precautions, that's a major, major, and that stays on my mind. As much -- as bad as I want this project to be approved, we gotta -- we gotta think about the safety of all of the residents, and that's important to me. That's important. We would not proceed regardless. I have a statement from Dr. William Curry, a friend, a long time, but I don't think that's necessary, he's --he wants to somehow bless me with our relationship and association, but I don't think that's needed right now. I think what is needed is that the fact that that community deserves to have an affordable housing component, and I've been pastoring for more than 40 -- almost 40 years, and so I've been -- I lived in that community and, as I said before, I love that community, I went to school in that community, we raised our children in that community, and that I've watched a number of young people having to leave that community because they couldn't afford it, and so we believe -- we know for a fact that many of those young people, some of those young people who left, but now you've got to be 55, now they're not so young, but at least, at least it's affordable, we hope it will be affordable, but I hope that I don't have to live to be like Methuselah in order to see the reality of our labors, and I'm wondering, it appears that based upon the presentation tonight and I've heard the environment -- especially I go back again, how long is this report going to take? I want to thank this marvelous, marvelous staff of architects and engineers and our personal attorney, Mr. Birnbach who's here, and all the people who really believe in this project, and my wife of 58 years, my partner, we believe, we know that there's a need, but we also know based upon the reports that we've heard that we have to be cautious. I hope and pray somehow that we move with deliberate speed and get the thing done. Thank you.

MR. ZAPSON: Just a couple of things as we conclude. First, I would like to recognize, you know, Reverend Corley and the hard work that he's done with regard to this property. I know over the years that a lot of people have offered him a lot of money to develop something, but he was insistent on something that would be beneficial to the community. We have a number of people here from the church. I'm going to ask them not to come up and speak, that they were spoken for, but I would like the Board just to take notice of the substantial turnout in favor of the application, and with that, I turn it over.

COUNCILWOMAN KAPLAN: We're going to open this to public hearing so we could hear from everyone. All I ask is please limit your comments to three minutes and please stick to the zoning issue. The question at hand is the zoning change.

Thank you.

MR. WINK: Ruth Shalom.

MS. SHALOM: The Town of North Hempstead has been --

MR. WINK: Ms. Shalom, I'm going to ask you to reidentify yourself with your address.

MS. SHALOM: Sorry.

MR. WINK: Ruth Shalom, 15 Cornell Drive. The Town of North Hempstead has been my home for 40 years, my children were born in the North Shore Hospital, they went to schools here, we used the parks, we used the libraries, we took from this community and I like to think we gave back to this community. I don't know when I went from being a junior to being a senior, somewhere along the way it happened, changes occur in life and there are things that we can't always foresee, some of these changes are financial. People can no longer stay in their homes and it seems very cruel and unfair to have to uproot people who have lived their whole lives here, given back to the community, lived their lives in the community, raised their children in this community and have to leave because for one reason or another they're on fixed incomes, whatever the case may be, can't afford their homes anymore, their children have left, and they have to get out, and it's not right, it's not right that they should have to leave the places where they lived most of their lives and there should be a way that they can -- this rezoning, that it can be affordable and they can stay in their homes and their children could come and visit them and their grandchildren could come and visit them and they can use the parks again and have all the fun again of living in the Town of North Hempstead. So I want this project to come about and I think the rezoning should take place. Thank you.

MR. ZAPSON: Just for the record, this is also a hearing on the Environmental Impact Statement --

COUNCILWOMAN KAPLAN: Yes.

MR. ZAPSON: — and we're glad to answer any questions that might come up.

SUPERVISOR BOSWORTH: So I would just like to make a comment. When we speak to seniors, we had a senior recognition I think it was in February or March, we recognized so many seniors that it actually took us two days, and when I walked around from table to table, I heard consistently from all different areas in the Town, whether it was Great Neck, New Hyde Park, Carle Place, Port Washington, what will you do, when will you get affordable senior housing for us. This has been a constant plea, and for much of the reasons that, Ms. Shalom, you have articulated, that there are people who can no longer afford to live here, want to stay in the community that they have raised their children in, that they have, you know, gone from younger people into older people and so that's one of the things that we are looking at, is to see what kinds of opportunities we can in fact look into to provide this kind of affordable senior housing, so I appreciated your comments.

MR. WINK: Bernadette Hayes.

MS. HAYES: I'm going to pass.

MR. WINK: You're passing? Okay. Martin Dekom.

MR. DEKOM: My name is Martin Dekom, I live at 34 High Street, Manhasset. The Clerk's office that has the DEIS statement has informed that comments are open until December 1 and the e-mail that I received from the Town said that comments were open until November 28. So --

SUPERVISOR BOSWORTH: Oral comments are open until when?

COUNCILWOMAN KAPLAN: Oh, no. That's tonight.

SUPERVISOR BOSWORTH: And —

COUNCILWOMAN KAPLAN: They were supposed to be open until the 29th. We found out that it falls into the weekend, so we're leaving it open until December 1.

MR. DEKOM: So does that mean that no vote takes place until those comments are all fully --

SUPERVISOR BOSWORTH: Correct.

COUNCILWOMAN KAPLAN: Correct.

MR. DEKOM: -- absorbed, as it were?

COUNCILWOMAN KAPLAN: Correct.

MR. DEKOM: I am also here to bring a certain amount of truth serum to this meeting. There have been a number of things that need to be brought up. For one, Mr. Gallo says that he met with any number of people from the area. Met with does not equate to endorse. In fact, I know that the homeowners that he met with, the three of them do not support this. I actually walked through the neighborhood and talked to literally hundreds of the homeowners that Mr. Gallo did not talk with. The people in this neighborhood overwhelmingly oppose this. The Town intends to demolish a forest to put in a 72 unit apartment building in a neighborhood of largely minority homeowners, but in a white neighborhood, the Town bought a seven acre parcel to build a country club. In two other white neighborhoods, the Town did massive pool renovations. In Spinney Hill, the Town shut down half the pool and charges more for it. The Town also tried to rezone --

COUNCILWOMAN KAPLAN: Mr. Dekom, I'm going to ask you to please make your comments with regard to the zoning of this property.

MR. DEKOM: My comments will not be precluded based on content. The Town also tried to rezone a halfway house into the middle of this minority neighborhood. The Town has been attempting to rezone Spinney Hill out of existence. Federal law prevents you from doing exactly what you plan to do, concentrating low income housing in minority neighborhoods. Because of CDGB grants, you have an affirmative responsibility to avoid this kind of segregation. This forest has contamination at a level unfit for human use. As a former environmental professional, I can say there is no guarantee that remediation will be successful. It is nonsensical to rezone this for poor seniors until that remediation is complete. This illegal dumping by the current owner resulted in groundwater contamination. This is a felony and the Town has done nothing to enforce the law. You could laugh as you will, but nevertheless, it is a felony. We're talking groundwater contamination. And all these engineers, they talk about how this dumping occurred. This dumping didn't fall from space. This dumping was done by the current owner in order to build an illegal parking lot, which still exists --

MR. WINK: Madame Supervisor, three minutes have expired.

SUPERVISOR BOSWORTH: If you can —

MR. DEKOM: I can wrap up.

SUPERVISOR BOSWORTH: Thank you.

MR. DEKOM: On the other hand, the parking lot still is in use and adding to the contamination, yet the Town does nothing. I get a warning about having a chicken in my yard. I should have had a tire dump. This brings up the issue of play for pay. Since last evening, I found out that the

sponsor, Supervisor Bosworth, has received thousands in donations from people with an interest in this project.

SUPERVISOR BOSWORTH: Mr. Dekom, if you could please keep your comments, I gave you the latitude last time to make those accusations, so please keep it --

MR. DEKOM: I am going to exercise my First Amendment rights.

SUPERVISOR BOSWORTH: Please —

COUNCILMAN FERRARA: We can exercise the right to shut you up because you had three minutes already.

MR. DEKOM: You don't have that right.

COUNCILMAN FERRARA: Yes, we do.

MR. DEKOM: Mr. Zapson said that the current owner does not have the means to do remediation. Since the date of this dumping, the current owner has had at various times up to a million dollars in reserves, which it could have applied to this. The current owner has promised a hundred thousand dollar fee in case this project fails. Is that not true?

SPEAKER: No.

SUPERVISOR BOSWORTH: Okay, Mr. Dekom --

MR. ZAPSON: Please, please.

MR. WINK: Mr. Dekom, your comments all have to be to the Board.

COUNCILWOMAN KAPLAN: Your comments have to be to the Board.

COUNCILMAN FERRARA: He has to wrap up.

SUPERVISOR BOSWORTH: Please.

MR. DEKOM: The bottom line is you have no business -- Councilwoman Russell had the good sense to recuse herself on a matter in which she may have had an interest -- you have no business voting on matters that concern your donors. North Hempstead is not eBay where government is sold to the highest bidder. I urge the Council to reject this proposal and you are on notice regarding the civil rights issue.

COUNCILWOMAN KAPLAN: Thank you.

REVEREND CORLEY: Wow.

MR. DEKOM: Wow.

MR. WINK: Maria Perez Llona.

SPEAKER: I have some questions.

COMMISSIONER DeMARTIN: After the cards are read.

COUNCILWOMAN KAPLAN: You will all be called. Please be patient. Everyone will get their opportunity to be heard.

MS. LLONA: Good evening. My name is Maria Perez Llona, I am the program manager for JASA, its Jewish Association for Services for the Aging, I work with senior citizens, and our office

gets a high demand for senior housing, so I believe that this project that is moving forward, I'm hoping that we will be able to assist the clients that we're trying to assist. It is a very difficult task to help seniors to find housing especially with low income, no income to low income, and I'm hoping this will be beneficial for them and this will be helping them, because this is the biggest problem that we have in working and assisting them with this.

SUPERVISOR BOSWORTH: Thank you.

MS. LLONA: Thank you.

MR. WINK: Diana Holden.

MS. HOLDEN: Hello. My name is Diana Holden. I wish good evening to Supervisor Bosworth and the members of the Board. I live at 47 Gilford Road in Port Washington and I am the Director of Adventures in Learning, which is an after school program located at 65 High Street at the Manhasset Great Neck EOC, and we have 65 school age children from first grade through sixth grade who come to us every day after school and they are from the Spinney Hill area of Manhasset and Great Neck, and my major concern is the health and safety of these children. They live in the community and they are -- they play in that community, there's no country club or no special park that they can go to because they can't cross Community Drive and they play in that --those three acres. Those three acres which have been -- which are contaminated.

REVEREND CORLEY: No, they don't.

MS. HOLDEN: They walk through there and they have found things in there that are not nice .

REVEREND CORLEY: That's not true.

MS. HOLDEN: The kids have told me this.

SUPERVISOR BOSWORTH: Please.

MS. HOLDEN: I am just worried about this project and I think that this project would be a great asset to the community because it is not a forest that was previously stated, it is a Brownfield, which is a contaminated area, and contaminated areas are not safe -- I would not let my children playing in them and I wouldn't want my students playing in them, I wouldn't let any of us -- my teachers around them either. There was not just dumping there either, but there was also LILCO hortonspheres as I was told and they contain natural gas and gas storage from 1929 they were built there and there are also pipes that are above the ground now that have been -- they could contain lead and lead is obviously not safe for anybody, so I think this whole project would be a wonderful thing for our community and for the children who live there and I thank you.

SUPERVISOR BOSWORTH: Thank you, Ms. Holden, for providing for so many of our children.

MR. WINK: The next card is from Mr. Richard Brummel. Mr. Brummel notified myself and my assistant that he couldn't stay for the hearing. He has submitted a three page statement which will be submitted for the written record with respect to the EIS. The next card is Karen Rubin.

MS. RUBIN: Karen Rubin, Rose Avenue, Great Neck. So generally, I would just like to say I'm a big admirer of what was built at Spinney Hill, I believe that was a great asset, the community certainly needs affordable housing, and I have been a big advocate of senior housing that as the other speaker said enables people who want to stay in the community but can no longer afford the houses that they bought because they had families and raised their kids, but may I ask, I have the --

the EIS is also economic issues, and I have some questions. What is meant exactly by affordability? Someone says people normally assume this means low income people, but that's not actually what affordability means. What is eligibility? How are the residents selected? Are these rentals or are they purchased? Are there grants? Some of the grants I think were expressed, but I also heard the word tax credits. Now, on the one hand, we're hearing that property that's not on the tax rolls would come on the tax rolls, but how do tax credits work into it and who pays those tax credits? And what kind of prices are envisioned for these units?

SUPERVISOR BOSWORTH: Mr. Zapson, do you want to address that?

MR. ZAPSON: That's a good question. What I thought we would do is just address all the questions at the end, if that makes it easier.

SUPERVISOR BOSWORTH: Okay.

MR. ZAPSON: Thank you.

SUPERVISOR BOSWORTH: All right.

MR. WINK: Madame Supervisor, I have no further cards at this time.

COUNCILWOMAN KAPLAN: Please come up.

SPEAKER: My question was answered.

MR. BELT: Good evening. I'm a resident of High Street.

COUNCILMAN FERRARA: Name, name and address.

MR. BELT: So this conference will affect me directly.

MR. WINK: Sir, we need your name and address.

SUPERVISOR BOSWORTH: Sir, would you please identify yourself for the record. Say your name and address.

SPEAKER: He is hard of hearing.

MR. BELT: I am definitely for affordable housing and --

SUPERVISOR BOSWORTH: Sir, could you say your name and address.

PH-1 MR. BELT: Oh, my name is Richard Belt, B-E-L-T. Okay? We all know that affordable housing is needed on Long Island. The thing about it is we're dealing in a finite space where you want to put this complex. I look at this location between Allen Drive, High Street, Pond Hill Road and Community Drive as a sponge. Okay? We have a 102 unit complex on Pond Hill Road, we have a 52 unit complex on High Court. There are only four private houses in that location. Now you want to put a 72 unit affordable housing complex in that finite space. A sponge can only hold so much and that is my concern. I have a real concern about why do we have to put this large unit at that location. We are interested in putting private homes. Now, property owners have to, you know, make that decision, but I don't look at this as a cure for affordable housing. I am trying to come to the motivation of why they want to put this large unit there. I don't see it as affordable housing. I see it as profit. They are trying to make as much money as they can, and I can understand that, but who is going to profit from it? Not the private homeowners that live there. That is my concern. Thank you.

SUPERVISOR BOSWORTH: Thank you.

COUNCILWOMAN KAPLAN: Please come up.

MR. LIEBERMAN: Neil Lieberman, Great Neck, New York. This is one of the first meetings I've gone to and I'm being enlightened. First of all, the Board is to be complimented for -- I mean, there are so many different points of view, and I commend the Board for being very professional in the way they're handling themselves. I would like to focus quickly on the rightful reverend, I've never met him, but he's got everyone going, sparked, which I think is great. Getting back to this gentleman, you brought up the issue of no school children, I believe; right?

MR. GALLO: Yes.

MR. LIEBERMAN: What about two and three year olds? They're not in school. Can they live in this community?

MR. GALLO: No.

MR. LIEBERMAN: But that's not school age. When is it --

MR. GALLO: Under 18. It's under 18.

MR. LIEBERMAN: Oh, I didn't hear that. I only heard you say school age. Thank you for clarifying that.

MR. GALLO: You're welcome.

SUPERVISOR BOSWORTH: Please come up.

MR. BURWELL: My name is Harry Burwell, 77 Grandview Avenue in Great Neck. My one question is because of contamination, could this possibly be a no go?

SUPERVISOR BOSWORTH: I think this is one of the things that would encourage us to want to do it, the contamination --

MR. BURWELL: Because I'm worrying about making it happen, rushing through and skip some corners because contamination is a very bad thing and you have kids.

SUPERVISOR BOSWORTH: No. It would be under very strict regulations through DEC and all the different regulations that the would woman was speaking about earlier.

MR. BURWELL: Okay. My other question is if it's a go and you would be taking trucks and things in, would you be using High Street to get in there with the trucks and things, construction before that.

COUNCILWOMAN KAPLAN: We'll have them address those questions. Any other questions? Excuse me. Excuse me. Sir? Could you spell your last name, please?

MR. BURWELL: B-U-R-W-E-L-L, Burwell.

COUNCILWOMAN KAPLAN: Thank you.

MR. CONTEGIACOMO: Good evening. Joe Contegiacomo, 1975 Lakeville Road, New Hyde Park, New York. Do you want me to spell it?

MR. WINK: Yes.

MR. CONTEGIACOMO: C-O-N-T-E-G-I-A-C-O-M-O. I've been a resident of New Hyde --well, Town of North Hempstead for 46 years now and I've seen many changes where they tried to take a Residential C property and make it something else. In this case, I think we have a win-win

situation here. We're taking contaminated C property and we're making it a clean senior residential area. We're providing homes for our senior people, which includes me. Right? I expect, you know, I'm trying to stay in my home as long as possible, we do not want to leave New Hyde Park, Town of North Hempstead, this is our home. I mean, it would be great to have, you know, be able to say, hey, there's affordable senior housing in this area. This is something we need. We don't need another ten drug stores or, you know, another supermarket. The location is great, right across the street from the hospital.

COUNCILWOMAN KAPLAN: And there are two parks that are right there, too.

MR. CONTEGIACOMO: That's right. I mean, I don't have anything else. That's basically what I want to say. Thank you.

SUPERVISOR BOSWORTH: Thank you for your comments.

COUNCILWOMAN KAPLAN: Anybody else who wishes to be heard?

PH-2 MS. BELT: JoAnn Belt, 51 High Street, Manhasset. My concern is only one. The traffic person said that we are -- that the standard of parking, the standard, what is that standard of parking? How does that standard really fit into High Street being that it has -- it services the community center plus the apartments on Community Drive? I would like to know what that standard is. The other thing is that once you start to move the earth, the contaminated earth, currently over there we do have raccoons, rabbits and other infestations there. When you begin to move that, where do they go? They will come into my house, into the properties that are there. What kind of reserve is there for us living there? You will now -- that will impact our health and our safety, plus a burden of an extermination or whatever. You speak of expanding the road. Well, then that would also have to be some kind of easement on my property. Those are my concerns along with the fact that you are talking about contaminating soil. Who will be the monitor, really monitoring the dust and you spoke of a community --

SUPERVISOR BOSWORTH: Excuse me. Hold on for a second. Here's our --(Pause in the proceedings.)

SUPERVISOR BOSWORTH: Sorry. This will just take a couple of minutes to fix this.

(Pause in the proceedings.)

MS. BELT: If this project doesn't succeed and you are kicked out of the Brownfield, what then will happen?

COUNCILWOMAN KAPLAN: We'll have them address all those questions.

MS. BELT: Thank you.

COUNCILWOMAN KAPLAN: Thank you. Anyone else? Please come up.

MR. KAREEM BELT: My name is Kareem Belt, 51 High Street, Manhasset, New York. If we're going to talk about contamination, there's a bus stop right there at the corner that people get splashed with all this water that's been running off for years. There's been no, you know, qualms with that. The area floods, routinely flooded, any time it rains, probably last night routinely flooded, so this concern about the environment and all the dangers, it's something that's been going on for years, just with issues that I've had. This is an area that's in neglect. I came here 20 years ago to try to get a stop sign put at the street as well as a street sign and that took ten years. There's a sign that says don't block the intersection, that's a very dangerous intersection. That only got put

up five years ago. So, you know, I'm a little taken aback by the lack of concern for an area that's been in neglect for so long and now that there's an opportunity to create something, you know, it's like let's make some money out of this or let's just make it profitable, and for the gentleman who spoke about not wanting to raise a family or raise children there, I was raised there and I'm a productive person in society, I've worked for the Town, I've worked for New York City, I've worked out in California, so I do take offense at that. Thank you.

COUNCILWOMAN KAPLAN: Thank you. Anyone else? Mr. Zapson, would you like to --

MS. PATILLO: I'd like to say something. Good evening. My name is Pamela Patillo, I live at 88 Pond Hill Road, Great Neck. I think there's been some misunderstanding with some statements that may have been made. One that I want to address first is the statement that was made by Mr. Gallo. I live on the property that was rehabbed. It was the best thing that could have happened there. I'm not speaking for Mr. Gallo, but I believe that is what he meant when he said it was not a good place to raise children, was because the place was in shambles. I was ashamed to have company the last several years that that place was existing in its former condition. That's number one. Number two, 55 and older is a population that if you haven't reached it, you're going to with God's grace. I'm there. And I would love to be able to move to a 55 and older community, that I have every confidence will be done properly because Mr. Gallo, who I have confidence in is going to make sure that it's done properly. I can let someone with a family move into the apartment that I have and move into my two bedroom, Mr. Gallo, at the 55 and over community. I can -- at one time that property was going to be developed into a church. I can only believe that the people who have put into and invested into that property to have it become a church would be more than happy to have that property become someplace where people can live a good life as they age. There are going to be problems, there are going to be issues. It's crowded everywhere, but people pay big bucks to live in crowded Manhattan. I hope that -- I know that God will have his way in this and I support the efforts of everyone that wants to make it better for people that live not only in the Manhasset-Great Neck community, but those of us who are at that 55 and over age.

COUNCILWOMAN KAPLAN: Anyone else? Okay. We're ready for your answers.

MR. ZAPSON: Thank you. I'd like to call Dave Gallo back up to explain the affordability component, his use of the staging for the construction and what would happen if no Brownfields money came through. Dave? Or Maybe Linda?

MR. GALLO: Yes. Good evening again. And, yes, Pamela, if I did misspeak, you eloquently had presented what I was trying to convey earlier regarding our rehab at Spinney Hill. So we do have some questions to address. I perhaps am going to put everyone to sleep now talking about the affordable housing business, so here we go. How do tax credits work, right, and why do properties like this get built and why do they remain affordable? The clear answer here is that the State provides a tax credit to a developer that is building affordable housing. I'll get into what it means to be affordable in a moment, but ultimately that tax credit that the developer receives is sold to a corporation or a bank. In return for that tax credit, that bank provides equity to the project just as if a person was buying a home with equity. The reason why a development such as this can have affordable rents is because of that equity. That equity amounts to roughly 60 to 70 percent of the project, which means this project, unlike other developments, will have less debt. Less debt means, less rents. And ultimately that is an overview of how the tax credit and affordable housing business works. Typically we see the local banks that are buying these tax

credits. These banks include JPMorgan, they include Bank of New York, Spinney Hill was the -- Capital One was the investor at Spinney Hill. Ultimately we are taking a form of equity, we have less debt and, therefore, could charge less rents. For allowing that equity to come to the project though, the State and Section 42 of the IRS Code mandates many, many, many things. First of all, if a developer steps out of bounds and increases the rents above what the State will allow, they will be personally responsible under a guarantee to give back all of the tax credits. At Spinney Hill, that would have amounted to $26 million that we would have been personally liable for. That same program will be implemented here. This project will be built affordable. This is not a bait and switch. It will remain affordable for the next 30 or 50 years depending on the programs that we enter into. How affordable is affordable? I mean, that question is like never answered, right, because every area it is different, and what I can tell you is what we currently own and what we currently see at our properties, and we see rents ranging anywhere from $800 to 15 or $1,600. Have we, you know, looked at an exact amount here? No. We are too early on into the process. We need obviously to do a lot more work and we have to get by this process in order for us to solidify that, but we also want community involvement. When we come back, if we are privileged to, we will meet with the community and look at what is the right rent. Right? We have that liberty to -- within a certain area guided to have more units, 8 or 900, or to have units at 1,500, 16, 1,700 dollars, and we will spend the time to go through that and we will present it here in front of the Board in front of the site plan process where we end it up. With respect to the contamination and rushing, we're not looking to rush anything. We're going through our SEQRA process, we're going through the State process, and we'll continue to do and move at the speed that is permitted to us. With respect to High Street and the construction, we're going to do everything we can to not impose construction vehicles up and down High Street. That doesn't mean we could guarantee that there's no construction vehicle that doesn't go down High Street. Most likely there will be some impact there, but we will do everything we can to limit it and to impact -- to have as least impact as possible. With respect to the raccoons and the other animals that live there, we certainly could have an approach that looks into that, right, and that if they're there, we could safely remove them from the site and make sure that they don't impact the neighbors nearby. We want this to be successful for not only the future residents that could be living there, but the immediate residents there, and we'll work toward those goals. With respect to the Brownfield, if this project doesn't happen, it's going to remain a Brownfield. Right? Some other developer may take it on, don't know. Someone else may choose to do something, don't know. What we know is we could deliver our proposed project at no cost to the Town, at no cost to the community by giving a safe cleaned up site and delivering senior affordable housing.

I think I got all the questions. If I didn't —

COMMISSIONER LEVINE: There is one point you skipped over though --

MR. GALLO: Yes.

COMMISSIONER LEVINE: — in the explanation of tax credits, that the local -- the Town and School Districts and Special Districts are still receiving the full rateables on the property, there is not a discount given by the local taxing authorities.

MR. GALLO: No.

COMMISSIONER LEVINE: Okay. That wasn't clear when you spoke.

MR. GALLO: Understood.

COUNCILWOMAN KAPLAN: Can you elaborate on that so that everybody –

SPEAKER: Eligibility.

MR. GALLO: What.

SPEAKER: Eligibility.

MR. GALLO: There will be income eligibility here, at a minimum you have to be 55 years old, and just like any other rental community on Long Island, everyone's going to have to fill out, you know, a resident program which will include background checks, will include their income status, and what we're looking at with regards to income is, you know, anyone making between, and this is a senior, mind you, on a limited pension fund or Social Security funds, anywhere from 25,000 to upwards of 65,000, we have had projects recently even exceed that and go all the way up to 80,000 in some of the workforce housing communities that we delivered. When we did meet with the community, we wanted to deliver the biggest range possible so that as many people could be eligible to live here. Right? We really did want to collaborate and say, okay, this is meant for everyone and these are the income ranges that we were approaching.

COUNCILWOMAN KAPLAN: Okay.

MR. GALLO: Any other questions?

COUNCILWOMAN RUSSELL: I just have a quick question --

MR. GALLO: Yes?

COUNCILWOMAN RUSSELL: — and you may have answered this. So the Brownfields cleanup runs with this project, so without this project, the Brownfields cleanup will not happen?

MR. GALLO: Correct. Not by us at least.

MR. ZAPSON: Thank you. Thank you very much.

MR. GALLO: Thank you.

MR. DEKOM: I have a question.

COUNCILWOMAN KAPLAN: Please come up, Mr. Dekom.

MR. DEKOM: This question is for Mr. Gallo. If the — if G&G does not do the Brownfields cleanup, who then is responsible for cleaning up that property?

MR. ZAPSON: This is, you know, not something that we are here with regard to. G&G is only going to be involved with doing it if in fact the project goes forward.

MR. DEKOM: So the current owner would have to clean up the property?

COUNCILMAN FERRARA: Or the next developer.

COUNCILWOMAN KAPLAN: Thank you. Would anyone else like to make any comments?

SUPERVISOR BOSWORTH: Now, I just — the comment I wanted to make, in terms of the SEQRA hearing, the EIS hearing, and this is the comment that I wanted to say, is that we closed the hearing for verbal comments tonight --

COUNCILWOMAN KAPLAN: Correct.

SUPERVISOR BOSWORTH: — but we are able to receive written comments until December 1.

COUNCILWOMAN KAPLAN: Correct. And I would like to continue the public hearing on zoning without a set date. I also would like to conclude by saying we have an opportunity here to go ahead and address property that is being deemed as Brownfield where we have a developer coming in and trying to clean that up, not just for the Spinney Hill area, it's also for Manhasset community and Great Neck community. This is not a Greenfield as some people think, it is a Brownfield, and for us to have this opportunity on the Town level to have a developer to come and clean this speaks volumes and it's something that we have to take very seriously because it affects every one of our residents. By looking at this change of zoning, we're also addressing some of the concerns that have been brought to us by our seniors. Some of these seniors who have lived in this Town, who raised their families, paid their taxes, supported the schools, the parks, and it's now our turn to give back and try to help them out and help them keep this place as their residence. I think this project is a very good project for the Spinney Hill area, for Manhasset and for Great Neck. I take pride that it's in my district, I welcome all your written comments, and we'll just continue this and try to do the right thing by the whole community.

REVEREND CORLEY: Thank you.

COUNCILWOMAN KAPLAN: Thank you.

SUPERVISOR BOSWORTH: Anna, that was a lovely statement, you've worked so hard with so many members of the community to see this go forward and, you know, we all thank you for that.

COUNCILWOMAN KAPLAN: I want to just say that I received some e-mails with respect to this project, some of them did not have correct statements, so, again, this is a hearing to change the zoning from single family homes to affordable senior housing, and also there were plenty of people who couldn't come here to speak pro for this that we received e-mails that we have forwarded to our Commissioner of Planning, Mike Levine, and also to the Clerk's office and they're available. Thank you.

MR. WINK: To that end, Councilwoman, all that you forwarded to me will be incorporated into the written record for the purposes of the Draft Environmental Impact Statement. Thank you.

COUNCILWOMAN KAPLAN: Thank you.

MR. WINK: Which is open until December 1.

COMMISSIONER LEVINE: Let me speak to process for a second. What happens, we have two parallel hearings open right now, so, item 10 on the agenda is the hearing on the Environmental Impact Statement, the document. What happens now is all the comments both written and oral that have been received are addressed and a final document that is then accepted by the Board at a later date. I can't say exactly how long it will take. It's really how long it takes the applicant's team to respond to the comments, typically about two months is common. The second hearing is on the rezoning action itself, so what happens now, the oral part of the hearing on the EIS will be closed, we will keep the record open until December 1. The rezoning is continued until the final EIS is done and accepted and a finding statement is issued by the Town Board as lead agency. At that point, the hearing on the rezoning action resumes and then it will eventually be ripe for a vote for final action. Again, I don't have exact time frame, but typically it takes about two to three months from the close of the public comment period, so that's what happens following tonight.

COUNCILWOMAN KAPLAN: Thank you, Commissioner.

MR. WINK: Pursuant to that –

COUNCILWOMAN KAPLAN: I would like —

MR. WINK: Oh, I'm sorry.

COUNCILWOMAN KAPLAN: I would like to close the public hearing for verbal comments and resolve to accept written comments until December 1, 2014. I would like to continue the public hearing on zoning without a set date.

MR. WINK: As to Item 10, Councilwoman De Giorgio?

COUNCILWOMAN DE GIORGIO: Aye.

MR. WINK: Councilman Ferrara?

COUNCILMAN FERRARA: Aye.

MR. WINK: Councilwoman Kaplan?

COUNCILWOMAN KAPLAN: Aye.

MR. WINK: Councilwoman Russell?

COUNCILWOMAN RUSSELL: Aye.

MR. WINK: Councilwoman Seeman?

COUNCILWOMAN SEEMAN: Aye.

MR. WINK: Councilman Zuckerman?

COUNCILMAN ZUCKERMAN: Aye.

MR. WINK: Supervisor Bosworth?

SUPERVISOR BOSWORTH: Aye.

MR. WINK: As to Item 11, Councilwoman De Giorgio?

COUNCILWOMAN DE GIORGIO: Aye.

MR. WINK: Councilman Ferrara?

COUNCILMAN FERRARA: Aye.

MR. WINK: Councilwoman Kaplan?

COUNCILWOMAN KAPLAN: Aye.

MR. WINK: Councilwoman Russell?

COUNCILWOMAN RUSSELL: Aye.

MR. WINK: Councilwoman Seeman?

COUNCILWOMAN SEEMAN: Aye.

MR. WINK: Councilman Zuckerman?

COUNCILMAN ZUCKERMAN: Aye.

MR. WINK: Supervisor Bosworth?

SUPERVISOR BOSWORTH: Aye. And we've had a request for just a five minute recess. (Time noted: 11:03 p.m.) (Recess taken.) (Time resumed: 11:22 p.m.)

MR. WINK: Resolutions. Item 12. A resolution setting a date for a public hearing to consider the adoption of a Local Law amending Chapter 14 of the Town Code entitled "Dogs".

SUPERVISOR BOSWORTH: I offer the resolution and set the public hearing for December 9, 2014.

MR. WINK: Councilwoman De Giorgio?

COUNCILWOMAN DE GIORGIO: Aye.

MR. WINK: Councilman Ferrara?

COUNCILMAN FERRARA: Aye.

MR. WINK: Councilwoman Kaplan?

COUNCILWOMAN KAPLAN: Aye.

MR. WINK: Councilwoman Russell?

COUNCILWOMAN RUSSELL: Aye.

MR. WINK: Councilwoman Seeman?

COUNCILWOMAN SEEMAN: Aye.

MR. WINK: Councilman Zuckerman?

COUNCILMAN ZUCKERMAN: Aye.

MR. WINK: Supervisor Bosworth?

SUPERVISOR BOSWORTH: Aye.

APPENDIX B

NASSAU COUNTY PLANNING COMMISSION RESOLUTION APPROVING STAFF COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT – OLIVE HILL AT MANHASSET – A SENIOR COMMUNITY

WHEREAS, a Draft Environmental Impact Statement (DEIS) has been prepared for the project known as **Olive Hill at Manhasset – Senior Community** in accordance with the New York State Environmental Quality Review Act (SEQRA) requirements and its implementing regulations at 6 NYCRR Part 617 and pursuant to a Positive Declaration issued by the Town Board of the Town of North Hempstead; and

WHEREAS, the proposed action consists of 72 age-restricted rental units in a four level residential complex that includes three floors of residential units over enclosed surface parking, an open parking lot, a community room, an exercise room and landscape/buffer areas. Access will be provided via a driveway that will align with the existing signalized intersection of Community Dr. and Community Dr. East ; and

WHEREAS, the Applicant is concurrently requesting a Change of Zone for the subject property from R-C (single-family/minimum 5,000 square foot lot area) to R-C (Senior Residence) to accommodate the development; and

WHEREAS, the Town of North Hempstead has determined that the Nassau County Planning Commission ("Commission") is an involved agency and has circulated a Draft Environmental Impact Statement (DEIS) for the project known as **Olive Hill at Manhasset – A Senior Community** to the Commission on Oct 16, 2014 for it to review and to provide comment within the required comment period; and

NOW THEREFORE BE IT RESOLVED that at its regular meeting on Nov. 13, 2014 the Nassau County Planning Commission approved the following comments provided by staff on the DEIS entitled **Olive Hill at Manhasset – A Senior Community:**

A-1 • A yield map under the prevailing R-C zoning designation should be included.

A-2 • A table(s) should be included that compares the impacts of the proposed development with those under the prevailing R-C zoning designation. This table(s) should compare the impacts on traffic, pervious and impervious areas and slopes and other natural features. The table(s) should also include a comparison of taxes generated as well as a comparison of impacts on services/utilities.

A-3 • A range of reasonable alternatives should be addressed in the DEIS pursuant to SEQRA regulation. Such an analysis was not evident in the document.

A-4 • The proposed development consists of three stories of residential units over enclosed parking with a height of 41 feet to the roof (49 feet to the roof-mounted stair bulkhead). The subject property abuts residential development, specifically single family homes and

garden apartments. As such, a visual simulation of the proposed development from different vantage points should be included.

A-5

- A more detailed analysis of the specific impact to the traffic signal at Community Dr. and Community Dr. East should be provided. While a new phase will be added, will any timings need to be adjusted? Is there a need for left-turn phasing to accommodate the increased response needed by the senior community?

A-6

- The ambient traffic growth rate is not derived in an acceptable manner. In order to be consistent with acceptable growth rates for this region Nassau requests using 1.0% per year. The data should be reanalyzed and resubmitted.

A-7

- On Page 6 of the Traffic Analysis (Existing Traffic Volumes), change 12:00am to 12:00pm. Typically, an acceptable parking space is nine (9) feet wide, which is important when considering the senior population.

A-8

- How will construction traffic affect the signal at Community Dr. and Community Dr. East? Where will the construction access point be?

The resolution herein was, in accordance with all applicable law, duly considered, moved and adopted by the following vote:

Jeffrey Greenfield	Chair	Aye
Marty Glennon-	Vice Chair	Aye
James Bianco-		Aye
Ronald Ellerbe-		Aye
Neal Lewis-		Excused
Donna Martini-		Aye
Mary McCaffery-		Aye
Robert Melillo-		Aye
Leonard Shapiro-		Aye

Resolution of the Nassau County Planning Commission adopted on Nov. 13, 2014

STATE OF NEW YORK)
) SS:
COUNTY OF NASSAU)

I, Satish Sood, Deputy Commissioner of the NASSAU COUNTY PLANNING COMMISSION, do hereby certify that I have compared the proceeding with the original resolution passed by the PLANNING COMMISSION of Nassau County, New York on Nov. 13, 2014

on file in my office and recorded in the record of proceeding of the PLANNING COMMISSION of the County of Nassau and do certify the same to be a correct transcript therefrom and the whole said original.

I further certify that the Resolution herein above-mentioned was passed by the concurring affirmative vote of the PLANNING COMMISSION of the County of Nassau.

IN WITNESS WHEREOF, I have hereunto set my hand,
This 14th day of Nov.
In the year two thousand and fourteen

Satish Sood
Deputy Commissioner
Division of Planning, Department of Public Works

Council of Greater Manhasset Civic Associations, Inc.

(Greater Council)
PO Box 600, Manhasset, New York 11030-0600
www.manhassetcivic.org

Executive Board /Officers 2014-15

eMail: info@manhassetcivic.org

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South Strathmore Civic Association
Strathmore Vanderbilt Civic Association
Strathmore Village Civic Association
Terrace Manor Civic Association

Liaisons to Incorporated Villages:
Flower Hill
Munsey Park
North Hills
Plandome
Plandome Heights
Plandome Manor

Other Organization Liaisons
Coalition for Safer Manhasset
Chamber of Commerce
Manhasset Preservation Society

November 18, 2014

Town Board
Town of North Hempstead
220 Plandome Rd
Manhasset NY 11030

Subject: 11/18/14 Town Board Meeting Public Hearing Olive Hill Development

Dear Members of the Town Board:

In May 2013, developer David Gallo introduced to the Council of Greater Manhasset Civic Associations (Greater Council) preliminary planning for a housing development on the property of the Mt. Olive Baptist Church on Hill Street, and that a preliminary environmental impact was underway. Once that study was to be completed, he again requested the Council meet to discuss the possible development of the property.

On January 8th, 2014, Mr. Gallo met with Greater Council and presented that the preliminary study was completed and the preliminary parameters for the development of this site. Comments raised three initial issues of concern to the developer:

1) **That any development not have an impact on Manhasset School District enrollment**. Preliminary concepts included a development of moderate income housing designed with studio and one bedroom units that had a synergistic targeting for housing staff at the adjacent medical complex, and/or senior housing. Both concepts were believed to have little or no impact on school enrollment.
2) **That any development remediate as needed the known browfield site that is currently part of this wooded Mt. Olive property.**
3) **That any development be planned enhance the Spinney Hill community**, including efforts, to the extent practical and possible, that provide a more sustainable financial support for the Manhasset Great Neck EOC and the programs provided within the High Street School facility that now provides valuable and needed services to the community. Without a development design plan at the time, comments about the physical design were premature. The Council recognizes also that the Spinney Hill community does not have an organized civic association which requires the Town and developer to exhaust every reasonable effort to obtain the collective input from as many residents as possible in this area on any housing development.

On March 12, 2014 the developer met again with Greater Council to discuss the development planned that at the time appeared to be leaning towards senior housing, and discussion focused more towards the related legal requirements associated with such senior housing and its underlying financial plan.

Feedback to the developer continued to stress the impact of school enrollment from any property development remains a paramount concern to every Manhasset taxpayer. Manhasset schools continue to sustain an already very large student population for its physical facilities that for key programs is bursting at the seams. The School District's imminent proposed capital bond targets the renovation of existing facilities to accommodate its already large student enrollment; it specifically does not accommodate additional growth. We already know that the Village of North Hill's death sentence to Inisfada last year is planned for a high priced development of single family homes – something that only the Village of North Hills residents and its Village Board are in control of, but will undeniably affect school enrollment in current years. The Town has no jurisdiction in that North Hills debacle. In contrast, the Town's proactive approach in this Olive Hill development presents an opportunity to address the remediation of a brownfield while limiting the impact on our schools. Any alternative of developing the site with single family homes will indeed bring additional enrollment growth impact upon our schools

The Olive Hill plan as identified in the developer's SEQRA environmental impact statement was provided to the Greater Council within the past two weeks, and the Council has had inadequate time to absorb the documents' thousand pages. Mr. Gallo was invited to the November 12, 2014 Greater Council meeting, but was unable to attend. Thus, only a broad discussion was available. Comments from those present included questions of whether the new building's design architecturally blends adequately (difficult to decipher from documents avail at the meeting), as well as a longstanding pedestrian safety problem in this area:

B-1 We all recognize there is insufficient means for residents to safely traverse Community Drive in order to walk to/from Whitney Pond Park, Manhasset Valley Park, and Manhasset Secondary School. Specifically noted was that a few years ago, a Secondary School child was struck and badly injured while crossing Community Drive, a high vehicular trafficked roadway with too few safe opportunities for pedestrian crossing. All County Public Bus Stops have no pull-off area, compromising pedestrian as well as traffic flow. School bus stops are directly on the unsafe Community Drive, rather than any of its side streets (as we are told) due to the steep hilled side roads often compromised during winter storms. This existing lack of adequate pedestrian safety negatively affects all residents, from school age to seniors. The Council fully recognizes these issues involve multiple jurisdictions, and while not directly the problem of the developer, need the Town's action to undertake the coordinated planning needed with others' jurisdiction to concurrently improve the current pedestrian and bus issues in the vicinity of this proposed development.

There has been no formal position taken by the Council; Another update presentation from the developer and discussion is planned has not yet occurred. Thus, the comments available tonight from the Greater Council are in summary not in opposition to the proposed Olive Hill senior housing development and most notably addresses the paramount concern of impact on school enrollment growth. The Council commends the developer for appropriately engaging the Manhasset civic leaders during their preliminary planning and we look forward to continued discussions.

Sincerely,

Richard Bentley, President
Council of Greater Manhasset Civic Associations

C

Martin Dekom
34 High St
Manhasset, NY 11030

1 December 2014

North Hempstead Department of Planning and Environmental Protection

Re: Comments on the Mt. Olive DEIS

To Mr. Wes Steinberg, and others it may concern:
The proposal in the DEIS submitted by David Gallo has elements which are fatal to its cause: fraud, housing segregation, unlawful procedural shortcuts, facial non-compliance with code, and conflicts of interest.

C-1 Fraud nullifies the application

The application submitted by developer David Gallo uses fraud to make it palatable to the Town and the public. The current owner bought the property in 1960 from LILCO, then had five feet of illegal fill dumped on it in order to make a parking lot. This is the primary source of contamination, LILCO was cleared by NYSDEC. However, the DEIC tells an entirely different story, a fraudulent one. In the introduction (p. 2-11) Gallo fabricates a history in which LILCO had control of the property until 1973, describes it as being used for fuel transfer (the same narrative is repeated on p. 3-16, 3-17, 8-1, and p. 4-11). It then describes the soil being "reworked" in 70s. On p. 8-2, Gallo explicitly hangs the contamination on LILCO, not the current owner:

> GEI concluded that most of the surface soil was reworked and augmented with fill between 1966 and 1976; LILCO sold the property in 1973. GEI attributes the presence of polycyclic aromatic hydrocarbons (PAHs) and lead in surface and subsurface soil samples to the reworked soils, or fill material, and dry deposition of lead from vehicle exhaust on High Street.

Not only is this false but Gallo knew it was false before making this submission. Five months ago, in his application for a Brownfields (BCP) tax credit submitted to NYSDEC, Gallo tells a much different version that is closer to the truth:

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Martin Dekom
34 High St
Manhasset, NY 11030

> LILCO stored and distributed natural gas and manufactured gas at the Site from 1929 to 1960. The use of the tank ceased in 1960 and the tank was dismantled. The gas piping was left in place. In or about 1961, the Site was sold to the Church and between the 1960s and 1970s, the soil was "reworked", parts of the Site were filled... (Gallo BCP application page 4).

And reiterated on page 9:

> The SRC notes that in 1961, the Mount Olive Baptist Church purchased the site and sometime between the late 1960s and mid 1970s the soils at the property were "reworked" areas of the property were filled...

Gallo describes LILCO's former ownership as a Recognized Environmental Condition (p. 4-11), when in fact the NYSDEC report which cleared LILCO is referenced throughout the DEIS. Gallo's misrepresentation hides criminal actions and instead casts the current owner as a victim. This puts the town council in a position to reward bad behavior instead of penalize it, as it rightfully should. From this fabrication, Gallo stands to profit.

Gallo's attorney, Michael Zapson, worked this theme in his presentation before the Town council, claiming the owner could not afford to clean it up. The issue of means is immaterial to criminal actions. Nevertheless, that, too, is a lie. The land was bought from LILCO in 1960 under the leadership of Reverend Brown for the construction of a larger church. Ed Corley took over as pastor in the early 70s. Up to about $1 million was raised for a "building fund". The owner has also at various times owned three residential properties in the neighborhood: a "parsonage" on Allen Drive, the home next to the church (which it demolished and is now a parking lot), and a rental property on High Street which it still owns. The owner has had the ability to implement a bio-remediation plan to address the contamination which it caused. However, portraying the owner as the victim of a despised public utility greatly enhances the developer's chances of approval. The truth makes clear that this project is an attempt by a developer to take advantage of the attempt to dodge felony liability.

Making a material false statement on a government application is the criminal offense of "Filing a false instrument, first degree," and is a Class E felony. The DEIS is a source of information for public comment. The Clerk's office does not keep records of who has viewed

the DEIS, and an unknown number of the public have received the document by email, directly from the Town or by people forwarding it. Simply put, once the developer put his lies in play, that bell could not be unrung. For instance, this fiction was also fed to *Newsday*, which has since reported it. The result is that either the false version was relied upon by the Town government and its legislators, or, those government actors knowingly permitting violations of its Code for profit, to induce them as donors.

Presuming their honest services, then, the Town should deny the application and disqualify Gallo and his associated companies from further business.

C-2 <u>The DEIS misleads where it should make plain</u>

Further, the DEIS relies on misdirection and misleading language. For instance, the aerial pictures show the LILCO tank was gone by 1966. The photo is as crisp as any other, however, the DEIS states:

> February 23, 1966 – Due to the quality of the photo, it is difficult to discern the Site buildings. However the tank and building associated with the Long Island Lighting Company do not appear to be visible.

This lie is designed to further the fiction described above. However, compared to the prior photo, it is obvious the LILCO structures are in fact gone. Further, the term "reworking" is often substituted for "dumping." "Reworking" is a term for natural soil shifting, like due to wind or water erosion. The contaminating action here was the dumping of material five feet deep (p.1-7) then graded for a parking lot. Further, the parcel is described as "vacant", "underutilized", "dormant", "overgrown," and "undervalued." However, on page 1-10, under "Wildlife", the area's "natural state" is described as a woodland area and animal habitat. When a parcel of land has become "overgrown" with trees, it is then known as a forest. As the aerial shots indicate, the parcel is a forest, not a vacant lot. It is populated from front to back by mature hardwood trees numbering in the hundreds. There is a greater amount of younger growth. The fact that it is not developed, or "dormant", is the exact quality which makes a greenspace green. Nassau and North Hempstead voters on three occasions have supported the preservation and acquisition of greenspace by overwhelming majorities, each more than 77%.

This is a high threshold to overcome to justify rezoning and disturbing the land, compared to leaving the land as-is.

C-3 <u>The heart of the proposal violates federal law</u>

The most egregious aspect of this proposal is that it seeks to backdoor federal anti housing discrimination laws. Prior to the civil rights era, it was common for municipalities to build low-income housing in minority areas, in order to preserve and perpetuate segregation. Case in point are the two public housing projects that bracket the proposed project, both built in historically black communities before the enactment of fair housing laws. At the same time, While FHA mortgages enabled the growth of the new suburbia, they were often limited to whites only. For instance, FHA did not permit Long Island developer William Levitt, whose prolific housing included such places as Levittown, to sell to blacks (see "Crabgrass Frontier", Kenneth T. Jackson. Oxford Press, 1985). These included restrictive covenants against future sales to blacks. The result was segregation by government action.

In 1964 a federal judge ruled Manhasset was "segregated by law" and housing patterns, and compelled the school system to integrate. This resulted in the closing of the Manhasset Valley School, which is next to the existing parcel. It now is the Manhasset-Great Neck EOC.
These housing practices were outlawed by the Civil Rights Acts of '64 and '68 (Fair Housing Act). They have been litigated numerous times, establishing with certainty that there is an affirmative responsibility to integrate and a direct prohibition against concentrating minorities. Placing a low income housing project in a minority neighborhood, of itself, is a prohibited act. According to the maps in the Nassau Urban Consortium Five Year Plan, upon which the Town is relying, there is only one small area identified as "African American" in Manhasset and Great Neck. This proposal would be the *fourth* low income housing project packed into this pocket. No low income housing project, even a senior one, can justify such an extreme level of concentration.

Further, the developer in his application for BCP tax credits claimed the project would "jumpstart" neighborhood redevelopment. The area homes sell for $500,000-1 million, above

the county median. The inference is that the minority presence equates to a blight which must be "redeveloped".

Given the above, there is no question that race played a significant factor in site selection in a fashion contrary to the affirmative obligation of CDBG grant recipients to integrate.

HAVING BEEN THUS INFORMED THAT THIS PROJECT VIOLATES LAW, ANY GOVERNMENT ACTOR WHO APPROVES THIS PROCESS OR AIDS IT IN ANY FASHION WILL BE SUED IN HIS PERSONAL CAPACITY UNDER USC 1983 FOR VIOLATING CIVIL RIGHTS.

Implementing this project will also result in the decertification of the North Hempstead Housing Authority (see 24 CFR 903.2 (d)3 (i) A, to wit: HUD will challenge a PHA's certification where its practices do not reduce racial concentration, perpetuates segregated housing, or creates new segregation).

C-4 Property violate Code currently; penalties due

Further, the current owner is in violation of numerous sections of the Town Code, which the Town has made no effort to enforce. As detailed in the DEIS, the site has soil and groundwater contamination. This is a result of illegal dumping which was then used to create an illegal parking lot. The town has not addressed these illegalities. The code specifically mandates fines for dumping of $2500/day (see Chapter 25) in addition to other criminal penalties which may apply (see Chapter 32).

It also prohibits residential land used as a parking lot. The use of the parking lot is cited in the DEIS as contributing to the contamination. Looking at the aerials, (p.392-6 of the DEIS pdf), the land is cleared in 1976, an active parking lot in 1980, blacktopped by 1994. Ed Corley, who spoke during the "oral comment" period, has been pastor since the early 70s. There's no ambiguity as to who, how, and why the contamination took place. Prior to any rezoning or

other action, the owner must remedy the existing violations, bring the property up to code, and the town must enforce.

C-5 Parcel does not qualify for "Senior Zone"

Because of the contamination, the parcel is not suitable for human habitation, much less for poor seniors. Until it meets the basic requirements for a residential zone, it cannot be rezoned for that use. Regardless of its current zoning status, it facially does not qualify to be rezoned into a Senior Zone.

C-6 Proposal is textbook Spot-zoning

Creating a micro-zone within a residential zone is a classic example of unlawful "spot zoning." Here the application fits most if not all of the NY standards for spot zoning: the use is not line with the Comprehensive Plan's stress on protecting and preserving natural areas, it is not in keeping with area use, it harms immediate neighbors, it applies to one parcel and one owner.

C-7 Procedural shortcuts void the application, including no notice

Municipal Law 239-m required this to be sent to the Nassau County Planning Commission. This action did not appear on any notice or minutes, and was handled "administratively", which is to say, under the table, without public scrutiny. Until it goes through a non-discriminatory process with notice, the action is not valid.

Similarly, when the developer sought BCP credits, he failed to notify hundreds of people in the radius. The contact for residents on Cherrybrook Place was listed as the "North Hempstead Urban Renewal Agency". A letter was submitted by Sean Rainey of NHHA claiming that they would notify the residents in the projects by posting notices in the building lobbies. The buildings have no lobbies. Residents did not receive any written notice, nor was it posted. In this case, notice was sent by registered mail with a confirmation card. The US Postal Service confirmed that only the homeowners got a notice on High St/Ct, thus excluding all the residents at Pondview Homes. Residents of Spinney Hill Homes also confirmed that no notice was received. This would disproportionately deny minorities their due notice. If the developer

made proper notice, then he will have hundreds of confirmation cards to verify. Given the pattern of behavior established, if they cannot be produced, the application should be denied.

C-8 The property is in a heritage and cultural area

The DEIS states the parcel is not in a heritage area (question C.2., "Adopted Land Use Plans). In fact it is in the "Long Island North Shore Heritage Area", which was created in 1998 by legislation sponsored by former Supervisor Mike Tully. Within that area proximate to the subject parcel is the Manhasset Valley Historical District. The Manhasset Valley Historical District exists to preserve the unique history of the black and Indian community that has existed in the area for 200 years. Contrary to the applicant's assertions, there is very good reason to believe the subject parcel has cultural significance.

C-9 Proposal does not conform to tree replacement requirement

As stated, the property is a forest, heavily wooded. The DEIS states that 2.93 of 3.19 (92%) acres will be cleared and .26 acres (8%) will remain in its "natural state" (DEIS page 1-10) as a woodland preserve. Tree removal is subject to the replacement provision of 2-9 T 5. Here that would equate to replanting approximately 1.5 acres of trees. Because of the proposed building footprint, parking lot, and winding driveway, the remaining area cannot accommodate the required tree replacement caused by the deforestation. The DEIS claims the only variances needed are for parking stall and retaining wall size. It does not conform to the tree replacement requirement nor seek a variance. This is fatal to the proposal.

C-10 Plan violates the Comprehensive Plan

Nor does the proposed use conform to the comprehensive plan. The voters' desire for greenspace in Nassau county and North Hempstead in particular has been explicitly incorporated in the planning cycle . Although the need for housing is also cited, it in no way indicates it as a higher priority, or at the expense of, open space. As has been demonstrated by NHCDA, the latter can be accomplished without sacrificing greenspace.

Martin Dekom
34 High St
Manhasset, NY 11030

C-11

Alternatives are available to the Town

The Town has claimed that the need to adjust the senior zone from 5 acres to 2 was because there was no land at that size. By extension, the selection of this parcel was also justified out of necessity. Both claims are false. In fact, a sizeable parcel in Manhasset was offered for senior housing by the Christ Church, which the Town did not act on. The Town also bought a 7 acre parcel in a white neighborhood in Roslyn to rehabilitate a country club. Although the priority on preserving greenspace has been well established, it is outweighed by the need for "senior" housing, according to the Town. Were that the case, the Town already owns greenspaces larger than this property.

Similarly, a few years ago a large church property came up for sale in Manhasset *not* in the minority neighborhood, the Christ Church Parish Hall. The church expressed a desire for it to be developed into senior housing. The Town did not take it up, however, it did rezone it for business and parking. The Town has passed on other prime senior housing sites. It purchased a 7 acre property in a white neighborhood and opted to use for a country club. There is a 5.1 acre parcel ($4.2 million) available in a white neighborhood of Old Westbury, as well as a 7 acre ($3.3 million), also a 3.8 acre parcel, a number of 2-4 acre plots in Westbury, and a 5 acre ($2.9 million) in Sands Point. The prices here are pro rata better than the costs of successful projects of the North Hempstead Community Development Authority. Further, the NHCDA projects show it is possible to rehabilitate existing property into residential units, without destroying greenspace.

Aside from NHCDA, there are literally 23 federal programs for senior housing, as well as efforts by Nassau County, smaller regional housing authorities, and private religious entities. This NHHA project is a fraction of the total effort, certainly not a leading component. The denial of this proposal does not impair governmental housing goals.

C-12

Alternatives to excavation are better

There are better alternatives to the developer's remediation plan. Prior to this proposal, NYSDEC and the Town expressed no desire for remediation, as the contamination poses no

health threat in the site's current limited use, according to a conversation with NYSDEC engineer John Sheehan. Simply leaving it alone, although not optimal, is a better option than the developer's plan of large-scale excavation. This will unavoidably disturb and aerosolize contaminants as dust. As the primary contaminated area is at the top of High Street, the contaminated dust will fall upon a playground in active use, the EOC building used for children in Head Start, as well as the bus stop used by the area elementary school children. At hearing Gallo gave the false assurance that trucking on High Street will be "limited." There is no way to limit it, as there is no other access to the most contaminated area, except by High Street.

As a former OSHA-certified environmental technician, my experience is that *in situ* bioremediation is the safest and cheapest approach to this type of contamination. This includes proper maintenance of the flora and fauna, watering, fertilizing, and bioventing to reduce the SVOC concentrations naturally. This will include closing the illegal parking lot, whose construction was the source of much of the contamination., and is an ongoing source of it. Mild composting, such as grass clippings from regular mowing, would accelerate the process. Bioremediation also costs the taxpayer nothing. Massive soil disturbance as proposed by the developer is far more expensive, creates more dust, and releases contaminants into the ambient air.

C-13

Town council's conflicts of Interest

Lastly is the issue of basic government ethics. The Comptroller's office does not permit business with donors. Judicial rules prevent judges from sitting on cases involving donors or where they have any financial interest. This is a common sense standard, not a strict one. It is particularly applicable to North Hempstead, with its bad history of pay for play. People associated with this project have donated to Town council members and to the Town Democratic Committee, including developer David Gallo, his attorney Michael Zapson, builder principals Michael Puntillo and Robert Pascucci, and NHHA chair Matthew Cuomo. No person receiving donations from them should be voting on matters that concern their donors. Thankfully there is SQRA case law voiding actions in which there was even a remote chance of personal gain.

Martin Dekom
34 High St
Manhasset, NY 11030

This proposal is nothing but classic real estate racism with modern window dressing, an attempt to resurrect the practice of segregating minorities into one discrete pocket. Based on the foregoing and reasons stated in the “oral comment” period, this DEIS should be denied, Gallo and his associates should be removed as vendors from any Town business, and penalties for criminal and code violations pursued with all due vigor.

Submitted by Martin Dekom
34 High St
Manhasset, NY 11030

D

Statement of Richard Brummel, Organizer Planet-in-Peril.org, To North Hempstead Town Board : Critique and Objections to Draft EIS for Olive Hill at Manhasset and Objection to Re-zoning of the property

11-18-14

(Part of these comments have been previously submitted on a related matter.)

I have reviewed the Draft Environmental Impact Statement related to the proposed Mt. Olive development (a/k/a Olive Hill at Manhasset) off High Street in North Hempstead that will be enabled by the change in zoning as proposed in Item 2 of the Agenda of the Town Board of October 21, 2014 (Zoning Chapter 70, reduce lot size for senior residence).

D-1 I also reviewed the Environmental Assessment Form ("EAF") prepared for the zoning change alone.

The separate consideration of the zoning change and the enabled project violates SEQRA. It is an unlawful segmentation of review.

The law is clearly described in Matter of City Council of City of Watervliet v Town Bd. of Town of Colonie, 3 NY3d 508 (2004) an important Court of Appeals decision written by Judge Graffeo. Many other SEQRA decisions by NY courts support these legal concepts.

That decision repeats that SEQRA requires that related issues be evaluated together in any SEQRA analysis.

But both on its face and with the additional impact of the Mt. Olive project, clearly a down-zoning has environmental consequences.

In contrast to the EAF assertions of "no, or small impact", the down-zoning could
D-1 easily have significant impacts on the intensity of use of land, the community character, aesthetic resources, and flora and fauna, as queried in the EAF and when answered correctly in the affirmative tends to require a Positive Declaration.

I note the EAF is lacking statement of significance, which is required.

The EAF I was provided today is incomplete and cannot stand on its own because it is missing consideration of the Mt. Olive development, and as such does not allow you to make a decision tonight, or at any time until a full SEQRA analysis is prepared.

Turning to the Draft EIS prepared for the Mt. Olive development: it is clearly a

flawed and deficient analysis that does not even rise to the level of the developer-friendly but professional analyses that are the 'gold-standard' on Long Island, as performed by the firm Nelson-Pope.

Because it is flawed but also because it is only a draft EIS and not a final one (the difference being a draft EIS is open for public comment and other revision that must be incorporated into the final EIS, which is then approved by the government agency), it also cannot form the basis for your consideration tonight should you wish to go that route.

D-2 In the Mt. Olive DEIS there is no enumeration or listing of ANY animals, birds, insects, plants or trees present or expected to be present on the site. That is standard a standard component of EIS's, and it is missing.

The claim there are no threatened or endangered species does not bear confidence as no indication is present of any field study performed.

In fact the EIS performed in this area for the RXR North Hills development two miles away lists about a dozen species of special concern under NY law as well as a number of threatened species as well.

I believe the standard of SEQRA analysis currently is to account for the Species of Special Concern, which the DEIS omits.

D-3 The photos of the site are clearly cherry-picked and do not honestly represent the site. I mean, a photo of a plastic jug of anti-freeze? (How about a Google satellite photo of a complete lush green canopy easily seen online at the site? Not present.)

D-4 The assertion that any hypothetical fauna at the site will shift to nearby sites is fanciful; any ecosystem that has been in existence for any period of time reaches a state of equilibrium that saturates it with its carrying potential, and the addition of intruders from elsewhere will cause conflict, starvation, etc.

It is shocking that professionals would make the assertion in writing that the reality is otherwise, and such an assertion should discredit the scientific basis of the EIS right then and there.

D-5 There is no analysis in the Mt. Olive EIS of Greenhouse gas impacts that I noticed in a brief perusal and there is none mentioned in the index, despite the subject's acceptance as a significant component of EIS's per Department of Environmental Conservation guidance as of 2009 (NYS DEC Policy: "Guide for Assessing Energy Use and Greenhouse Gas Emissions in an Environmental Impact Statement").

D-6 This project, and the zoning change enabling it would destroy a three-acre

woodland that is an increasingly rare and valuable ecological resource in our area. It will kill animals and plants that are becoming exceedingly scarce. It will
D-7 destroy trees and greenery that fight global warming. It will add development to an area already over-developed and clotted with traffic in the absence of any effective mass transit.

D-8 Further it destroys an aesthetic and ecological resource for the immediate community and the larger North Hempstead community. I know at least one resident strongly opposes it for these reasons.

D-9 In and of itself the down-zoning is bad policy. The lack of compliance with SEQRA makes the zoning vote illegal as it now stands.

No vote should be taken on simple procedural grounds.

I urge the board to reject any down-zonings, and to comply with SEQRA going forward.

Insofar as the Board is considering re-zoning the Mt. Olive / Spinney Hill property to increase the density or otherwise facilitate the senior housing I strongly object.

(Change from single family or low density to senior housing.)

The need is self-made, not based on the nature of the property.

There are many other places near amenities and transportation hubs for this type of housing,

D-10 The impacts on neighbors and the natural environment would be destructive. There is far too much density already in this area. Traffic is at more than
D-11 capacity.

I urge the Board to acquire the property and preserve it. That is what the Town needs and the Planet needs.

Thank you.

==========

Richard Brummel, Planet-in-Peril.org, rbrummel@att.net, (516) 238-1646

E-1

From: Janet Diaso [mailto:janetdiaso@gmail.com]
Sent: Tuesday, November 18, 2014 7:53 PM
To: Anna Kaplan
Subject: No to apartment building in Manhasset

I am a Manhasset resident and am writing to voice my opinion against the 72 unit housing complex that is currently being proposed. I live at 17 Martin place, Munsey park. Rest assured, if you do not use your political voice to oppose this structure, an entire town (manhasset) will surely vote against you in the next election.

E-2

-----Original Message-----
From: Roger Thomson [mailto:rnrtson@gmail.com]
Sent: Tuesday, November 18, 2014 9:35 PM
To: Anna Kaplan
Subject: Low Income Housing - Manhasset

Are you people crazy - why would you want to put a low income housing

in suburban Manhasset???? Many of us lived in Queens and left for the

beautiful greenspace we have in Manhasset. Spinny Hill has been a low

income area for the past 43 years we have lived here. This is not a racist

issue - we all live in harmony. VOTE NO Rosemary and Roger A. Thomson

74 KNICKERBOCKER ROAD, MANHASSET, NY 11030

E-3

-----Original Message-----
From: Kacey McDonald [mailto:kaceyskorner@yahoo.com]
Sent: Tuesday, November 18, 2014 4:56 PM
To: Anna Kaplan
Subject: 72 Unit Apartment Building

Dear Councilwoman Kaplan:

We were very disappointed to read that you voted for a 72 unit apartment building on what Newsday calls 'TOXIC" land. Not only is this a terrible way to treat our Seniors, but this is one of the few green spaces left in Manhasset. I am third generation to have grown up in Manhasset and it has broken my heart to see that the lush green fields and woods of my childhood are now covered in concrete. That trees have been indiscriminately torn from their roots and that there is no place for children to enjoy the simple pleasures of childhood

and to use their imaginations because we have allowed the over development of Manhasset and it's surrounding area. My sister and I spent every hour after school, until it was time to come home for dinner playing in the woods of the Whitney Estate and fields behind our home. Our imaginations ran wild as we built forts and collected frogs and injured animals. Today, politicians have allowed every green space to be over developed and this particular area is one of the few remaining green spaces left, not to mention the contamination issue.

My husband and I hope that you will resend your support for this project.

Sincerely,

Kathryn and Francis McDonald

E-4

From: HankHach@aol.com [mailto:HankHach@aol.com]
Sent: Tuesday, November 18, 2014 4:39 PM
To: BosworthJ@northempsteadny.gov
Cc: degiorgiod@northhempstead.gov; Anna Kaplan
Subject: Bad Politics, and the road to Hari Cari

I, like many of my friends and neighbors, are alarmed to find that you are pushing hard and fast on the proposal for a low income apartment building in Manhasset.

This, I'm sure, would be terribly unpopular with your constituents, young, old, Democratic and Republican, especially on top of the lingering toxic pole issue angering residents in three towns, one that will not be forgotten.
We are tired of the back-room politics and patronage deals that harm the beautiful towns that you were voted to represent.
You may have noticed the national mood is turning against the liberal agenda, and even your hostile, arrogant man in Albany only received 54% of the vote, while spending enormous amounts against a weak candidate. His coattails are nonexistent.

The apartment building will bring more traffic to streets already becoming impassable, and the fear of more crime when we have lost the 3rd Police Precinct.

It would seem to be very wise, for all concerned, to see this idea derailed.

Henry Hachmann

E-5

From: Kiess, Kurt [mailto:KKiess@markspaneth.com]
Sent: Tuesday, November 18, 2014 3:10 PM
To: Anna Kaplan
Cc: diana@adventures-in-learning.org
Subject: Development of Oliva Hill

Dear Councilwoman Kaplan:

As President of Adventures in Learning, I am writing this letter regarding the Olive Hill at Manhasset Development and the agenda items for tonight???s meeting. With this in mind, I am urging everyone to examine all the environmental issues carefully and in particular not to rush to any conclusions. The main concern of the Adventures in Learning Board is the clean-up of the environmentally damaged property. I wish to emphasis the importance of this process particularly because it impacts young children and their families.

In addition we are asking the Town and the developer to keep the Adventures in Learning Board of Directors informed as this process goes forward, on a regular basis. We are willing to establish regular meeting with you. Due to a previously scheduled event, I will not be able to attend tonight???s meeting.

Thank you for your consideration.

KURT S. KIESS, CPA, Partner
Accounting & Auditing

Marks Paneth LLP
88 Froehlich Farm Boulevard, Woodbury, NY 11797
P. 516.992.5832 F. 516.992.5833
E. kkiess@markspaneth.com

MARKS PANETH
ACCOUNTANTS & ADVISORS

E-6

From: Gerald Cotter [mailto:gerald.cotter@yahoo.com]
Sent: Tuesday, November 18, 2014 3:40 PM
To: Anna Kaplan
Subject: Vote No - Olive Hill at Manhasset

As a 36 year resident of Manhasset I strenuously object to this project.

Our green spaces can most assuredly be used for better purposes than a 72 unit apartment complex.

Your Town of North Hempstead planning should be more concerned with parks and recreational activities for our citizens, rather then more congestion, traffic pollution, etc.

An informed citizenry is a powerful force.

My fellow constituents and I will assuredly vote against you or any other council person who votes in favor of a this or any another plan that can reduce the quality of life in our community.

I respectfully ask that you re-consider your position, and vote against Olive Hill and in favor of the future of Manhasset.

Sincerely,

Gerald M. Cotter

E-7

From: Clyde Locke [mailto:clydelocke@optonline.net]
Sent: Tuesday, November 18, 2014 11:57 AM
To: BosworthJ@northempsteadny.gov
Cc: degiorgiod@northhempstead.gov; Anna Kaplan
Subject: apartment buildings

A 72 unit apartment building is just about the last thing Manhasset needs. The town, already beginning to get overcrowded, remains attractive for many reasons, some of which revolve around its safe, respectable and respectful attention to its heritage, and a population which generally has worked hard to get here, and supports and maintains a sense of neighborhood and attention to property maintenance, scholastics and good citizenship.
The recent election rejecting national and regional policies that are driven by political chicanery, disrespect of the Constitution, and abuse of power indicate the population is angry about lack of representation of the national and local will of the people. Despite the angst that this building proposal has generated, with suspicion of political manoevering and politically supported campaign contributions, the three of you have the hubris to continue to try to push through a proposal that rankles the majority of the population you allegedly represent.
I sincerely hope you will listen to the voters who pay your salaries and rethink your stance on this issue.
Clyde R Locke, MD

E-8

From: Corinne A Michels [mailto:Corinne.Michels@qc.cuny.edu]
Sent: Tuesday, November 18, 2014 10:04 AM
To: Anna Kaplan
Subject: Apartment building in Manhasset

Vote NO to the construction of an apartment building in the town of Manhasset. This dramatic increase in population will sorely tax the town's infrastructure.
Corinne and Harold Michels
Manhasset residents

Corinne A. Michels, Ph.D.
Distinguished Professor Emerita
Queens College

E-9

-----Original Message-----
From: Sandra Gabrielli [mailto:SGabrielli@gabriellitruck.com]
Sent: Tuesday, November 18, 2014 9:27 AM
To: Anna Kaplan
Subject: say no to urbanization of Manhasset

> my name is sandra gabrielli and I live at 122 webster ave. I am strongly opposing this 72 unit apartment building in Manhasset. I moved here from queens for this neighborhood feel... to know my neighbors, to know that they are invested in this community... not to have people from anywhere move into low income housing here. I strongly oppose this proposal and will make my voice known tonight.
>
> my family also owns three properties on elderfields road (245, 225, 215) and they too strongly opposed to this apartment building proposal.
>
> you can contact me at this email address if you would like to have a further discussion about this.
>
> sincerely,
> Sandra gabrielli and the entire gabrielli family

E-10

-----Original Message-----
From: Marianne Buzzitta [mailto:marebuzz@optonline.net]
Sent: Tuesday, November 18, 2014 9:11 AM
To: Anna Kaplan
Subject: 72 unit low income housing

As a life-long resident (71 years) of Manhasset, I want you to know that I am totally against the above mentioned proposal. Manhasset has its's fair share of low income housing. Stop this now and concentrate on providing affordable housing for those of us who want to downsizesnd stay in Manhaaset. Our town is overcrowded already, we do not need more congestion. I urge you vote NO on this proposal. Marianne Buzzitta Sent from my iPad

APPENDIX C

GREAT NECK
WATER POLLUTION CONTROL DISTRICT

236 EAST SHORE ROAD
GREAT NECK, NEW YORK 11023

TEL: (516) 482-0238
FAX: (516) 482-8713

WWW.GNWPCD.NET

November 18, 2014

Mr. Trey Wehrum
Paulus, Sokolowski & Sartor - PS & S
1305 Franklin Avenue Suite 302
Garden City, NY 11530

Re: Sewer Availability for Olive Hill Apartment Development

Mr. Wehrum,

The District is in receipt of the sewer availability request sent by PS&S regarding the proposed Senior Residential Building Olive Hill Apartment Development, located on High Street in Manhasset. The District is aware that the property is currently zoned for residential use, which will require a rezoning of the property for the proposed purpose. Due to this action, the District performed a thorough review of the submitted flow calculations, as any capital improvements to the existing sewer system that resulted from the rezoning activities, would be the responsibility of the proposed project owner.

Upon examination of all submitted material, the District is able to grant sewer availability for a maximum amount of 16,800 gallons per day. As there is additional land on this parcel that is currently undeveloped, any increase of the structure or flow contribution will result in a further evaluation of sewer availability. The District reserves its rights to pass required capital improvement costs on to the owner of the facility, if said improvements are deemed necessary to facilitate further development on this property in the future.

Please do not hesitate to contact me if you should require any additional information regarding the foregoing.

Very truly yours,

Christopher D. Murphy
Superintendent

Enclosures

Cc: Michael Levine - Town of North Hempstead

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION
Division of Fish, Wildlife & Marine Resources
New York Natural Heritage Program
625 Broadway, 5th Floor, Albany, New York 12233-4757
Phone: (518) 402-8935 • **Fax:** (518) 402-8925
Website: www.dec.ny.gov

Joe Martens
Commissioner

November 21, 2014

Trey Wehrum
PS&S Engineering, Inc.
1305 Franklin Avenue, Suite 302
Garden City, NY 11530

Re: Mount Olive Senior Residence Development, west side of Community Drive and south side of High Street, Manhasset
Town/City North Hempstead. County: Nassau.

Dear Trey Wehrum :

In response to your recent request, we have reviewed the New York Natural Heritage Program database with respect to the above project.

We have no records of rare or state-listed animals or plants, or significant natural communities, at your site or in its immediate vicinity.

The absence of data does not necessarily mean that rare or state-listed species, natural communities or other significant habitats do not exist on or adjacent to the proposed site. Rather, our files currently do not contain information which indicates their presence. For most sites, comprehensive field surveys have not been conducted. We cannot provide a definitive statement on the presence or absence of all rare or state-listed species or significant natural communities. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other resources may be required to fully assess impacts on biological resources.

This response applies only to known occurrences of rare or state-listed animals and plants, significant natural communities and other significant habitats maintained in the Natural Heritage Data bases. Your project may require additional review or permits; for information regarding other permits that may be required under state law for regulated areas or activities (e.g., regulated wetlands), please contact the appropriate NYS DEC Regional Office, Division of Environmental Permits, as listed at www.dec.ny.gov/about/39381.html.

Sincerely,

Nicholas Conrad
Information Resources Coordinator
New York Natural Heritage Program

1147

APPENDIX D

MULRYAN
ENGINEERING, P.C.

TRAFFIC ENGINEERING REPORT

OLIVE HILL AT MANHASSET

A SENIOR COMMUNITY

COMMUNITY DRIVE

MANHASSET

TOWN OF NORTH HEMPSTEAD
NASSAU COUNTY

PROJECT NO. M14-020
FEBRUARY 2015

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EXECUTIVE SUMMARY

- Mulryan Engineering, P.C. has prepared a traffic engineering analysis of the roadway network surrounding the site of the proposed residential development located on Community Drive between Pond Hill Road and High Court. The subject property is located across from Community Drive East. The site is in the hamlet of Manhasset, in close proximity to the Village of Great Neck border. The hamlet of Manhasset is located within the Town of North Hempstead in Nassau County, New York.

- The subject site located in the Residence C District (R-C) and is currently undeveloped. The current zoning allows for as of right development of 28 single family or 14 two-family homes. The proposed development plans to change the zoning from R-C to R-S (Senior Residence District). The proposed development will generate 29% less traffic in the morning, 36% less in the evening and 12% less traffic on Saturday.

- The properties to the north and south are developed with apartment buildings. A handful of single family homes are located on High Court. The Hagedorn Community Center is located at the west end of High Court. The properties to the west of the site are primarily developed with single family homes. The Macy's Shopping Center is located on E Community Drive, east of the subject site. Whitney Pond Park, the Nassau County Police Station and the Manhasset Lakeville Fire Department are also located along Community Drive East. North Shore Community Hospital is located to the south of the site along Community Drive. Northern Boulevard located to the north of the subject site is developed with office, commercial and retail land uses.

- The proposed project will improve the site with a 72 Senior Housing Apartment Units providing a total of 98 parking spaces. The parking provided exceeds the 49 spaces required by the Town of North Hempstead.

- The site access design, illustrated on the site plan prepared by PS&S, proposes a single site access on Community Drive and an emergency access from High Court. The site access on Community Drive will be aligned with Community Drive East. The applicant will modify the existing traffic signal to facilitate full signalized access to and from the subject site. The proposed site access design is subject to the review and approval of the Town of North Hempstead and the Nassau County Department of Public Works.

- A growth rate of 0.25 % per year was applied to the existing traffic volumes for a period of two years to determine the future ambient no build traffic volumes. This rate exceeds the standard ambient growth forecasted for this area which is 0.15 percent. 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.
- Level of Service Analysis Findings:

  01. Community Drive at Community Drive East/Site Access _____No Impact
  02. Community Drive at North Shore Community Hospital _____No Impact
  03. Community Drive East at Manhasset Lakeville Fire _____No Impact

- The Highway Capacity Analysis shows that the traffic generated by the proposed development will have no perceptible impact on the level of service at the study intersections.
- Off-site improvements measures for this project will involve the removal and installation of a new traffic signal at the intersection of Community Drive and Community Drive East.
- No mitigation measures were found to be warranted based on a comparison of the existing and proposed conditions on the surrounding roadway network.

INTRODUCTION

Mulryan Engineering, P.C. has prepared a traffic engineering analysis of the roadway network surrounding the site of the proposed residential development. The subject site located in the Residence C District (R-C) and is currently undeveloped.

The properties to the north and south are developed with apartment buildings. A handful of single family homes are located on High Court. The Hagedorn Community Center is located at the west end of High Court. The properties to the west of the site are primarily developed with single family homes.

The proposed project will improve the site with a 72 Senior Housing Apartment Units providing a total of 98 parking spaces. The parking provided exceeds the 49 spaces required by the Town of North Hempstead.

The site access design, illustrated on the site plan prepared by PS&S, proposes a single site access on Community Drive and an emergency access from High Court. The site access on Community Drive will be aligned with Community Drive East. The applicant will modify the existing traffic signal to facilitate full signalized access to and from the subject site. The proposed site access design is subject to the review and approval of the Town of North Hempstead and the Nassau County Department of Public Works.

This study identifies the changes in traffic movements along the adjacent roadway network which will occur as a result of the proposed development and identifies the potential impact of the future build condition on the adjacent street system.

STUDY METHODOLOGY

The traffic engineering analysis prepared for this project serves as the basis for this report and the recommendations and conclusions contained within. This report is based on the recommended guidelines and practices outlined by the Institute of Transportation Engineers (ITE). The report analyzes the following information:

- A review of the existing roadway and traffic conditions in the vicinity of the site including roadway geometry, traffic volumes, signal operations, and intersection capacities;

- A detailed review of the existing traffic volumes and travel patterns on the roadway network surrounding the site and a determination of the existing peak hour volumes during each of the time periods studied;

- Calculations of the projected ambient background traffic growth on the existing roadways;

- Trip generation analysis of the volume of traffic expected to be generated by the proposed residential development;

- Highway capacity analysis of the existing and future traffic volumes considering the development of the site under future build conditions;

- An analysis of proposed driveway configuration, parking, and overall site layout in regards to access and internal circulation; and

- The results, findings and conclusions of our traffic engineering analysis of the existing roadway network and the future conditions based on the traffic characteristics of the proposed development of the subject site.

EXISTING CONDITIONS

EXISTING ROADWAY NETWORK

Figure No. 1 shows the roadway network and the area surrounding the subject site. The following provides a description of the key roadways located in proximity to the subject site.

Community Drive provides two lanes in each direction and a center left turn lane. Additional right turn lanes are provided at certain intersections. Community Drive runs north and south from Northern Boulevard to the Long Island Expressway South Service Road. Community Drive is under the jurisdiction of the Nassau County Department of Public Works.

North Shore Community Hospital is located south of the subject site along Community Drive.

Community Drive East provides one lane in each direction generally running east and west. Community Drive East provides access to Whitney Pond Park, the Nassau County Police Station, the Manhasset Lakeville Fire Department and the Macy's shopping center.

Northern Boulevard is located to the north of the site. The Long Island Expressway is located to the south of the subject site. These major arterial highways provide access to the east and west.

SURROUNDING LAND USES

The properties to the north and south are developed with apartment buildings. A handful of single family homes are located on High Court. The Hagedorn Community Center is located at the west end of High Court. The properties to the west of the site are primarily developed with single family homes. The Macy's Shopping Center is located on E Community Drive east of the subject site. Whitney Pond Park, the Nassau County Police Station and the Manhasset Lakeville Fire Department are also located along Community Drive East. North Shore Community Hospital is located to the south of the site along Community Drive. Northern Boulevard located to the north of the subject site is developed with office, commercial and retail land uses.

PUBLIC TRANSPORTATION

The area is served by the Long Island Railroad and two Nassau Inter-County Express (NICE) bus routes. Theses are the N25 Lynbrook Great Neck and the N26 Jamaica Great Neck bus routes.

The Nassau Inter-County Express (NICE) buses have a seating capacity of 45 including provisions for 2-wheelchair and a standing capacity of 21-passangers. Each bus has a total capacity to accommodate 66-passengers.

The Manhasset train station is located along the Port Washington train line with service to Port Washington and Penn Station in Manhattan. The Manhasset train station is approximately one and a half mile from the subject site.

EXISTING TRAFFIC VOLUMES

Turning movement counts were collected during the weekday morning and evening peak hours at the study intersections. Counts were also collected on Saturday afternoon. The peak hours of commuter traffic on Community Drive are consistent with the peak hours studied. The peak hour turning movement volumes are provided within the Technical Appendix. The turning movement data was collected during the following time periods:

- In the morning from 7:00 a.m. to 9:00 a.m.
- In the evening from 4:00 p.m. to 6:00 p.m.
- On Saturday from 12:00 p.m. to 2:00 p.m.

A majority of the turning movement counts were collected using Miovision Scout Video Collection Units. Electronic Jamar hand-held Traffic Data Collectors were used to collect counts at the balance of the study intersections. The turning movement count data was processed using PETRAPro software.

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. Counts were collected on Tuesday, June 3rd and Saturday May 31, 2014. The following is a list of the study intersections included in our analysis of the proposed project.

1. Community Drive at Community Drive East/Site Access
2. Community Drive at North Shore Community Hospital (main access)
3. Community Drive East at Manhasset Lakeville Fire Department

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.

NO BUILD CONDITIONS

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 subject property is located within Census Track 36.059-3018.00. The following table provides census data for the area surrounding the subject site. The population data provides information on population changes that have occurred in the area over the past 20-years.

Census Track	Area (in square-miles)	Population 2010	[1]Population Change		
			1990-2000	2000-2010	2010-2015
3018.00	1.7941	5,370	1.10	0.01	0.02
3004.00	0.7214	5,199	0.30	0.02	0.05
3015.00	1.1853	3,048	0.30	-0.11	-0.01
3009.00	4.6689	7,963	1.70	1.13	0.96
3016.00	1.6147	4,496	0.00	-0.03	0.03
3017.00	0.5188	2,590	0.20	-0.16	0.02
3019.00	0.5912	2,998	-0.10	-0.06	0.03
3006.00	1.0803	6,503	0.10	0.09	0.10
Total/Average	12.17	38,167	0.45	0.11	**0.15**

[1] Source: US Census/ESRI Demographic Update Methodology: 2010/2015

The Nassau County Department of Public Works and New York State Department of Transportation collect traffic volume data on various roadways including Community Drive and Northern Boulevard.

The New York State Department of Transportation has a Statewide Traffic Monitoring System. The system includes 176 permanent continuous count stations. Count stations collect volume data 24 hours per day, 365 days per year. These sites are located throughout the State to monitor overall traffic trends. Information from these counters is used by the New York State Department of Transportation to determine traffic growth and tendencies.

One of these permanent continuous count stations is located along Northern Boulevard between Community Drive and Searingtown Road. The following provides the Annual Average Daily Traffic Volumes (AADT) recorded at this count station.

Source: NYSDOT Traffic Data Viewer www.gis.dot.ny.gov/tdv:

Year	AADT	Annual Growth Rate
2005	34,325	---
2006	31,399	-8.52%
2007	30,884	-1.64%
2008	30,037	-2.47%
2011	28,776	-1.40%
2012	26,273	-8.70%
Overall		-3.35%

Note: Data represents latest available from NYSDOT records. Information for 2009 and 2010 was not available.

In addition to the continuous count stations temporary machine counts are also taken. These counts are part of the portable traffic count program. The portable traffic counter program, also known as short counts, is comprised of inventory counts taken on the Federal and State highway systems, along with county and town roads.

The following data was collected on Community Drive 700 feet north of the Long Island Expressway North Service Road:

Year	AADT	Annual Growth Rate
2006	48,965	---
2010	42,668	-3.22%

The population data collected by the Census Bureau indicates that the population growth in the area surrounding the subject site has slowed significantly over the past 10 to 15 years.

The traffic counts collected by both the New York State Department of Transportation and Nassau County Department of Public Works indicate that the number of vehicles travelling on the roadway network has also declined over the past 10 years.

In order to provide a conservative analysis of the future conditions the existing traffic volumes at the study intersections were increased by a growth rate factor of 1.0 percent compounded yearly. The growth rate is applied to the existing volumes to generate the ambient no build traffic volumes. The future no build and build conditions are anticipated to occur within the next two years.

FUTURE BUILD CONDITIONS

TRIP GENERATION

The development of 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 9th Edition Trip Generation, 2012. This is often referred to as the Trip Generation Manual and is considered the industry standard for traffic engineering studies.

AS OF RIGHT ALTERNATIVE

The trip generation of the proposed development was calculated using the ITE Land Use Code 210. The independent variable used in the calculation is the number of "dwelling units". This land use code represents Single Family Housing. The volumes below represent the peak number of trips generated during a one hour time period.

ITE Land Use 210
28 Single Family Homes

Proposed	AM Peak	PM Peak	Saturday Peak
Entering	5	18	14
Exiting	16	10	12
Total	21	28	26

PROPOSED ALTERNATIVE

The trip generation of the proposed development was calculated using the ITE Land Use Code 252. The independent variable used in the calculation is the number of "dwelling units". This land use code represents Attached Senior Adult Housing. The volumes below represent the peak number of trips generated during a one hour time period.

ITE Land Use 252
72 Apartment Units

Proposed	AM Peak	PM Peak	Saturday Peak
Entering	5	10	13
Exiting	10	8	10
Total	15	18	23

MAXIMUM DENSITY ALTERNATIVE

Building the site to the maximum permitted density would allow for 127senior housing units. The trip generation of the maximum density altenative was calculated using the ITE Land Use Code 252. The independent variable used in the calculation is the number of "dwelling units". This land use code represents Attached Senior Adult Housing. The volumes below represent the peak number of trips generated during a one hour time period.

ITE Land Use 252
72 Apartment Units

Proposed	AM Peak	PM Peak	Saturday Peak
Entering	9	17	22
Exiting	17	15	17
Total	26	32	39

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 at the site driveway is based on the local roadway network.

The site access on Community Drive will be aligned with Community Drive East. The applicant will modify the existing traffic signal to facilitate full signalized access to and from the subject site. The proposed site access design is subject to the review and approval of the Town of North Hempstead and the Nassau County Department of Public Works.

PARKING STUDY

The development of the subject site will generate a certain number of parked vehicles. The number of parked vehicles generated by the proposed development was based on the standard calculations compiled by the Institute of Transportation Engineers (ITE) in the 4th Edition Parking Generation, 2010. This is often referred to as the Parking Generation Manual and is considered the industry standard for traffic engineering studies.

The parking generation of the proposed development was calculated using the ITE Land Use Code 252. The independent variable used in the calculation is the "dwelling units". This land use code represents Attached Senior Adult Housing. Based on the ITE parking generation data, the proposed 72 units are anticipated to generate a peak of 42 parked vehicles. The peak parking demand for residential properties occurs at night when the majority of residents are home. The anticipated number of parked vehicles includes residents and visitors.

In order to supplement the data provided by the ITE, our office also reviewed data from the United States Census Bureau. According to the Census Bureau's Population Estimates Program, 83.3% of households in the Manhasset have 2 or fewer vehicles and 38.1% have 1 or no vehicles. Vehicle ownership is a primary component of parking demand for residential developments.

The United States Census Bureau report is provided in the technical appendix (reference section: Vehicles Available on page 2 of 5 for supporting information). The report provides information relating to Manhasset which is defined by the Census Bureau as a CDP. CDP is the abbreviation for Census Designated Place, the statistical counterpart of incorporated places and are delineated to provide data for settled concentrations of population that identifiable by name but are not legally incorporated under the laws of the state in which they are located. CDPs are delineated cooperatively by state and local officials and the Census Bureau, following Census Bureau guidelines.

Based on the ITE and Census data the proposed site will provide apply parking to accommodate the anticipated demand.

SITE PARKING AND CIRCULATION

The Institute of Transportation Engineers Traffic Engineering Handbook 5th Edition provides Parking Layout Dimension Guidelines. These guidelines classify residential developments as having medium to low parking turnover. The site design provides 9 foot wide parking stalls, a stall depth of 18 feet and aisle width of 24 feet. The proposed design adheres to these guidelines. The number of parking spaces provided exceeds the requirements of the zoning code.

Delivery vehicles will park on-site and access the building through the main lobby entrance. Emergency vehicles such as ambulances and police cars will enter the site from Community Drive. Larger emergency vehicles such as fire trucks can access the site via the main site access or from High Court via an emergency access.

CONSTRUCTION

It is anticipated that the applicant will prepare a detailed construction staging plan prior to the start of construction. The applicant should coordinate with the Town of North Hempstead and the Nassau County Department of Public Works to minimize overlap between other projects that may be under construction at the same time as the subject site.

Based on the geometry of the site it is anticipated that Community Drive will be used as the construction site access. The size of the site provides amble room to accommodate a parking area for construction workers and/or for equipment and material storage. Construction is estimated to be completed within 15 months. Potential construction impacts will be short term and are not considered to require mitigation above and beyond the standard temporary work zone traffic control measures. These temporary work zone traffic control measures should conform to the Federal Manual of Traffic on Uniform Traffic Control Devices.

Work along Community Drive should be coordinated with the Nassau County Department of Public Works and will be completed under a County Highway Work Permit. The Nassau County Department of Public Works will oversee work within the right of way and will require the contractor to provide the necessary construction warning signs, barrels and flag personnel during all stages of construction within the right of way.

LEVEL OF SERVICE TABLES

The following provides the results of the highway capacity analysis prepared for this project in terms of level of service and delay experienced at the study intersections, under the Existing, No Build and Build Conditions. The delay provided for signalized intersections represents the overall average intersection delay in seconds. The delay provided for stop controlled intersections represents the control delay on the critical approach in seconds. The technical appendix includes the highway capacity analysis output files detailing the level of service and delay at each of the study intersections.

The "Existing Condition" provides an analysis of the critical 15-mintue period during the peak hour observed at the study intersections. The "No Build Condition" takes into account the background traffic growth that will increase the traffic volumes at the study intersections. To determine the future volume of traffic on the roadway network upon completion of the proposed project; the "Build Condition" considers the trip generation, trip distribution and no build traffic volumes.

Mulryan Engineering, P.C. **LOS Table 1A**

Hamlet: Manhasset
Project No. M14-021

Intersection	Community Drive at Community Drive East
Time Period	AM Peak Hour

Condition	EXISTING											
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
V/C Ratio	---	---	---	0.72	---	0.11	---	0.45	0.10	0.03	0.42	---
Delay (sec)	---	---	---	31.4	---	24.2	---	3.8	1.3	5.1	3.7	---
LOS	---	---	---	C	---	C	---	A	A	A	A	---
Approach Delay (sec)		---			30.6			3.6			3.7	
Approach LOS		---			C			A			A	
Overall Delay (sec)	5.0											
Overall LOS	A											

Condition	NO BUILD											
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
V/C Ratio	---	---	---	0.72	---	0.11	---	0.46	0.10	0.03	0.43	---
Delay (sec)	---	---	---	31.3	---	24.1	---	3.9	1.3	5.3	3.8	---
LOS	---	---	---	C	---	C	---	A	A	A	A	---
Approach Delay (sec)		---			30.5			3.7			3.8	
Approach LOS		---			C			A			A	
Overall Delay (sec)	5.1											
Overall LOS	A											

Condition	BUILD											
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
V/C Ratio	---	0.04	---	0.41	0.09	---	0.01	0.47	0.11	0.04	0.43	0.43
Delay (sec)	---	23.2	---	26.3	23.4	---	5.4	4.5	3.0	6.1	4.8	4.7
LOS	---	C	---	C	C	---	A	A	A	A	A	A
Approach Delay (sec)		23.2			25.9			4.4			4.8	
Approach LOS		C			C			A			A	
Overall Delay (sec)	5.7											
Overall LOS	A											

Condition	NO BUILD TO BUILD COMPARISON											
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
V/C Ratio				-0.31	-0.02			0.01	0.01	0.01	0.00	
Delay (sec)				-5.0	-0.7			0.6	1.7	0.8	1.0	
LOS				---	---			---	---	---	---	
Approach Delay (sec)					-4.6			0.7			1.0	
Approach LOS					---			---			---	
Overall Delay (sec)	0.6											
Overall LOS	---											

Mulryan Engineering, P.C. **LOS Table 1P**

Hamlet: Manhasset
Project No. M14-021

Intersection	Community Drive at Community Drive East
Time Period	PM Peak Hour

Condition	EXISTING											
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
V/C Ratio	---	---	---	0.74	---	0.15	---	0.43	0.11	0.10	0.44	---
Delay (sec)	---	---	---	29.8	---	23.4	---	4.5	1.3	6.7	4.6	---
LOS	---	---	---	C	---	C	---	A	A	A	A	---
Approach Delay (sec)		---			28.8			4.2			4.7	
Approach LOS		---			C			A			A	
Overall Delay (sec)	6.2											
Overall LOS	A											

Condition	NO BUILD											
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
V/C Ratio	---	---	---	0.74	---	0.15	---	0.44	0.11	0.10	0.45	---
Delay (sec)	---	---	---	29.8	---	23.4	---	4.6	1.3	6.9	4.7	---
LOS	---	---	---	C	---	C	---	A	A	A	A	---
Approach Delay (sec)		---			28.8			4.3			4.8	
Approach LOS		---			C			A			A	
Overall Delay (sec)	6.3											
Overall LOS	A											

Condition	BUILD											
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
V/C Ratio	---	0.03	---	0.50	0.12	---	0.02	0.46	0.13	0.11	0.46	0.46
Delay (sec)	---	21.6	---	25.6	22.1	---	7.2	5.5	3.9	8.1	6.1	6.1
LOS	---	C	---	C	C	---	A	A	A	A	A	A
Approach Delay (sec)		21.6			25.1			5.3			6.2	
Approach LOS		C			C			A			A	
Overall Delay (sec)	7.2											
Overall LOS	A											

Condition	NO BUILD TO BUILD COMPARISON											
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
V/C Ratio				-0.24	-0.03			0.02	0.02	0.01	0.01	
Delay (sec)				-4.2	-1.3			0.9	2.6	1.2	1.4	
LOS				---	---			---	---	---	---	
Approach Delay (sec)					-3.7			1.0			1.4	
Approach LOS					---			---			---	
Overall Delay (sec)	0.9											
Overall LOS	---											

Mulryan Engineering, P.C. **LOS Table 1S**

Hamlet: Manhasset
Project No. M14-021

Intersection	Community Drive at Community Drive East
Time Period	Saturday Peak Hour

Condition	EXISTING											
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
V/C Ratio	---	---	---	0.77	---	0.05	---	0.27	0.16	0.02	0.31	---
Delay (sec)	---	---	---	30.0	---	22.5	---	4.1	1.4	4.8	4.3	---
LOS	---	---	---	C	---	C	---	A	A	A	A	---
Approach Delay (sec)		---			29.6			3.4			4.3	
Approach LOS		---			C			A			A	
Overall Delay (sec)	6.7											
Overall LOS	A											

Condition	NO BUILD											
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
V/C Ratio	---	---	---	0.78	---	0.05	---	0.28	0.16	0.02	0.32	---
Delay (sec)	---	---	---	30.0	---	22.4	---	4.1	1.4	4.9	4.3	---
LOS	---	---	---	C	---	C	---	A	A	A	A	---
Approach Delay (sec)		---			29.6			3.5			4.4	
Approach LOS		---			C			A			A	
Overall Delay (sec)	6.7											
Overall LOS	A											

Condition	BUILD											
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
V/C Ratio	---	0.03	---	0.55	0.04	---	0.02	0.29	0.20	0.02	0.33	0.33
Delay (sec)	---	21.5	---	26.4	21.5	---	6.2	5.0	4.8	5.9	5.6	5.5
LOS	---	C	---	C	C	---	A	A	A	A	A	A
Approach Delay (sec)		21.5			26.1			4.9			5.5	
Approach LOS		C			C			A			A	
Overall Delay (sec)	7.6											
Overall LOS	A											

Condition	NO BUILD TO BUILD COMPARISON											
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
V/C Ratio				-0.23	-0.01			0.01	0.04	0.00	0.01	
Delay (sec)				-3.6	-0.9			0.9	3.4	1.0	1.3	
LOS				---	---			---	---	---	---	
Approach Delay (sec)					-3.5			1.4			1.1	
Approach LOS					---			---			---	
Overall Delay (sec)	0.9											
Overall LOS	---											

Mulryan Engineering, P.C. **LOS Table 2A**

Hamlet: Manhasset
Project No. M14-021

Intersection	Community Drive at North Shore Hospital Entrance No. 3
Time Period	AM Peak Hour

Condition	EXISTING											
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
V/C Ratio	---	---	---	0.68	---	0.22	---	0.88	0.48	0.62	0.42	---
Delay (sec)	---	---	---	24.9	---	18.8	---	18.9	6.2	15.5	5.3	---
LOS	---	---	---	C	---	B	---	B	A	B	A	---
Approach Delay (sec)		---			23.8			15.8			6.8	
Approach LOS		---			C			B			A	
Overall Delay (sec)	14.0											
Overall LOS	B											

Condition	NO BUILD											
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
V/C Ratio	---	---	---	0.68	---	0.22	---	0.90	0.49	0.63	0.43	---
Delay (sec)	---	---	---	24.9	---	18.7	---	20.6	6.3	16.2	5.5	---
LOS	---	---	---	C	---	B	---	C	A	B	A	---
Approach Delay (sec)		---			23.8			17.1			7.0	
Approach LOS		---			C			B			A	
Overall Delay (sec)	14.8											
Overall LOS	B											

Condition	BUILD											
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
V/C Ratio	---	---	---	0.68	---	0.22	---	0.90	0.49	0.64	0.43	---
Delay (sec)	---	---	---	24.9	---	18.7	---	20.7	6.3	16.3	5.5	---
LOS	---	---	---	C	---	B	---	C	A	B	A	---
Approach Delay (sec)		---			23.8			17.2			7.0	
Approach LOS		---			C			B			A	
Overall Delay (sec)	14.9											
Overall LOS	B											

Condition	NO BUILD TO BUILD COMPARISON											
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
V/C Ratio				0.00		0.00		0.00	0.00	0.01	0.00	
Delay (sec)				0.0		0.0		0.1	0.0	0.1	0.0	
LOS				---		---		---	---	---	---	
Approach Delay (sec)					0.0			0.1			0.0	
Approach LOS					---			---			---	
Overall Delay (sec)	0.1											
Overall LOS	---											

Mulryan Engineering, P.C. **LOS Table 2P**

Hamlet: Manhasset
Project No. M14-021

Intersection	Community Drive at North Shore Hospital Entrance No. 3
Time Period	PM Peak Hour

Condition	EXISTING											
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
V/C Ratio	---	---	---	0.84	---	0.38	---	0.61	0.16	0.26	0.74	---
Delay (sec)	---	---	---	28.8	---	18.7	---	15.1	3.1	10.2	13.1	---
LOS	---	---	---	C	---	B	---	B	A	B	B	---
Approach Delay (sec)		---			26.8			13.2			12.9	
Approach LOS		---			C			B			B	
Overall Delay (sec)	16.5											
Overall LOS	B											

Condition	NO BUILD											
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
V/C Ratio	---	---	---	0.84	---	0.39	---	0.63	0.17	0.28	0.76	---
Delay (sec)	---	---	---	29.2	---	18.6	---	15.5	3.1	10.5	13.7	---
LOS	---	---	---	C	---	B	---	B	A	B	B	---
Approach Delay (sec)		---			27.1			13.5			13.5	
Approach LOS		---			C			B			B	
Overall Delay (sec)	17.0											
Overall LOS	B											

Condition	BUILD											
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
V/C Ratio	---	---	---	0.84	---	0.39	---	0.63	0.17	0.28	0.76	---
Delay (sec)	---	---	---	29.2	---	18.6	---	15.5	3.1	10.6	13.7	---
LOS	---	---	---	C	---	B	---	B	A	B	B	---
Approach Delay (sec)		---			27.1			13.6			13.6	
Approach LOS		---			C			B			B	
Overall Delay (sec)	17.0											
Overall LOS	B											

Condition	NO BUILD TO BUILD COMPARISON											
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
V/C Ratio				0.00		0.00		0.00	0.00	0.00	0.00	
Delay (sec)				0.0		0.0		0.0	0.0	0.1	0.0	
LOS				---		---		---	---	---	---	
Approach Delay (sec)					0.0			0.1			0.1	
Approach LOS					---			---			---	
Overall Delay (sec)	0.0											
Overall LOS	---											

Mulryan Engineering, P.C. **LOS Table 2S**

Hamlet: Manhasset
Project No. M14-021

Intersection	Community Drive at North Shore Hospital Entrance No. 3
Time Period	Saturday Peak Hour

Condition	EXISTING											
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
V/C Ratio	---	---	---	0.53	---	0.24	---	0.41	0.20	0.17	0.38	---
Delay (sec)	---	---	---	25.0	---	21.3	---	6.8	3.8	4.2	3.6	---
LOS	---	---	---	C	---	C	---	A	A	A	A	---
Approach Delay (sec)		---			24.1			6.2			3.7	
Approach LOS		---			C			A			A	
Overall Delay (sec)	6.8											
Overall LOS	A											

Condition	NO BUILD											
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
V/C Ratio	---	---	---	0.54	---	0.24	---	0.42	0.20	0.17	0.39	---
Delay (sec)	---	---	---	25.0	---	21.3	---	7.0	3.8	4.3	3.7	---
LOS	---	---	---	C	---	C	---	A	A	A	A	---
Approach Delay (sec)		---			24.1			6.3			3.7	
Approach LOS		---			C			A			A	
Overall Delay (sec)	6.9											
Overall LOS	A											

Condition	BUILD											
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
V/C Ratio	---	---	---	0.54	---	0.24	---	0.43	0.20	0.17	0.39	---
Delay (sec)	---	---	---	25.0	---	21.3	---	7.0	3.8	4.3	3.7	---
LOS	---	---	---	C	---	C	---	A	A	A	A	---
Approach Delay (sec)		---			24.1			6.4			3.7	
Approach LOS		---			C			A			A	
Overall Delay (sec)	6.9											
Overall LOS	A											

Condition	NO BUILD TO BUILD COMPARISON											
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
V/C Ratio				0.00		0.00		0.01	0.00	0.00	0.00	
Delay (sec)				0.0		0.0		0.0	0.0	0.0	0.0	
LOS				---		---		---	---	---	---	
Approach Delay (sec)					0.0			0.1			0.0	
Approach LOS					---			---			---	
Overall Delay (sec)	0.0											
Overall LOS	---											

Mulryan Engineering, P.C. **LOS Table 3A**

Hamlet: Manhasset
Project No. M14-021

Intersection	Community Drive East at Fire Department Driveway
Time Period	AM Peak Hour

Condition	EXISTING											
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Delay (sec)	---	0.0	---	---	0.2	---	---	10.1	---	---	---	---
LOS	---	A	---	---	A	---	---	B	---	---	---	---
Overall Delay (sec)	0.2											
Overall LOS	A											

Condition	NO BUILD											
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Delay (sec)	---	0.0	---	---	0.2	---	---	10.1	---	---	---	---
LOS	---	A	---	---	A	---	---	B	---	---	---	---
Overall Delay (sec)	0.2											
Overall LOS	A											

Condition	BUILD											
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Delay (sec)	---	0.0	---	---	0.2	---	---	10.1	---	---	---	---
LOS	---	A	---	---	A	---	---	B	---	---	---	---
Overall Delay (sec)	0.2											
Overall LOS	A											

Condition	NO BUILD TO BUILD COMPARISON											
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Delay (sec)	---	0.0	---	---	0.0	---	---	0.0	---	---	---	---
LOS	---	---	---	---	---	---	---	---	---	---	---	---
Overall Delay (sec)	0.0											
Overall LOS	---											

Mulryan Engineering, P.C. **LOS Table 3P**

Hamlet: Manhasset
Project No. M14-021

Intersection	Community Drive East at Fire Department Driveway
Time Period	PM Peak Hour

Condition	EXISTING											
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Delay (sec)	---	0.0	---	---	0.3	---	---	11.0	---	---	---	---
LOS	---	A	---	---	A	---	---	B	---	---	---	---
Overall Delay (sec)	0.3											
Overall LOS	A											

Condition	NO BUILD											
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Delay (sec)	---	0.0	---	---	0.3	---	---	11.0	---	---	---	---
LOS	---	A	---	---	A	---	---	B	---	---	---	---
Overall Delay (sec)	0.3											
Overall LOS	A											

Condition	BUILD											
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Delay (sec)	---	0.0	---	---	0.3	---	---	11.1	---	---	---	---
LOS	---	A	---	---	A	---	---	B	---	---	---	---
Overall Delay (sec)	0.3											
Overall LOS	A											

Condition	NO BUILD TO BUILD COMPARISON											
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Delay (sec)	---	0.0	---	---	0.0	---	---	0.1	---	---	---	---
LOS	---	---	---	---	---	---	---	---	---	---	---	---
Overall Delay (sec)	0.0											
Overall LOS	---											

Mulryan Engineering, P.C. **LOS Table 3S**

Hamlet: Manhasset
Project No. M14-021

Intersection	Community Drive East at Fire Department Driveway
Time Period	Saturday Peak Hour

Condition	EXISTING											
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Delay (sec)	---	0.0	---	---	0.0	---	---	11.2	---	---	---	---
LOS	---	A	---	---	A	---	---	B	---	---	---	---
Overall Delay (sec)	0.1											
Overall LOS	A											

Condition	NO BUILD											
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Delay (sec)	---	0.0	---	---	0.0	---	---	11.3	---	---	---	---
LOS	---	A	---	---	A	---	---	B	---	---	---	---
Overall Delay (sec)	0.1											
Overall LOS	A											

Condition	BUILD											
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Delay (sec)	---	0.0	---	---	0.0	---	---	11.3	---	---	---	---
LOS	---	A	---	---	A	---	---	B	---	---	---	---
Overall Delay (sec)	0.1											
Overall LOS	A											

Condition	NO BUILD TO BUILD COMPARISON											
Direction	Eastbound			Westbound			Northbound			Southbound		
Movement	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Delay (sec)	---	0.0	---	---	0.0	---	---	0.0	---	---	---	---
LOS	---	---	---	---	---	---	---	---	---	---	---	---
Overall Delay (sec)	0.0											
Overall LOS	---											

POTENTIAL LEVEL OF SERVICE IMPACTS BUILD CONDITIONS

01. Community Drive at Community Drive East/Site Access _____No Impact
02. Community Drive at North Shore Community Hospital (main access) _____No Impact
03. Community Drive East at Manhasset Lakeville Fire _____No Impact

FINDINGS

The highway capacity analysis of the study intersections shows that the development of this property will have no perceptible impact to the level of service on the surrounding roadway network.

OFF SITE IMPROVEMENTS

The site access design seeks to improve the intersection of Community Drive and Community Drive East with a new traffic signal. The new signal will control the existing approaches as well as the proposed site access. The existing pavement markings will be altered to provide a dedicated northbound left turn lane. The westbound approach will also be modified to provide a shared right-through lane. The traffic signal phasing will be altered to accommodate the new eastbound approach. The traffic signal and intersection improvements will require the review and approval of the Nassau County Department of Public Works. The applicant would be responsible for the cost associated with these improvements.

MITIGATION

No mitigation measures were found to be warranted based on a comparison of the existing and proposed conditions on the surrounding roadway network.

CONCLUSIONS

In summary, the proposed project will improve the site with a 72 Senior Housing Apartment Units providing a total of 98 parking spaces. The parking provided exceeds the 49 spaces required by the Town of North Hempstead.

The site design provides 9 foot wide parking stalls, a stall depth of 18 feet and aisle width of 24 feet. The site design adheres to the guidelines set forth by the Institute of Transportation Engineer for residential developments.

The site access design, illustrated on the site plan prepared by PS&S, proposes a single site access on Community Drive and an emergency access from High Court. The site access on Community Drive will be aligned with Community Drive East. The applicant will modify the existing traffic signal to facilitate full signalized access to and from the subject site. The proposed site access design is subject to the review and approval of the Town of North Hempstead and the Nassau County Department of Public Works. The applicant would be responsible for the cost associated with these improvements.

No mitigation measures were found to be warranted based on a comparison of the existing and proposed conditions on the surrounding roadway network.

The highway capacity analysis of the study intersections shows that the development of this property will have no perceptible impact to the level of service on the surrounding roadway network.

TECHNICAL APPENDIX

SECTION NO. 01 ..... TRAFFIC VOLUME DATA

Mulryan Engineering, P.C. **Table No. 1**

Hamlet: Manhasset
Project No. M14-021

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

ITE Trip Generation Data

	AM	PM	SAT
Enter	**5**	**10**	**13**
Exit	**10**	**8**	**10**
Total	15	18	23

Community Drive at E Community Drive/Site Access		Southbound				Westbound				Northbound				Eastbound				
		U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	Total
Site Generated Volume	AM	---	1	---	---	---	---	0	---	---	---	---	4	---	7	1	3	15
	PM	---	3	---	---	---	---	1	---	---	---	---	7	---	6	0	2	18
	SAT	---	3	---	---	---	---	1	---	---	---	---	9	---	7	1	3	23
Existing AM Peak Hour	8:00 AM	0	0	960	11	0	13	0	97	0	110	1019	0	0	0	0	0	2210
Existing PM Peak Hour	4:45 PM	0	0	1025	35	0	27	0	150	0	130	994	0	0	0	0	0	2361
Existing Sat Peak Hour	12:30 PM	0	0	709	10	0	10	0	177	0	190	612	0	0	0	0	0	1708
AM Adjusted Flow Rate	0.894	---	0	1074	12	---	15	0	108	---	123	1140	0	---	0	0	0	2472
PM Adjusted Flow Rate	0.943	---	0	1087	37	---	29	0	159	---	138	1054	0	---	0	0	0	2504
Sat Adjusted Flow Rate	0.943	---	0	752	11	---	11	0	188	---	202	649	0	---	0	0	0	1812
No Build AM	1.020	---	0	1095	13	---	15	0	111	---	126	1163	0	---	0	0	0	2521
No Build PM	1.020	---	0	1109	38	---	29	0	162	---	141	1075	0	---	0	0	0	2554
No Build Sat	1.020	---	0	767	11	---	11	0	192	---	206	662	0	---	0	0	0	1848
Build AM Peak Hour		---	1	1095	13	---	15	0	111	---	126	1163	4	---	7	1	3	2536
Build PM Peak Hour		---	3	1109	38	---	29	1	162	---	141	1075	7	---	6	0	2	2572
Build Sat Peak Hour		---	3	767	11	---	11	1	192	---	206	662	9	---	7	1	3	1871

Community Drive at North Shore Hospital Main Access		Southbound				Westbound				Northbound				Eastbound				
		U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	Total
Site Generated Volume	AM	---	---	7	---	---	---	---	---	---	---	4	---	---	---	---	---	11
	PM	---	---	6	---	---	---	---	---	---	---	7	---	---	---	---	---	13
	SAT	---	---	7	---	---	---	---	---	---	---	9	---	---	---	---	---	16
Existing AM Peak Hour	7:30 AM	0	0	912	155	0	74	0	347	0	490	1527	0	0	0	0	0	3505
Existing PM Peak Hour	4:00 PM	0	0	1458	79	0	183	0	736	0	185	984	0	0	0	0	0	3625
Existing Sat Peak Hour	12:00 PM	0	0	893	72	0	50	0	157	0	200	804	0	0	0	0	0	2176
AM Adjusted Flow Rate	0.945	---	0	965	164	---	78	0	367	---	518	1615	0	---	0	0	0	3708
PM Adjusted Flow Rate	0.971	---	0	1501	81	---	188	0	758	---	190	1013	0	---	0	0	0	3732
Sat Adjusted Flow Rate	0.944	---	0	946	76	---	53	0	166	---	212	851	0	---	0	0	0	2304
No Build AM	1.020	---	0	984	167	---	80	0	374	---	529	1648	0	---	0	0	0	3782
No Build PM	1.020	---	0	1531	83	---	192	0	773	---	194	1033	0	---	0	0	0	3807
No Build Sat	1.020	---	0	964	78	---	54	0	170	---	216	868	0	---	0	0	0	2350
Build AM Peak Hour		---	0	991	167	---	80	0	374	---	529	1651	0	---	0	0	0	3793
Build PM Peak Hour		---	0	1537	83	---	192	0	773	---	194	1040	0	---	0	0	0	3819
Build Sat Peak Hour		---	0	971	78	---	54	0	170	---	216	877	0	---	0	0	0	2366

East Community Drive at Fire House Entrance		Southbound				Westbound				Northbound				Eastbound				
		U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	Total
Site Generated Volume	AM	---	---	---	---	---	---	0	---	---	---	---	---	---	---	1	---	1
	PM	---	---	---	---	---	---	1	---	---	---	---	---	---	---	0	---	1
	SAT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	1
Existing AM Peak Hour	8:00 AM	0	0	0	0	0	0	103	2	0	0	0	3	0	2	107	0	217
Existing PM Peak Hour	5:00 PM	0	0	0	0	0	0	186	7	0	0	0	4	0	4	150	0	351
Existing Sat Peak Hour	12:30 PM	0	0	0	0	0	0	168	1	0	0	0	2	0	1	192	0	364
AM Adjusted Flow Rate	0.775	---	0	0	0	---	0	133	3	---	0	0	4	---	3	138	0	280
PM Adjusted Flow Rate	0.886	---	0	0	0	---	0	210	8	---	0	0	5	---	5	169	0	396
Sat Adjusted Flow Rate	0.843	---	0	0	0	---	0	199	1	---	0	0	2	---	1	228	0	432
No Build AM	1.020	---	0	0	0	---	0	136	3	---	0	0	4	---	3	141	0	286
No Build PM	1.020	---	0	0	0	---	0	214	8	---	0	0	5	---	5	173	0	404
No Build Sat	1.020	---	0	0	0	---	0	203	1	---	0	0	2	---	1	232	0	441
Build AM Peak Hour		---	0	0	0	---	0	136	3	---	0	0	4	---	3	141	0	286
Build PM Peak Hour		---	0	0	0	---	0	215	8	---	0	0	5	---	5	173	0	405
Build Sat Peak Hour		---	0	0	0	---	0	204	1	---	0	0	2	---	1	233	0	442

Mulryan Engineering, P.C. **Table No. 2**

Hamlet: Manhasset
Project No. M14-021

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

ITE Trip Generation Data

	AM	PM	SAT
Enter	**5**	**10**	**13**
Exit	**10**	**8**	**10**
Total	15	18	23

Community Drive at E Community Drive		Southbound				Westbound				Northbound				Eastbound				
		U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	Total
Proposed Distribution	Entering		**25%**					**5%**					**70%**					100%
Proposed Distribution	Exiting														**70%**	**5%**	**25%**	100%
Site Generated Volume	AM	---	1.3	---	---	---	---	0.3	---	---	---	---	3.5	---	7.0	0.5	2.5	15
	PM	---	2.5	---	---	---	---	0.5	---	---	---	---	7.0	---	5.6	0.4	2.0	18
	SAT	---	3.3	---	---	---	---	0.7	---	---	---	---	9.1	---	7.0	0.5	2.5	23

Community Drive at North Shore Hospital Main Access		Southbound				Westbound				Northbound				Eastbound				
		U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	Total
Proposed Distribution	Entering											**70%**						70%
Proposed Distribution	Exiting			**70%**														70%
Site Generated Volume	AM	---	---	7.0	---	---	---	---	---	---	---	3.5	---	---	---	---	---	11
	PM	---	---	5.6	---	---	---	---	---	---	---	7.0	---	---	---	---	---	13
	SAT	---	---	7.0	---	---	---	---	---	---	---	9.1	---	---	---	---	---	16

East Community Drive at Fire House Entrance		Southbound				Westbound				Northbound				Eastbound				
		U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	Total
Proposed Distribution	Entering							**5%**										5%
Proposed Distribution	Exiting															**5%**		5%
Site Generated Volume	AM	---	---	---	---	---	---	0.3	---	---	---	---	---	---	---	0.5	---	1
	PM	---	---	---	---	---	---	0.5	---	---	---	---	---	---	---	0.4	---	1
	SAT	---	---	---	---	---	---	0.7	---	---	---	---	---	---	---	0.5	---	1

Mulryan Engineering, P.C. **Study Intersection No. 1**

Hamlet: Manhasset
Project No. M14-021

Community Drive at E Community Drive/Site Access			Southbound				Westbound				Northbound				Eastbound				Vehicle
			U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	Total
AM Turning Movement Counts		7:00 AM	0	0	151	0	0	0	0	13	0	11	174	0	0	0	0	0	349
		7:15 AM	0	0	183	0	0	4	0	12	0	15	210	0	0	0	0	0	424
		7:30 AM	0	0	213	4	0	3	0	25	0	24	291	0	0	0	0	0	560
		7:45 AM	0	0	222	1	0	3	0	32	0	19	277	0	0	0	0	0	554
		8:00 AM	0	0	218	5	0	3	0	27	0	24	277	0	0	0	0	0	554
		8:15 AM	0	0	246	2	0	1	0	23	0	18	221	0	0	0	0	0	511
		8:30 AM	0	0	232	2	0	7	0	19	0	26	241	0	0	0	0	0	527
		8:45 AM	0	0	264	2	0	2	0	28	0	42	280	0	0	0	0	0	618
7:00 AM	to	8:00 AM	0	0	769	5	0	10	0	82	0	69	952	0	0	0	0	0	1887
7:15 AM	to	8:15 AM	0	0	836	10	0	13	0	96	0	82	1055	0	0	0	0	0	2092
7:30 AM	to	8:30 AM	0	0	899	12	0	10	0	107	0	85	1066	0	0	0	0	0	2179
7:45 AM	to	8:45 AM	0	0	918	10	0	14	0	101	0	87	1016	0	0	0	0	0	2146
8:00 AM	to	9:00 AM	0	0	960	11	0	13	0	97	0	110	1019	0	0	0	0	0	2210
Midday Turning Movement Counts		12:00 PM																	0
		12:15 PM																	0
		12:30 PM																	0
		12:45 PM																	0
		1:00 PM																	0
		1:15 PM																	0
		1:30 PM																	0
		1:45 PM																	0
12:00 PM	to	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	to	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	to	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	to	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	to	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Turning Movement Counts		4:00 PM	0	0	225	5	0	6	0	29	0	42	270	0	0	0	0	0	577
		4:15 PM	0	0	260	8	0	6	0	26	0	38	220	0	0	0	0	0	558
		4:30 PM	0	0	277	13	0	8	0	26	0	31	243	0	0	0	0	0	598
		4:45 PM	0	0	318	9	0	6	0	21	0	28	244	0	0	0	0	0	626
		5:00 PM	0	0	220	5	0	9	0	49	0	27	229	0	0	0	0	0	539
		5:15 PM	0	0	226	13	0	10	0	33	0	37	267	0	0	0	0	0	586
		5:30 PM	0	0	261	8	0	2	0	47	0	38	254	0	0	0	0	0	610
		5:45 PM	0	0	266	4	0	1	0	46	0	15	214	0	0	0	0	0	546
4:00 PM	to	5:00 PM	0	0	1080	35	0	26	0	102	0	139	977	0	0	0	0	0	2359
4:15 PM	to	5:15 PM	0	0	1075	35	0	29	0	122	0	124	936	0	0	0	0	0	2321
4:30 PM	to	5:30 PM	0	0	1041	40	0	33	0	129	0	123	983	0	0	0	0	0	2349
4:45 PM	to	5:45 PM	0	0	1025	35	0	27	0	150	0	130	994	0	0	0	0	0	2361
5:00 PM	to	6:00 PM	0	0	973	30	0	22	0	175	0	117	964	0	0	0	0	0	2281
Saturday Turning Movement Counts		12:00 PM	0	0	178	8	0	4	0	27	0	45	163	0	0	0	0	0	425
		12:15 PM	0	0	179	5	0	5	0	36	0	43	160	0	0	0	0	0	428
		12:30 PM	0	0	166	4	0	2	0	43	0	57	168	0	0	0	0	0	440
		12:45 PM	0	0	166	2	0	3	0	37	0	33	149	0	0	0	0	0	390
		1:00 PM	0	0	189	1	0	2	0	49	0	46	138	0	0	0	0	0	425
		1:15 PM	0	0	188	3	0	3	0	48	0	54	157	0	0	0	0	0	453
		1:30 PM	0	0	182	3	0	3	0	30	0	50	144	0	0	0	0	0	412
		1:45 PM	0	0	158	3	0	2	0	35	0	38	166	0	0	0	0	0	402
12:00 PM	to	1:00 PM	0	0	689	19	0	14	0	143	0	178	640	0	0	0	0	0	1683
12:15 PM	to	1:15 PM	0	0	700	12	0	12	0	165	0	179	615	0	0	0	0	0	1683
12:30 PM	to	1:30 PM	0	0	709	10	0	10	0	177	0	190	612	0	0	0	0	0	1708
12:45 PM	to	1:45 PM	0	0	725	9	0	11	0	164	0	183	588	0	0	0	0	0	1680
1:00 PM	to	2:00 PM	0	0	717	10	0	10	0	162	0	188	605	0	0	0	0	0	1692
Peak Hour	**PHF**	**Start Time**																	
AM	0.894	8:00 AM	0	0	960	11	0	13	0	97	0	110	1019	0	0	0	0	0	2210
Midday		12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	0.943	4:45 PM	0	0	1025	35	0	27	0	150	0	130	994	0	0	0	0	0	2361
Saturday	0.943	12:30 PM	0	0	709	10	0	10	0	177	0	190	612	0	0	0	0	0	1708

Mulryan Engineering, P.C. **Study Intersection No. 2**

Hamlet: Manhasset
Project No. M14-021

Community Drive at North Shore Hospital Main Access		Southbound				Westbound				Northbound				Eastbound				Vehicle
		U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	Total
AM Turning Movement Counts	7:00 AM	0	0	154	24	0	11	0	64	0	142	261	0	0	0	0	0	656
	7:15 AM	0	0	165	35	0	12	0	134	0	124	312	0	0	0	0	0	782
	7:30 AM	0	0	220	26	0	21	0	132	0	127	382	0	0	0	0	0	908
	7:45 AM	0	0	230	49	0	17	0	88	0	150	393	0	0	0	0	0	927
	8:00 AM	0	0	221	39	0	17	0	68	0	111	418	0	0	0	0	0	874
	8:15 AM	0	0	241	41	0	19	0	59	0	102	334	0	0	0	0	0	796
	8:30 AM	0	0	243	36	0	15	0	38	0	132	381	0	0	0	0	0	845
	8:45 AM	0	0	280	41	0	20	0	49	0	121	437	0	0	0	0	0	948
7:00 AM to	8:00 AM	0	0	769	134	0	61	0	418	0	543	1348	0	0	0	0	0	3273
7:15 AM to	8:15 AM	0	0	836	149	0	67	0	422	0	512	1505	0	0	0	0	0	3491
7:30 AM to	8:30 AM	0	0	912	155	0	74	0	347	0	490	1527	0	0	0	0	0	3505
7:45 AM to	8:45 AM	0	0	935	165	0	68	0	253	0	495	1526	0	0	0	0	0	3442
8:00 AM to	9:00 AM	0	0	985	157	0	71	0	214	0	466	1570	0	0	0	0	0	3463
Midday Turning Movement Counts	12:00 PM																	0
	12:15 PM																	0
	12:30 PM																	0
	12:45 PM																	0
	1:00 PM																	0
	1:15 PM																	0
	1:30 PM																	0
	1:45 PM																	0
12:00 PM to	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM to	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM to	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM to	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM to	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Turning Movement Counts	4:00 PM	0	0	310	21	0	44	0	225	0	37	282	0	0	0	0	0	919
	4:15 PM	0	0	380	20	0	44	0	198	0	45	218	0	0	0	0	0	905
	4:30 PM	0	0	339	19	0	48	0	164	0	52	246	0	0	0	0	0	868
	4:45 PM	0	0	429	19	0	47	0	149	0	51	238	0	0	0	0	0	933
	5:00 PM	0	0	310	9	0	40	0	203	0	44	209	0	0	0	0	0	815
	5:15 PM	0	0	402	17	0	54	0	203	0	35	216	0	0	0	0	0	927
	5:30 PM	0	0	443	14	0	30	0	134	0	54	230	0	0	0	0	0	905
	5:45 PM	0	0	424	22	0	32	0	126	0	44	228	0	0	0	0	0	876
4:00 PM to	5:00 PM	0	0	1458	79	0	183	0	736	0	185	984	0	0	0	0	0	3625
4:15 PM to	5:15 PM	0	0	1458	67	0	179	0	714	0	192	911	0	0	0	0	0	3521
4:30 PM to	5:30 PM	0	0	1480	64	0	189	0	719	0	182	909	0	0	0	0	0	3543
4:45 PM to	5:45 PM	0	0	1584	59	0	171	0	689	0	184	893	0	0	0	0	0	3580
5:00 PM to	6:00 PM	0	0	1579	62	0	156	0	666	0	177	883	0	0	0	0	0	3523
Saturday Turning Movement Counts	12:00 PM	0	0	225	14	0	10	0	40	0	50	203	0	0	0	0	0	542
	12:15 PM	0	0	235	16	0	10	0	48	0	53	214	0	0	0	0	0	576
	12:30 PM	0	0	213	12	0	18	0	41	0	55	211	0	0	0	0	0	550
	12:45 PM	0	0	220	30	0	12	0	28	0	42	176	0	0	0	0	0	508
	1:00 PM	0	0	213	25	0	10	0	35	0	39	203	0	0	0	0	0	525
	1:15 PM	0	0	209	20	0	9	0	30	0	50	203	0	0	0	0	0	521
	1:30 PM	0	0	200	19	0	12	0	33	0	44	189	0	0	0	0	0	497
	1:45 PM	0	0	191	26	0	10	0	27	0	51	200	0	0	0	0	0	505
12:00 PM to	1:00 PM	0	0	893	72	0	50	0	157	0	200	804	0	0	0	0	0	2176
12:15 PM to	1:15 PM	0	0	881	83	0	50	0	152	0	189	804	0	0	0	0	0	2159
12:30 PM to	1:30 PM	0	0	855	87	0	49	0	134	0	186	793	0	0	0	0	0	2104
12:45 PM to	1:45 PM	0	0	842	94	0	43	0	126	0	175	771	0	0	0	0	0	2051
1:00 PM to	2:00 PM	0	0	813	90	0	41	0	125	0	184	795	0	0	0	0	0	2048
Peak Hour	**PHF**	**Start Time**																
AM	0.945	7:30 AM	0	0	912	155	0	74	0	347	0	490	1527	0	0	0	0	0	3505
Midday		12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	0.971	4:00 PM	0	0	1458	79	0	183	0	736	0	185	984	0	0	0	0	0	3625
Saturday	0.944	12:00 PM	0	0	893	72	0	50	0	157	0	200	804	0	0	0	0	0	2176

Mulryan Engineering, P.C. **Study Intersection No. 3**

Hamlet: Manhasset
Project No. M14-021

East Community Drive at Fire House Entrance		Southbound				Westbound				Northbound				Eastbound				Vehicle
		U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	U-Turn	Right	Through	Left	Total
AM Turning Movement Counts	7:00 AM	0	0	0	0	0	0	14	0	0	0	0	0	0	0	10	0	24
	7:15 AM	0	0	0	0	0	0	16	1	0	0	0	0	0	0	17	0	34
	7:30 AM	0	0	0	0	0	0	26	0	0	0	0	0	0	0	22	0	48
	7:45 AM	0	0	0	0	0	0	34	2	0	1	0	0	0	0	18	0	55
	8:00 AM	0	0	0	0	0	0	28	0	0	0	0	1	0	0	28	0	57
	8:15 AM	0	0	0	0	0	0	23	0	0	0	0	0	0	1	17	0	41
	8:30 AM	0	0	0	0	0	0	22	1	0	0	0	2	0	1	23	0	49
	8:45 AM	0	0	0	0	0	0	30	1	0	0	0	0	0	0	39	0	70
7:00 AM to	8:00 AM	0	0	0	0	0	0	90	3	0	1	0	0	0	0	67	0	161
7:15 AM to	8:15 AM	0	0	0	0	0	0	104	3	0	1	0	1	0	0	85	0	194
7:30 AM to	8:30 AM	0	0	0	0	0	0	111	2	0	1	0	1	0	1	85	0	201
7:45 AM to	8:45 AM	0	0	0	0	0	0	107	3	0	1	0	3	0	2	86	0	202
8:00 AM to	9:00 AM	0	0	0	0	0	0	103	2	0	0	0	3	0	2	107	0	217
Midday Turning Movement Counts	12:00 PM																	0
	12:15 PM																	0
	12:30 PM																	0
	12:45 PM																	0
	1:00 PM																	0
	1:15 PM																	0
	1:30 PM																	0
	1:45 PM																	0
12:00 PM to	1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM to	1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM to	1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM to	1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM to	2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Turning Movement Counts	4:00 PM	0	0	0	0	0	0	32	0	0	0	0	0	0	0	45	0	77
	4:15 PM	0	0	0	0	0	0	31	0	0	0	0	0	0	0	45	0	76
	4:30 PM	0	0	0	0	0	0	27	1	0	0	0	0	0	1	42	0	71
	4:45 PM	0	0	0	0	0	0	27	3	0	1	0	0	0	0	35	0	66
	5:00 PM	0	0	0	0	0	0	54	3	0	0	0	0	0	1	32	0	90
	5:15 PM	0	0	0	0	0	0	40	1	0	0	0	0	0	1	50	0	92
	5:30 PM	0	0	0	0	0	0	46	3	0	0	0	4	0	2	44	0	99
	5:45 PM	0	0	0	0	0	0	46	0	0	0	0	0	0	0	24	0	70
4:00 PM to	5:00 PM	0	0	0	0	0	0	117	4	0	1	0	0	0	1	167	0	290
4:15 PM to	5:15 PM	0	0	0	0	0	0	139	7	0	1	0	0	0	2	154	0	303
4:30 PM to	5:30 PM	0	0	0	0	0	0	148	8	0	1	0	0	0	3	159	0	319
4:45 PM to	5:45 PM	0	0	0	0	0	0	167	10	0	1	0	4	0	4	161	0	347
5:00 PM to	6:00 PM	0	0	0	0	0	0	186	7	0	0	0	4	0	4	150	0	351
Saturday Turning Movement Counts	12:00 PM	0	0	0	0	0	0	30	0	0	2	0	1	0	1	50	0	84
	12:15 PM	0	0	0	0	0	0	38	0	0	0	0	0	0	0	45	0	83
	12:30 PM	0	0	0	0	0	0	45	1	0	0	0	0	0	0	62	0	108
	12:45 PM	0	0	0	0	0	0	32	0	0	0	0	0	0	0	31	0	63
	1:00 PM	0	0	0	0	0	0	48	0	0	0	0	0	0	0	45	0	93
	1:15 PM	0	0	0	0	0	0	43	0	0	0	0	2	0	1	54	0	100
	1:30 PM	0	0	0	0	0	0	32	2	0	1	0	1	0	1	54	0	91
	1:45 PM	0	0	0	0	0	0	35	0	0	0	0	0	0	0	41	0	76
12:00 PM to	1:00 PM	0	0	0	0	0	0	145	1	0	2	0	1	0	1	188	0	338
12:15 PM to	1:15 PM	0	0	0	0	0	0	163	1	0	0	0	0	0	0	183	0	347
12:30 PM to	1:30 PM	0	0	0	0	0	0	168	1	0	0	0	2	0	1	192	0	364
12:45 PM to	1:45 PM	0	0	0	0	0	0	155	2	0	1	0	3	0	2	184	0	347
1:00 PM to	2:00 PM	0	0	0	0	0	0	158	2	0	1	0	3	0	2	194	0	360
Peak Hour	**PHF**	**Start Time**																
AM	0.775	8:00 AM	0	0	0	0	0	0	103	2	0	0	0	3	0	2	107	0	217
Midday		12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	0.886	5:00 PM	0	0	0	0	0	0	186	7	0	0	0	4	0	4	150	0	351
Saturday	0.843	12:30 PM	0	0	0	0	0	0	168	1	0	0	0	2	0	1	192	0	364

SECTION NO. 02 .....TRIP & PARKING GENERATION STUDY

Mulryan Engineering, P.C. **Table No. 3**

Hamlet: Manhasset
Project No. M14-021

Trip Generation Calculations

Proposed Development

Land Use Code: 252
Land Use Description: Senior Adult Housing - Attached
Independent Variable: Number of Dwelling Units
Variable: 72
Source: Institute of Transportation Engineers, Trip Generation, 9th Edition 2012

	Directional Distribution	Rate	Standard Deviation	Adjustment Factor	Driveway Volume
7-9 AM Peak Hour Enter	34%	0.07	0.00	1.00	5
7-9 AM Peak Hour Exit	66%	0.13	0.00	1.00	10
7-9 AM Peak Hour Total	100%	0.20	0.45	1.00	14
AM Peak Hour Enter	46%	0.18	0.00	1.00	13
AM Peak Hour Exit	54%	0.21	0.00	1.00	15
AM Peak Hour Total	100%	0.39	0.64	1.00	28
PM Peak Hour Enter	55%	0.19	0.00	1.00	14
PM Peak Hour Exit	45%	0.16	0.00	1.00	11
PM Peak Hour Total	100%	0.35	0.60	1.00	25
4-6 PM Peak Hour Enter	54%	0.14	0.00	1.00	10
4-6 PM Peak Hour Exit	46%	0.12	0.00	1.00	8
4-6 PM Peak Hour Total	100%	0.25	0.50	1.00	18
Saturday Peak Hour Enter	57%	0.18	0.00	1.00	13
Saturday Peak Hour Exit	43%	0.13	0.00	1.00	10
Saturday Peak Hour Total	100%	0.31	0.56	1.00	22

Parking Generation Calculations

Proposed Development

Land Use Code: 252
Land Use Description: Senior Adult Housing - Attached
Independent Variable: Number of Dwelling Units
Variable: 72
Source: Institute of Transportation Engineers, Parking Generation, 4th Edition 2010

	Rate	Peak Parking Demand
Weekday Peak Parking Demand:	0.59	42

SECTION NO. 03 .....US CENSUS DATA

Mulryan Engineering, P.C. **Table No. 4**

Hamlet: Manhasset
Project No. M14-021

Population Growth Calculations

Census Track	Area (in square miles)	Population 2010	Population Change 1990-2000	Population Change 2000-2010	Population Change [1]2010-2015	Distribution of Population	
36.059 3018.00	1.7941	5,370	1.10	0.01	0.02	14%	site
36.059 3004.00	0.7214	5,199	0.30	0.02	0.05	14%	north
36.059 3015.00	1.1853	3,048	0.30	-0.11	-0.01	8%	north
36.059 3009.00	4.6689	7,963	1.70	1.13	0.96	21%	south
36.059 3016.00	1.6147	4,496	0.00	-0.03	0.03	12%	east
36.059 3017.00	0.5188	2,590	0.20	-0.16	0.02	7%	east
36.059 3019.00	0.5912	2,998	-0.10	-0.06	0.03	8%	east
36.059 3006.00	1.0803	6,503	0.10	0.09	0.10	17%	west
Total/Average	12.17	38,167	0.45	0.11	**0.15**	100%	
Nassau County 36.059	286.69	1,337,619	0.40	0.02	0.10		
Suffolk County 36.103	912.20	1,492,400	0.70	0.49	0.29		
New York State 36	47,213.79	19,543,731	0.50	0.29	0.20		

[1]Source: US Census/ESRI Demographic Update Methodology: 2010/2015

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FIGURE No. 1
PROJECT No. M14-021
MELVILLE
LOCATION MAP

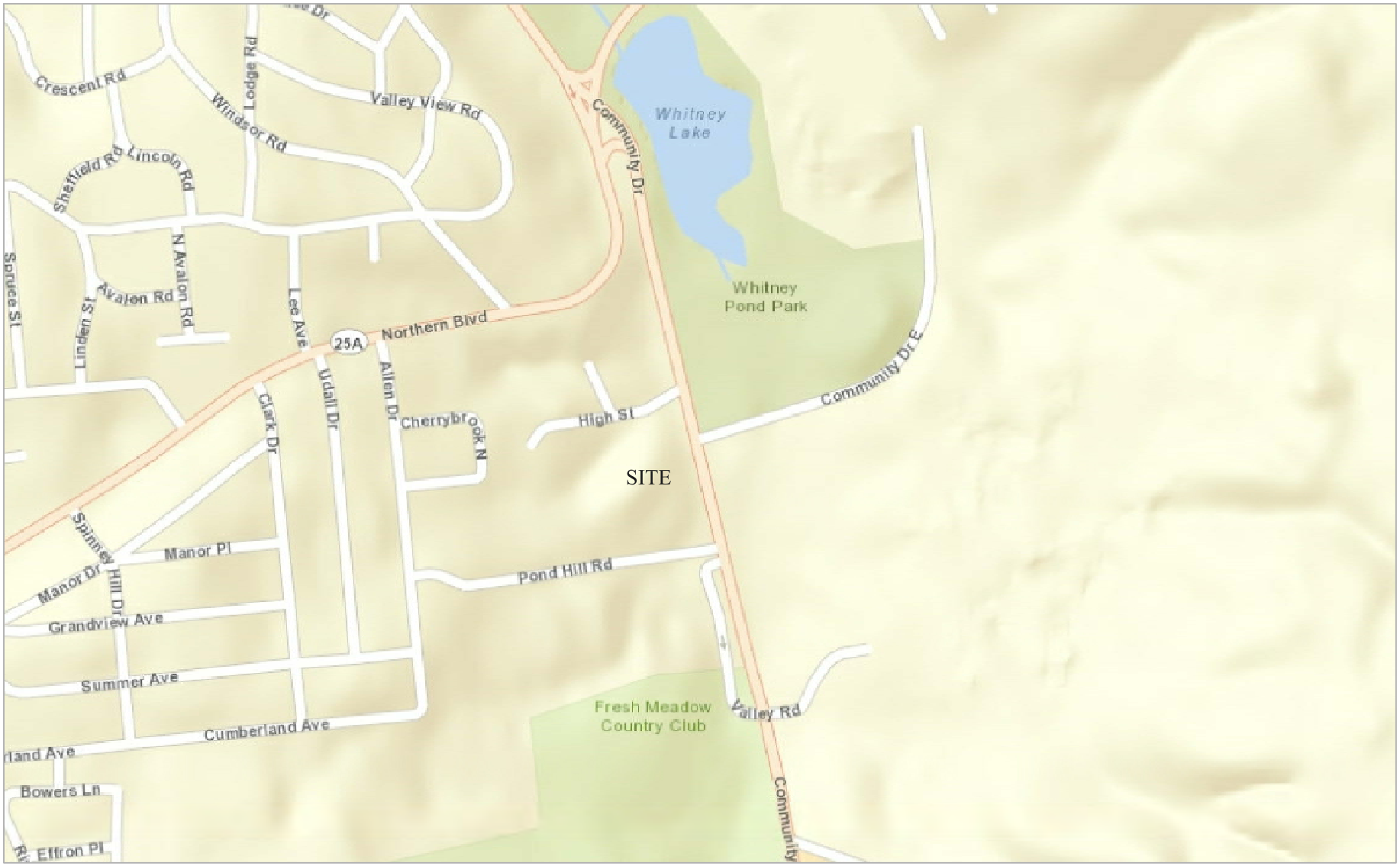

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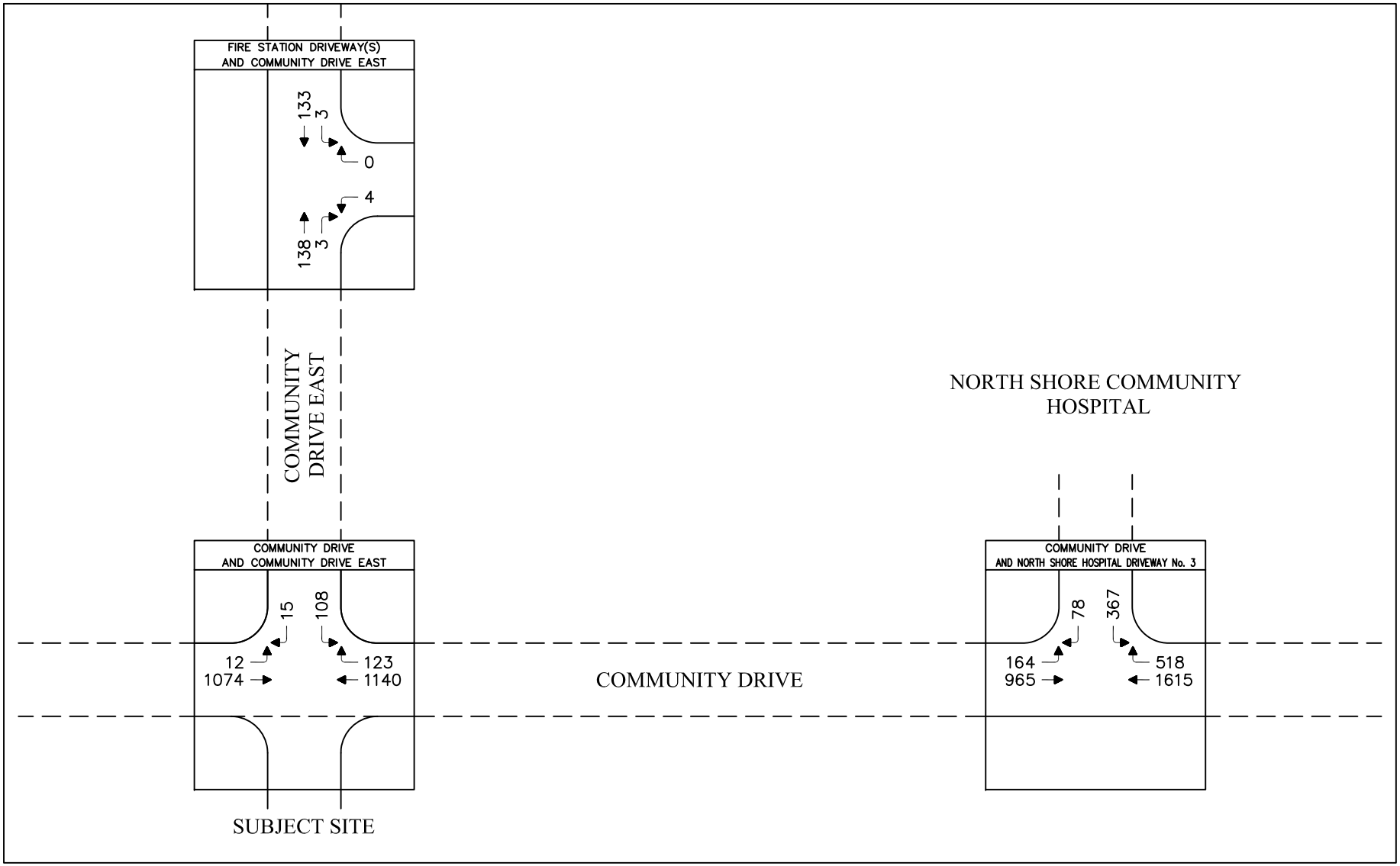
FIGURE No. 2
PROJECT No. M14-021
MANHASSET
MORNING PEAK HOUR - EXISTING



EXISTING VOLUMES SHOWN REFLECT THE ADJUSTED FLOW RATE

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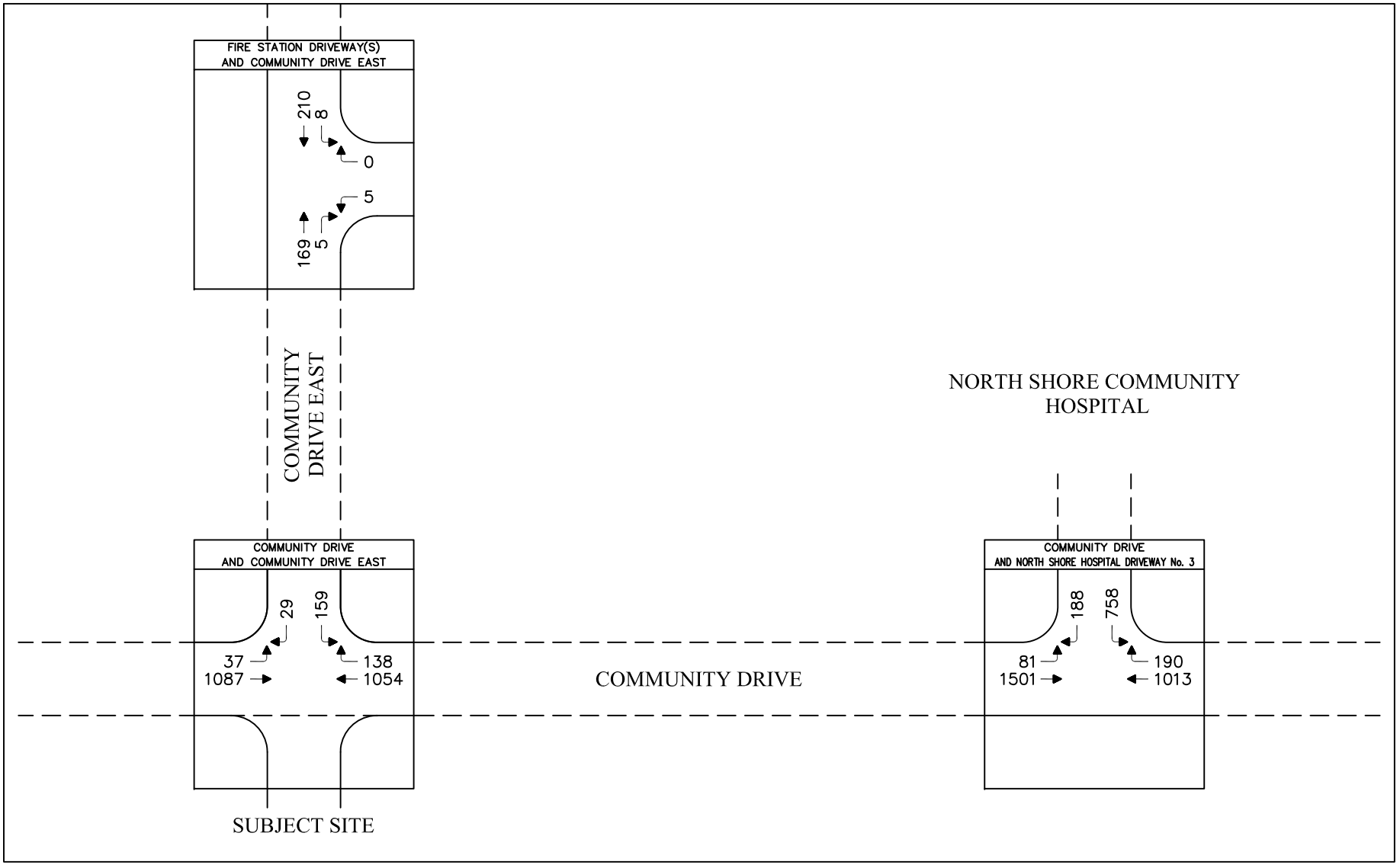
FIGURE No. 3
PROJECT No. M14-021
MANHASSET
EVENING PEAK HOUR - EXISTING



EXISTING VOLUMES SHOWN REFLECT THE ADJUSTED FLOW RATE

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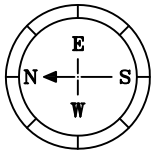
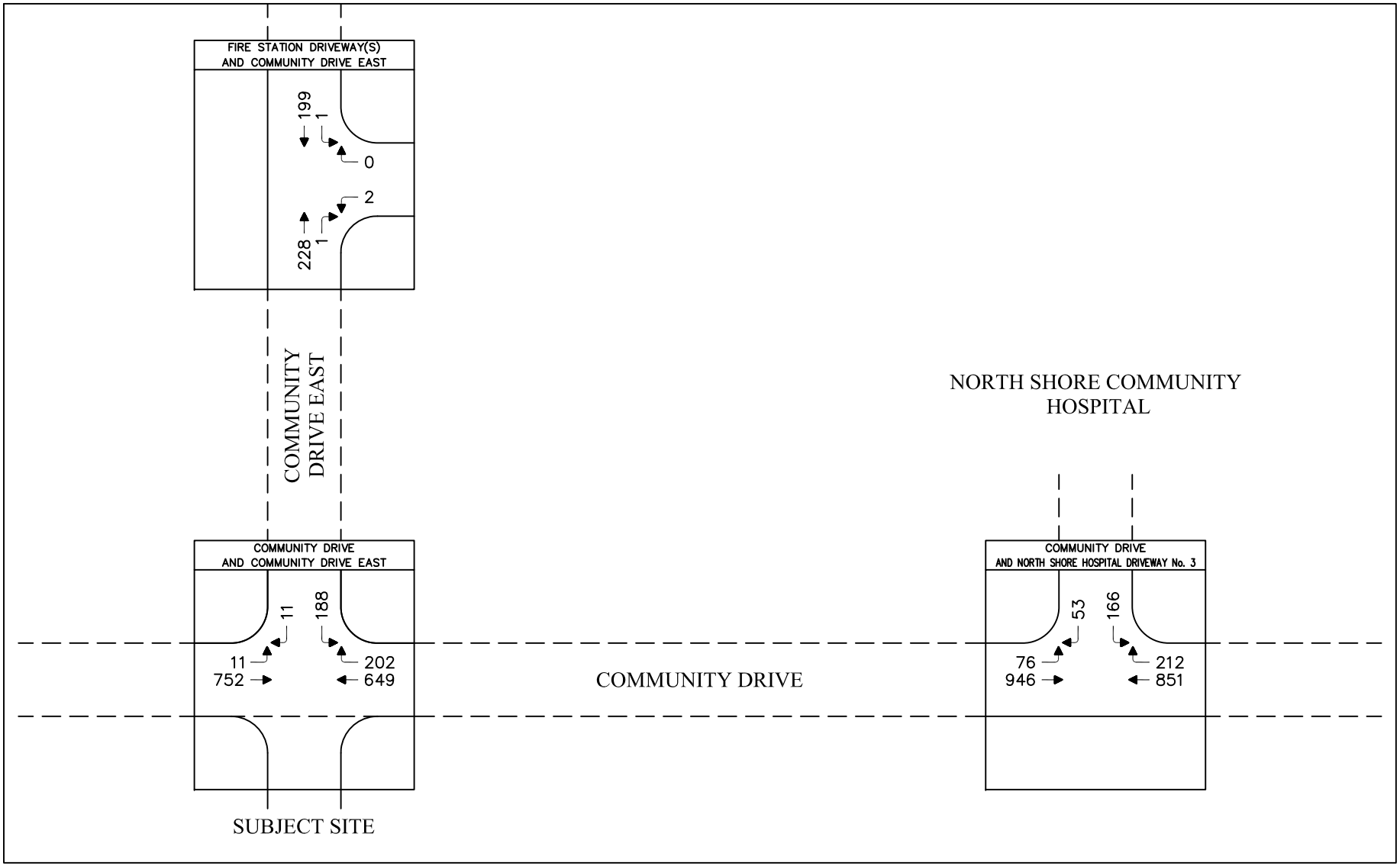
FIGURE No. 4
PROJECT No. M14-021
MANHASSET
SATURDAY PEAK HOUR - EXISTING





EXISTING VOLUMES SHOWN REFLECT THE ADJUSTED FLOW RATE

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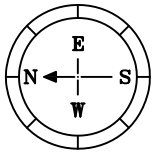
FIGURE No. 5
PROJECT No. M14-021
MANHASSET
MORNING PEAK HOUR - NO BUILD



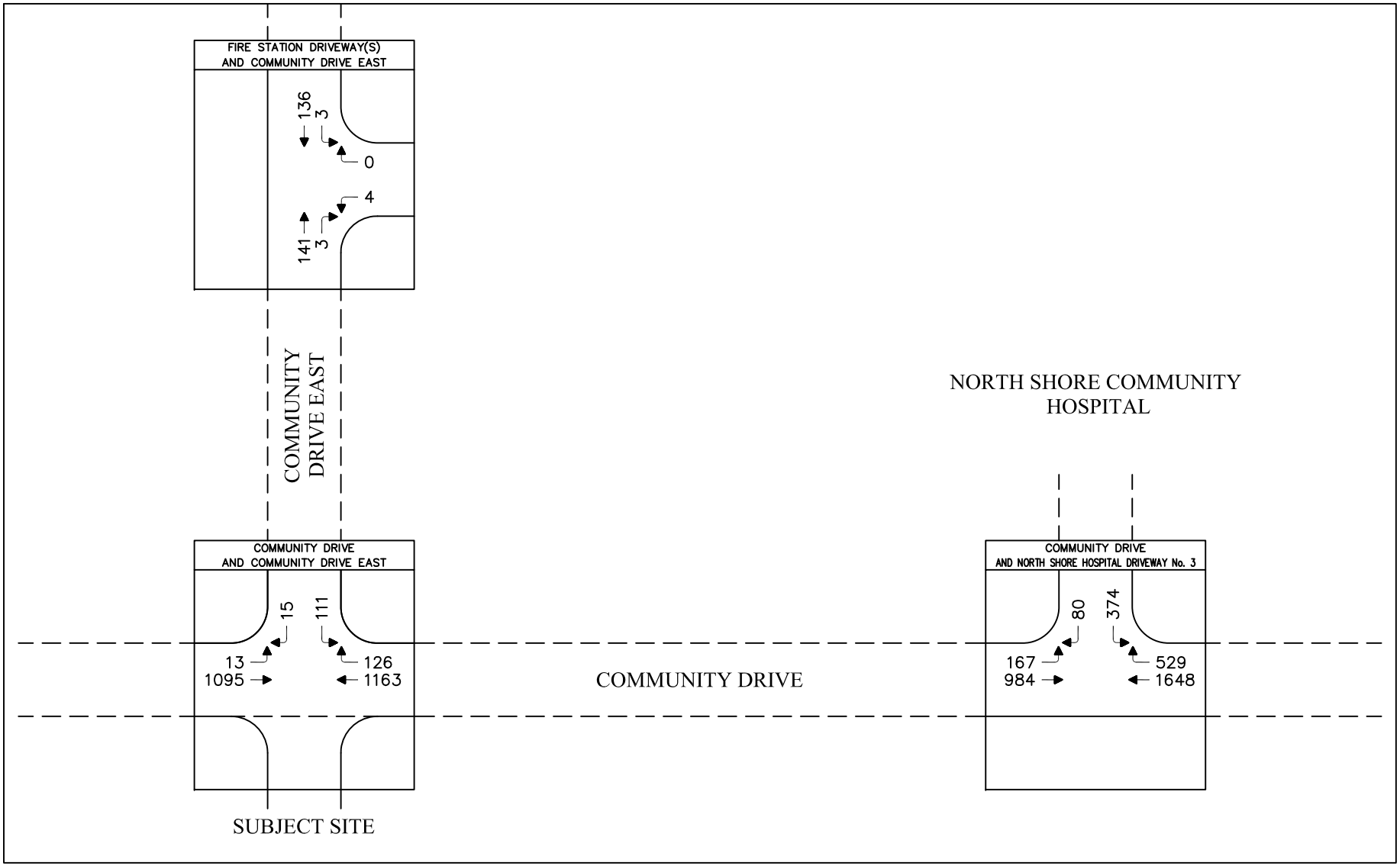


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FIGURE No. 6
PROJECT No. M14-021
MANHASSET
EVENING PEAK HOUR - NO BUILD

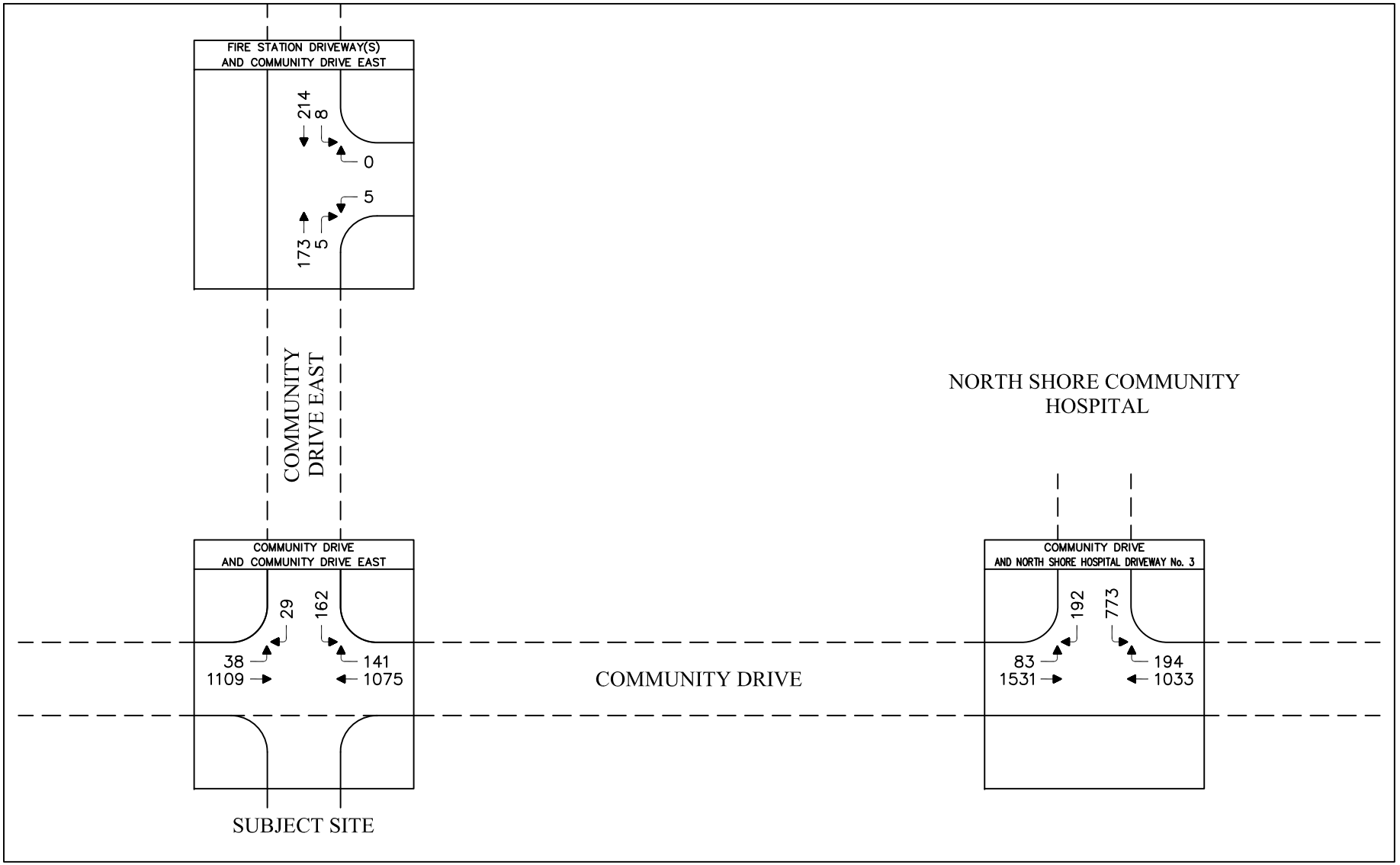

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FIGURE No. 7
PROJECT No. M14-021
MANHASSET
SATURDAY PEAK HOUR - NO BUILD

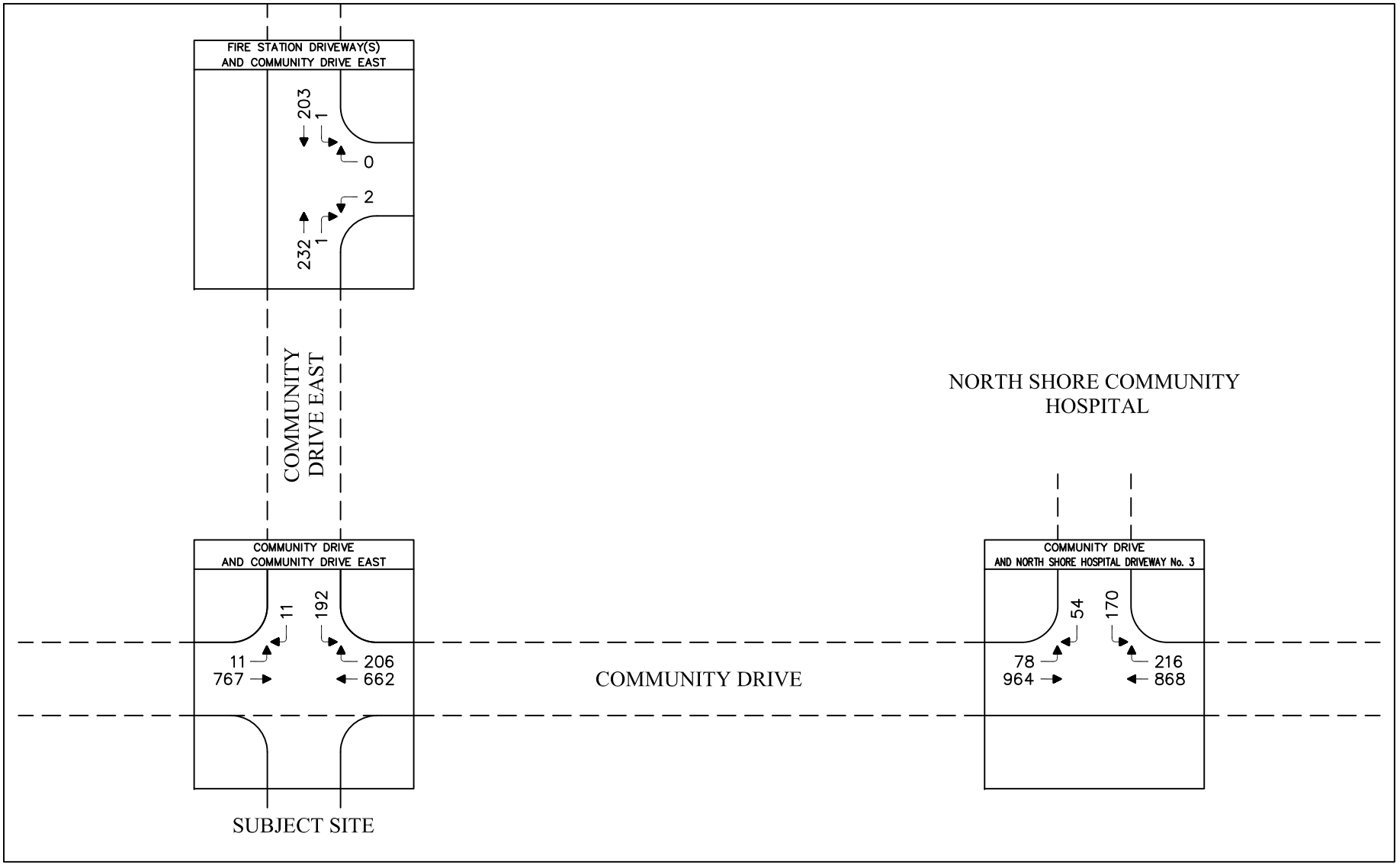

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FIGURE No. 8
PROJECT No. M14-021
MANHASSET
SITE GENERATED
TRAFFIC DISTRIBUTION

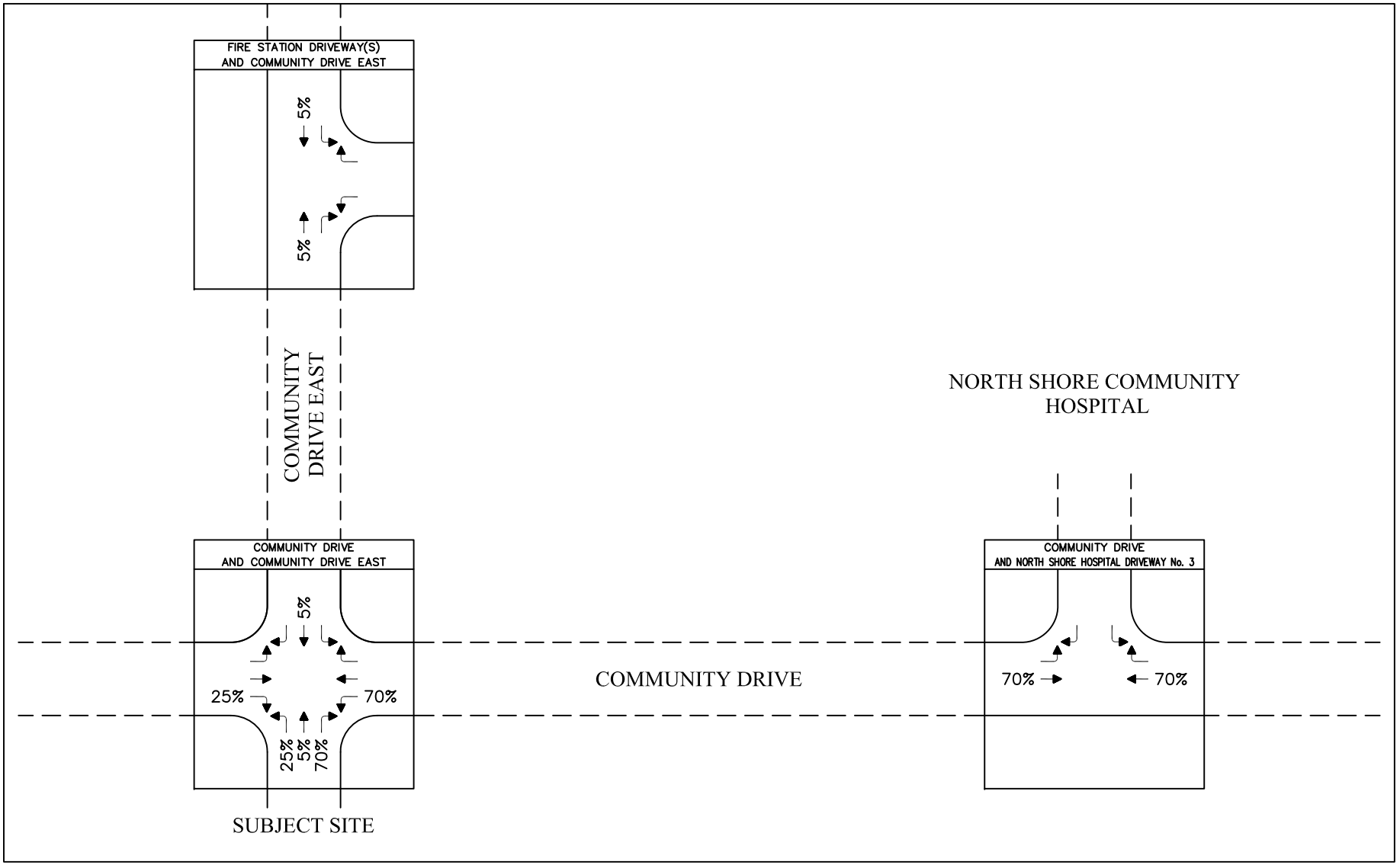

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FIGURE No. 9
PROJECT No. M14-021
MANHASSET
SITE GENERATED TRAFFIC
MORNING PEAK HOUR

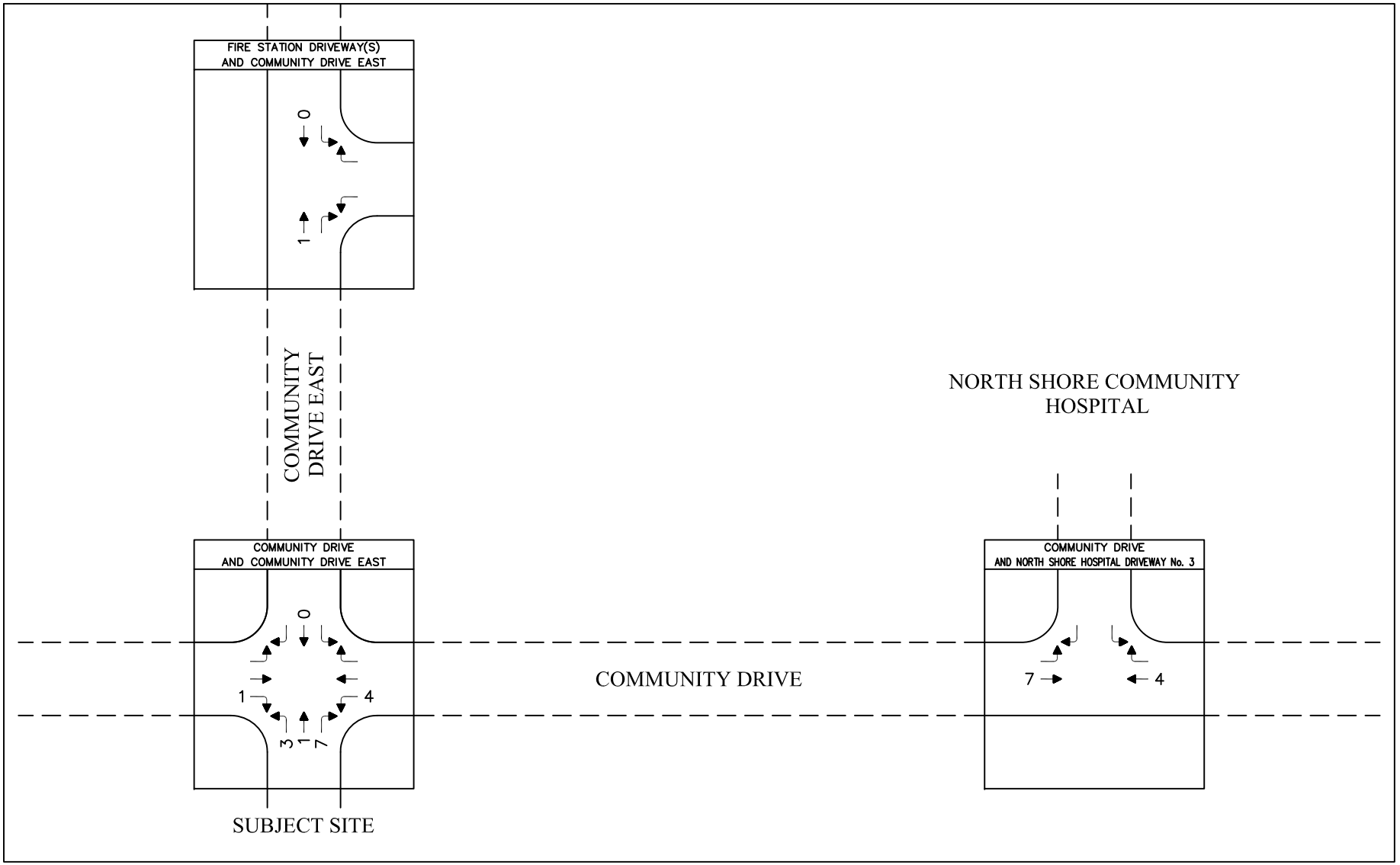

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FIGURE No. 10
PROJECT No. M14-021
MANHASSET
SITE GENERATED TRAFFIC
EVENING PEAK HOUR

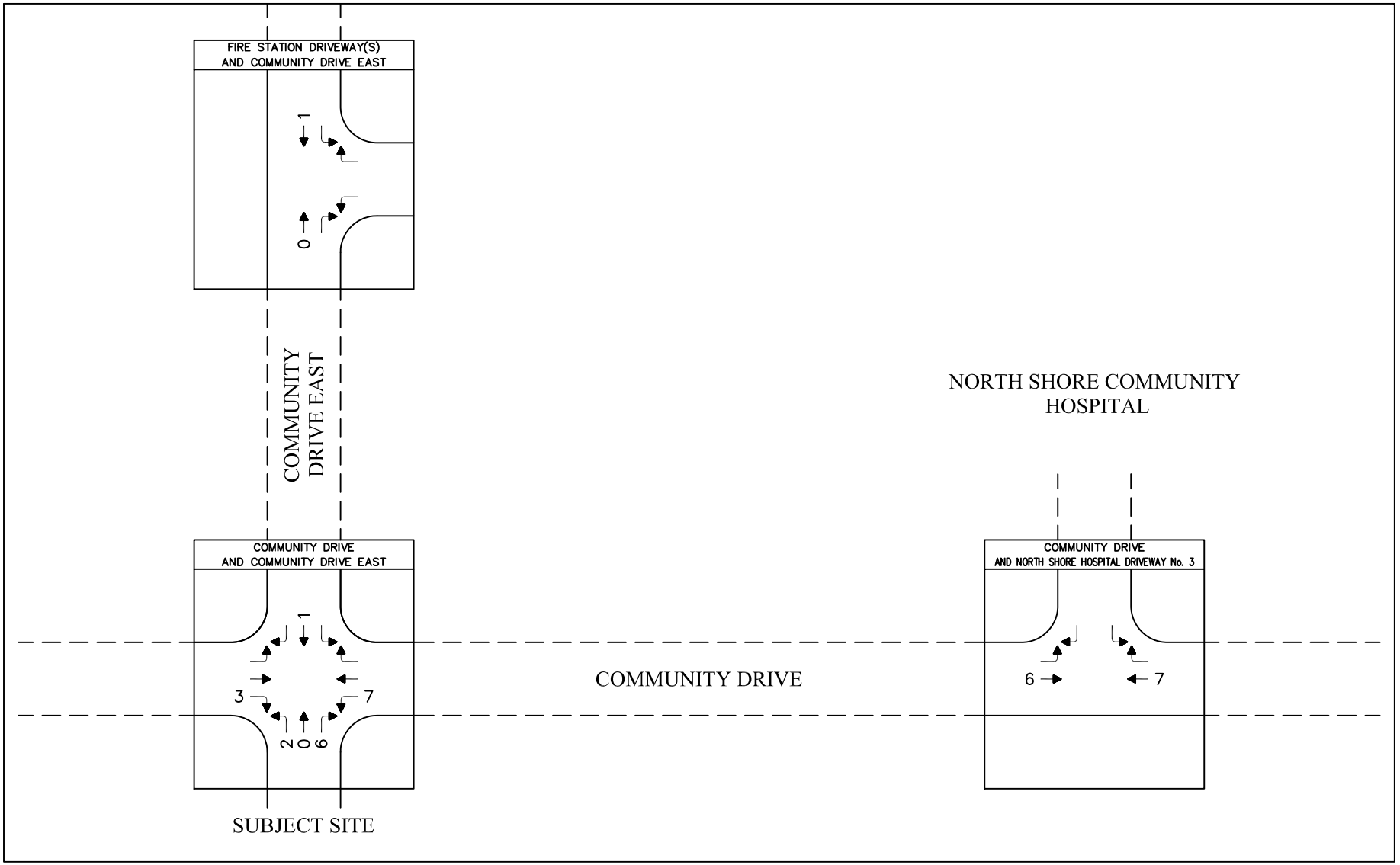

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FIGURE No. 11
PROJECT No. M14-021
MANHASSET
SITE GENERATED TRAFFIC
SATURDAY PEAK HOUR

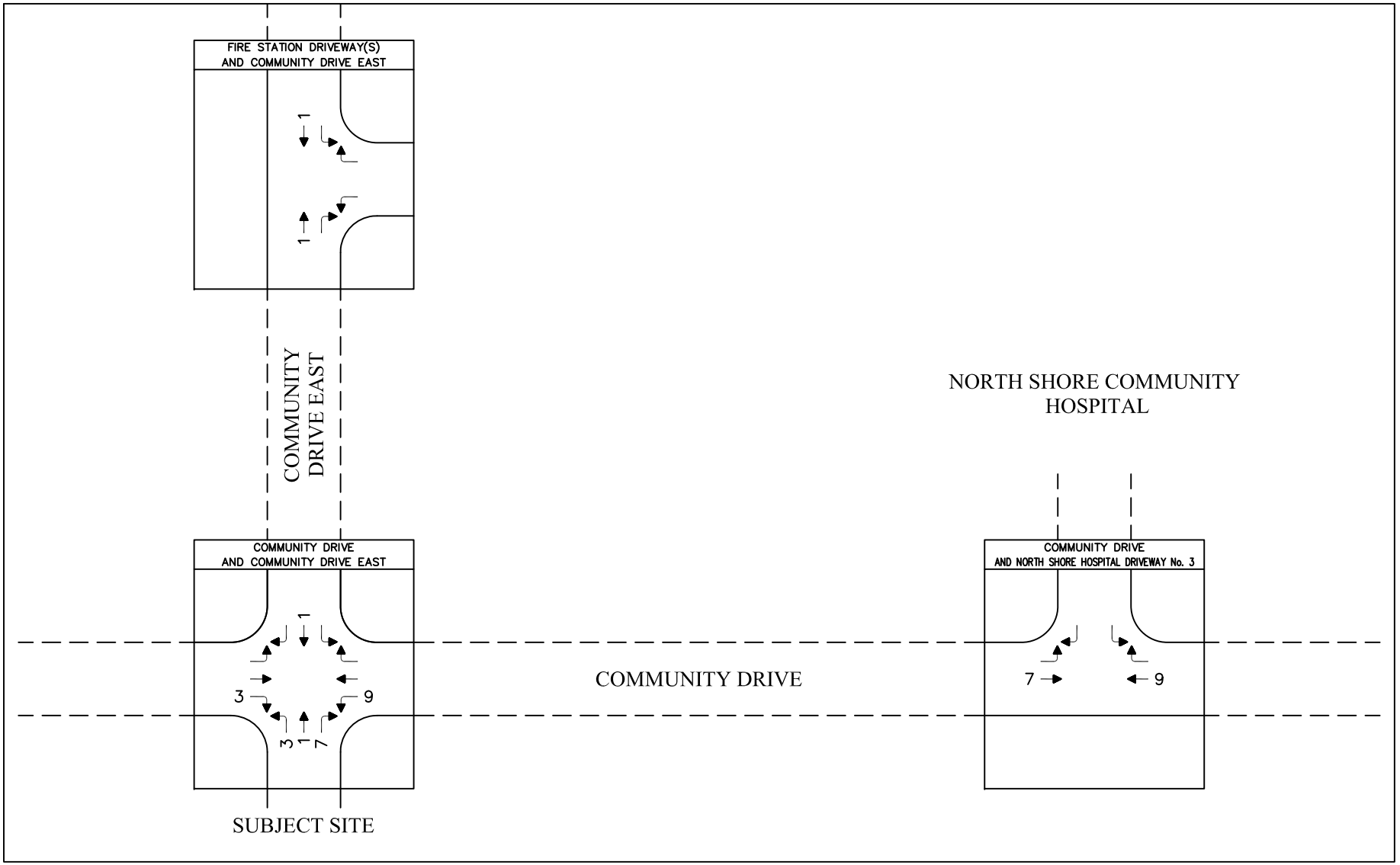

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FIGURE No. 12
PROJECT No. M14-021
MANHASSET
MORNING PEAK HOUR - BUILD

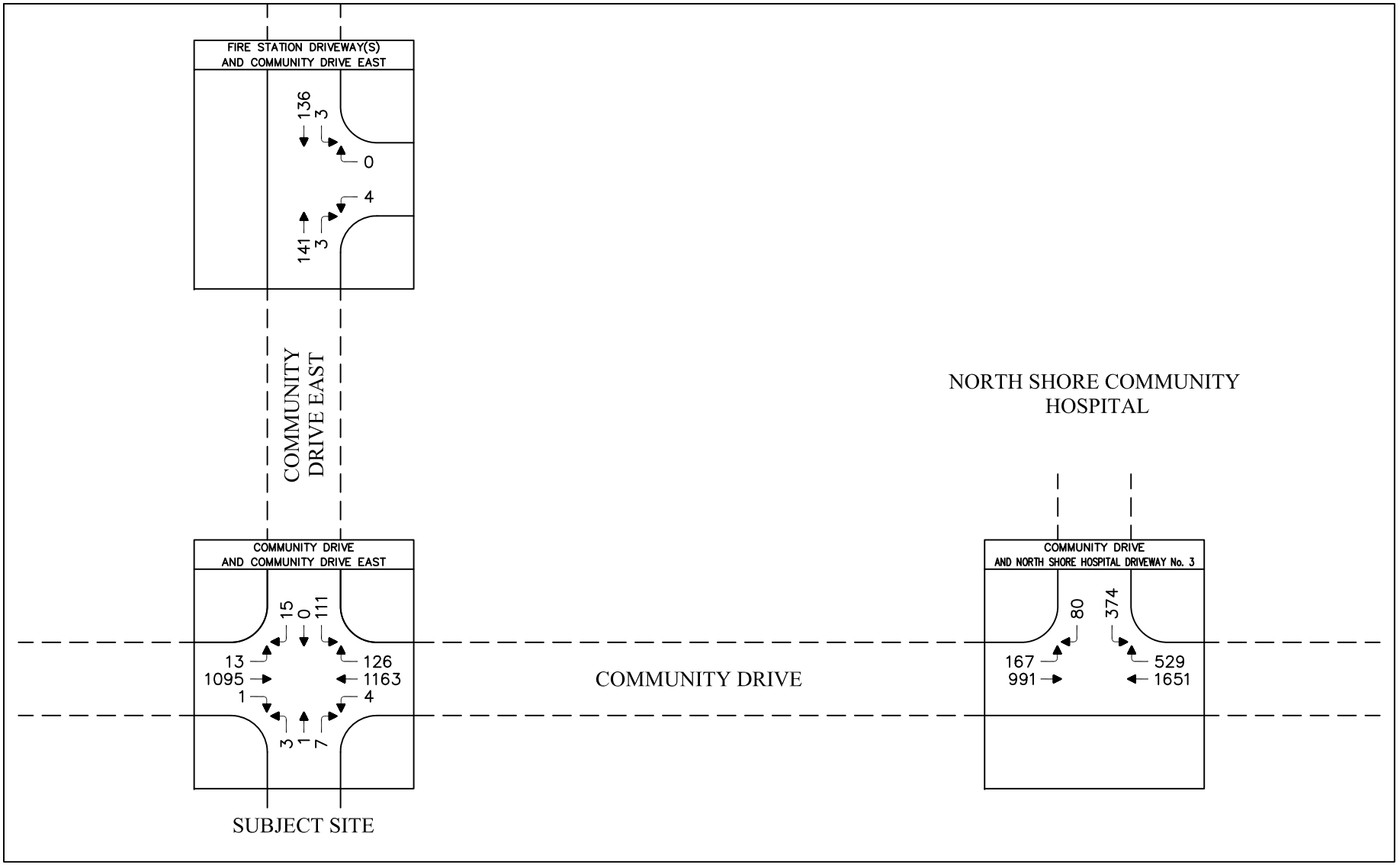

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FIGURE No. 13
PROJECT No. M14-021
MANHASSET
EVENING PEAK HOUR - BUILD

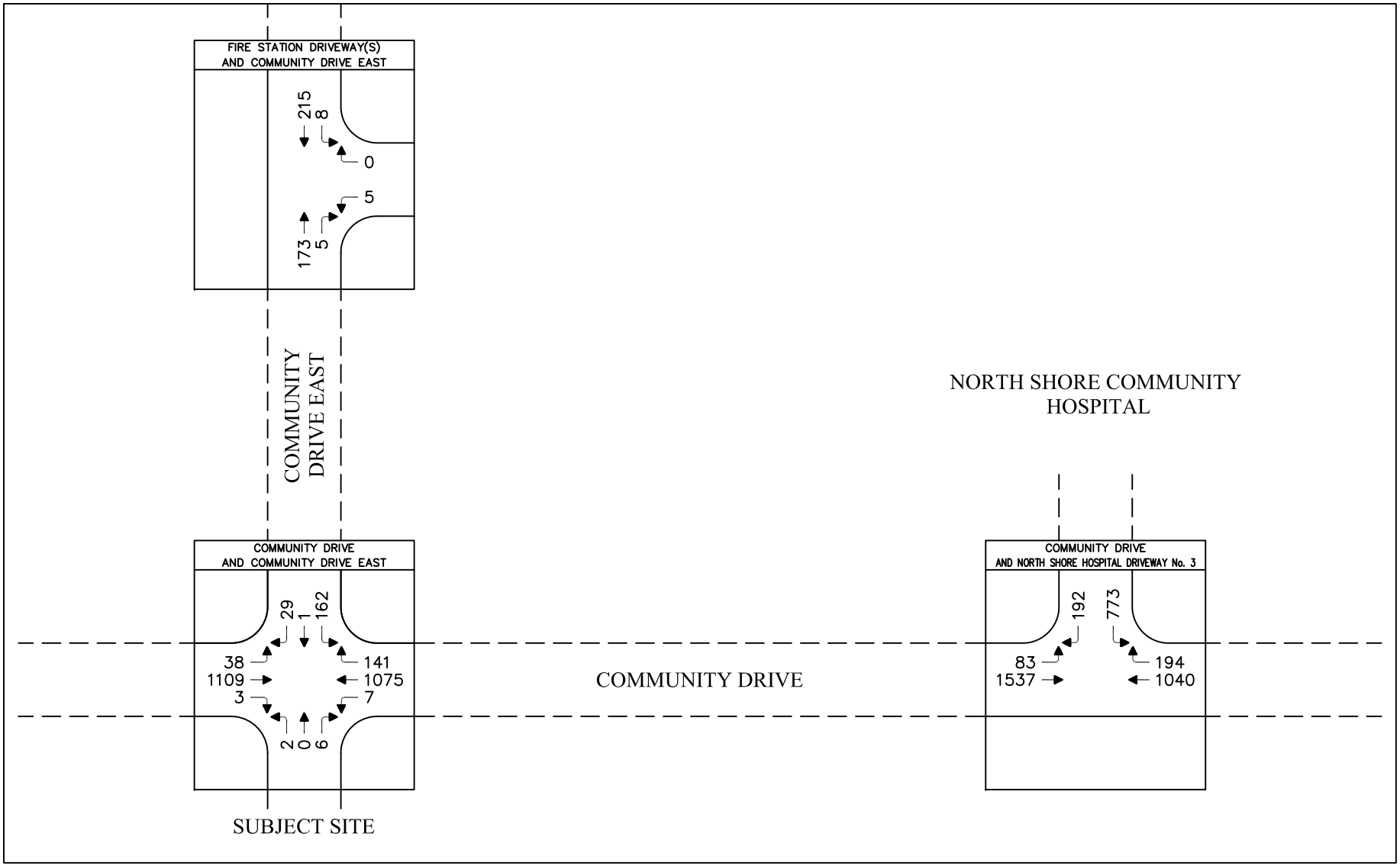

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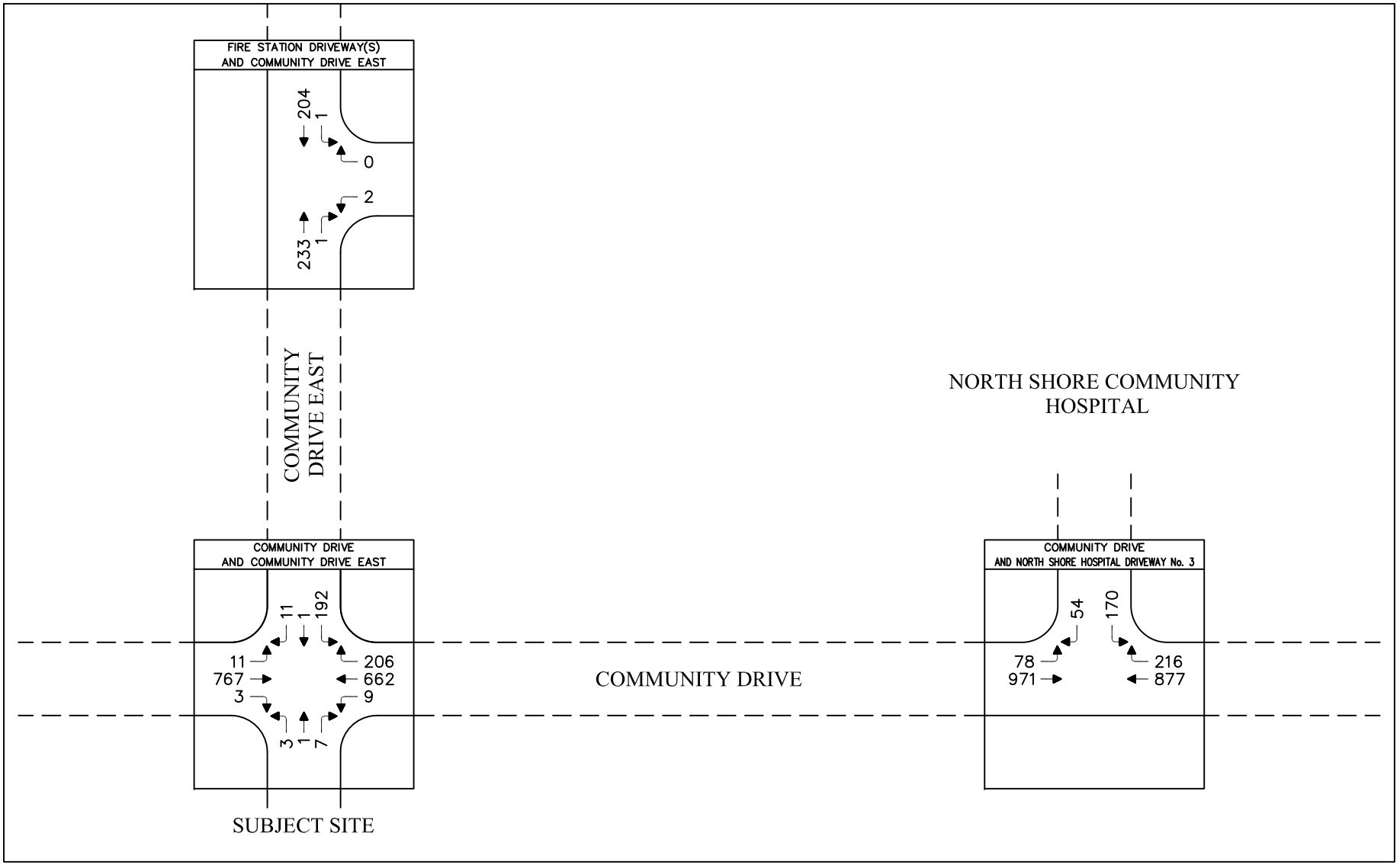
FIGURE No. 14
PROJECT No. M14-021
MANHASSET
SATURDAY PEAK HOUR - BUILD



SECTION NO. 05 .....HIGHWAY CAPACITY ANAYLSIS DESCRIPTION

SECTION NO. 06 ..... HIGHWAY CAPACITY ANAYLSIS

HIGHWAY CAPACITY ANALYSIS

DESCRIPTION

The level of service and capacity analysis prepared for this project is based on the methodologies presented in the Highway Capacity Manual (HCM 2000), published by the Transportation Research Board. The manual provides a consistent system of techniques for the evaluation of the quality of service on highway and street facilities. The following information is contained within Chapters 10, 16 and 17 of the Highway Capacity Manual.

SIGNALIZED INTERSECTIONS

CAPACITY

Capacity at intersections is defined for each lane group. The lane group capacity is the maximum hourly rate at which vehicles can reasonably be expected to pass through the intersection under prevailing traffic, roadway, and signalization conditions. The flow rate is generally measured or projected for a peak 15-minute period, and capacity is stated in vehicles per hour (vehicles per hour). Traffic conditions include volumes on each approach, the distribution of vehicles by movement (left, through, and right), the vehicle type distribution within each movement, the location and use of bus stops within the intersection area, pedestrian crossing flows, and parking movements on approaches to the intersection. Roadway conditions include the basic geometrics of the intersection, including the number and width of lanes, grades, and lane use allocations (including parking lanes). Signalization conditions include a full definition of the signal phasing, timing, and type of control, and an evaluation of signal progression for each lane group. The analysis of capacity at signalized intersections focuses on the computation of saturation flow rates, capacities, volume to capacity ratios, and level of service for lane groups.

LEVEL OF SERVICE

Level of service for signalized intersections is defined in terms of control delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions: in the absence of traffic control, geometric delay, any incidents, and any other vehicles. Specifically, LOS criteria for traffic signals are stated in terms of the average control delay per vehicle, typically for a 15-minute analysis period. Delay is a complex measure and depends on a number of variables, including the quality of progression, the cycle length, the green ratio, and the volume to capacity ratio for the lane group. The critical volume to capacity ratio is an approximate indicator of the overall sufficiency of an intersection. The critical volume to capacity ratio depends on the conflicting critical lane flow rates and the signal phasing.

The average back of queue is another performance measure that is used to analyze a signalized intersection. The back of queue is the number of vehicles that are queued depending on arrival patterns of vehicles and vehicles that do not clear the intersection during a given green phase.

Levels of service are defined to represent reasonable ranges in control delay.

LOS A describes operations with low control delay, up to **10** seconds per vehicle. This LOS occurs when progression is extremely favorable and most vehicles arrive during the green phase. Many vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values.

LOS B describes operations with control delay greater than **10** and up to **20** seconds per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.

LOS C describes operations with control delay greater than **20** and up to **35** seconds per vehicle. These higher delays may result from only fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. Cycle failure occurs when a given green phase does not serve queued vehicles, and overflows occur. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

LOS D describes operations with control delay greater than **35** and up to **55** seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, and high volume to capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

LOS E describes operations with control delay greater than **55** and up to **80** seconds per vehicle. These high delay values generally indicate poor progression, long cycle lengths, and high seconds per vehicle ratios. Individual cycle failures are frequent.

LOS F describes operations with control delay in excess of **80** seconds per vehicle. This level, considered unacceptable to most drivers, often occurs with over-saturation, that is, when arrival flow rates exceed the capacity of lane groups. It may also occur at high volume to capacity ratios with many individual cycle failures. Poor progression and long cycle lengths may also contribute significantly to high delay levels.

Delays in the range of LOS F (unacceptable) can occur while the volume to capacity ratio is below 1.0. Very high delays can occur at such volume to capacity ratios when some combination of the following conditions exists: the cycle length is long, the lane group in question is disadvantaged by the signal timing (has a long red time), and the signal progression for the subject movements is poor. The reverse is also possible (for a limited duration): a saturated lane group (i.e., volume to capacity ratio greater than 1.0) may have low delays if the cycle length is short, or the signal progression is favorable, or both.

Thus, the designation LOS F does not automatically imply that the intersection, approach, or lane group is over capacity, nor does an LOS better than E automatically imply that unused capacity is available.

UNSIGNALIZED INTERSECTIONS

CAPACITY

At two-way stop controlled (unsignalized) intersections, drivers on the controlled approaches are required to select gaps in the major street flow through which to execute crossing or turning maneuvers on the basis of judgment. In the presence of a queue, each driver on the controlled approach must also use some time to move into the front-of-queue position and prepare to evaluate gaps in the major street flow. Thus, the capacity of the controlled legs is based on three factors: the distribution of gaps in the major street traffic stream, driver judgment in selecting gaps through which to execute the desired maneuvers, and the follow-up time required by each driver in a queue.

The basic capacity model assumes that gaps in the conflicting stream are randomly distributed. When traffic signals on the major street are within 0.25 miles of the subject intersection, flows may not be random but will likely have some platoon structure.

Pedestrians crossing an intersection impede lower-ranked minor street vehicles, but only one lane at a time. This is because vehicles performing a given through or turning movement tend to pass in front of or behind pedestrians once a driver's target lane is clear. The important factor is to determine the number of blockages. For the purpose of determining the pedestrian impedance, the pedestrian volume is the sum of individual pedestrians crossing individually and groups of pedestrians crossing together during the analysis time period.

The existence of a raised or striped median or a two-way left-turn lane (TWLTL) on the major street often causes some degree of a gap acceptance phenomenon known as "two-stage gap acceptance". For example, the existence of a raised or striped median causes a significant proportion of the minor street drivers to first cross part of the major street approach and then pause in the middle of the road to wait for another gap in the other approach. If a two-way left-turn lane exists on the major street, the minor street left-turn vehicle usually merges into the two-way left-turn lane first, then seeks a usable gap on the other approach while slowly moving some distance along the two-way left-turn lane. Both of these behaviors can increase capacity.

The geometric elements near the stop line on the stop-controlled approaches of many intersections may result in a higher capacity than the shared-lane capacity equation may predict. This is because, at such approaches, two vehicles may occupy or depart from the stop line simultaneously as a result of a large curb radius, a tapered curb, or a parking prohibition. The magnitude of this effect will depend in part on the turning movement volumes and the resultant probability of two vehicles being simultaneously at the stop line and on the storage length available to feed the second position at the stop line.

Often, two or three movements share a single lane on the minor approach. With this lane sharing, vehicles from different movements do not have simultaneous access to gaps, nor can more than one vehicle from the sharing movements use the same gap, which influences capacity.

The existence of nearby signalized intersections (i.e., traffic signals on the major street within 0.25 miles of the subject intersection) typically causes vehicles to arrive at the intersection in platoons. This influences the size and distribution of available gaps and may cause an increase in the minor street capacity. The greater the number of vehicles traveling in platoons, the higher the minor street capacity for a given opposing volume. This is due to the greater proportion of large gaps that more than one minor street vehicle can use. If signalized intersections exist upstream of the subject intersection in both directions, the effect is much more complex.

LEVEL OF SERVICE

Four measures are used to describe the performance of TWSC intersections: control delay, delay to major street through vehicles, queue length, and v/c ratio. The primary measure that is used to provide an estimate of LOS is control delay. This measure can be estimated for any movement on the minor (i.e., the stop-controlled) street. By summing delay estimates for individual movements, a delay estimate for each minor street movement and minor street approach can be achieved.

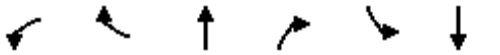
For AWSC intersections, the average control delay (in seconds per vehicle) is used as the primary measure of performance. Control delay is the increased time of travel for a vehicle approaching and passing through an AWSC intersection, compared with a free flow vehicle if it were not required to slow or stop at the intersection.

Capacity analysis at TWSC intersections depends on a clear description and understanding of the interaction of drivers on the minor or stop-controlled approach with drivers on the major street. Both gap acceptance and empirical models have been developed to describe this interaction. Procedures described in this chapter rely on a gap acceptance model developed and refined in Germany (I). The concepts from this model are described in Chapter **10.** Exhibit **17-1** illustrates input to and the basic computation order of the method described in this chapter.

Level of service (LOS) for a TWSC intersection is determined by the computed or measured control delay and is defined for each minor movement. LOS is not defined for the intersection as a whole. LOS criteria are given below:

Level of Service Criteria for Unsignalized Intersections	
Level of Service	**Delay (in seconds per vehicle)**
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

The LOS criteria for TWSC intersections are somewhat different from the criteria used for signalized intersections primarily because different transportation facilities create different driver perceptions. The expectation is that a signalized intersection is designed to carry higher traffic volumes and experience greater delay than an unsignalized intersection.



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	108	15	1140	123	12	1074
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	186.3	186.3	186.3
Adj Flow Rate, veh/h	108	15	1140	123	12	1074
Adj No. of Lanes	1	1	2	1	1	2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	150	134	2548	1274	385	2548
Arrive On Green	0.08	0.08	0.72	0.72	0.72	0.72
Sat Flow, veh/h	1774	1583	3632	1583	437	3632
Grp Volume(v), veh/h	108	15	1140	123	12	1074
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1583	437	1770
Q Serve(g_s), s	3.3	0.5	7.5	0.9	0.7	6.9
Cycle Q Clear(g_c), s	3.3	0.5	7.5	0.9	8.1	6.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	150	134	2548	1274	385	2548
V/C Ratio(X)	0.72	0.11	0.45	0.10	0.03	0.42
Avail Cap(c_a), veh/h	583	521	2548	1274	385	2548
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.1	23.8	3.3	1.2	4.9	3.2
Incr Delay (d2), s/veh	6.3	0.4	0.6	0.2	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.2	3.7	0.6	0.1	3.5
LnGrp Delay(d),s/veh	31.4	24.2	3.8	1.3	5.1	3.7
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	123		1263			1086
Approach Delay, s/veh	30.6		3.6			3.7
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		46.0				46.0		10.3
Change Period (Y+Rc), s		5.5				5.5		5.5
Max Green Setting (Gmax), s		40.5				40.5		18.5
Max Q Clear Time (g_c+I1), s		9.5				10.1		5.3
Green Ext Time (p_c), s		22.0				21.7		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	5.0
HCM 2010 LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	111	15	1163	126	13	1095
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	186.3	186.3	186.3
Adj Flow Rate, veh/h	111	15	1163	126	13	1095
Adj No. of Lanes	1	1	2	1	1	2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	154	137	2542	1274	375	2542
Arrive On Green	0.09	0.09	0.72	0.72	0.72	0.72
Sat Flow, veh/h	1774	1583	3632	1583	427	3632
Grp Volume(v), veh/h	111	15	1163	126	13	1095
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1583	427	1770
Q Serve(g_s), s	3.4	0.5	7.8	1.0	0.7	7.1
Cycle Q Clear(g_c), s	3.4	0.5	7.8	1.0	8.5	7.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	154	137	2542	1274	375	2542
V/C Ratio(X)	0.72	0.11	0.46	0.10	0.03	0.43
Avail Cap(c_a), veh/h	582	519	2542	1274	375	2542
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.1	23.7	3.3	1.2	5.1	3.2
Incr Delay (d2), s/veh	6.2	0.3	0.6	0.2	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.2	3.9	0.6	0.1	3.5
LnGrp Delay(d),s/veh	31.3	24.1	3.9	1.3	5.3	3.8
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	126		1289			1108
Approach Delay, s/veh	30.5		3.7			3.8
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		46.0				46.0		10.4
Change Period (Y+Rc), s		5.5				5.5		5.5
Max Green Setting (Gmax), s		40.5				40.5		18.5
Max Q Clear Time (g_c+I1), s		9.8				10.5		5.4
Green Ext Time (p_c), s		22.3				21.9		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	5.1
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	1	7	111	0	15	4	1163	126	13	1095	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	190.0	186.3	190.0	186.3	186.3	190.0	186.3	186.3	186.3	186.3	186.3	190.0
Adj Flow Rate, veh/h	3	1	7	111	0	15	4	1163	126	13	1095	1
Adj No. of Lanes	0	1	0	1	1	0	1	2	1	1	2	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	101	43	112	269	0	173	417	2480	1109	361	2542	2
Arrive On Green	0.11	0.11	0.11	0.11	0.00	0.11	0.70	0.70	0.70	0.70	0.70	0.70
Sat Flow, veh/h	196	392	1028	1402	0	1583	512	3539	1583	427	3628	3
Grp Volume(v), veh/h	11	0	0	111	0	15	4	1163	126	13	534	562
Grp Sat Flow(s),veh/h/ln	1615	0	0	1402	0	1583	512	1770	1583	427	1770	1862
Q Serve(g_s), s	0.0	0.0	0.0	4.5	0.0	0.5	0.2	8.5	1.5	0.8	7.5	7.5
Cycle Q Clear(g_c), s	0.3	0.0	0.0	4.8	0.0	0.5	7.7	8.5	1.5	9.3	7.5	7.5
Prop In Lane	0.27		0.64	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	255	0	0	269	0	173	417	2480	1109	361	1240	1305
V/C Ratio(X)	0.04	0.00	0.00	0.41	0.00	0.09	0.01	0.47	0.11	0.04	0.43	0.43
Avail Cap(c_a), veh/h	582	0	0	565	0	507	417	2480	1109	361	1240	1305
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.1	0.0	0.0	25.2	0.0	23.2	5.4	3.9	2.8	5.9	3.7	3.7
Incr Delay (d2), s/veh	0.1	0.0	0.0	1.0	0.0	0.2	0.0	0.6	0.2	0.2	1.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	1.8	0.0	0.2	0.0	4.3	0.7	0.1	3.9	4.1
LnGrp Delay(d),s/veh	23.2	0.0	0.0	26.3	0.0	23.4	5.4	4.5	3.0	6.1	4.8	4.7
LnGrp LOS	C			C		C	A	A	A	A	A	A
Approach Vol, veh/h		11			126			1293			1109	
Approach Delay, s/veh		23.2			25.9			4.4			4.8	
Approach LOS		C			C			A			A	

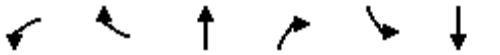
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		46.0		11.8		46.0		11.8
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5
Max Green Setting (Gmax), s		40.5		18.5		40.5		18.5
Max Q Clear Time (g_c+I1), s		10.5		2.3		11.3		6.8
Green Ext Time (p_c), s		21.4		0.3		20.9		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	5.7
HCM 2010 LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	159	29	1054	138	37	1087
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	186.3	186.3	186.3
Adj Flow Rate, veh/h	159	29	1054	138	37	1087
Adj No. of Lanes	1	1	2	1	1	2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	215	192	2446	1286	385	2446
Arrive On Green	0.12	0.12	0.69	0.69	0.69	0.69
Sat Flow, veh/h	1774	1583	3632	1583	468	3632
Grp Volume(v), veh/h	159	29	1054	138	37	1087
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1583	468	1770
Q Serve(g_s), s	5.1	1.0	7.7	1.1	2.2	8.0
Cycle Q Clear(g_c), s	5.1	1.0	7.7	1.1	9.9	8.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	215	192	2446	1286	385	2446
V/C Ratio(X)	0.74	0.15	0.43	0.11	0.10	0.44
Avail Cap(c_a), veh/h	560	500	2446	1286	385	2446
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.9	23.1	4.0	1.1	6.2	4.0
Incr Delay (d2), s/veh	4.9	0.4	0.6	0.2	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.4	3.8	0.8	0.3	4.0
LnGrp Delay(d),s/veh	29.8	23.4	4.5	1.3	6.7	4.6
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	188		1192			1124
Approach Delay, s/veh	28.8		4.2			4.7
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		46.0				46.0		12.6
Change Period (Y+Rc), s		5.5				5.5		5.5
Max Green Setting (Gmax), s		40.5				40.5		18.5
Max Q Clear Time (g_c+I1), s		9.7				11.9		7.1
Green Ext Time (p_c), s		21.6				20.5		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	6.2
HCM 2010 LOS	A



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	162	29	1075	141	38	1109
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	186.3	186.3	186.3
Adj Flow Rate, veh/h	162	29	1075	141	38	1109
Adj No. of Lanes	1	1	2	1	1	2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	218	195	2441	1287	376	2441
Arrive On Green	0.12	0.12	0.69	0.69	0.69	0.69
Sat Flow, veh/h	1774	1583	3632	1583	457	3632
Grp Volume(v), veh/h	162	29	1075	141	38	1109
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1583	457	1770
Q Serve(g_s), s	5.2	1.0	8.0	1.1	2.4	8.3
Cycle Q Clear(g_c), s	5.2	1.0	8.0	1.1	10.3	8.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	218	195	2441	1287	376	2441
V/C Ratio(X)	0.74	0.15	0.44	0.11	0.10	0.45
Avail Cap(c_a), veh/h	559	499	2441	1287	376	2441
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.9	23.0	4.1	1.1	6.4	4.1
Incr Delay (d2), s/veh	4.9	0.3	0.6	0.2	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.4	3.9	0.8	0.4	4.2
LnGrp Delay(d),s/veh	29.8	23.4	4.6	1.3	6.9	4.7
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	191		1216			1147
Approach Delay, s/veh	28.8		4.3			4.8
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		46.0				46.0		12.7
Change Period (Y+Rc), s		5.5				5.5		5.5
Max Green Setting (Gmax), s		40.5				40.5		18.5
Max Q Clear Time (g_c+I1), s		10.0				12.3		7.2
Green Ext Time (p_c), s		21.9				20.7		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	6.3
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	0	6	162	1	29	7	1075	141	38	1109	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	190.0	186.3	190.0	186.3	186.3	190.0	186.3	186.3	186.3	186.3	186.3	190.0
Adj Flow Rate, veh/h	2	0	6	162	1	29	7	1075	141	38	1109	3
Adj No. of Lanes	0	1	0	1	1	0	1	2	1	1	2	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	105	30	179	327	8	232	381	2351	1052	358	2405	7
Arrive On Green	0.15	0.00	0.15	0.15	0.15	0.15	0.66	0.66	0.66	0.66	0.66	0.66
Sat Flow, veh/h	197	199	1187	1404	53	1538	505	3539	1583	457	3621	10
Grp Volume(v), veh/h	8	0	0	162	0	30	7	1075	141	38	542	570
Grp Sat Flow(s),veh/h/ln	1583	0	0	1404	0	1591	505	1770	1583	457	1770	1861
Q Serve(g_s), s	0.0	0.0	0.0	6.6	0.0	1.0	0.4	8.7	2.0	2.6	8.8	8.8
Cycle Q Clear(g_c), s	0.2	0.0	0.0	6.9	0.0	1.0	9.2	8.7	2.0	11.3	8.8	8.8
Prop In Lane	0.25		0.75	1.00		0.97	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	315	0	0	327	0	240	381	2351	1052	358	1175	1236
V/C Ratio(X)	0.03	0.00	0.00	0.50	0.00	0.12	0.02	0.46	0.13	0.11	0.46	0.46
Avail Cap(c_a), veh/h	584	0	0	576	0	522	381	2351	1052	358	1175	1236
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.5	0.0	0.0	24.5	0.0	21.9	7.1	4.8	3.7	7.5	4.8	4.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.2	0.0	0.2	0.1	0.6	0.3	0.6	1.3	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	2.7	0.0	0.4	0.1	4.4	0.9	0.4	4.6	4.9
LnGrp Delay(d),s/veh	21.6	0.0	0.0	25.6	0.0	22.1	7.2	5.5	3.9	8.1	6.1	6.1
LnGrp LOS	C			C		C	A	A	A	A	A	A
Approach Vol, veh/h		8			192			1223			1150	
Approach Delay, s/veh		21.6			25.1			5.3			6.2	
Approach LOS		C			C			A			A	

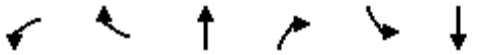
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		45.0		14.5		45.0		14.5
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5
Max Green Setting (Gmax), s		39.5		19.5		39.5		19.5
Max Q Clear Time (g_c+I1), s		11.2		2.2		13.3		8.9
Green Ext Time (p_c), s		20.2		0.6		19.1		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	7.2
HCM 2010 LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	188	11	649	202	11	752
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	186.3	186.3	186.3
Adj Flow Rate, veh/h	188	11	649	202	11	752
Adj No. of Lanes	1	1	2	1	1	2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	243	217	2402	1291	512	2402
Arrive On Green	0.14	0.14	0.68	0.68	0.68	0.68
Sat Flow, veh/h	1774	1583	3632	1583	645	3632
Grp Volume(v), veh/h	188	11	649	202	11	752
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1583	645	1770
Q Serve(g_s), s	6.1	0.4	4.3	1.6	0.4	5.2
Cycle Q Clear(g_c), s	6.1	0.4	4.3	1.6	4.7	5.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	243	217	2402	1291	512	2402
V/C Ratio(X)	0.77	0.05	0.27	0.16	0.02	0.31
Avail Cap(c_a), veh/h	550	491	2402	1291	512	2402
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.9	22.4	3.8	1.2	4.7	3.9
Incr Delay (d2), s/veh	5.2	0.1	0.3	0.3	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.2	2.2	1.3	0.1	2.6
LnGrp Delay(d),s/veh	30.0	22.5	4.1	1.4	4.8	4.3
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	199		851			763
Approach Delay, s/veh	29.6		3.4			4.3
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		46.0				46.0		13.7
Change Period (Y+Rc), s		5.5				5.5		5.5
Max Green Setting (Gmax), s		40.5				40.5		18.5
Max Q Clear Time (g_c+I1), s		6.3				7.2		8.1
Green Ext Time (p_c), s		14.0				13.9		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	6.7
HCM 2010 LOS	A



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	192	11	662	206	11	767
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	186.3	186.3	186.3
Adj Flow Rate, veh/h	192	11	662	206	11	767
Adj No. of Lanes	1	1	2	1	1	2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	247	221	2395	1292	503	2395
Arrive On Green	0.14	0.14	0.68	0.68	0.68	0.68
Sat Flow, veh/h	1774	1583	3632	1583	635	3632
Grp Volume(v), veh/h	192	11	662	206	11	767
Grp Sat Flow(s),veh/h/ln	1774	1583	1770	1583	635	1770
Q Serve(g_s), s	6.3	0.4	4.5	1.6	0.4	5.4
Cycle Q Clear(g_c), s	6.3	0.4	4.5	1.6	4.9	5.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	247	221	2395	1292	503	2395
V/C Ratio(X)	0.78	0.05	0.28	0.16	0.02	0.32
Avail Cap(c_a), veh/h	548	489	2395	1292	503	2395
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.8	22.3	3.8	1.2	4.8	4.0
Incr Delay (d2), s/veh	5.2	0.1	0.3	0.3	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.2	2.2	1.4	0.1	2.7
LnGrp Delay(d),s/veh	30.0	22.4	4.1	1.4	4.9	4.3
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	203		868			778
Approach Delay, s/veh	29.6		3.5			4.4
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		46.0				46.0		13.8
Change Period (Y+Rc), s		5.5				5.5		5.5
Max Green Setting (Gmax), s		40.5				40.5		18.5
Max Q Clear Time (g_c+I1), s		6.5				7.4		8.3
Green Ext Time (p_c), s		14.4				14.2		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	6.7
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	1	7	192	1	11	9	662	206	11	767	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	190.0	186.3	190.0	186.3	186.3	190.0	186.3	186.3	186.3	186.3	186.3	190.0
Adj Flow Rate, veh/h	3	1	7	192	1	11	9	662	206	11	767	3
Adj No. of Lanes	0	1	0	1	1	0	1	2	1	1	2	0
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	117	57	175	349	23	253	504	2305	1031	478	2355	9
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.65	0.65	0.65	0.65	0.65	0.65
Sat Flow, veh/h	250	332	1018	1402	134	1470	696	3539	1583	635	3616	14
Grp Volume(v), veh/h	11	0	0	192	0	12	9	662	206	11	375	395
Grp Sat Flow(s),veh/h/ln	1600	0	0	1402	0	1603	696	1770	1583	635	1770	1860
Q Serve(g_s), s	0.0	0.0	0.0	8.2	0.0	0.4	0.4	5.0	3.2	0.5	5.8	5.8
Cycle Q Clear(g_c), s	0.3	0.0	0.0	8.6	0.0	0.4	6.2	5.0	3.2	5.5	5.8	5.8
Prop In Lane	0.27		0.64	1.00		0.92	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	349	0	0	349	0	276	504	2305	1031	478	1152	1211
V/C Ratio(X)	0.03	0.00	0.00	0.55	0.00	0.04	0.02	0.29	0.20	0.02	0.33	0.33
Avail Cap(c_a), veh/h	543	0	0	525	0	477	504	2305	1031	478	1152	1211
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.5	0.0	0.0	25.0	0.0	21.5	6.2	4.7	4.3	5.8	4.8	4.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.4	0.0	0.1	0.1	0.3	0.4	0.1	0.8	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.0	3.3	0.0	0.2	0.1	2.5	1.5	0.1	3.1	3.2
LnGrp Delay(d),s/veh	21.5	0.0	0.0	26.4	0.0	21.5	6.2	5.0	4.8	5.9	5.6	5.5
LnGrp LOS	C			C		C	A	A	A	A	A	A
Approach Vol, veh/h		11			204			877			781	
Approach Delay, s/veh		21.5			26.1			4.9			5.5	
Approach LOS		C			C			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		8
Phs Duration (G+Y+Rc), s		46.0		16.2		46.0		16.2
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5
Max Green Setting (Gmax), s		40.5		18.5		40.5		18.5
Max Q Clear Time (g_c+I1), s		8.2		2.3		7.8		10.6
Green Ext Time (p_c), s		13.4		0.6		13.5		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	7.6
HCM 2010 LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	367	78	1615	518	164	965
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	186.3	186.3	186.3
Adj Flow Rate, veh/h	367	78	1615	518	164	965
Adj No. of Lanes	2	1	2	1	1	2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	540	357	1836	1070	266	2321
Arrive On Green	0.16	0.16	0.52	0.52	0.07	0.66
Sat Flow, veh/h	3442	1583	3632	1583	1774	3632
Grp Volume(v), veh/h	367	78	1615	518	164	965
Grp Sat Flow(s),veh/h/ln	1721	1583	1770	1583	1774	1770
Q Serve(g_s), s	5.9	2.4	23.7	9.3	2.3	7.6
Cycle Q Clear(g_c), s	5.9	2.4	23.7	9.3	2.3	7.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	540	357	1836	1070	266	2321
V/C Ratio(X)	0.68	0.22	0.88	0.48	0.62	0.42
Avail Cap(c_a), veh/h	1202	662	1836	1070	326	2321
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.4	18.5	12.5	4.6	13.2	4.8
Incr Delay (d2), s/veh	1.5	0.3	6.4	1.6	2.4	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	1.1	13.1	6.4	1.6	3.8
LnGrp Delay(d),s/veh	24.9	18.8	18.9	6.2	15.5	5.3
LnGrp LOS	C	B	B	A	B	A
Approach Vol, veh/h	445		2133			1129
Approach Delay, s/veh	23.8		15.8			6.8
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	8.0	36.0				44.0		14.7
Change Period (Y+Rc), s	4.0	5.5				5.5		5.5
Max Green Setting (Gmax), s	6.0	28.5				38.5		20.5
Max Q Clear Time (g_c+I1), s	4.3	25.7				9.6		7.9
Green Ext Time (p_c), s	0.1	2.7				25.0		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	14.0
HCM 2010 LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	374	80	1648	529	167	984
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	186.3	186.3	186.3
Adj Flow Rate, veh/h	374	80	1648	529	167	984
Adj No. of Lanes	2	1	2	1	1	2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	548	362	1827	1069	263	2315
Arrive On Green	0.16	0.16	0.52	0.52	0.07	0.65
Sat Flow, veh/h	3442	1583	3632	1583	1774	3632
Grp Volume(v), veh/h	374	80	1648	529	167	984
Grp Sat Flow(s),veh/h/ln	1721	1583	1770	1583	1774	1770
Q Serve(g_s), s	6.0	2.4	24.8	9.6	2.3	7.8
Cycle Q Clear(g_c), s	6.0	2.4	24.8	9.6	2.3	7.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	548	362	1827	1069	263	2315
V/C Ratio(X)	0.68	0.22	0.90	0.49	0.63	0.43
Avail Cap(c_a), veh/h	1199	662	1827	1069	320	2315
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.4	18.4	12.9	4.7	13.3	4.9
Incr Delay (d2), s/veh	1.5	0.3	7.7	1.6	2.9	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	1.1	13.9	6.7	1.7	3.9
LnGrp Delay(d),s/veh	24.9	18.7	20.6	6.3	16.2	5.5
LnGrp LOS	C	B	C	A	B	A
Approach Vol, veh/h	454		2177			1151
Approach Delay, s/veh	23.8		17.1			7.0
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	8.1	35.9				44.0		14.9
Change Period (Y+Rc), s	4.0	5.5				5.5		5.5
Max Green Setting (Gmax), s	6.0	28.5				38.5		20.5
Max Q Clear Time (g_c+I1), s	4.3	26.8				9.8		8.0
Green Ext Time (p_c), s	0.1	1.7				25.1		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	14.8
HCM 2010 LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	374	80	1651	529	167	991
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	186.3	186.3	186.3
Adj Flow Rate, veh/h	374	80	1651	529	167	991
Adj No. of Lanes	2	1	2	1	1	2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	548	362	1827	1069	263	2315
Arrive On Green	0.16	0.16	0.52	0.52	0.07	0.65
Sat Flow, veh/h	3442	1583	3632	1583	1774	3632
Grp Volume(v), veh/h	374	80	1651	529	167	991
Grp Sat Flow(s),veh/h/ln	1721	1583	1770	1583	1774	1770
Q Serve(g_s), s	6.0	2.4	24.9	9.6	2.3	7.9
Cycle Q Clear(g_c), s	6.0	2.4	24.9	9.6	2.3	7.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	548	362	1827	1069	263	2315
V/C Ratio(X)	0.68	0.22	0.90	0.49	0.64	0.43
Avail Cap(c_a), veh/h	1199	662	1827	1069	320	2315
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.4	18.4	12.9	4.7	13.3	4.9
Incr Delay (d2), s/veh	1.5	0.3	7.8	1.6	2.9	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	1.1	13.9	6.7	1.7	3.9
LnGrp Delay(d),s/veh	24.9	18.7	20.7	6.3	16.3	5.5
LnGrp LOS	C	B	C	A	B	A
Approach Vol, veh/h	454		2180			1158
Approach Delay, s/veh	23.8		17.2			7.0
Approach LOS	C		B			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	8.1	35.9				44.0		14.9
Change Period (Y+Rc), s	4.0	5.5				5.5		5.5
Max Green Setting (Gmax), s	6.0	28.5				38.5		20.5
Max Q Clear Time (g_c+I1), s	4.3	26.9				9.9		8.0
Green Ext Time (p_c), s	0.1	1.6				25.1		1.3

Intersection Summary	
HCM 2010 Ctrl Delay	14.9
HCM 2010 LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	758	188	1013	190	81	1501
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	186.3	186.3	186.3
Adj Flow Rate, veh/h	758	188	1013	190	81	1501
Adj No. of Lanes	2	1	2	1	1	2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	905	490	1654	1156	307	2029
Arrive On Green	0.26	0.26	0.47	0.47	0.05	0.57
Sat Flow, veh/h	3442	1583	3632	1583	1774	3632
Grp Volume(v), veh/h	758	188	1013	190	81	1501
Grp Sat Flow(s),veh/h/ln	1721	1583	1770	1583	1774	1770
Q Serve(g_s), s	14.0	6.2	14.3	2.5	1.5	21.1
Cycle Q Clear(g_c), s	14.0	6.2	14.3	2.5	1.5	21.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	905	490	1654	1156	307	2029
V/C Ratio(X)	0.84	0.38	0.61	0.16	0.26	0.74
Avail Cap(c_a), veh/h	1050	557	1654	1156	383	2029
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.4	18.2	13.4	2.8	9.7	10.6
Incr Delay (d2), s/veh	5.4	0.5	1.7	0.3	0.5	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	2.8	7.3	2.2	0.7	10.9
LnGrp Delay(d),s/veh	28.8	18.7	15.1	3.1	10.2	13.1
LnGrp LOS	C	B	B	A	B	B
Approach Vol, veh/h	946		1203			1582
Approach Delay, s/veh	26.8		13.2			12.9
Approach LOS	C		B			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	7.1	36.9				44.0		23.2
Change Period (Y+Rc), s	4.0	5.5				5.5		5.5
Max Green Setting (Gmax), s	6.0	28.5				38.5		20.5
Max Q Clear Time (g_c+I1), s	3.5	16.3				23.1		16.0
Green Ext Time (p_c), s	0.0	10.9				13.6		1.7

Intersection Summary	
HCM 2010 Ctrl Delay	16.5
HCM 2010 LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	773	192	1033	194	83	1531
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	186.3	186.3	186.3
Adj Flow Rate, veh/h	773	192	1033	194	83	1531
Adj No. of Lanes	2	1	2	1	1	2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	916	496	1645	1157	300	2020
Arrive On Green	0.27	0.27	0.46	0.46	0.05	0.57
Sat Flow, veh/h	3442	1583	3632	1583	1774	3632
Grp Volume(v), veh/h	773	192	1033	194	83	1531
Grp Sat Flow(s),veh/h/ln	1721	1583	1770	1583	1774	1770
Q Serve(g_s), s	14.3	6.4	14.9	2.5	1.5	22.1
Cycle Q Clear(g_c), s	14.3	6.4	14.9	2.5	1.5	22.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	916	496	1645	1157	300	2020
V/C Ratio(X)	0.84	0.39	0.63	0.17	0.28	0.76
Avail Cap(c_a), veh/h	1046	555	1645	1157	375	2020
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.4	18.1	13.6	2.8	10.0	11.0
Incr Delay (d2), s/veh	5.8	0.5	1.8	0.3	0.5	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	2.9	7.6	2.3	0.8	11.4
LnGrp Delay(d),s/veh	29.2	18.6	15.5	3.1	10.5	13.7
LnGrp LOS	C	B	B	A	B	B
Approach Vol, veh/h	965		1227			1614
Approach Delay, s/veh	27.1		13.5			13.5
Approach LOS	C		B			B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	7.2	36.8				44.0		23.5
Change Period (Y+Rc), s	4.0	5.5				5.5		5.5
Max Green Setting (Gmax), s	6.0	28.5				38.5		20.5
Max Q Clear Time (g_c+I1), s	3.5	16.9				24.1		16.3
Green Ext Time (p_c), s	0.0	10.6				12.9		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	17.0
HCM 2010 LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	773	192	1040	194	83	1537
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	186.3	186.3	186.3
Adj Flow Rate, veh/h	773	192	1040	194	83	1537
Adj No. of Lanes	2	1	2	1	1	2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	916	496	1645	1157	298	2020
Arrive On Green	0.27	0.27	0.46	0.46	0.05	0.57
Sat Flow, veh/h	3442	1583	3632	1583	1774	3632
Grp Volume(v), veh/h	773	192	1040	194	83	1537
Grp Sat Flow(s),veh/h/ln	1721	1583	1770	1583	1774	1770
Q Serve(g_s), s	14.3	6.4	15.0	2.5	1.5	22.2
Cycle Q Clear(g_c), s	14.3	6.4	15.0	2.5	1.5	22.2
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	916	496	1645	1157	298	2020
V/C Ratio(X)	0.84	0.39	0.63	0.17	0.28	0.76
Avail Cap(c_a), veh/h	1046	555	1645	1157	373	2020
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.4	18.1	13.7	2.8	10.1	11.0
Incr Delay (d2), s/veh	5.8	0.5	1.9	0.3	0.5	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	2.9	7.6	2.3	0.8	11.4
LnGrp Delay(d),s/veh	29.2	18.6	15.5	3.1	10.6	13.7
LnGrp LOS	C	B	B	A	B	B
Approach Vol, veh/h	965		1234			1620
Approach Delay, s/veh	27.1		13.6			13.6
Approach LOS	C		B			B

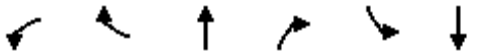
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	7.2	36.8				44.0		23.5
Change Period (Y+Rc), s	4.0	5.5				5.5		5.5
Max Green Setting (Gmax), s	6.0	28.5				38.5		20.5
Max Q Clear Time (g_c+I1), s	3.5	17.0				24.2		16.3
Green Ext Time (p_c), s	0.0	10.5				12.8		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	17.0
HCM 2010 LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	166	53	851	212	76	946
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	186.3	186.3	186.3
Adj Flow Rate, veh/h	166	53	851	212	76	946
Adj No. of Lanes	2	1	2	1	1	2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	312	223	2065	1068	460	2503
Arrive On Green	0.09	0.09	0.58	0.58	0.05	0.71
Sat Flow, veh/h	3442	1583	3632	1583	1774	3632
Grp Volume(v), veh/h	166	53	851	212	76	946
Grp Sat Flow(s),veh/h/ln	1721	1583	1770	1583	1774	1770
Q Serve(g_s), s	2.5	1.6	7.2	2.7	0.8	5.8
Cycle Q Clear(g_c), s	2.5	1.6	7.2	2.7	0.8	5.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	312	223	2065	1068	460	2503
V/C Ratio(X)	0.53	0.24	0.41	0.20	0.17	0.38
Avail Cap(c_a), veh/h	1296	676	2065	1068	567	2503
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	20.8	6.2	3.3	4.0	3.2
Incr Delay (d2), s/veh	1.4	0.5	0.6	0.4	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.7	3.6	1.7	0.4	2.9
LnGrp Delay(d),s/veh	25.0	21.3	6.8	3.8	4.2	3.6
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	219		1063			1022
Approach Delay, s/veh	24.1		6.2			3.7
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	6.7	37.3				44.0		10.4
Change Period (Y+Rc), s	4.0	5.5				5.5		5.5
Max Green Setting (Gmax), s	6.0	28.5				38.5		20.5
Max Q Clear Time (g_c+I1), s	2.8	9.2				7.8		4.5
Green Ext Time (p_c), s	0.0	13.2				17.8		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	6.8
HCM 2010 LOS	A



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	170	54	868	216	78	964
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	186.3	186.3	186.3
Adj Flow Rate, veh/h	170	54	868	216	78	964
Adj No. of Lanes	2	1	2	1	1	2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	318	227	2059	1067	453	2499
Arrive On Green	0.09	0.09	0.58	0.58	0.05	0.71
Sat Flow, veh/h	3442	1583	3632	1583	1774	3632
Grp Volume(v), veh/h	170	54	868	216	78	964
Grp Sat Flow(s),veh/h/ln	1721	1583	1770	1583	1774	1770
Q Serve(g_s), s	2.6	1.6	7.4	2.8	0.8	6.0
Cycle Q Clear(g_c), s	2.6	1.6	7.4	2.8	0.8	6.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	318	227	2059	1067	453	2499
V/C Ratio(X)	0.54	0.24	0.42	0.20	0.17	0.39
Avail Cap(c_a), veh/h	1294	676	2059	1067	558	2499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	20.7	6.3	3.4	4.1	3.2
Incr Delay (d2), s/veh	1.4	0.5	0.6	0.4	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.7	3.8	1.7	0.4	3.0
LnGrp Delay(d),s/veh	25.0	21.3	7.0	3.8	4.3	3.7
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	224		1084			1042
Approach Delay, s/veh	24.1		6.3			3.7
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	6.8	37.2				44.0		10.5
Change Period (Y+Rc), s	4.0	5.5				5.5		5.5
Max Green Setting (Gmax), s	6.0	28.5				38.5		20.5
Max Q Clear Time (g_c+I1), s	2.8	9.4				8.0		4.6
Green Ext Time (p_c), s	0.0	13.3				18.2		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	6.9
HCM 2010 LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	170	54	877	216	78	971
Number	3	18	2	12	1	6
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	186.3	186.3	186.3	186.3	186.3	186.3
Adj Flow Rate, veh/h	170	54	877	216	78	971
Adj No. of Lanes	2	1	2	1	1	2
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	318	227	2059	1067	450	2499
Arrive On Green	0.09	0.09	0.58	0.58	0.05	0.71
Sat Flow, veh/h	3442	1583	3632	1583	1774	3632
Grp Volume(v), veh/h	170	54	877	216	78	971
Grp Sat Flow(s),veh/h/ln	1721	1583	1770	1583	1774	1770
Q Serve(g_s), s	2.6	1.6	7.5	2.8	0.8	6.1
Cycle Q Clear(g_c), s	2.6	1.6	7.5	2.8	0.8	6.1
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	318	227	2059	1067	450	2499
V/C Ratio(X)	0.54	0.24	0.43	0.20	0.17	0.39
Avail Cap(c_a), veh/h	1294	676	2059	1067	555	2499
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.6	20.7	6.3	3.4	4.1	3.2
Incr Delay (d2), s/veh	1.4	0.5	0.6	0.4	0.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.7	3.8	1.7	0.4	3.0
LnGrp Delay(d),s/veh	25.0	21.3	7.0	3.8	4.3	3.7
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	224		1093			1049
Approach Delay, s/veh	24.1		6.4			3.7
Approach LOS	C		A			A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	6.8	37.2				44.0		10.5
Change Period (Y+Rc), s	4.0	5.5				5.5		5.5
Max Green Setting (Gmax), s	6.0	28.5				38.5		20.5
Max Q Clear Time (g_c+I1), s	2.8	9.5				8.1		4.6
Green Ext Time (p_c), s	0.0	13.3				18.3		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	6.9
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	138	3	3	133	4	0
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	138	3	3	133	4	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	141	0	279	140
Stage 1	-	-	-	-	140	-
Stage 2	-	-	-	-	139	-
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	-	-	1442	-	711	908
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	888	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1442	-	710	908
Mov Cap-2 Maneuver	-	-	-	-	710	-
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	886	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	710	-	-	1442	-
HCM Lane V/C Ratio	0.006	-	-	0.002	-
HCM Control Delay (s)	10.1	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	141	3	3	136	4	0
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	141	3	3	136	4	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	144	0	285	143
Stage 1	-	-	-	-	143	-
Stage 2	-	-	-	-	142	-
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	-	-	1438	-	705	905
Stage 1	-	-	-	-	884	-
Stage 2	-	-	-	-	885	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1438	-	704	905
Mov Cap-2 Maneuver	-	-	-	-	704	-
Stage 1	-	-	-	-	884	-
Stage 2	-	-	-	-	883	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	704	-	-	1438	-
HCM Lane V/C Ratio	0.006	-	-	0.002	-
HCM Control Delay (s)	10.1	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	139	3	3	134	4	0
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	139	3	3	134	4	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	142	0	281	141
Stage 1	-	-	-	-	141	-
Stage 2	-	-	-	-	140	-
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	-	-	1441	-	709	907
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	887	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1441	-	708	907
Mov Cap-2 Maneuver	-	-	-	-	708	-
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	885	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	708	-	-	1441	-
HCM Lane V/C Ratio	0.006	-	-	0.002	-
HCM Control Delay (s)	10.1	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	169	5	8	210	5	0
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	169	5	8	210	5	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	174	0	398	172
Stage 1	-	-	-	-	172	-
Stage 2	-	-	-	-	226	-
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	-	-	1403	-	607	872
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	812	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1403	-	603	872
Mov Cap-2 Maneuver	-	-	-	-	603	-
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	807	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	603	-	-	1403	-
HCM Lane V/C Ratio	0.008	-	-	0.006	-
HCM Control Delay (s)	11	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	173	5	8	214	5	0
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	173	5	8	214	5	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	178	0	406	176
Stage 1	-	-	-	-	176	-
Stage 2	-	-	-	-	230	-
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	-	-	1398	-	601	867
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	808	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1398	-	597	867
Mov Cap-2 Maneuver	-	-	-	-	597	-
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	803	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	597	-	-	1398	-
HCM Lane V/C Ratio	0.008	-	-	0.006	-
HCM Control Delay (s)	11.1	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	173	5	8	215	5	0
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	173	5	8	215	5	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	178	0	407	176
Stage 1	-	-	-	-	176	-
Stage 2	-	-	-	-	231	-
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	-	-	1398	-	600	867
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	807	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1398	-	596	867
Mov Cap-2 Maneuver	-	-	-	-	596	-
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	802	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	596	-	-	1398	-
HCM Lane V/C Ratio	0.008	-	-	0.006	-
HCM Control Delay (s)	11.1	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	228	1	1	199	2	0
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	228	1	1	199	2	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	229	0	430	229
Stage 1	-	-	-	-	229	-
Stage 2	-	-	-	-	201	-
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	-	-	1339	-	582	810
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	833	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1339	-	581	810
Mov Cap-2 Maneuver	-	-	-	-	581	-
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	832	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	581	-	-	1339	-
HCM Lane V/C Ratio	0.003	-	-	0.001	-
HCM Control Delay (s)	11.2	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	233	1	1	204	2	0
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	233	1	1	204	2	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	234	0	440	234
Stage 1	-	-	-	-	234	-
Stage 2	-	-	-	-	206	-
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	-	-	1333	-	574	805
Stage 1	-	-	-	-	805	-
Stage 2	-	-	-	-	829	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1333	-	573	805
Mov Cap-2 Maneuver	-	-	-	-	573	-
Stage 1	-	-	-	-	805	-
Stage 2	-	-	-	-	828	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	573	-	-	1333	-
HCM Lane V/C Ratio	0.003	-	-	0.001	-
HCM Control Delay (s)	11.3	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Vol, veh/h	233	1	1	204	2	0
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	233	1	1	204	2	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	234	0	440	234
Stage 1	-	-	-	-	234	-
Stage 2	-	-	-	-	206	-
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	-	-	1333	-	574	805
Stage 1	-	-	-	-	805	-
Stage 2	-	-	-	-	829	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1333	-	573	805
Mov Cap-2 Maneuver	-	-	-	-	573	-
Stage 1	-	-	-	-	805	-
Stage 2	-	-	-	-	828	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	573	-	-	1333	-
HCM Lane V/C Ratio	0.003	-	-	0.001	-
HCM Control Delay (s)	11.3	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

APPENDIX E

Olive Hill at Manhasset

West View from Community Drive

Olive Hill at Manhasset

Entrance View

Olive Hill at Manhasset

South West View from High Street

APPENDIX F

AFFIDAVIT OF MAILING OF NOTICE

STATE OF NEW YORK {
COUNTY OF NASSAU {

Property Title and Location:

High Street Manhasset
Section 2, Block 237, Lots 16 & 17

being duly sworn deposes and says:

On the 3rd day of November, 2014,

I sent by registered mail/certified mail (return receipt requested) to each person on the list of names and addresses filed with my application and attached herewith a true copy of the notice required by Section 70-219.F(2) of the Code of the Town of North Hempstead; a copy of which notice is hereto annexed, and the return receipts from all such persons are hereby attached and made a part of this affidavit.

The persons named in said list and to whom I mailed said notice, are all of the owners of all the lands within a radius of 300 feet of the property affected by my said application as shown on the last completed assessment roll of the County of Nassau and the addresses designated in said list are the post office addresses of said persons.

signature

Dwane Smalls
print name

Sworn before me this
4th day of November, 2014

Notary Public

GIOVANNA G. RUFO
Notary Public, State of New York
No. 01RU6074132
Qualified in Nassau County
Commission Expires May 6, 2014

List of Names and Addresses for Mailing of Notices

High Street, Manhasset, Section 2, Block 237, Lots 16 & 17

Town of North Hempstead

1. Kingside Inc.
   99 Community Drive
   Manhasset, NY 11030

2. Martin Dekom
   34 High Street
   Manhasset, NY 11030

3. Allie and Lloyd Kemp
   42 High Street
   Manhasset, NY 11030

4. Edward Corley & Mount Olive Baptist Church
   6 High Street
   Manhasset, NY 11030

5. North Hempstead Housing Authority
   1-52 High Street
   Great Neck, NY 11020

6. Mount Olive Baptist Church Inc.
   High Street
   Manhasset, NY 11030

7. Mount Olive Baptist Church Inc.
   High Street
   Manhasset, NY 11030

8. Richard and Joanne Belt
   91 Allen Drive
   Great Neck, NY 11020

9. Dennis and Ruth McLune
   53 High Street
   Manhasset, NY 11030

10. Manhasset-Great Neck Economic Council
    65 High Street
    Manhasset, NY 11030

11. North Hempstead Urban Renewal Agency
    Cherrybrook Place
    Great Neck, NY 11030

12. Spinney Hill Homes Housing Development Co.
    Pond Hill Road
    Great Neck, NY 11020

13. County of Nassau: Police
    Community Drive
    Manhasset, NY 11030

14. Greentree Foundation
    Shelter Rock Road
    Manhasset, NY 11030

15. Town of North Hempstead
    7 Community Drive
    Manhasset, NY 11030

NOTICE OF HEARING

PLEASE TAKE NOTICE that a public hearing will be held by the Town Board of the Town of North Hempstead on November 18, 2014, at 7:30 p.m. in Town Hall, 220 Plandome Road, Manhasset, New York, to collect public comment on a draft Environmental Impact Statement prepared by G & G Acquisition Group LLC regarding the development of a 72-unit multiple residence on a property known as Olive Hill and located on High Street in Manhasset, New York and designated on the Nassau County Land and Tax Map as Section 2, Block 347, Lots 16 and 17.

PLEASE TAKE FURTHER NOTICE that copies of the draft Environmental Impact Statement may be viewed by the public at the Office of the Town Clerk, 200 Plandome Road, Manhasset, New York, between the hours of 9:00 A.M. and 4:30 P.M. and are also available on the Town's website at www.northhempsteadny.gov under the "About Us" tab for the Department of Planning and Environmental Protection.

Dated: Manhasset, New York

October 29, 2014

BY ORDER OF THE TOWN BOARD OF

THE TOWN OF NORTH HEMPSTEAD

WAYNE H. WINK, JR.

TOWN CLERK

NOTICE OF HEARING

PLEASE TAKE NOTICE that a public hearing will be held by the Town Board of the Town of North Hempstead on November 18, 2014, at 7:30 p.m. in Town Hall, 220 Plandome Road, Manhasset, New York, to consider the petition of G & G Acquisition Group LLC to rezone a 3.19 acre parcel known as Olive Hill and located on High Street in Manhasset, New York from 'Residence-C' to 'Senior Residence', in order to construct a 72-unit senior multiple residence, and to hear all interested persons concerning the petition.

PLEASE TAKE FURTHER NOTICE that the property which is the subject of this petition is designated on the Nassau County Land and Tax Map as Section 2, Block 347, Lots 16 and 17.

Dated: Manhasset, New York

October 29, 2014

BY ORDER OF THE TOWN BOARD OF

THE TOWN OF NORTH HEMPSTEAD

WAYNE H. WINK, JR.

TOWN CLERK

Dated: Manhasset, New York

October 29, 2014

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Street, Apt. No.; or PO Box No.: 42 High Street
City, State, ZIP+4: Manhasset NY 11030

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7007 1490 0001 9739 8018

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Sent To: Martin Dekom
Street, Apt. No.; or PO Box No.: 34 High Street
City, State, ZIP+4: Manhasset NY 11030

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Sent To: North Hempstead Urban Renewal Agency
Street, Apt. No.; or PO Box No.: Cherrybrook Place
City, State, ZIP+4: Great Neck NY 11020

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7013 3020 0001 5434 4492

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Sent To: Manhasset-Great Neck Economic Council
Street, Apt. No.; or PO Box No.: 65 High Street
City, State, ZIP+4: Manhasset NY 11030

PS Form 3800, August 2006 — See Reverse for Instructions

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Sent To: Spinney Hill Homes Housing Develop. Co
Street, Apt. No.; or PO Box No.: Pond Hill Road
City, State, ZIP+4: Great Neck NY 11020

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Sent To: Town of North Hempstead
Street, Apt. No.; or PO Box No.: 7 Community Drive
City, State, ZIP+4: Manhasset NY 11030

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Street, Apt. No.; or PO Box No.: Shelter Rock Road
City, State, ZIP+4: Manhasset NY 11030

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Sent To: Dennis McLune / Ruth McLune
Street, Apt. No.; or PO Box No.: 53 High Street
City, State, ZIP+4: Manhasset NY 11030

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Street, Apt. No.; or PO Box No.: 43 High Street
City, State, ZIP+4: Manhasset NY 11030

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City, State, ZIP+4: Manhasset NY 11030

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Sent To: Richard and Joanne Belt
Street, Apt. No.; or PO Box No.: 91 Allen Drive
City, State, ZIP+4: Great Neck, NY 11020

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Sent To: North Hempstead Housing Authority
Street, Apt. No.; or PO Box No.: 1-52 High Street
City, State, ZIP+4: Great Neck, NY 11020

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Total Postage & Fees	$

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USPS WESTER NASSAU MPF NY 11599 MAY 2014

Sent To: Kingside Inc.
Street, Apt. No.; or PO Box No.: 99 Community Drive
City, State, ZIP+4: Manhasset NY 11030

PS Form 3800, August 2006 — See Reverse for Instructions

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USPS WESTER N... 11599 MAY 2014

Sent To: Edward Corley: Mt. Olive Baptist Church
Street, Apt. No.; or PO Box No.: 46 High Street
City, State, ZIP+4: Manhasset NY 11030

PS Form 3800, August 2006 — See Reverse for Instructions

SENDER: *COMPLETE THIS SECTION*

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:
Mount Olive Baptist Church
43 High Street
Manhasset NY 11030

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X
☐ Agent
☐ Addressee

B. Received by (*Printed Name*) C. Date of Delivery

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☒ No

MANHASSET NOV 10 2004 USPS

3. Service Type
☒ Certified Mail ☐ Express Mail
☐ Registered ☐ Return Receipt for Merchandise
☐ Insured Mail ☐ C.O.D.

4. Restricted Delivery? *(Extra Fee)* ☐ Yes

2. Article Number
(Transfer from service label) 7007 1490 0001 9739 7974

PS Form 3811, February 2004 Domestic Return Receipt 102595-02-M-154(

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Richard and Joanne Belt
91 Allen Drive
Great Neck, NY 11020

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X e. Crooks ☐ Agent ☐ Addressee

B. Received by (Printed Name) C. Date of Delivery

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

NOV - 5 2014 ... ANNEX

3. Service Type
☒ Certified Mail ☐ Express Mail
☐ Registered ☐ Return Receipt for Merchandise
☐ Insured Mail ☐ C.O.D.

4. Restricted Delivery? (Extra Fee) ☐ Yes

2. Article Number (Transfer from service label) 7007 1490 0001 9739 7950

PS Form 3811, February 2004 Domestic Return Receipt 102595-02-M-1540

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Manhasset-Great Neck
Economic Council
65 High Street
Manhasset NY 11030

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X S. Cleaverett ☐ Agent ☐ Addressee

B. Received by (Printed Name) C. Date of Delivery

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

MANHASSET NOV 5 2014

3. Service Type
☒ Certified Mail ☐ Express Mail
☐ Registered ☐ Return Receipt for Merchandise
☐ Insured Mail ☐ C.O.D.

4. Restricted Delivery? (Extra Fee) ☐ Yes

2. Article Number (Transfer from service label) 7013 3020 0001 5434 4515

PS Form 3811, February 2004 Domestic Return Receipt 102595-02-M-1540

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Mount Olive Baptist Church
43 High Street
Manhasset NY 11030

COMPLETE THIS SECTION ON DELIVERY

A. Signature ☐ Agent ☐ Addressee

B. Received by (Printed Name) C. Date of Delivery

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

MANHASSET NOV 10 2014

3. Service Type
☒ Certified Mail ☐ Express Mail
☐ Registered ☐ Return Receipt for Merchandise

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

County of Nassau
Police
Community Drive
Manhasset NY 11030

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X [signature] 318 ☐ Agent ☐ Addressee

B. Received by (Printed Name) | C. Date of Delivery

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

NOV 5 2014

3. Service Type
☒ Certified Mail ☐ Express Mail
☐ Registered ☐ Return Receipt for Merchandise
☐ Insured Mail ☐ C.O.D.

4. Restricted Delivery? (Extra Fee) ☐ Yes

2. Article Number (Transfer from service label) 7013 3020 0001 5434 4492

PS Form 3811, February 2004 Domestic Return Receipt 102595-02-M-1540

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Town of North Hempstead
7 Community Drive
Manhasset, NY 11030

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X Joseph Pallister ☐ Agent ☐ Addressee

B. Received by (Printed Name) | C. Date of Delivery

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

NOV - 5 2014

3. Service Type
☒ Certified Mail ☐ Express Mail
☐ Registered ☐ Return Receipt for Merchandise
☐ Insured Mail ☐ C.O.D.

4. Restricted Delivery? (Extra Fee) ☐ Yes

2. Article Number (Transfer from service label) 7013 3020 0001 5434 4478

PS Form 3811, February 2004 Domestic Return Receipt 102595-02-M-1540

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:

Spinney Hill Homes
Housing Development Co.
Bond Hill Road
Great Neck, NY 11020

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X [signature] ☐ Agent ☒ Addressee

B. Received by (Printed Name) [illegible] C. Date of Delivery 11/5/14

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

3. Service Type
☒ Certified Mail ☐ Express Mail
☐ Registered ☐ Return Receipt for Merchandise
☐ Insured Mail ☐ C.O.D.

GREAT NECK
NOV - 5
NEW YORK

Insured Mail

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:
Dennis and Ruth McLune
53 High Street
Manhasset NY 11030

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X ☐ Agent ☐ Addressee

B. Received by (Printed Name) C. Date of Delivery

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

NOV 5 2014

3. Service Type
☒ Certified Mail ☐ Express Mail
☐ Registered ☐ Return Receipt for Merchandise
☐ Insured Mail ☐ C.O.D.

4. Restricted Delivery? (Extra Fee) ☐ Yes

2. Article Number (Transfer from service label) 7007 1490 0001 9739 7943

PS Form 3811, February 2004 Domestic Return Receipt 102595-02-M-1540

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:
Greentree Foundation
Shelter Rock Road
Manhasset, NY 11030

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X ☐ Agent ☐ Addressee

B. Received by (Printed Name) C. Date of Delivery

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

NOV 5 2014

3. Service Type
☒ Certified Mail ☐ Express Mail
☐ Registered ☐ Return Receipt for Merchandise
☐ Insured Mail ☐ C.O.D.

4. Restricted Delivery? (Extra Fee) ☐ Yes

2. Article Number (Transfer from service label) 7013 3020 0001 5434 4485

PS Form 3811, February 2004 Domestic Return Receipt 102595-02-M-1540

SENDER: COMPLETE THIS SECTION

- Complete items 1, 2, and 3. Also complete item 4 if Restricted Delivery is desired.
- Print your name and address on the reverse so that we can return the card to you.
- Attach this card to the back of the mailpiece, or on the front if space permits.

1. Article Addressed to:
Martin Dekom
34 High Street
Manhasset NY 11030

COMPLETE THIS SECTION ON DELIVERY

A. Signature
X ☐ Agent ☐ Addressee

B. Received by (Printed Name) C. Date of Delivery

D. Is delivery address different from item 1? ☐ Yes
If YES, enter delivery address below: ☐ No

NOV 5 2014

3. Service Type
☒ Certified Mail ☐ Express Mail
☐ Registered ☐ Return Receipt for Merchandise
☐ Insured Mail ☐ C.O.D.

AFFIDAVIT OF POSTING SIGNS

STATE OF NEW YORK
NASSAU COUNTY

TOWN OF NORTH HEMPSTEAD

RE: Special Use Permit APPLICATION

APPLICANT: G+G Acquisitions

PROPERTY: High Street Manhasset
Section 2, Block 237, Lots 16+17

PUBLIC HEARING DATE: 11/13/14

BEFORE ME, the undersigned authority, personally appeared SCOTT ABRAMS who upon being duly sworn and cautioned, under oath deposes and says:

1) Affiant is the Applicant in the above cited Town of North Hempstead SITE PLAN REVIEW Case.
2) The Affiant/Applicant has posted or has caused to be posted on the Property the signage provided by the Town of North Hempstead, which such signage notifies the public of the time, date and place of the Town Board Public Hearing on the application.
3) That the sign was posted on the Property in such manner as to be visible from adjacent streets and waterways and was posted at least **ten (10)** days prior to the date of the Public Hearing cited above and has remained continuously posted until the date of execution and filing of this Affidavit.
4) Affiant acknowledges that if the subject property is on more than one right-of-way, a sign shall be posted facing each right-of-way.
5) Affiant acknowledges that if a sign is destroyed or removed from the property, the owner of the subject property shall be responsible for replacing it;
6) Affiant acknowledges that this Affidavit must be executed and filed with the Town Attorney **five (5)** calendar days prior to the date of Public Hearing and if the Affidavit is not submitted, the Public Hearing will be postponed until after this affidavit has been supplied.
7) Affiant is familiar with the nature of an oath or affirmation and is familiar with the laws of perjury in the State of New York and the penalties therefore.

Affiant

SWORN TO AND SUBSCRIBED before me in the County and State above aforesaid this 5 day of November, 2014 (SEAL)

ELIZABETH ANN VILLANADA
Notary Public - State of New York
NO. 01VI6185122
Qualified in Nassau County
My Commission Expires 7/19/16

AFFIDAVIT OF POSTING SIGNS

STATE OF NEW YORK
NASSAU COUNTY

TOWN OF NORTH HEMPSTEAD

RE: Special Use Permit APPLICATION

APPLICANT: G & G Acquisitions

PROPERTY: High Street Manhasset
Section 2 Block 237, Lots 16 & 17

PUBLIC HEARING DATE: 11/13/14

BEFORE ME, the undersigned authority, personally appeared SCOTT ASPRIGHT, who upon being duly sworn and cautioned, under oath deposes and says:

1) Affiant is the Applicant in the above cited Town of North Hempstead SITE PLAN REVIEW Case.
2) The Affiant/Applicant has posted or has caused to be posted on the Property the signage provided by the Town of North Hempstead, which such signage notifies the public of the time, date and place of the Town Board Public Hearing on the application.
3) That the sign was posted on the Property in such manner as to be visible from adjacent streets and waterways and was posted at least ten (10) days prior to the date of the Public Hearing cited above and has remained continuously posted until the date of execution and filing of this Affidavit.
4) Affiant acknowledges that if the subject property is on more than one right-of-way, a sign shall be posted facing each right-of-way.
5) Affiant acknowledges that if a sign is destroyed or removed from the property, the owner of the subject property shall be responsible for replacing it;
6) Affiant acknowledges that this Affidavit must be executed and filed with the Town Attorney five (5) calendar days prior to the date of Public Hearing and if the Affidavit is not submitted, the Public Hearing will be postponed until after this affidavit has been supplied.
7) Affiant is familiar with the nature of an oath or affirmation and is familiar with the laws of perjury in the State of New York and the penalties therefore.

Affiant

SWORN TO AND SUBSCRIBED before me in the County and State above aforesaid this 5 day of November, 2014. (SEAL)

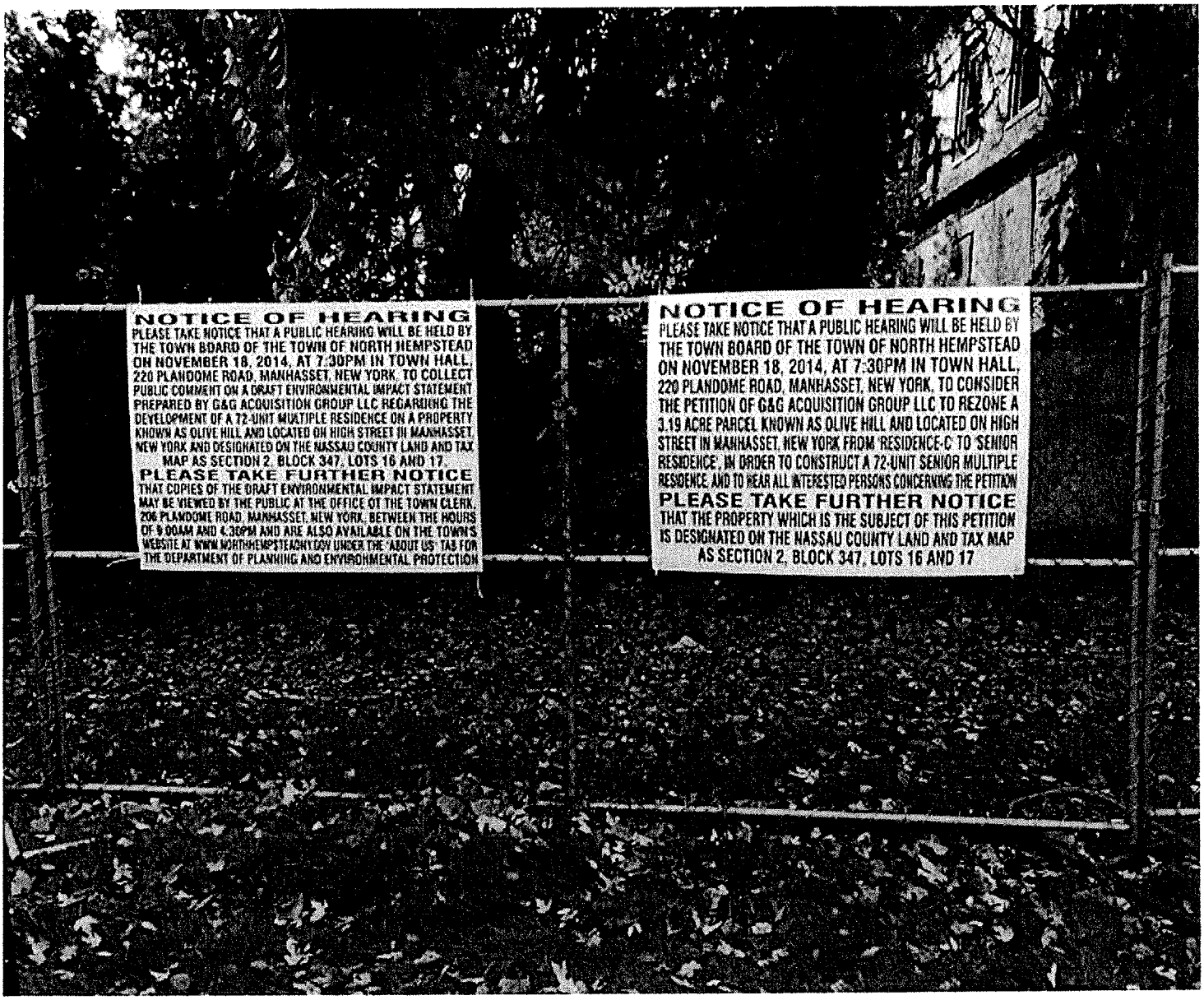
ELIZABETH ANN VILLANADA
Notary Public - State of New York
NO. 01VI6185122
Qualified in Nassau County
My Commission Expires 4/14/16

Elizabeth Villanada

Rufo, Giovanna G.

From: hitechsignsny <hitechsignsny@optonline.net>
Sent: Friday, November 07, 2014 1:55 PM
To: Rufo, Giovanna G.
Subject: FW: Pictures of sign posting

From: 15164507658@mymetropcs.com [mailto:15164507658@mymetropcs.com]
Sent: Friday, November 07, 2014 1:10 PM
To: hitechsignsny@optonline.net
Subject: FW: NoSubject


NOTICE OF HEARING
PLEASE TAKE NOTICE THAT A PUBLIC HEARING WILL BE HELD BY THE TOWN BOARD OF THE TOWN OF NORTH HEMPSTEAD ON NOVEMBER 18, 2014, AT 7:30PM IN TOWN HALL, 220 PLANDOME ROAD, MANHASSET, NEW YORK, TO COLLECT PUBLIC COMMENT ON A DRAFT ENVIRONMENTAL IMPACT STATEMENT PREPARED BY G&G ACQUISITION GROUP LLC REGARDING THE DEVELOPMENT OF A 72-UNIT MULTIPLE RESIDENCE ON A PROPERTY KNOWN AS OLIVE HILL AND LOCATED ON HIGH STREET IN MANHASSET, NEW YORK AND DESIGNATED ON THE NASSAU COUNTY LAND AND TAX MAP AS SECTION 2, BLOCK 347, LOTS 16 AND 17.
PLEASE TAKE FURTHER NOTICE
THAT COPIES OF THE DRAFT ENVIRONMENTAL IMPACT STATEMENT MAY BE VIEWED BY THE PUBLIC AT THE OFFICE OF THE TOWN CLERK, 206 PLANDOME ROAD, MANHASSET, NEW YORK, BETWEEN THE HOURS OF 9:00AM AND 4:30PM AND ARE ALSO AVAILABLE ON THE TOWN'S WEBSITE AT WWW.NORTHHEMPSTEADNY.GOV UNDER THE 'ABOUT US' TAB FOR THE DEPARTMENT OF PLANNING AND ENVIRONMENTAL PROTECTION
NOTICE OF HEARING
PLEASE TAKE NOTICE THAT A PUBLIC HEARING WILL BE HELD BY THE TOWN BOARD OF THE TOWN OF NORTH HEMPSTEAD ON NOVEMBER 18, 2014, AT 7:30PM IN TOWN HALL, 220 PLANDOME ROAD, MANHASSET, NEW YORK, TO CONSIDER THE PETITION OF G&G ACQUISITION GROUP LLC TO REZONE A 3.19 ACRE PARCEL KNOWN AS OLIVE HILL AND LOCATED ON HIGH STREET IN MANHASSET, NEW YORK FROM 'RESIDENCE-C' TO 'SENIOR RESIDENCE', IN ORDER TO CONSTRUCT A 72-UNIT SENIOR MULTIPLE RESIDENCE AND TO HEAR ALL INTERESTED PERSONS CONCERNING THE PETITION
PLEASE TAKE FURTHER NOTICE
THAT THE PROPERTY WHICH IS THE SUBJECT OF THIS PETITION IS DESIGNATED ON THE NASSAU COUNTY LAND AND TAX MAP AS SECTION 2, BLOCK 347, LOTS 16 AND 17