

Supplemental Expanded

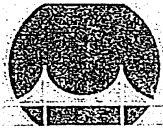
**EAF**

220 Hempstead Rockville Centre NY

Supplement No. 1

Effect of the Proposed Subdivision on the Existing Parking for St. Mark's Church

The proposed subdivision will have no impact on the existing parking for St. Mark's Church ("the Church). The Subject Property, even when it served as the parsonage for the Church, was a separate tax lot. The Subject Property never provided parking for the Church, thus the Church did not lose parking when it sold off the Subject Property.



MULRYAN  
ENGINEERING, P.C.

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TRAFFIC ENGINEERING REPORT:

JULY 9, 2018

Project No. M18-008

220 Hempstead Avenue

Village of Rockville Centre, New York

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PROJECT SUMMARY

Applicant: O'Reilly RVC Houses

Existing Zoning: Residence A District

Existing Land Use: 1-Single-Family Home and  
Asphalt Parking Lot

Proposed Land Use: 6-Single-Family Homes

Location: 220 Hempstead Avenue

Tax Map: Section 38, Block 183, Lot 130

Site Area: 76,456 square feet (1.76 acres)

Source: Project summary based on information shown  
on the site plan prepared by:

Carman-Dunne, P.C.  
Consulting Engineers & Surveyors  
2 Lakeview Avenue  
Lynbrook, New York 11563

INTRODUCTION

Our office has conducted an analysis of the proposed development of the subject property located at 220 Hempstead Avenue, in the Village of Rockville Centre. The property is 76,456 square feet in size and is zoned Residence A. The site is developed with a single-family home and an asphalt parking lot. According to County record's the home was built in 1898 (120 years ago).

The applicant is seeking to improve the site with six (6) single-family homes, associated parking and landscaping. The configuration of the proposed development, circulation patterns and access are subject to the site plan review process.

PUBLIC TRANSIT

The area is served by the Nassau Inter-County Express (NICE) bus service and the Long Island Railroad. The Rockville Centre Long Island Railroad Station is located approximately 1/2 mile from the subject site. The N16 bus route connecting to the train station run past the site, along Hempstead Avenue.

ROADWAY NETWORK

The Average Daily Traffic (ADT) volumes on roadway network surrounding the subject site has been determined by reviewing Nassau County Department of Public Works records.

Roadway Segment	Average Daily Traffic Volume
Demott Avenue	
From N. Village to Hempstead Avenue	4,796
From Hempstead Avenue to Long Beach Road	6,907
Hempstead Avenue	
From Lakeview Avenue to Demott Avenue	9,563
Lakeview Avenue	
From Peninsula Boulevard to Hempstead Avenue	9,213
From Hempstead Avenue to W Seaman Avenue	8,934

SITE ACCESS

One of the proposed homes will have direct access to Hempstead Avenue, via a standard residential driveway. This driveway is subject to the review and approval of the Nassau County Department of Public Works. A County Permit will be required to construct the portions of the driveway within the County Right-of-Way.

In proximity to the site, Hempstead Avenue provides one lane in each direction. The posted speed limit is 30 miles per hour. Hempstead Avenue is under the jurisdiction of the Nassau County Department of Public Works.

Lakeview Avenue and Hempstead Avenue is the closest signalized intersection, located approximately 1,000 feet south of the site. Demott Avenue and Hempstead Avenue is the closest signalized intersection, located approximately 1/2 mile north of the site.

Killarney Lane will provide access to five of the six homes. Killarney Lane will provide a 30 foot paved right-of-way. The right-of-way will run along the south property line with a minimum 5 foot off-set. The proposed roadway will be approximately 250 feet in length with a 70 foot diameter turnaround at the terminus.

Hampton Court, Midwood Road and Hollywood Court intersect with Hempstead Avenue and provide similar access to residential dwellings. These roadways are located north of the subject site within the Village of Rockville Centre. The proposed roadway will provide access to a small fraction of homes in comparison to these existing streets.

The proposed roadway is subject to the review and approval of the Village of Rockville Centre and the Nassau County Department of Public Works. As part of the review process, the proposed project has been reviewed by the Village of Rockville Centre Fire Department. The Village of Rockville Centre Fire Department has reviewed the project and has no objections to the proposed development. The Nassau County Department of Public Works review is on-going. The applicant has received and responded to comments provided by their office.

#### TRIP GENERATION

In 1972, the Technical Council of the Institute of Transportation Engineers (ITE) formed the Trip Generation Committee to develop a report on trip generation rates. In 1976 the first edition of Trip Generation was published. The first edition included 50 individual land uses. The current edition includes over 150 individual land uses.

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

The trip generation of the proposed development was calculated using the ITE Land Use Code 210. The independent variable used in the calculation is the "number dwelling units". This land use codes represent single family homes.

The site is anticipated to generate between 5 and 6 trips per hour. These trip totals represent the traffic entering and exiting the site during the peak hours of activity during the day. The detailed trip generation analysis is shown on Table No. 1 attached hereto.

According to the CEQR Technical Manual Level 1 (Project Trip Generation) Screening Assessment, except in unusual circumstances, a further quantified analysis would typically not be needed if the proposed development would result in fewer than 50 peak hour vehicle trips.

At six trips per hour the proposed development will generate approximately 1 trip entering or exiting the site every 10 minutes during periods of peak activity. This includes vehicles using Killarney Lane and the individual driveway to the north.

The number of vehicles traveling through the surrounding intersections would be further reduced based on the distribution of traffic. Vehicles traveling to or from the north would likely travel past Demott Avenue. Those vehicles traveling to or from the south would likely travel past Lakeview Avenue. Each of these intersections would therefore see a potential increase of less than 1 vehicle every 10 minutes. If the distribution of traffic to and from the site was divided evenly these intersections would experience a potential increase of 1 vehicle every 20 minutes or 3 vehicles per hour.

### SIGHT DISTANCE

The American Association of State Highway and Transportation Officials (AASHTO) is a nationally recognized authority on transportation design and planning issues. The AASHTO publishes various policies on highway design such as "A Policy on Geometric Design of Highways and Streets". This is often referred to as the AASHTO Green Book and is considered the industry standard for highway design projects. The following information is provided in the 2011 Edition:

American Association of State Highway and Transportation Officials (AASHTO),  
A Policy on Geometric Design of Highways and Streets (6<sup>th</sup> Edition, 2011):

§ 9.5.3 - Intersection Sight Distance, Intersection Control, Case B – Intersections with Stop Control on Minor Street: Intersection sight distance criteria for stop-controlled intersections are longer than stopping sight distance to allow the intersection to operate smoothly. Minor-road (Killarney Lane) vehicle operators can wait until they can proceed safely without forcing a major-road (Hempstead Avenue) vehicle to stop.

### **AASHTO 2011 Intersection and Stopping Sight Distance**

#### **Table 9-6**

Case B1, Left Turn from Stop 335 feet (to the right of the driveway)

#### **Table 9-8**

Case B2, Right Turn from Stop 290 feet (to the left of the driveway)

Case B3, Crossing Maneuver 290 feet (in both directions)

#### **Tables 9-6 and 9-8**

Stopping Sight Distance 200 feet (along Hempstead Avenue  
north and south of the driveway)

To the south of the site, Hempstead Avenue curves between Cedar Avenue and Locust Avenue. The curvature of the roadway starts to limit visibility of vehicles traveling northbound on Hempstead Avenue at a distance of approximately 450 to 500 feet from Killarney Lane. The recommended sight distance (to the right) for a vehicle exiting Killarney Lane is 335 feet. To the north of the subject site Hempstead Avenue is relatively straight. Based on our review of the subject site and surrounding roadway network Killarney Lane should provide adequate sight distance in accordance with the AASHTO recommendations.

#### ACCIDENT ANALYSIS

Motor vehicle accident history reports pertaining to the study area were obtained from the New York State Department of Transportation. The reports document motor vehicle accidents that took place along Hempstead Avenue, from Argyle Place to Vassar Place, in the Village of Rockville Centre. The New York State Department of Transportation reports span a 36-month period beginning January 2015 and ending December 2017. The New York State Department of Transportation accident data is attached hereto.

Over the three year period, a total of 2 accidents occurred within the study area. One of the accidents involved a vehicle leaving the road and striking a fire hydrant. The accident report indicates that the driver was being investigated for potentially operating a motor vehicle while under the influence of alcohol or drugs. This accident occurred on July 6, 2016 and was reported to have occurred in proximity to Locust Avenue.

The other accident involved a vehicle traveling northbound making a left turn and a vehicle traveling eastbound making a right turn. The accident involved the two vehicles sideswiping each other. The accident report indicates that the driver traveling northbound turned improperly. This accident occurred on May 25, 2016 and was reported to have occurred in proximity to Cedar Avenue.

According to the County records, approximately 3.5 million vehicles per year travel along this section of Hempstead Avenue. This equates to approximately 1 accident for every 5.24 million vehicles that travel past the subject site.

#### CONSTRUCTION

Construction is estimated to be completed within 24 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 measured. These temporary work zone traffic control measured should conform to the Federal Manual of Traffic on Uniform Traffic Control Devices. This work is limited to the removal of the existing driveway and the construction of the proposed access roadway.

Construction access will be provided via the existing driveways. Equipment and materials will be stored on-site. Ample room is available on-site to allow construction workers to park without impacting the surrounding roadway network.

#### MITIGATION MEASURES

In order to mitigate potential safety issues relating to Killarney Lane it is recommended that 1) a stop sign and associated stop line be installed in the eastbound lane and 2) dead end signs be installed on Killarney Lane.

#### CONCLUSIONS

Based on the results of analysis it is our professional opinion that the granting of this application will not have an adverse impact on the traffic or parking conditions on the subject property or in the surrounding area. If you have any questions or require additional information please feel free to contact our office.

Sincerely,  
MULRYAN ENGINEERING, P.C.

*Sean P. Mulryan*

Sean P. Mulryan, P.E.  
President

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



Hamlet: Village of Rockville Centre  
 Project No. M18-008

Trip Generation Calculations

Proposed Development

Land Use Code: 210  
 Land Use Description: Single-Family Homes  
 Independent Variable: Number of Dwelling Units  
 Variable: 6  
 Source: Institute of Transportation Engineers, Trip Generation, 10th Edition 2017

	Directional Distribution	Rate	Standard Deviation	Adjustment Factor	Driveway Volume
7-9 AM Peak Hour Enter	25%	0.19	0.00	1.00	1
7-9 AM Peak Hour Exit	<u>75%</u>	<u>0.56</u>	0.00	1.00	<u>3</u>
7-9 AM Peak Hour Total	100%	0.74	0.27	1.00	4
AM Peak Hour Enter	26%	0.20	0.00	1.00	1
AM Peak Hour Exit	<u>74%</u>	<u>0.56</u>	0.00	1.00	<u>3</u>
AM Peak Hour Total	100%	0.76	0.26	1.00	5
PM Peak Hour Enter	64%	0.64	0.00	1.00	4
PM Peak Hour Exit	<u>36%</u>	<u>0.36</u>	0.00	1.00	<u>2</u>
PM Peak Hour Total	100%	1.00	0.31	1.00	6
4-6 PM Peak Hour Enter	63%	0.62	0.00	1.00	4
4-6 PM Peak Hour Exit	<u>37%</u>	<u>0.37</u>	0.00	1.00	<u>2</u>
4-6 PM Peak Hour Total	100%	0.99	0.31	1.00	6
Saturday Peak Hour Enter	54%	0.50	0.00	1.00	3
Saturday Peak Hour Exit	<u>46%</u>	<u>0.43</u>	0.00	1.00	<u>3</u>
Saturday Peak Hour Total	100%	0.93	0.26	1.00	6

# Accident Location Information System(ALIS)

Date:  
5/1/2018  
11:45:56 AM

## Accident Verbal Description

14913\_VDR

Date in this report covers the period - 1/1/2015-12/31/2017

Complete Accident data from NYSDMV is only available thru 12/31/2017 12:00:00 AM

County: Nassau Muni: Rockville Centre(V) Ref. Marker: Street: HEMPSTEAD AVE  
AT INTERSECTION WITH CEDAR AVE

5/25/2016 Wed 07:28 AM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36228999  
Accident Class: PROPERTY DAMAGE Police Agency: ROCKVILLE CENTRE PD Num of Veh: 2  
Type Of Accident: COLLISION WITH MOTOR VEHICLE Traffic Control: NONE  
Manner of Collision: SIDESWIPE Weather: CLEAR  
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DAYLIGHT  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 4509 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 38 Sex: F Citation Issued: N  
Direction of Travel: EAST Public Property Damage: OTHER School Bus Involved: OTHER  
Pre-Accd Action: MAKING LEFT TURN

Apparent Factors: TURNING IMPROPER, NOT APPLICABLE

Veh :2 CAR/VAN/PICKUP Registered Weight: 2962 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 69 Sex: M Citation Issued: N  
Direction of Travel: NORTH Public Property Damage: OTHER School Bus Involved: OTHER

Pre-Accd Action: MAKING RIGHT TURN

Apparent Factors: NOT APPLICABLE, NOT APPLICABLE

County: Nassau Muni: Rockville Centre(V) Ref. Marker: Street: HEMPSTEAD AVE  
AT INTERSECTION WITH LOCUST AVE

7/6/2016 Wed 23:41 PM Persons Killed: 0 Persons Injured: 0 Extent of Injuries: Case: 2016-36287694  
Accident Class: PROPERTY DAMAGE Police Agency: ROCKVILLE CENTRE PD Num of Veh: 1  
Type Of Accident: COLLISION WITH FIRE HYDRANT Traffic Control: NONE  
Manner of Collision: OTHER Weather: CLOUDY  
Road Surface Condition: DRY Road Char.: STRAIGHT AND LEVEL Light Condition: DARK-ROAD LIGHTED  
Loc. of Ped/Bicycle: NOT APPLICABLE Action of Ped/Bicycle: NOT APPLICABLE

Veh :1 CAR/VAN/PICKUP Registered Weight: 3049 State of Registration: NY  
Num of Occupants: 1 Driver's Age: 25 Sex: F Citation Issued: Y  
Direction of Travel: Public Property Damage: School Bus Involved:  
SOUTH OTHER OTHER  
Pre-Accd Action: GOING STRAIGHT AHEAD  
Apparent Factors: NOT APPLICABLE, ALCOHOL INVOLVEMENT

## Christian Browne

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**From:** Sean P. Mulryan <smulryan@mulryaneng.com>  
**Sent:** Wednesday, July 25, 2018 4:34 PM  
**To:** 'O'Brien, Patrick D.'  
**Cc:** Christian Browne  
**Subject:** 220 Hempstead Ave. Traffic Report

Mr. O'Brien,

A Planning Board public hearing was held on the night of July 17, 2018 concerning the proposed residential development located at 220 Hempstead Avenue, in the Village of Rockville Centre. During the course of the hearing a question was raised concerning the potential need for traffic signal timing changes at the intersection of Lakeview Avenue and Hempstead Avenue, due to the proposed project.

The traffic signal located at the intersection of Lakeview Avenue and Hempstead Avenue is under the jurisdiction of the Nassau County Department of Public Works (designated as NCDPW Signal No. 1705). The proposed application is currently under review by the Nassau County Department of Public Works. The comments received to date from the County do not indicate the need for any changes to the operations of the traffic signal at this intersection.

The traffic signal operations at this intersection complete approximately 40 to 60 cycles per hour. The trip generation calculations included within our analysis show that on average less than one vehicle would be added to any one traffic signal cycle. In our opinion, the volume of vehicles generated by the subject site will not create a need to modify the existing timing settings at the intersection of Lakeview Avenue and Hempstead Avenue.

If you have any questions or wish to discuss this matter in greater detail please let me know.

Sean P. Mulryan, P.E.  
**Mulryan Engineering, P.C.**  
1225 Franklin Avenue, Suite 325  
Garden City, New York 11530  
516.616.0083 - Fax: 516.616.0086

[www.mulryaneng.com](http://www.mulryaneng.com)

Supplement No. 3  
The Historic Nature of the Existing House

For the purposes of a determination under SEQRA, a lead agency is to consider as "historic" a site that is on "the National Register of Historic Places, or that has been proposed by the New York State Board on Historic Preservation for a recommendation to the State Historic Preservation Officer for nomination for inclusion in the National Register, or that is listed on the State Register of Historic Places." *See* 6 NYCRR 617.4(b)(9)

The existing home is not "historic" for the purposes of SEQRA. It is not listed on the National Registry of Historic Places, nor has it been nominated for inclusion on such register. The letter submitted by certain objectors says nothing to the contrary. In fact, the letter suggests that the Church, not house on the Subject Property, is "eligible" for consideration as a historic structure.

The Applicant cannot preserve the house as part of the subdivision. The house is not correctly situated so that it could be placed in a zoning-complaint manner on its own tax lot. Moreover, in the Applicant's judgement, the house is in poor condition and it would require a significant investment to renovate and upgrade the home to make it saleable.

However, because some members of the public have expressed a desire to try to preserve the existing house, the Applicant would agree that, should members of the public or any local historical society wish to move the house to a new location for preservation, the Applicant would donate the house for such purposes.

Furthermore, the Applicant would permit interested parties to tour the house and to remove any fixtures in the house such persons wish.

The cost of the removal of the home or any fixtures therein would be borne by the interested parties, not the Applicant.

**Supplement No. 4**  
**Impact on the School District**

According to the most recent available public data, there were 3,533 children enrolled in the School District for the 2015-2016 school year.

The Applicant estimates that the net increase of five new homes would generate approximately 10 children who would enroll in the School District, an enrollment increase of less than one-third of one percent.

The Applicant also notes that the Subject Property is located equidistant from two district elementary schools, Hewitt Elementary School and Watson Elementary School. Both schools are located .6 miles from the Subject Property. As such, the School District could enroll elementary school-aged children at either school without imposing a travel hardship on the families.

The Applicant has contacted the School District's Central Administration regarding the application and the School District has acknowledged receipt of the information regarding the matter. However, the School District has not provided any response regarding the application at this time.

Supplement No. 5  
The Cost of the Maintenance of the Proposed New Roadway

Consistent with the Village Law, the Rockville Centre Village Code and the testimony of members of the public, the Applicant will offer the proposed new roadway to the Village for dedication as a public road owned in fee and maintained by the Village.

According to the Rockville Centre Dept. of Public Works, the Village currently owns and maintains 52 miles of road. The annual road maintenance budget for the current fiscal year is \$983,794.

Killarney Lane, if dedicated, would add .078 miles to the above total. Thus any cost increase would be *de minimis*. Furthermore, as discussed below, each of the new homes will be assessed for approximately \$40,000 in property taxes, the Village portion of which would easily cover any additional cost for the care of Killarney Lane.

Rockville Centre DPW has stated no objection to the acceptance of the offer of dedication of Killarney Lane.

Supplement No. 6  
Drainage

Per the application's grading and drainage plans, all of the proposed new lots, including the lots fronting on Hempstead Avenue, will be designed to retain up to five inches of water. This design exceeds the Village required minimum of two inches.

The lots with frontage on Hempstead Avenue are within the jurisdiction of the Nassau County Department of Public Works, pursuant to General Municipal Law §239-f, because they present frontage on a county-owned right-of-way. The Applicant is already well into the lengthy 239-f review process. The County routinely approves 5-inch drainage for lots on county roadways. Regardless, the applicant will design the lots to the specifications necessary to receive 239-f approval.

The design of the proposed new street, Killarney Lane, is also subject to the County's jurisdiction because it would connect to Hempstead Avenue. Therefore, the design of the intersection and the drainage for Killarney Lane (because it could impact Hempstead Avenue), are under review at County DPW. ~~The Board should note that the grading, drainage and street design plans already meet or exceed Village and County requirements.~~

As part of a final map, the Applicant can add drainage in Killarney Lane. The attached letter from the Applicant's engineer describes the drainage plan for Killarney Lane.

Overall, the Board should also note that the drainage as now proposed on the site plan would be a vast improvement over the current situation on the Subject Property. At present, approximately half of the Subject Property is asphalt with no drainage infrastructure whatsoever. The proposed site plan would actually reduce the overall coverage on the Subject Property (*see* EAF) and would provide significantly more drainage capacity than presently exists.



**CARMAN-DUNNE, P.C**  
Consulting Engineers & Surveyors  
2 Lakeview Avenue  
Lynbrook, New York 11563  
(516) 599-5563 FAX, (516) 593-4873

TO Rockville Centre Planning Board  
110 Maple Avenue  
Rockville Centre, New York 11570

DATE August 7, 2018	JOB NO.
ATTENTION:	
RE: 220 Hempstead Avenue	
Rockville Centre, New York	

**DRAINAGE DESIGN SUPPLEMENT**

The roadway area of Killarney Lane = 11,682.5 S.F.

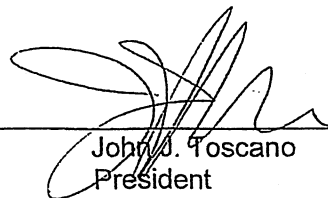
Storage Required = 11,682 S.F. x 5" (0.42') = 4,906.7 C.F.

Proposed Storage to be Provided = 13 – 9' Dia. Drywells (42.2 C.F. per Foot x 9' deep x 13 = 4,937.4 C.F.)

The proposed drywells will be installed and interconnected along the north curb line. Pairs of catch basin inlets will be located at intervals as needed along both the north and south curb lines with interconnections across Killarney Lane installed to equalize the storage volume.

COPY \_\_\_\_\_

BY \_\_\_\_\_

  
John J. Toscano  
President

Supplement No. 7  
Sidewalks

The Applicant would, as a conditional of approval, add a four-foot easement area, running west off of Hempstead Avenue along the lots on the north side of the subdivision (Lots 2, 3 & 4), for pedestrian access via a sidewalk. Just as with any sidewalk in the Village, the maintenance would fall to the homeowner. The easement for the sidewalk would not affect the street frontage of the lots, nor would it alter any other part of the subdivision map.

Supplement No. 8  
Landscaping & Trees

The Applicant has already planted 57 trees and 240 bushes on the Subject Property. The applicant will agree to a covenant requiring the owner of Lot 6 to maintain an irrigated landscape buffer running the entire length of Killarney Lane along the south property line of the Subject Property.

The site plan also calls for the preservation of several large oak trees near the front of the Subject Property at Hempstead Avenue, including three oaks on Lot 2 and two oaks on Lot 1.

The Applicant will provide a detailed landscaping plan at the appropriate time as part of the building permit process.

Supplement No. 9  
Impact on Property Values/Taxes

The estimated value of the homes proposed for the Subject Property can be determined by recent comparable sales. For example, the newly-constructed homes on Yale Place, also the result of a subdivision, are comparable.

The property known as 95 Yale Place sold in 2016 for \$1,461,250. It is situated on a lot of approximately 10,332 square feet and has 3,676 square feet of living space with five bedrooms.

The property known as 97 Yale Place sold in 2015 for \$1,450,000. It is situated on a lot of approximately 9,266 square feet and has 3,676 square feet of living space with four bedrooms.

Both of these properties are assessed for over \$40,000 in total real estate taxes.

As newly-constructed homes of sizes comparable to those proposed by the Applicant, on similar-sized lots, the Yale Place homes provide reliable indicators of the sales prices and tax liability of the Applicant's homes. The Applicant estimates that the interior homes along Killarney Lane will sell for between \$1.5 and \$2 million dollars. Each of those homes would generate approximately \$40,000—\$50,000 in real estate taxes. The homes fronting on Hempstead Avenue would likely sell for approximately \$1.3 million and generate between \$30,000—\$40,000 in real estate taxes.

With respect to impact on the values of other homes, the application calls for zoning compliant, permitted-use development of the Subject Property. As described above, these newly-constructed homes will sell at the top of the market. There is no evidence that prior development of this kind has in any way harmed the value of nearby homes.

In total, the new homes will generate at least \$250,000 in new property tax revenue.

**Supplement No. 10**  
**Impact on Open Space**

While some members of the public have spoken of the Subject Property as “open space”, the Board should bear in mind that it is, in fact, private property. The Subject Property is not, and has never been, accessible to the public. The “open space” apparently refers to the front lawn of the Subject Property and, thus, is no more “open space” than any other front lawn in the Village.

Moreover, the site plan calls for six zoning-compliant single family homes. Each would provide ample yard space and would fit squarely within the existing character of the surrounding neighborhood. The preservation of additional “open space” would be appropriate if the Subject Property were governed by a cluster development requirement. However, under such a requirement, the Applicant would likely build a much denser, multi-family project that would be entirely out of character with the surrounding community.

**Supplement No. 11**  
**Cumulative Development**

Here, the Board asks the Applicant to speculate regarding the potential for future nearby subdivisions and development. The only nearby property that would lend itself to such development in the future is the property to the south, owned by the Church. The applicant, of course, does not own the Church's property and, to our knowledge, the Church's property is not for sale. The Applicant has no plans to develop the Church's property.

Any attempt to subdivide the Church's property would be subject to the same review processes as are applicable here. Without a detailed study, the Applicant cannot opine on the viability of any such subdivision, how many lots it would yield and how and where any new street would be located in order to access such lots.

Therefore, while it is true that the Church's property is large enough for subdivision, the Applicant knows of no plans for its re-development and the Applicant not in a position to speculate on the impact of any such development without a proposed subdivision plan.

The Applicant is aware of only two recent subdivisions within approximately one mile of the Subject Property. Both were minor subdivisions that resulted in the construction of one additional single family home on the subject lots (northeast corner of Yale Place and North Village Avenue in 2014 and western dead-end terminus of Vassar Place in 2017). The construction of two new additional homes within about a mile radius of the Subject Property has no effect on the impact of the instant application.

At this time, according to the Applicant's inquiry at the Dept. of Buildings, there are no pending subdivision applications on file with the Village.