

INCORPORATED VILLAGE OF MINEOLA

HEARING OF THE
BOARD OF TRUSTEES

April 21, 2021
6:30 o'clock p.m.

B E F O R E:

SCOTT P. STRAUSS, Mayor

PAUL A. PEREIRA, Deputy Mayor (Virtual)

PAUL S. CUSATO, Trustee

GEORGE R. DURHAM, Trustee

DENNIS J. WALSH, Trustee

ALSO PRESENT:

JOHN P. GIBBONS, JR., ESQ., Village
Attorney

JOSEPH R. SCALERO, Village Clerk

DANIEL B. WHALEN, Superintendent of
Buildings

JANINE M. COLASANTI, RPR
OFFICIAL COURT REPORTER

MAYOR STRAUSS: Good evening, ladies and gentlemen. We have several hearings this evening. We are not going to go in the order of the agenda. I will bring Mr. Scalero up to read the first hearing notice.

I will bring Mr. Scalero up to read the first hearing notice.

MR. SCALERO: Legal notice public hearing, Incorporated Village of Mineola. Please take notice that the Board of Trustees of the Incorporated Village of Mineola will hold a public hearing on Wednesday, April 21, 2021, at 6:30 p.m., at the Village Hall, 155 Washington Avenue, Mineola, New York, 11501, or at some other location to be hereafter designated by the Board of Trustees, in order to receive public comment upon the following:

APPLICATION OF OAK AND ORANGE
HOSPITALITY CORP. FOR A SPECIAL USE
PERMIT PURSUANT TO CHAPTER 550 OF THE
CODE OF THE INCORPORATED VILLAGE OF
MINEOLA, ENTITLED "ZONING," SECTION

550-12, ENTITLED "B-1 DISTRICTS,"
SUBSECTION (B) ENTITLED "SPECIAL USES"
AND SECTION 550-13, ENTITLED, "B-2
DISTRICTS" SUBSECTION (A) (1) TO
ESTABLISH A FAST CASUAL EATERY AND
MARKET UPON THE PROPERTY KNOWN AS 91
MINEOLA BOULEVARD, MINEOLA, NEW YORK,
KNOWN AND DESIGNATED ON THE NASSAU
COUNTY LAND AND TAX MAP AS SECTION 9,
BLOCK 422, LOT 3.

The Village of Mineola does not
discriminate on the basis of
handicapped status in administration or
access to or employment in its projects
and activities. Joseph R. Scalero has
been directed to coordinate compliance
with non-discrimination requirements of
the Federal Revenue Sharing
regulations.

At this scheduled meeting of its
Board of Trustees, reserved decisions
from previous meetings, if any, may be
acted upon the Board of Trustees.

At the aforesaid time and place,
all interested persons will be given an

opportunity to be heard.

By Order of the Board of Trustees
of the Incorporated Village of Mineola,
Joseph R. Scalero, Village Clerk, dated
March 17, 2021.

MAYOR STRAUSS: Ms. Whalen, report
on the mailings.

MR. WHALEN: Yes. I have the
affidavit of mailing, and it has been
signed and notarized as required.

MAYOR STRAUSS: Thank you, sir.
Mr. Gibbons.

MR. GIBBONS: Mayor, the Nassau
County Planning Commission has
recommended a local determination, and
I'd ask for a SEQRA determination that
this is a Type II action.

MAYOR STRAUSS: Motion.

TRUSTEE CUSATO: Motion.

MAYOR STRAUSS: Motion by Trustee
Cusato.

Second.

DEPUTY MAYOR PEREIRA: Second.

MAYOR STRAUSS: Second by Deputy
Mayor Pereira.

All in favor.

(Whereupon, all Board members replied, "aye.")

MAYOR STRAUSS: Proposed. Thank you.

Folks, this will be the format for this evening. The applicant will make his presentation, call its witnesses and at which time there will be an interaction with the Board of Trustees, and thereafter that, we will open it up to any public comment.

I ask anybody that is approaching the podium to please speak closely and clearly, state your name and your address so it can be accurately recorded. Sir.

MR. BLANKFORT: Good evening, mayor. Good evening Board of Trustees. My name Adam Blankfort. I am an attorney with Sokoloff & Stern, 179 Westbury Avenue, Carle Place, New York, 11514.

I'm here tonight on behalf of Oak and Orange Hospitality Corp. in

connection with our request for a special use application under 550-12B of the Village code.

My clients are here, the owners of Oak and Orange, Sumiti Uppal and Maheed Mahotra. They are basically looking to establish a fast casual eatery in the space occupied by Double H Pub. The establishment -- it's exciting to me as someone who works in Carle Place and eats in Carle Place and Mineola and the area, it has the concept is has prepared meals, grab-n-go. In addition, to there will be on-site dining. There will be local produce, market goods and a local feel.

So it's welcoming to people who are newcomers to the area, but at the same time serving the local residents who have been here long. The takeaway meals are perfect for people who are working in the area, especially catering to the Langone Hospital, whether it's a quick lunch break or someone stopping in for an appointment.

They will work with all of the local delivery services.

And what also, I think, makes it very unique is they are going to meal kits available. Customers can say, I like this bowl or this salad that I make, that I go in for, let me take it home.

In my situation, I'll pretend to my family that I can cook. It helps out in that situation.

I have the individuals here today. We would not be asking for -- it wouldn't be much of a change. We would be taking over space that was formally occupied, as I indicated, by a bar and converting it to something that really will service the local residents and continue with the overall approach that I've seen this community grow. I started working in Mineola 20 years ago.

I have the individuals here today, if there are any special questions. Beyond that, that's my submission.

That's pretty much what we are looking to do.

MAYOR STRAUSS: Folks, thank you very much for choosing Mineola. If you are approved here tonight, I hope you are very successful.

Do you applicants have experience in opening up and running this type of business?

MR. BLANKFORT: Yes, Mr. Mahotra's family has operated a successful restaurant on Long Island for many years, Akbar. Their relatives have other restaurants and eateries in the area. Yes, they are experienced.

They were looking for a way to get into Mineola. When Mr. Mahotra was going to NYU Langone for a visit, he was pleased a year ago to see that the property was for sale.

With an eye towards the future, he purchased the property. Unfortunately, the Double H Pub did not survive the Pandemic. But it was an opportunity to bring Oak and Orange and their concept

that they have this idea for to life?

MAYOR STRAUSS: What are the plans of hours of operation?

MR. BLANKFORT: 7:00 a.m. to 9:00 p.m.

MAYOR STRAUSS: Seven days a week?

MR. BLANKFORT: Yes.

MAYOR STRAUSS: What's the staff level looking like, as it is now?

MR. BLANKFORT: Sure. Let me ask my client.

MS. UPPAL: Four to five.

MAYOR STRAUSS: Any idea where there might be parking?

MR. BLANKFORT: Well, the parking is going to be a challenge at times.

A lot of what's going on now is DoorDash, and we will work with all of the local delivery service to service the residents within a five-mile radius. And certainly in the nice weather months people can walk and will be very close by to the train.

MAYOR STRAUSS: What about the interior of the building?

MR. BLANKFORT: Not really. The inside, there is a remodel just to make it look -- certainly, there will be a different look and feel when you enter it. We are not talking about drastic changes.

MAYOR STRAUSS: Deputy mayor.

DEPUTY MAYOR PEREIRA: Thank you, mayor. Welcome everyone and thank you for choosing Mineola.

The only question I have, will they be operating with a liquor license?

MR. BLANKFORT: At this point in time, they do not have a liquor license. It is something that is under consideration. With an eye towards the future, it may happen.

DEPUTY MAYOR PEREIRA: Considering the location and use that was there and has been there for quite some time, as long as I have lived in this community for 40 years, this is, in my opinion, a less intrusive use, considering the hours of operation.

I'm glad to see an empty storefront is being filled. If it is approved that it be approved relatively quickly, I have no issue and no problem.

The problems that are created have existed there for a long time in terms of the parking. It's down by the train station. There is a lot of foot traffic. If people come down to the downtown they are probably down there perhaps to visit NYU Langone or to catch a train, so they will benefit a lot of foot traffic, as you said.

The dynamics are changing the food industry, UberEats and DoorDash. I don't see any issue, as long as they abide by all the requirements of the Building Department and Village. I think this is a good idea and a good fit for the downtown. Thank you.

MR. BLANKFORT: Thank you.

MAYOR STRAUSS: Thank you.

Trustee Cusato.

TRUSTEE CUSATO: Thank you, mayor.

I agree with Deputy Pereira. You said 7:00 a.m. to 9:00 p.m?

MR. BLANKFORT: Correct.

TRUSTEE CUSATO: If I'm not a doctor or a nurse, can I get a bacon and egg sandwich in the morning or burger and fries in the afternoon? Is that part of what you are going to do here? Just a question.

MR. BLANKFORT: Yes -- the menu. I don't know if burger and fries are on the menu, but yes, between 7:00 and 9:00 p.m., the doctor can get whatever he needs. He can have it delivered on site or he can just take a walk and come by. He can decide to eat there, sit down, have a minute for himself or herself or he can bring it back.

TRUSTEE CUSATO: You are going to cook on site, correct, nothing delivered?

MR. BLANKFORT: Correct. We are going to prepare the food on site. It will be delivery optional.

MAYOR STRAUSS: Trustee Durham.

TRUSTEE DURHAM: You said they are not going to do much. Are they keeping the bar there, or are they tearing it out? How are they working it? How many tables are they setting up inside?

MR. BLANKFORT: Sure.

MAYOR STRAUSS: If you could approach the podium.

MR. BLANKFORT: I'm going to ask Sumiti Uppal to respond.

For the stenographer, S-U-M-I-T-I, last name U-P-P-A-L, one of the owners.

MAYOR STRAUSS: Great, thank you.

MS. UPPAL: We will be ripping out the bar, but we will be keeping the kitchen and bathroom in the existing space. We will be including our own sort of eatery counter so people can order.

TRUSTEE DURHAM: How many tables do you plan to put in? How many people can come into the restaurant and sit down and eat at a time?

THE WITNESS: Roughly 10 to 15 seats.

TRUSTEE DURHAM: It mentions market. As a market, what type of food? Is it going to be fresh food, or what type of food are you going to have in the market that's available? Is it going to be a market where people from the apartment building across the street can go buy stuff or is it just prepared food that you are going to have available?

MS. UPPAL: A little bit of both. We will have some local produce and fruit, and also pantry items and beverages as well.

MAYOR STRAUSS: Trustee.

TRUSTEE WALSH: Yes, mayor. Thank you.

Thank you for coming out tonight. I just have a few questions. What percent of the business will be going to-go versus to stay? I've been having trouble hearing you.

MR. BLANKFORT: I apologize. It's the mask.

MAYOR STRAUSS: Can you put it

down?

TRUSTEE WALSH: It's my fault.

MR. BLANKFORT: With pleasure. I agree.

It's difficult right now to anticipate exactly what the percentage will be, but I think in the current environment we are anticipating it will be more than 60 percent that will be take-away. That's the number I saw in the Village code to go by.

TRUSTEE WALSH: They are planning on having more than 60 percent to-go. You must have a model. Is that the model?

MS. UPPAL: Yes.

MAYOR STRAUSS: She says yes.

How long do you anticipate it's going to get this all going, to fix the place up to the way they want it to start selling their products?

MS. UPPAL: Two to three months.

MR. BLANKFORT: Two to three months is the estimate that we have.

TRUSTEE WALSH: How about the food

waste, what are your plans to do with that. Do you have a place to store it?

Maybe you can come to the podium?

MAYOR STRAUSS: Are you going to have a private carter to take out the waste?

MR. BLANKFORT: Yes, we will have a private carter.

TRUSTEE WALSH: You will have a private carter take out the garage?

MR. BLANKFORT: We will rely on the Village resources.

TRUSTEE WALSH: So you are not?

MR. BLANKFORT: No, I apologize.

TRUSTEE WALSH: How about the food waste you have to store prior to putting it out so it doesn't rot? Do you have refrigeration in the basement that you intend to store that?

MR. BLANKFORT: Yes. There will be a walk-in box, something like that we anticipate.

TRUSTEE WALSH: I'm sorry. I didn't catch your name?

MS. UPPAL: Sumiti.

TRUSTEE WALSH: Are you going to be working there all of the time?

MS. UPPAL: Yes, I will.

TRUSTEE WALSH: So you will be the owner/operator?

MS. UPPAL: Yes, that's correct.

TRUSTEE WALSH: That's terrific. You know, like the deputy mayor said, it's terrific to not have empty stores. There is enough empty stores around, especially on that strip just immediately to the north of there.

If approved tonight, I look forward to your store opening up.

MS. UPPAL: Thank you.

TRUSTEE DURHAM: Do they have a Dumpster in the back?

MR. BLANKFORT: No, they do not have one.

TRUSTEE DURHAM: They don't have access for that?

MR. BLANKFORT: No.

MAYOR STRAUSS: Any other comment from the Board? Deputy mayor?

DEPUTY MAYOR PEREIRA: No

comments.

I do believe, following up on Trustee Durham, there is access and perhaps even some room for parking, not for customers but perhaps for the owner and for some employees. I do believe there is access to the back of that property.

MR. BLANKFORT: That's correct.

DEPUTY MAYOR PEREIRA: Costa Nova Waffle Cafe there -- I do feel like I do remember seeing a Dumpster back there, whether it was for Double H or for the coffee shop, I'm not sure.

MR. BLANKFORT: That's correct that there is an alleyway, and there is parking available for the owner and some employees.

In answering the question, I presumed you -- the question was referring to customer parking, which we would not have. Your recollection is correct.

DEPUTY MAYOR PEREIRA: No further comments.

MAYOR STRAUSS: We will probably require that you have a private carter to take the sanitation away. It will most likely make that one of the conditions, if we do approve it.

Anything else that you would like to mention?

MR. BLANKFORT: No. Thank you for your time and listening to us.

MAYOR STRAUSS: I'm going to ask you to have a seat and open it up to the public comment. Don't go too far.

Anybody, second row, third, row, fourth row, fifth row, sixth row, seventh row?

Sir, come on back up?

MR. BLANKFORT: Thank you.

MAYOR STRAUSS: Anything else from the Board? I'll entertain to motion.

TRUSTEE CUSATO: Motion.

MAYOR STRAUSS: Motion by Trustee Cusato.

TRUSTEE WALSH: Second by Trustee Walsh.

All in favor?

(Whereupon, all Board members replied, "aye.")

MAYOR STRAUSS: **Opposed?**

Carrying.

I ask that you stay close to our Building Department, as Trustee Durham mentioned, and adhere to the requirements that we have in place and also our code.

Regarding signage, you have an opportunity to deal with signs, Mr. Whelan will be able to link you up with the person handling storefront project.

Please, if you can, touch base with the Chambers of Commerce. That's a great network and group and they have amazing wonderful things.

MR. BLANKFORT: Absolutely.

MAYOR STRAUSS: Congratulations, and welcome to the Village of Mineola. If you need anything, you can reach out to us, thank you.

Mr. Scalero.

MR. SCALERO: Notice of Hearing

for the special use permit for the:

APPLICATION FOR CVS. THE PROPERTY
KNOWN AS 17 EAST JERICHO TURNPIKE,
MINEOLA, NEW YORK. KNOWN AND
DESIGNATION ON THE NASSAU COUNTY LAND
AND TAX MAP AS SECTION 9, BLOCK 342,
LOTS 28, 35 AND 36, BY DECISION OF THE
BOARD OF TRUSTEES IN THE INCORPORATED
VILLAGE OF MINEOLA, PURSUANT TO MINEOLA
VILLAGE CODE SECTION 550, SECTION 550-
55 ENTITLED SPECIAL USE PERMITS,
SUBDIVISION H, TO BE HELD ON APRIL 21,
2021?

MAYOR STRAUSS: Thank you.

CVS was noticed for today. CVS
representatives need to come from out
of state. They asked if we could move
this hearing to May 12, which we agreed
to.

If anyone is here for the CVS
hearing. I apologize for any
inconvenience. Hopefully, you can come
back at the same time on May 12.

We are going to keep this open
until then. That's all that is on CVS.

Mr. Scalero.

MR. SCALERO: Yes, sir.

Puccio Properties, LLC request for an additional one-year extension of its previously issued special use permit for the construction of a four-story mixed use residential and commercial rental building upon the property known as 86-88 Main Street, Mineola, New York, known and designated on the Nassau County land and tax map as section 9, block 426, lots 2 and 3.

MAYOR STRAUSS: Thank you.

The Board of Trustees granted a special use permit to allow for this construction back in February of 2019.

In March of 2020, they asked for an extension, which was granted, and extended to March of 2021. They are now asking for an additional extension.

Sir, go ahead.

MR. PUCCIO: Good evening.

Because of COVID --

MAYOR STRAUSS: State your name and address.

MR. PUCCIO: Of course. My name is Joseph Puccio. 86 Main Street, Mineola.

We are requesting an extension for construction of 86 Main Street. Due to COVID we had to postpone plans for construction of the building, and we are now back to planning the start date.

MAYOR STRAUSS: When do you think the start date will be?

MR. PUCCIO: Some time early spring of next year.

MAYOR STRAUSS: Of 2022?

MR. PUCCIO: Yes.

TRUSTEE WALSH: I didn't hear that.

MR. PUCCIO: Early spring of 2022.

MAYOR STRAUSS: Mr. Puccio, back in 2019, you came to us and you asked us for a special use permit, which we granted. And you were asked then when you were going to start building, and you said three years.

And then we told you, you have to

come back before us when you are going to actually build.

MR. PUCCIO: Yes.

MAYOR STRAUSS: But instead of that you said at the night at the hearing you said, no, we are going to build right away.

MR. PUCCIO: It was --

MAYOR STRAUSS: Which is it? I find it hard to believe that's the case.

MR. PUCCIO: No, that was my plan was to build it right away. Unfortunately, the coordination between architect and the engineers took a year and a half to design the building.

Once the building was finalized, which was last summer, drawings went out. We actually submitted a set of drawings to the building department.

The contractor that we have on board reviewed the drawings and he came back with a very high budget.

So we went back to the architect engineers and they took another review

of the core and shelf of the building and started reviewing it again to try and adjust the budget, make it more feasible.

Unfortunately, that was last fall. We were in the mist of that. In January I got COVID, and I was out for six week. I'm still suffering from COVID. I had to put the entire project on pause.

We also had issues with financing. The bank last year also paused any new construction loans, and so we had issues between high budgets and the bank putting the construction loans on hold.

And so we have resumed discussions with the bank, and I have my architect now revisiting the drawings.

So our intent to complete the drawings this summer, submitted them to the Building Department which will take few months for review, and then mobilize.

I believe it wouldn't be able to

start until next spring. I'm trying to be fair with my answer. I don't want to give you a false start date.

TRUSTEE CUSATO: You said next spring?

MR. PUCCIO: Correct.

MAYOR STRAUSS: Deputy mayor.

DEPUTY MAYOR PEREIRA: I don't have any questions. You know, things happen. I know there was a lot of movement, and there is still a lot of movement going on down there.

I am willing to take Mr. Puccio at his word this time, that, in fact, these things were beyond his control. We know things don't always go according to plan.

I favor the project when we approved it. I would like to see the project down there. It is a small project, relatively speaking. We worked out the details as long as the conditions are met that we set forth in terms of the height, and the setback, the top floor setback and the drawings

come in and the drawings line up with the Board's decision. If it's next spring, it's next spring.

Personally, I'm okay with -- as long as the problem has not changed substantially. If it does, it has to come before us again and we have to approve that project.

If it's the same project that was presented to us in substance two years ago, like I said, I'll take Mr. Puccio at his word, and I would like to move forward and get this going.

MR. PUCCIO: We are not changing the overall look of the building or the setbacks. The only thing is the corner shelves, the interior portion of the building, the way it's constructed, is what we are changing, not the number of units, size of units. That will not be changed. Thank you.

MAYOR STRAUSS: Trustee Cusato.

TRUSTEE CUSATO: Good evening. I agree with the deputy mayor. Is there any way to keep tabs of what's actually

going on between now and the spring that you are actually doing something and it is just not stopping?

MR. PUCCIO: Absolutely. I have no issues with that whatsoever. We could keep Mr. Whalen apprised to any progress that we are moving forward.

TRUSTEE CUSATO: Thank you.

MAYOR STRAUSS: Trustee Durham.

TRUSTEE DURHAM: My question is, what period of time are we keeping this permit open for? You say spring of 2022, that's a year away. Normally, we don't do that. I'm just wondering when you will be --

MR. PUCCIO: We actually consider demoing the building and starting the process beforehand. But our neighbor, the neighboring building don't want to keep it exposed to the elements. I would have started last fall by taking down the building. Because we also need SOE drawings and we can't do SOE drawings until the building is taken down.

Unfortunately, the process is out of my hand. I'm trying to work with multiple engineers, the architect, contractor and the existing conditions, which is my neighbor, not disturbing his residence as well.

TRUSTEE DURHAM: Do you believe by May 1, if we give you a year the building will be started?

MR. PUCCIO: Yes, absolutely.

TRUSTEE DURHAM: No further questions.

MAYOR STRAUSS: Trustee Walsh.

TRUSTEE WALSH: Thank you, mayor.

Thank you for coming down again.

MR. PUCCIO: Thank you for having me.

TRUSTEE WALSH: You are saying that there will not be any substantial changes to the plans that you were approved for?

MR. PUCCIO: To the overall look of the building, no.

TRUSTEE WALSH: And the same number of units.

MR. PUCCIO: Yes.

TRUSTEE WALSH: I can understand the idea of not ripping down the building and leaving a big vacant hole there. I also understand that with COVID and the sewer project and everything else going on down there, there was difficulty. There has to be an end game at some point.

MR. PUCCIO: Trust me. There is no pleasure of me being here.

TRUSTEE WALSH: You have had two bites out of the apple now. I hope that you are able to go forward with this, as you say you will. I have no problems with it. I thought it was a nice project then, and I still think it is a nice project.

Thank you, mayor.

MAYOR STRAUSS: Any other comments from the Board?

Is there anything else you would like to say?

MR. PUCCIO: Thank you.

MAYOR STRAUSS: I'll entertain a

motion to approve the extension.

TRUSTEE WALSH: Motion.

MAYOR STRAUSS: Motion by Trustee Walsh.

Second.

DEPUTY MAYOR PEREIRA: Second.

MAYOR STRAUSS: Second by Deputy Mayor Pereira.

Mr. Scalero, poll to Board.

MR. SCALERO: Yes, sir.

Deputy Mayor Perreira?

DEPUTY MAYOR PEREIRA: Yes.

MR. SCALERO: Trustee Durham?

TRUSTEE DURHAM: Yes.

MR. SCALERO: Trustee Cusato?

TRUSTEE CUSATO: Yes.

MR. SCALERO: Trustee Walsh?

TRUSTEE WALSH: Yes.

MR. SCALERO: Mayor Strauss?

MAYOR STRAUSS: Yes.

Congratulations. Hopefully, you get things worked out on your end and get things done downtown. Thank you.

MR. PUCCIO: Absolutely. Looking forward to it. Thank you very much.

MAYOR STRAUSS: Thank you.

MR. GIBBONS: Mayor.

MAYOR STRAUSS: Yes.

MR. GIBBONS: To the May 1 date suggested by Trustee Durham?

MAYOR STRAUSS: Yes. Extend the building permit to the May 1 date, 2022.

Thank you, counsel.

Mr. Scalero.

MR. SCALERO: Incorporate Village of Mineola. Please take notice that the Board of Trustees of the Incorporated Village of Mineola will hold a public hearing on Wednesday, April 21, 2021, at 6:30 p.m., at the Village Hall, 155 Washington Avenue, Mineola, New York, 11501, or at some other location to be hereafter designated by the Board of Trustees, in order to receive public comment upon the following:

APPLICATION OF NYU LANGONE HEALTH
FOR FINAL SITE REVIEW AND APPROVAL
PURSUANT TO CHAPTER 198 OF THE CODE OF

THE INCORPORATED VILLAGE OF MINEOLA,
ENTITLED "ARCHITECTURAL AND THE SITE
PLAN REVIEW," SECTION 198-6 ENTITLED
"FINAL SITE REVIEW AND APPROVAL" FOR
(1) THE CONSTRUCTION OF A NEW VISITOR
PARKING GARAGE AT THIRD AVENUE AND
FIRST STREET WITH (3) BELOW GRADE
LEVELS AND (5) ABOVE GRADE LEVELS, (2),
THE DEMOLITION OF THE EXISTING
VISITOR'S GARAGE, (3) THE DEMOLITION OF
THE EXISTING PROFESSIONAL RESIDENCE
BUILDING, AND (4) OTHER PARKING AND
ACCESS IMPROVEMENTS WITHIN THE NYU
LANGONE HOSPITAL CAMPUS LOCATED UPON
THE PROPERTY KNOWN AS 259 FIRST STREET,
MINEOLA, NEW YORK, KNOWN AND DESIGNATED
ON THE NASSAU COUNTY LAND AND TAX MAP
AS SECTION 9, BLOCK 673, LOT 10.

The Village of Mineola does not
discriminate on the basis of
handicapped status in administration or
access to or employment in its projects
and activities. Joseph R. Scalero has
been directed to coordinate compliance
with non-discrimination requirements of

the Federal Revenue Sharing regulations.

At this scheduled meeting of its Board of Trustees, reserved decisions from previous meetings, if any, may be acted upon the Board of Trustees.

At the aforesaid time and place, all interested persons will be given an opportunity to be heard.

By Order of the Board of Trustees of the Incorporated Village of Mineola, Joseph R. Scalero, Village Clerk, dated March 17, 2021.

Before we continue, if the NYU representatives could move the easels over to this side so the audience can see them as well, hopefully the Board of Trustees.

MAYOR STRAUSS: Ms. Whalen, report on the mailings.

MR. WHALEN: Yes. I have the affidavit of mailing, and it has been signed and notarized as required.

MAYOR STRAUSS: Thank you, sir.

Mr. Gibbons.

MR. GIBBONS: Mayor, the Nassau County Planning Commission has recommended a local determination, and I'd ask for a SEQRA determination that this is a Type II action.

MAYOR STRAUSS: Motion.

TRUSTEE CUSATO: Motion.

MAYOR STRAUSS: Motion by Trustee Cusato.

Second.

DEPUTY MAYOR PEREIRA: Second.

MAYOR STRAUSS: Second by Deputy Mayor Pereira.

All in favor.

(Whereupon, all Board members replied, "aye.")

MAYOR STRAUSS: Proposed. Thank you.

MR. GIBBONS: Mayor, this matter has been referred to the Nassau County Planning Commission. They have come back to us with a number of questions which we've answered. They have put it on the agenda for May 6. Therefore, they had not had an opportunity to pass

upon it.

I ask at the end of tonight's hearing that the matter continued to next month hearing's date since by law the Board cannot vote the application.

MAYOR STRAUSS: Understood. Thank you.

MR. GIBBONS: I would also like to read into the record and ask for a vote on the following resolution:

Preliminary classification of action and commencement of environmental review for the proposed project at 259 First Street, Mineola, New York:

WHEREAS, THE BOARD OF TRUSTEES OF THE INCORPORATED VILLAGE OF MINEOLA INTENDS TO CONSIDER THE APPLICATION OF NYU HOSPITAL LONG ISLAND FOR FINAL SITE REVIEW AND APPROVAL PURSUANT TO CHAPTER 198 OF THE CODE OF INCORPORATED VILLAGE OF MINEOLA ENTITLED ARCHITECTURAL AND SITE PLAN REVIEW, SECTION 196.6 ENTITLED FINAL SITE REVIEW AND APPROVAL FOR THE CONSTRUCTION OF A NEW VISITOR

PARKING GARAGE AT THIRD AVENUE AND FIRST STREET WITH THREE BELOW GRADE LEVELS AND FIVE ABOVE GRADE LEVELS.

THE DEMOLITION OF THE EXISTING VISITOR'S GARAGE, THE DEMOLITION OF THE EXISTING PROFESSIONAL RESIDENTS BUILDING AND OTHER PARKING AND ACCESS IMPROVEMENTS WITHIN THE NYU LANGONE HOSPITAL CAMPUS, LOCATED UPON THE PROPERTY KNOWN AS 259 FIRST STREET, MINEOLA, NEW YORK AND KNOWN AND DESIGNATED ON THE NASSAU COUNTY LAND AND TAX MAP, AS SECTION 9, BLOCK 673, LOT 10, HERE AND AFTER THE PROPOSED ACTION.

WHEREAS, THE BOARD OF TRUSTEES PROPOSED TO DECLARE ITSELF LEAD AGENCY FOR THE PURPOSE OF THE ENVIRONMENTAL REVIEW OF THE PROPOSED ACTION, PURSUANT TO THE STATE ENVIRONMENTAL QUALITY REVIEW ACT.

NOW IT RESOLVED THAT THE BOARD OF TRUSTEES HEREBY ISSUES A PRELIMINARY CLASSIFICATION OF THE PROPOSED ACTION AS AN UNLISTED ACTION UNDER SEQRA AND

BE IT FURTHER RESOLVED THAT THE BOARD
OF TRUSTEE HEREBY DECLARES ITSELF LEAD
AGENCY TO CONDUCT THE ENVIRONMENTAL
REVIEW OF PROPOSED ACTION.

If I could have a vote on that.

MAYOR STRAUSS: Motion.

DEPUTY MAYOR PEREIRA: Motion.

MAYOR STRAUSS: Motion by deputy
mayor.

Second.

TRUSTEE WALSH: Second.

MAYOR STRAUSS: Second by Trustee
Walsh.

All in favor?

(Whereupon, all Board members
replied, "aye.")

MAYOR STRAUSS: Any opposed.

Carrying.

MR. GIBBONS: Mayor, I would like
to read into the record resolution
passed by Mineola planning Board
March 8, 2021.

Whereas, applicant is proposing to
construct a new visitor parking garage
at Third Avenue and First Street with

three below grade parking levels and five above grade levels. Whereas the Board of trustee shall be deemed lead agency pursuant to the State Quality and Environmental Review Act.

Now, it is hereby resolved that the Planning Board refers to the Board of Trustees for site plan review approval in accordance with the municipal code of the Incorporated Village of Mineola.

That's all I have, mayor.

MAYOR STRAUSS: Thank you.

The format for this hearing is going to be the same as the others. Again, just to be clear, presentation to the Board, an interaction with the Board, and then after that we will open it up to the public for comment.

I ask anyone who is approaching the podium, please speak closely, clearly state their name, affiliation, address for the record.

If anybody feels they are better suited without the mask, that is a

personal decision.

MR. SAHN: Good evening, Mayor Strauss, members of the Board.

Michael Sahn, Sahn Ward, PLLC, 333 Earl Ovington Boulevard, Uniondale, New York, representing NYU Langone.

Mayor, I would also like to introduce and note the appearance of Thomas McKevitt, special counsel to my firm, who is also representing NYU Langone with me this evening.

Since we are in the hearing room and somewhat disbursed because of the social distancing rules, I would also like to introduce some of the representatives of NYU Langone, who are attending tonight.

First, you may recognize, Dr. Greco is in attendance, as is Palmira Cataliotti, senior vice president and chief financial officer for the hospital.

Likewise, Vicki Match Suna, who is the executive vice president and vice dean for real estate development and

facilities for NYU.

Mr. David Resnick, who is the vice president of design and construction for NYU.

Jessie McCarter, principal architect for NYU. We also have representatives of VHB engineering present, one of whom I'm going call to upon to testify, but the others are here in case the Board has questions concerning the application or the materials that we presented in the expanded environmental assessment form.

Likewise, we have a representative of NEI at architect, who will testify concerning the site plan application.

Let me also say on behalf of myself and all of us who are present on the NYU team, we are very appreciative for the opportunity to appear tonight and present the site plan application. We hope to be concise, yet explain to the Board the details of the application and why we believe there is great merit to it.

As indicated, in the legal notice, this is an application for final site plan review and approval. We make the application pursuant to Chapter 198 of the village code. And the principal relief requested in the special permit is the construction of the new visitor parking garage at Third Avenue and First Street that would replace the existing visitor garage.

If it will be okay with everyone, I'm going to take down my mask. It does become cumbersome to talk for a long period with it.

TRUSTEE WALSH: You are certainly helping me.

MR. SAHN: I have both of my vaccinations and I want everyone to know, I feel pretty well protected this evening.

As indicated, when the clerk read the legal notice, the property is known on the Nassau County land and tax map as section 9, block 673, lot 10. It has a street address of 259 First

Street.

What's interesting about lot 10 is that it is a very large tax lot and essentially comprises the entire hospital campus. It has 11.46 acres in the area, and it is in the hospital zoning district.

The area where the proposed garage would be built has 2.26 acres out of the entirety of lot 10.

Also, as indicated in the legal notice and in the documents before the Board, aside from the proposed new visitor garage, we are seeking permission, as part of the overall special exception permit, the right to demolish the professional residence building, which is now located at the site, again; the right to demolish the existing visitor garage, which is located adjacent to the Long Island Rail Road tracks on the north side and related parking and access improvements within the campus.

All of those are going to be

described by the architect for the project, and Mr. Winkelman of VHB.

I think it is very important that we provide to the Board the context for the application.

The context is that NYU is planning very significant improvements to the campus that are designed to improve patient care and provide the latest facilities available in the health care world that would be able to benefit the community in the long run, improve patient care and establish and re-enforce NYU's identity in the community, in the Mineola community as an academic Medical Center. That's the overall picture for which we approach everything this evening.

The existing garage has actually outlived it's useful life-span. This will be explained by the project architect. It has been in existence for 47 years, and it really needs to be replaced, regardless of any other improvements to the campus.

The new garage will be a state-of-the-art type of garage built according to current code in terms of handicapped access, handicapped spaces, fire codes and the like, and the great benefit of it, when all is said and done, if the Board sees it's way to approve the project, there will be an increase of 134 net spaces on the campus.

TRUSTEE CUSATO: Which equals how many spots in the garage?

MR. SAHN: 700 spots.

NYU's plans for the campus, as you may know, are still in the development. There have been a number of iterations of those plans, but we have not arrived at the final plan for the overall campus. We hope to do that in the next few months, and in that regard collaborate with the Board with respect to that plan.

But again, we do want to incorporate in the overall plan, the new garage, as well as other types of

new facilities.

At some point, we will explain during the presentation the anticipation is that we will be able to present those overall plans, show how the garage integrates into those plans, and be able to demolish the old garage while the new garage is finishing construction.

Overall, we are expecting a 26-month construction period. This will be explained in greater detail by Mr. Winkelman from VHV.

We have a very defined definitive plan for traffic mitigation while the new garage is being constructed, and at the period of time when hopefully with the Board's approval, we are able to demolish the old garage while finishing the new garage.

I'm going leave that for Mr. Winkelman to explain in detail.

I also want to put the context before the Board that, as you probably know, we did make a variance

application that is pending before the Board of Appeals with respect to the proposed garage. The relief being requested is a height variance.

The proposed garage is 60 feet in height compared to a permitted 50 feet, and there is a small area on the roof of the garage that goes up to 75 feet for a bulkhead for the elevator overrun. That's at the southwest corner. Again, the project architect will explain that to you.

The other variance request is with respect to the size of the parking stalls in the garage where we are proposing stall sizes that are less than required by the code.

We had a hearing before the Board of Appeals back in the end of February back on that application. That application remains pending and will reserve decision until we are able to present the special -- or rather the site plan review request to you this evening.

Just some basic facts, if I could, with respect to the proposed garage. Again, as indicated, there are 700 spaces overall spread across the eight levels; three of which are below grade, five are above grade. There is a green roof that is being proposed, and we will show that to the Board.

It will be a self-service garage for visitors on a 24-hour a day, seven days a week, and at one point as shown on the plans, the garage will connect to the hospital, that's at the southwest corner so that the people using the garage can walk directly into the hospital building.

Access will be from First Street, and there will be egress from First Street also.

Likewise, there will be another access off of Second Street and Third Avenue, just as you were at the campus now, and that access will take the individual who uses the garage to a service parking level, just to the

north that will lead into the garage itself.

Again, all of that will be explained by the architect and by Mr. Winkelman.

The employees who are now at the PR building, the professional residence building are being located to off site areas and offices and, in essence, their work in this building will be decanted to those other locations.

Those are the broad strokes and brushes, so to speak, for the application.

With your permission, I would like to call our project architect, Melissa Sarco from NEI Architects to present the detail of the application.

MAYOR STRAUSS: Please do.

MR. SAHN: Thank you, Melissa.

MS. SARCO: Thank you. Good evening. Thank you to the mayor and to the Board for this opportunity to speak this evening.

My name is Melissa Sarco with NEI

Architects. Our office is at One World Trade Center, New York, New York.

So this evening, I would like to walk you through some of the physical characteristics of the proposed project.

As noted, you can refer to the site plan on the easel. The proposed garage in gray is located at the cross streets of First Street and Third Avenue. We think this location is ideally suited to provide and improve visitor access to the hospital, and improve wait finding, as all visitors can access the garage in a single location and get to the various access points of the hospital; which include the main visitor at the north, the access to ambulatory surgery center, off that same north courtyard and also walk-in traffic to the emergency department.

So providing one single access point from exhibit was a project point worthy.

Also, you can see on the site plan there is an intent to add back some much needed green space to this corner of campus with real emphases on the setback zone on First Street and Third Avenue. There will be a mixture of grasses, shrubs and trees.

Also, as noted, that landscape does not end at the ground plain, but there will a planted roof over most of the upper level of the garage, which is an improvement, enhancement to our storm water management strategy, so it will help with managing storm water on the site.

It will also provide shelter to the visitors who are parking at that upper level.

And also it helps from a sustainability perspective to produce a heat island effect on the campus. We do feel like this new garage will become a gateway building for the NYU Langone hospital campus, and will reiterate the commitment that NYU

Langone has to thoughtful design solutions to sustainability and to quality.

I'm going to switch boards.

So the board to the left includes a typical floor plan for the garage and the section.

As noted, this a five story above grade, a three story below grade garage. It incorporates a flat floor on the south, the east and the west sides of the garage, and a ramp along the north face of the garage itself. Each floor will contain two stair towers; one at the northeast corner, one at the southwest corner.

The one at the southwest corner also includes the elevator lobby for people to move up and down through the building. That's also the corner of the garage that's closest to the hospital access point for convenience of the pedestrians who are coming out of the garage and accessing the various entry points to the hospital.

The garage itself as noted 700 spaces. The floor plan itself is about 48,000 square feet, and we optimize that size for the parking stall and drive lane dimensions to increase the maximize number of spaces that would be possible on this particular site.

Also, as noted at the southwest corner where the elevator and the stair tower is, that is the tallest portion of the garage, that is the portion that is referred to as the 75-foot zone. That's as high as it is because it incorporates the elevator overrun and the additional mechanical equipment that helps with the exhaust for the below grade spaces.

The rest of the garage itself is naturally ventilated so there is not additional mechanical ventilation that is required to support above the above grade areas.

You can see this zone is the location of the proposed planted roof. It does not cover the entire footprint

which allows us to further step down as you approach Third so that the height of the garage on the public facing side of the garage are at the lowest possible points.

I also just briefly reviewed some of the elevation views of the garage. These are viewings of the garage as you're looking at it face on. The design itself is still being finalized in terms of the specific details of the materials. We certainly envision this to be a quality building that is attractive.

We will incorporate some of the masonry components and the screening of the parking areas itself so it gives an attractive appearance to the garage. And we anticipate bringing the full design to the architectural review board at the appropriate time.

These elevations will demonstrate that masking commitment to bringing the scale down to the two street levels.

So at the bottom left corner, the north

elevation faces First Street, and you can see the way that the masking steps down as you get closer to the edge.

The larger mask behind it is at the interior corner of the project.

On the east elevation facing Third Avenue is where the facade steps down to 50 feet, except for a little bit of an increase of height at the stair tower at that location.

On the two interior sides of the campus, you can see on the south side of the vehicular entry point located there. And similarly on the west elevation, we have the vehicular entry point on that location as well along with a tower -- stair and tower at that location.

With that, I will turn it over to Dan Winkelman for a little bit more of an overview of how the traffic flow of the garage itself works and additional access to the parking garage. Thank you.

MAYOR STRAUSS: Thank you.

MR. SAHN: Mayor, before we introduce Mr. Winkelman, I just want to indicate, I'm not sure whether he has testified previously before the Board in his capacity as a traffic expert, traffic and parking expert. I have his credentials, if you would like me to submit them.

I would ask the Board to accept Mr. Winkelman as an expert in his field.

MAYOR STRAUSS: Done.

MR. SAHN: Thank you.

MR. WINKELMAN: Good evening, members of the Board. Thank you for allowing me the opportunity to speak tonight. My name, for the record, is Daniel Winkelman. I'm the transportation systems team leader at AHV's office at 100 Motor Parkway in Hauppauge, New York.

As part of my presentation, I first would like to summarize the changes to the site plan and its access as a result of the project followed by

summary of the traffic impact and parking study.

Lastly, I would like to go over the plan that we've developed for the construction phase of the project which will specifically address parking.

As depicted on the rendered site plan here to my left, which is on page 3 of your handout, so you can have a zoomed in view, the new garage is going to be located at the northeast corner of the site. It will be accessed from two primary locations:

One being on First Street, which essentially is an existing loop driveway today. It's being modified because of the site improvements within the area.

And the second access, as explained earlier, would be from the intersection of Second Street and Third Avenue, another existing access point.

So the project itself and the garage structure would have access from

both First Street and Second Street now.

This was a strategic decision since the garage would be able to serve the lobby, which is on the north side of the hospital, as well as the emergency department, which is on the east side of the hospital.

I'm sure you are very familiar with the site today. The existing garage is in the southeast corner. I have another board to help represent that.

This is a perspective view and north is to the right and up. The blue box represents the existing garage on the southeast corner of the site. The yellow box represents the proposed garage on the northeast corner of the site.

The blue arrows represents how traffic flows through the existing garage today. So essentially, traffic comes in through the section of Third Avenue and Second Street, filters

into the garage. And then all traffic exists the garage comes out into Train Station Plaza.

There is a lot of vehicle activity. There is a lot of pedestrian activity. Certainly not an ideal scenario to have traffic existing to that location.

The new garage is situated on the northeast corner would filter traffic to and from First Street, Second Street, Third Avenue. It is going to do a very good job distributing traffic to the surrounding roadway as opposed to concentrating into one specific location.

In my eyes, that's a much better plan than for the way the existing garage is situated.

In regards to my traffic study and the parking study, this is simply a replacement garage project.

It's not going to increase the amount of traffic. What it will do is it will attract more traffic to it

because it has increased capacity. My analyses did account for that.

The analyses also accounted for the changes in the way traffic would be distributed around the campus. Obviously, traffic is not going to be distributed out into Train Station Plaza. We had to make some adjustments of how traffic will exit. We made those adjustments incorporated to my traffic analysis.

One important thing I would like to mention, all of traffic data and all of my parking data was collected pre-COVID. It wouldn't make very much sense to go out and collect traffic data now.

The train station is not operating the way it used. The hospital is not operating the way it used to. We were very lucky and fortunate to have collected our data pre-COVID.

Based upon my analysis, it was concluded that all the intersections that I studied around the campus,

including the intersection on Mineola Boulevard and First Street and Mineola Boulevard and Second Street would still be expected to operate similarly the way they do today.

That's primarily simply they are not increasing the amount of traffic. They are changing traffic patterns, but it is primarily on the outskirts of the project, it is still going to be distributed throughout the campus --

TRUSTEE CUSATO: I can't believe that.

MR. WINKELMAN: -- similar to the way it is today. I can explain more as we get into it.

One of the issues -- and I would like to explain out there on Mineola Boulevard, I understand there is a lot of traffic in the area. It's very concentrated.

Right now, due to all of construction in the area, Mineola Boulevard is operating -- the traffic signals along Mineola Boulevard are

operating on what they call a free condition, meaning that as traffic arrives at those signals, loop detectors are detecting presence and then green time is allocated to them.

In an ideal world, those traffic signals would be running on a timing plan, but because of all the construction in the area, the county has decided to run them in free operation and not on a designated timing plan which is not so optimal.

In the future, after a bunch of the work in this area is done, my discussions with the county they are going to go back to a timing plan. The conditions along Mineola Boulevard will improve.

Obviously, it is still a heavy traffic area and you have a limited right of way. And the conditions are more orderly in the future and that is probably two years out at least, based upon my discussions.

We did have discussions with the

county. They have reviewed the traffic study. They issued no comments on the traffic study as well. I want to make sure you are aware of that.

In regards to parking, this will improve the parking conditions. There are an increase of 134 parking spaces on the campus being installed as part of this project.

In addition to that, the professional residence building is being demolished. A good portion of those employees are going to be decanted off the premises.

At least 123 of them will be decanted off the campus. You will expect to see probably at least a hundred parking spaces freed up because of that. Some people are out, some people are on vacation, et cetera. We would be expected to see maybe another hundred stalls open up.

This project will probably bring 234 more stalls to the campus which will improve parking conditions. It

will improve on-street parking conditions. Much needed parking conditions, in my opinion.

In regards to the construction phase of the project, we understand that parking is going to be a challenge, but we prepared a very detailed parking logistics plan for the project. It's broken down into two phases.

The first phase is going to be a 20-month long phase. This phase is represented on page 7 of your handout. It's further on this board.

There is an orange area that has been denoted with an X. That's the area in which the first phase of the construction would occur in. That represents the demolition of the PR building, or professional residence building and some parking areas that immediately adjacent to it.

TRUSTEE WALSH: Excuse me. Can I ask a question? I'm having a hard time understanding it. Where is this orange

space over there, 138 temporary parking space? Where exactly is that located?

MR. WINKELMAN: That's on the other side of Mineola Boulevard, approximately 700 to 800 feet.

MAYOR STRAUSS: That's diagonal to the post office.

MR. WINKELMAN: The upper levels of that garage are leased by NYU.

TRUSTEE WALSH: Okay.

MR. WINKELMAN: Again, the area with the X denotes the first phase of the construction. That's where the PR building will come down. That's where the excavation would occur, the parking structure. That's where we are going to remove some parking adjacent to that building that currently serves the emergency department and the main lobby which is ambulatory surgery parking.

When people come for their surgeries they take their vehicles and stage them there.

During the first phase of construction, there will be

approximately 65 stalls lost due to that construction. The plan, when that occurs, is to first use whatever available on-site parking there is that could be in the existing visitor parking garage.

If we start reaching capacity, then the vehicle would be valeted to that location that we just mentioned at the location of 120 Mineola Boulevard. That's a multi-level garage where NYU has 394 parking spaces.

I've studied that garage multiple times to identify how many vacant stalls are in there, and at no time did I see less than 130 vacant stalls.

That garage is going to be more than capable of accepting the 65 stalls that we need during peak times based upon my studies.

Again, we are going to use our on-site parking first and then the valet operation will bring it over.

As explained before, the overall construction period is approximately 26

months. That plan would be in place for 20 months.

We also are aware of the Harrison Avenue garage. We understand that might come on line soon. We would certainly welcome the opportunity to use space in there. It would certainly simplify our plan and alleviate the need to use that other off-site garage. Again, that would be a 65 feet space during this phase for approximately 20 months.

The second phase, which is on page 8 of your handout, there is the more critical phase, obviously. This is the phase we take away more area to do our work around the parking structure. That's why the orange area where the parking structure would be taken down is increased in size.

And then during this phase, again, that orange area, the number of vehicles would increase to approximately a hundred vehicles that would have to be shifted over to that

is 120 Mineola Boulevard garage.

Again, if the Harrison Avenue garage were to come on line, that garage would be capable of receiving this traffic as well.

Also during this phase, what's represented in the block that is coded in pink and blue, with the X through it, that's the existing garage.

Now, based upon my studies, that existing garage would be demolished during the last six months of the project. When that garage is demolished, the pink area represents the amount of visitor parking demands in there, and the blue block represents the amount of employee demands in that garage.

The pink portion represents 151 visitors that park in that garage right now. The plan for those visitors is that they will receive priority parking.

There is a lot immediate to the left and kind of plan north, left,

that's intake. That's where employees park today. That space would be re-allocated for visitors instead. That area can accommodate 176 vehicles and we have a demand of approximately 151 vehicles. It would be reallocated to them.

Do you have a question?

TRUSTEE CUSATO: I have a lot of questions. I can't believe anything that you're saying.

MR. WINKELMAN: Okay. And then the blue block represents the employee demand, which is approximately 290 vehicles based upon pink observations.

Again, all these observations were pre-COVID. Based upon my studies, the parked vehicles out there have actually decreased by 20 percent. We are doing conservative analysis using pre-COVID with the assumption that things would normalize.

TRUSTEE WALSH: Excuse me. I don't mean to interrupt your presentation. I just want to

understand things. This construction structure, the construction worker parking lot, that's the current valet parking that exists opposite the new research center; is that correct?

MR. WINKELMAN: No, it's not.

TRUSTEE CUSATO: No, it's in the south side of the railroad.

TRUSTEE WALSH: Okay.

MR. WINKELMAN: It's another parking space --

TRUSTEE WALSH: I'll get it.

MR. WINKELMAN: It's on the south side of the railroad tracks.

TRUSTEE CUSATO: People have to walk from there to the hospital, right?

MR. WINKELMAN: Correct.

TRUSTEE CUSATO: And you have a third track issue -- mayor, and am I out of order here?

MAYOR STRAUSS: Maybe he can answer that question during the presentation.

MR. WINKELMAN: I will get to how that will happen.

TRUSTEE CUSATO: Thank you.

MR. WINKELMAN: Again, the plan for the employee parking demand is to transfer it over to the existing employee garage on the other side of the tracks.

In order to accommodate that existing demand, it would implement a valet operation. The valet operation could increase the capacity of that garage by 25 percent.

At the end of the day, there will be still a surplus in parking after valet operations is in place.

The construction workers, which is represented by the green box, would be instructed to park at 211 Station Road Garage.

During peak times, they were called upon another location which is at 250 County Seat Drive, and workers would carpool from that location to this location in one vehicle, and then from this location they would go to the site.

One of the reasons that we have done it this way is to eliminate the amount of traffic surrounding the campus. We are trying to make it more of a foot traffic scenario.

Obviously, when the garage comes down and the new existing employee garage is still in place, there is a bridge that goes over the LIRR, that has to come down.

The plan is to use the bridge that is currently using inter-mobile facility and the employees would utilize that to go over the Long Island Rail Road tracks, at which time they would have immediate access to the campus.

TRUSTEE WALSH: Just so I understand, that's the building garage that's behind the Rains Spreading building, that garage. The green structure, that's the parking structure that's behind the Rains Spreading building. Are you familiar with that building?

MR. WINKELMAN: Directly east of the inter-mobile, it has the Social Security.

TRUSTEE WALSH: Yes, I understand. Okay. Sorry.

MR. WINKELMAN: No problem.

Same thing for the green structure, the construction worker parkers, they would also use the inter-mobile bridge to get over to the campus.

At no point are we anticipating having to shuttle back and forth between these two locations. We are keeping things on foot. We are understanding there is a lot of traffic in the area. We are trying to deal with it that way.

Unfortunately, when you take a parking garage structure down, even if we were to take the parking garage structure down and replace it in same place there will still be a period of time we are doing the same thing.

This is the plan. NYU operates

their facility very similar to this already. They already have a valet operation. They have off-site facilities that they use to serve their campus. They are comfortable with this operation. They have to make sure that it meets the satisfaction of their visitors and patients. That's a very important thing to them.

This plan wouldn't have been developed if they didn't think they could operate it at the end of the day.

That concludes my high overview summary. I'll try to answer any questions you many have.

MAYOR STRAUSS: I think we will hold off on the questions until you are done with the application.

MR. SAHN: Actually, mayor and members of the Board, those were the two witnesses that I plan to call this evening. There is a lot of material, of course, in the expanded environmental assessment, but, in essence, we believe that the important

parts of the application were to explain the site plan and the parking and the traffic utilization plan.

So, with that in mind, before I sum up, we would like to accept questions from the Board.

MAYOR STRAUSS: Okay.

You said it was going to be six months that there would be no parking garage at all or is it nine months?

MR. SAHN: Six months. The plans have been refined by Mr. Winkelman for the six-month period.

MAYOR STRAUSS: Okay. When you talk about construction workers parking at 211 Station Road, they are going to use the current pedestrian bridge from the inter-mobile center, and, I guess, in time, the new one from the third trafficking project.

MR. SAHN: I'm going to bring Mr. Winkelman back.

MR. WINKELMAN: Yes. That is the plan to use the inter-mobile. Of course they could walk along the

sidewalk along Mineola Boulevard, but the quickest and most direct route is going to using the inter-mobile bridge.

MAYOR STRAUSS: We are currently having a problem -- what's the incentive to have your construction workers use that parking garage? We currently have problems with the third track crew. They just park wherever they think they can. They take up handicapped spots. They are not the best people to work with.

What guarantees can you provide us, our residents and business owners, that your workers are not going to take parking spots away from people looking to eat in our restaurants, patronize our stores and business owners?

MR. WINKELMAN: Completely understood. I can discuss that with our client to see what kind of incentives there are.

These are going to be contractors, contractors by NYU Langone that could be made part of their requirement that

they park in these facilities for that very reason.

That is something we would have to get back to you on further.

MAYOR STRAUSS: One of the other things you mentioned, you are going to have valet parking over to 120 Mineola Boulevard -- the parking garage behind 120 Mineola Boulevard. You are going to have a valet in the cut out of the lobby area of the hospital, and then you are going to take cars from the patients or visitors and you are going to run them over to 120 Mineola Boulevard and then back?

MR. WINKELMAN: Yes, that is the plan. They would use whatever available on-site parking first to avoid that scenario.

MAYOR STRAUSS: You won't have any on-site parking.

MR. WINKELMAN: There will still be lot with parking, and there would still be a visitor parking garage. There is capacity in there right now to

accommodate a lot of that demand.

MAYOR STRAUSS: You are going to have cars going back and forth. We are going to actually double the amount of traffic there?

MR. WINKELMAN: So I ran some projections on how much traffic that would be, and during peak times out of capacity on the site, we are estimating maybe 60 vehicles an hour, which is one to two vehicles per cycle going through that intersection, what we are expecting.

Again, if the Harrison Street garage were to be -- sorry, it is in my mind that way.

If that were to come on line and we were able to utilize it, that would take away that scenario.

MAYOR STRAUSS: Understood. I don't have faith in the Harrison garage coming on site any time soon.

TRUSTEE CUSATO: Mayor, one second, not to cut you off. It's not going to be valet. It's going to be a

robust valet parking. What does that mean?

MR. WINKELMAN: It means there would be valet station at the lobby and at the ED and at the garage with communication so that you limit the number of people going back and forth and you increase the number of people working it. It has to be fast. It has to be convenient. Everything is about patient satisfaction. It's in their best interest to make sure it works as best as it can.

TRUSTEE CUSATO: I'm sorry. I'm very upset. I'm ready to explode with all the crap you are giving us.

MAYOR STRAUSS: Watch your blood pressure.

I have another question regarding the valet. So obviously the patient experience is key.

You are going to add 60 cars additionally an hour to, admittedly on your end, because the lights aren't sequenced the right way. It not the

optimum, I think, is what you said. So you are going to put 60 more cars at the intersection of First Street and Mineola Boulevard which right now, we are still in COVID -- although, we are coming back, it absolutely disastrous. Mineola Boulevard, First Street, is absolutely disastrous when it comes to traffic flow.

We tried to get the county to redo the light patterns on there, not having much success there. Unfortunately, I'm not seeing that going to happen. Now we are going to add 60 more cars an hour.

Now you also have doctors roaming around looking for parking spots because they need to get in and see their patients right away. They don't have time to drive all over town looking for parking.

From what I understand, please correct me if I'm wrong, right now they park in that parking on Fleet Place and De Mott.

Now if you are going to make that visitor parking, where are your doctors going to park?

Are you going to force them over to the south side of the tracks and make them walk a block away through the inter-mobile garage and over that pedestrian walkway into hospital?

I find that hard to believe that a doctor is going to do that.

MR. WINKELMAN: I understand that. There will be accommodations for emergency for doctors to get to the site. They would be able to utilize the valet and the valet would take vehicles.

MAYOR STRAUSS: So the vehicles going back and forth so we are doubling more of our traffic.

Why don't you just leave the parking garage up until the other one is built?

TRUSTEE CUSATO: Thank you, Mayor.

MR. WINKELMAN: Maybe Mr. Sahn can elaborate on this, but there are plans

for that area which are still in development which is why that was not utilized right now. It also reduces the overall duration of the project so there is less disruption.

TRUSTEE CUSATO: So what's the issue? Why can't you prolong it?

MAYOR STRAUSS: Again, why don't we leave that parking garage up until the new one is built and then it would eliminate the additional traffic on Mineola Boulevard, First Street and Second Street. I don't think doctors would be screaming so much. I think it would increase your patient safety surveys you most likely do. Why?

MR. SAHN: Well, we wanted to present this because we want to be forthright and express that this is a plan we believe will work very well when we get to that time frame.

But, it is certainly something that we can discuss with the NYU Langone team and all the professionals so that we make it work.

If that's one of the considerations we are all here tonight to hear these questions from yourself, mayor and the Board. We will revisit that question and give it very careful consideration.

As we said, at the outset, we are in the process of developing an overall idea and concept for the campus. So we are talking about a six-month period and we felt that we should present to you our thought process on them and get your feedback on them.

But, at the same time, having received your feedback, we are going to certainly consider that point.

We are notwithstanding, mayor, your skepticism and perhaps rightly so, we are hopeful that within the next several months we will be able to find a solution that involves the Harrison garage, because that would be ideal for the Village, we believe, and it will also be ideal for NYU Langone. It would be the easiest solution.

But not having it locked in right now, we had to present to the Village our best effort based on with that.

Let us please take that back.

MAYOR STRAUSS: I appreciate you giving us as much information as can you, being forthcoming with information.

Again, what lies is what is planned for going into the area where the old parking garage is? Those plans aren't finalized. You said in your documents, it's coming up on the end of its useful life. I don't believe it. We are all entitled to our opinions.

Is there a safety issue with it? Does it need to be shut down now?

MR. SAHN: It does not need to be shut down now. It's safe, it's secure, but the engineering studies are that at this point it is less than optimal.

The new garage will meet all of the current codes and it will be a much better structure. Looking in the long run, the new garage is something we

should build.

With respect to what will replace it, we do want to have the dialogue with the Board on that, very clear dialogue on it as soon as we can.

In the meantime, the thought is there will be extension of the hospital facilities in that area. We are not exactly sure how that would look. It's in the process.

The thought process on the Langone part is that the sooner we can build new first class facilities for patient care, the better the community. We believe that in the six-month window, we can accomplish that. Again, having received your comments, we want to go back and give that consideration.

MAYOR STRAUSS: You are building 700 parking spots in the new parking garage?

MR. SAHN: Correct.

MAYOR STRAUSS: If you build a garage for 600, you wouldn't need the variance from the Board of Appeals to

go the extra height. The garage would be lower.

MR. SAHN: Well, we are looking, mayor, for the future, and the future is that we want to provide more parking, not less parking. By going that extra height, we are able to cover the upper deck.

We could have parking on the upper level of the garage that is open air and that way we would not have the need for various.

But by having the roof, which is planned to be a green-type of roof, it improvement in the number of spots, utility of spots and for the visitors to use that upper level full year round.

There are many garage and parking structures where the upper level is not covered. And what happens as a practical matter, I have one in the Omni building that never even got utilized, because as a practical matter when that upper level is open and you

are in inclement weather, nobody wants to go up there.

So this gives us the benefit of extra utility, extra cars, being able to add to the net total overall on the campus.

MAYOR STRAUSS: Understood. I certainly appreciate the additional parking spaces. I don't think there is going to be enough parking for anything that is going on. Parking is always a problem and will continue to be, which is a good problem to have at some point.

Is there a formula you used to come up with 700 spots or is that in accordance with the height restrictions we were working on with you?

MR. SAHN: It was given parameters, size of the lot and the coverage that we could obtain and the height. Those were the factors.

MAYOR STRAUSS: Let's talk about traffic circulation during construction. Will the construction

affect ambulances getting into or out of Second Street into your facility.

MR. SAHN: Mr. Winkelman looked carefully, obviously, because that's a key criteria for anything that we do.

Mr. Winkelman, will you address that?

MR. WINKELMAN: Sure.

Since the garage is obviously situated on the corner, there will be construction activity along both First Street and Third Avenue.

What has been done, they have created construction access driveways. They plan to do access driveways on each of those roadways, so construction vehicles will not be staging on the roadway and blocking emergency vehicles or visitors coming to the emergency department.

MAYOR STRAUSS: What about the construction on the garage? Will there be road closures and crane lifts? We had certainly our challenges with the Harrison area garage. What will that

do? Working on the Harrison Avenue garage, it didn't negatively impact any emergency vehicles coming from the west along First Street.

I see this could be a problem if you have to close First Street.

MR. WINKELMAN: There would have to be some very temporary closure with some parking removed along the side street to be able to make sure vehicles can still go by. These would be very temporary measures.

The plan for the demolition would all be from the internal portion of the side. Once the excavation starts, it would move from the west side to the east side and there will be a crane positioned in the hole.

The plan is to be able to unload precast along First. They would utilize the right of way and the setback between the property line and the new structure so that the trucks could come in, circulate parallel to the new garage.

The crane that's situated in the bottom of the pit would lift and install and work his way out. There would be a ramp within this area for vehicles to get down and up. The vast majority of the work is going to be internal to the site.

I'm not saying there will never been a truck that has to unload, the positioning of the crane and set up of the crane is expected to occur in this area right there. And then once the crane is going into the hole and perhaps to be brought back up, get another hydraulic crane to lift it out.

The intention is to do everything from the ED parking lot now in terms of the setup of the crane.

MAYOR STRAUSS: What about the staging of the precast concrete pieces? You are not going to be able to truck them in from wherever? Are they going to be manufactured? Do you have to stage them somewhere so you can start building one after the other?

MR. WINKELMAN: Exactly. There is going to staging yard. They are going to have to coordinate a staging yard so materials are going to be brought there and then there will be communication between them, and they won't be brought over until the time.

MAYOR STRAUSS: Where do you think that staging yard might be located?

MR. WINKELMAN: I don't think that has been developed yet, in this process yet. We understand it needs to be, especially because we have to maintain access to the hospital at all times.

MAYOR STRAUSS: Interesting challenge.

The professional residence building. Obviously occupied. You said you need to decant it. You are going to move it to other locations. What other locations? Are they going to be within the Village of Mineola?

THE WITNESS: There are approximately 166 seats in that building right now. My understanding

is that 43 of those seats are going to be moved over to 131 Mineola Boulevard, so just around the corner. There are 15 spots on that site to accommodate them. The balance of those are in our parking calculations to maintain on campus and walk to that site. And the balance of those approximately 123 employees are going to be moved over to 1000 Executive Boulevard. Far away from the campus now relying parking on this campus.

MAYOR STRAUSS: When the new parking garage is built, the visitors are going to access the hospital through an overpass you said, pedestrian walkway or a connection from the new garage into the house.

MR. WINKELMAN: They are going to be valet as soon as they arrive at the site.

MAYOR STRAUSS: No. I apologize. When the new garage is built, there is going to be a pedestrian walkway from the garage into the hospital.

MR. WINKELMAN: I'll let the architect answer that one, but I believe there is an internal connection.

MR. SAHN: I'll ask Melissa Sarco to come back. There is internal connection from the garage right into the building.

MS. SARCO: From the new garage. Right now the garage will be stand-alone, so there will be covered walkway from the lobby of the existing garage. You have to walk outside to the other either the north entrance or to the emergency department entrance.

MAYOR STRAUSS: Understood. Thank you.

I have a couple of more questions. I don't want to steal the show. I will turn it over to deputy mayor.

DEPUTY MAYOR PEREIRA: Good evening, everyone. Good evening, Mr. Sahn, the entire team. I'm going to start off by drawing back a little bit before I get to some questions and

leave some questions to my fellow trustees.

I just want to say that, at least for me, I appreciate the efforts of NYU Langone to invest in a piece of the Village that is as old of the Village and is a world class facility.

I think that the Board understands in order to remain competitive and to remain the world class facility that is synonymous with the name of NYU Langone that they have to grow.

In terms of the application that is before us today, this is what I'm looking at, although I know it's part of the larger plan, and I'm trying to focus this.

I do appreciate that the hospital is taking great pains -- and we know on this Board how extensive it is to build parking structures below the ground, price per spot increases substantially for every spot that you build below grade.

And the fact that the hospital has

gone so far as to build three levels below ground so as to keep the height as low as possible, I appreciate that. I appreciate that that effort was made.

I appreciate that that is a costly choice and it shows to me that the hospital is willing to work with the residents and with the Board and with the Village to make it work for every one.

I also appreciate as someone who has lived in the Village for a very long time, perhaps the biggest concern for the neighborhood immediately adjacent to the hospital is parking and traffic. As the mayor said, the more parking the better.

Currently, we have hospital employees and visitors and other people associated with the hospital parking in our neighborhood streets. Obviously, we would like to take as many of those cars off the street and put them into a parking garage.

I recognize the need for the

parking. I recognize the efforts that the hospital has undertaken to mitigate that and to make it as palpable as possible and minimally intrusive in terms of height. The height is similar to the height of the Harrison Avenue garage.

I also appreciate that the hospital is trying to make it esthetically beautiful so that it fits in with the neighborhood and with the garage that is up there now.

Having said that, a couple of questions that I have would be, obviously, I have the same concerns with everyone else about the current visitor garage coming down and the plans of shuttling people back and forth to 120 Mineola Boulevard. Those are real concerns.

I think anyone who spends a day downtown recognizes that is not going to be easy, even with a robust parking attendant plan.

What I would suggest, and I

appreciate Mr. Sahn said that you will have a discussion, I think that what I would suggest is that essentially there would be two parallel plans that exist.

And one is, if the Harrison Avenue garage is available, and that's on the table, and the hospital can lease a certain number of spots, and, of course, pay market value to the Village for those spots, then go plan A.

Plan A is currently on the table because it is able to be mitigated quite easily, literally just either way. However, for whatever reason the Harrison Avenue parking garage has not been submitted or handed over to the Village and that is not on the table, then you have to go and park at 120 or across the tracks, but then there is plan B.

Plan B involved the current visitor parking garage remaining for the bulk of the duration of the construction of the new garage.

I was thinking as you were

presenting, I was thinking this could work out for the Village and the hospital in terms of timing with the Harrison Avenue garage.

And if it does and if the demand is not there for commuters and for residents to occupy that garage, I think it would be certainly amenable, speaking for myself, of course, to be amenable to be in some type of agreement with the hospital during that construction. That certainly would simplify the plan.

The plan that was just presented to us seems overly complicated to anyone and overly ambitious.

Again, I'm hopeful. I tend to be an optimist that the traffic patterns on Mineola Boulevard will change significantly once the Willis Avenue underpass is completed at the railroad, and then you will see that obviously the traffic will choose.

That to get to the south side of the tracks rather than Mineola

Boulevard, but we don't know.

Certainly, we have an idea. It is supposed to be early to late fall of this year, but, of course, we know that that doesn't always go according to plan.

Those are my suggestions, just a food for thought, maybe going forward. I do understand that there are other plans but tonight, now, I would like to focus on this plan.

The only question I have, Mr. Winkelman, once the garage is up, we come to an agreement and the garage is up, what is plan for cueing to get into that garage since it is self service?

I can imagine. There are peak visiting hours in the morning, during the day, in the afternoon. If I'm, coming let's say from the west on First Street and I'm pulling into the garage, how many cars can fit within the property, and how many lanes are there.

I assume there are arms that are

electronically operated. How far, I can imagine three or four cars queued, now you are blocking traffic on First Street.

Would you be looking to eliminate the parking lane on First Street, on the south side on First Street in order for cars to queue there?

As you know, First Street is two lanes, one lane east and one lane west. That is the only question I would have in terms of the specifics of the traffic flow. That was a mouthful, sorry.

MR. SAHN: Deputy Mayor, good to see you there over the screen. You look close to you all of us this evening. We appreciate those questions. And certainly your articulation of plan A and plan B makes sense in many ways.

As we indicated, both myself and Mr. Winkelman, we would like to have plan A as our plan, but not having it, so to speak, in definitive form

tonight, we wanted to give you our best, if plan A did not develop.

I'm going to take that back and all the NYU representatives are here tonight, and we will give it serious thought because it is a very important question.

Let me assure you, it's a question that we ourselves have given a lot of thought to over the last several months. We understand it. It's not as if we don't understand the challenges. We did want to present what we thought was a good and thoughtful method.

That being said, let me ask Mr. Winkelman to come up and talk about queuing. I'm going to advise him as his lawyer not to use the word robust queuing.

TRUSTEE CUSATO: What does that mean? Why put the word in if it doesn't say what it is? It says right here. Robust.

MR. SAHN: There is, I believe in traffic terminology -- I'm not going to

speak for Mr. Winkelman -- but there are valet. There are different kinds of valets. I think what Mr. Winkelman was describing was the kind of valet system where you have people on both ends, so to speak, with a constant flow. I'm going to let him articulate it with his own words.

MR. WINKELMAN: Point taken. I certainly will use other terms to describe valet.

TRUSTEE CUSATO: Thank you. If you don't mean it, don't write it down.

MR. WINKELMAN: Understood.

Deputy mayor, thank you for your thoughts.

To answer your one concern on the queuing, I believe the plan envisions that the lobby operation would still operate and function similar to the way it does today, and that that access point would really be to serve the lobby as how it operates today, instead of parking in the small parking field now they would have to be able to have

direct access. And that the employees and visitors that enter the emergency room department area off of Second Street, would continue to do, so as they do today.

They have one lane that comes into the garage now, and that is how it operates today.

Obviously, this will have more capacity. It will be just as far, or actually further setback from the road where that garage entrance is and they will have direct access to the garage.

It's envisioned that the Second Street access to the new garage, similar to existing garage, would be the primary access point. We don't envision that.

DEPUTY MAYOR PEREIRA: The current visitor garage, although it's one lane, it is several hundred feet onto the hospital property. If you go past to the guard gate and queue back five, ten cars, you are still not in the roadway. You would still be completely on the

property.

If you are telling me the main entrance of the garage is on Second Street, that makes sense. If there is going to be an ingress and egress on First Street, that is a much tighter and a more complicated way to get into that garage.

Although, as the architect claimed, it is going to be set back for esthetics. For density, it's not going to set back enough to queue no more than a car or two.

The reason why I say this, we have a similar situation at the Harrison Avenue garage, the same exact concern at the Harrison Avenue garage. That's why we put an egress and ingress on the Harrison side and on the First Street side as to try to divide and conquer, if you will.

So was my question clear in terms of queuing up on First Street. I'm not talking about the Second Street entrance to the garage. What about the

First Street entrance?

MR. WINKELMAN: I believe I understand your concern is that you envision an eastbound queue First Street going into the garage and that being a possibility of a queuing problem.

My answer to that is that the lobby today will function much the way it will in the future, and the access there is to serve the lobby now, just like the gate to the -- there is a gate that goes to that parking lot today that services it. It will be very similar in nature. The valets will take the cars and they will shuffle them into the garage there.

The Second Street access is going to be primary way to get into the hospital. My experience with gates is that once you pass that 800 vehicle threshold in a garage, is when you really start needing that second gate. That's when you are talking about having one access point.

We already have two access point to the structure in a sense. That alleviates the need to have a second access point.

It is something we can discuss and we can certainly run some models to make sure the queuing is not going to be an issue certainly.

DEPUTY MAYOR PEREIRA: Have you taken a look at the traffic patterns once the Willis Avenue underpass is completed and how that may change those two intersections you looked at on First Street and Mineola Boulevard and Second Street and Mineola Boulevard; and when you speak to your contacts in the county and you are talking about bringing back timing, you know, take that into consideration. I would think, that that would certainly change the dynamics of those two intersections in your favor.

MR. WINKELMAN: That's exactly accurate. What we did -- I'm with VHB Engineering. VHB worked on some of the

third track traffic work. The models that were created in the post condition, after those improvements were done along Willis, were accounted for in my analysis.

We looked at the future timings for Mineola Boulevard and we actually wound up tweaking them a little because obviously we are changing the way traffic patterns change in this instance. We certainly refer to those future improvements and looked at them and incorporated them in our analyses moving forward.

Our future conditions and our analyses account for, I call it a timing plan for Mineola Boulevard that we recommend once this is all in place. That accounts for the changes in the traffic patterns that would occur in the future once those improvements are in place.

DEPUTY MAYOR PEREIRA: Thank you.

I will not monopolize anymore time.

Mayor, back to you.

MAYOR STRAUSS: Thank you.

Trustee Cusato.

TRUSTEE CUSATO: Good evening. Am I upset tonight?

I have a few questions.

Regarding the back garage, between the back and the railroad, the visitors garage. I have drawings for the main garage. Why do I not see any drawings for the other garages, how high, how long.

MR. WINKELMAN: That garage is not being reconstructed as part of the project.

TRUSTEE CUSATO: Would it be possible that that garage will never exist?

MR. WINKELMAN: This garage is an exist --

TRUSTEE CUSATO: No, is it being taken down?

MR. WINKELMAN: No. This is the garage that is being taken down.

TRUSTEE CUSATO: On --

MR. WINKELMAN: On the north side

of the railroad tracks. There are two garages. One is on the north side, which is the pink and purple box. That is the existing, what I call the visitor garage on the direct campus.

And now there is an overpass, a pedestrian bridge between that and the existing employee garage.

TRUSTEE CUSATO: If you go over the bridge and you go through the parking lot to get to the main pavilion, right, is that the parking garage that is being eliminated?

MAYOR STRAUSS: The parking garage that is currently just off of the track, between the hospital and the tracks is the one being eliminated. North of the tracks. Where the helipad is. That's being eliminated.

MR. WINKELMAN: This is an aerial view.

TRUSTEE CUSATO: I realize that, yes.

MR. WINKELMAN: That may show it a little bit better. This is this the

emergency department, interaction of Second Street, Third Avenue. You come in and do that little snake turn. That's the garage that they are proposing to demolish.

TRUSTEE CUSATO: And replaced.

MR. WINKELMAN: And replaced, but replace it on the corner of First and Second.

TRUSTEE CUSATO: It is going to come down and this stay vacant for X amount of time?

MR. WINKELMAN: That was what Mr. Sahn was discussing before. There are future plans and development. They are not fully defined. They will be in the next few months and obviously Village involved in that process.

Now I have a major question. Mr. McKevitt, are you still here. I want it going back to June 12, 2019. Just a half hour ago you stated that you wanted to improve patient care. Back on June 12, Mr. McKevitt, on behalf of the hospital you stated, we

are seeking to add an additional building to the current new life pavilion located on the northwest portion of the building. Two stories with a one-story mechanical penthouse. Total height, 64 feet, six inches.

And then Mr. Burke, at that time, was the director of external relations, would go on to state that the building would serve to add 40 NICU units, plus private rooms. That was 22 months ago and nothing happened.

What's the status of that project?

MR. McKEVITT: Good evening. As you are aware a lot of times was spent on -- Thomas McKevitt, Sahn Ward, 333 Earl Ovington Boulevard, Uniondale.

That was the New Life Pavilion. We spent quite a lot of time we were going to do that NICU at that point.

Since then, there has been a reevaluation on what is going to be done with the campus at the facility. Again, there is a new team in place.

There has been a reevaluation. As of

this point, that is where we are looking to go.

There are other plans in consideration of how to best use the entire campus properly in order to provide the patient care. The plan is still in development at this time.

TRUSTEE CUSATO: You know what, I want to say something. I'm not going to say anything more.

MAYOR STRAUSS: Thank you.

TRUSTEE CUSATO: I'm done. Thank you.

MAYOR STRAUSS: Thrust Durham.

TRUSTEE DURHAM: Mr. Winkelman, with his traffic study and actually, the parking garage, how many employees are supposed be park in that garage?

What percent and what percentage are employees and what percent is visitors in the new garage?

MR. WINKELMAN: Right now there is approximately 151 visitors that park in the -- in the garage that we are demoing. Then there is a hundred or so

or more parking on the surface.

Based on my observations, there were at least a hundred people parking on the street. I don't know if they are employees or visitors. We are talking about somewhere in the range of 300 visitors total would be in that garage.

TRUSTEE DURHAM: So 400 employees?

MR. WINKELMAN: It has the capacity. That's a management question as to how many employees they would allow to park in that garage.

Based on the observations I have, there will be surplus spaces on this campus meaning not necessarily going to be allocated to staff.

TRUSTEE DURHAM: How many employees park in the garage coming down?

MR. WINKELMAN: Based upon our observations we believe there is about 290 that are parking there right now.

TRUSTEE DURHAM: There are 290 that are currently parking in the

garage coming down right now. You assume 290 would be moving to the new garage?

MR. WINKELMAN: If they follow the same operational plan, yes.

TRUSTEE DURHAM: The traffic study you did, does not show the hours where the hospital changes employees.

When I was looking at Second Street and Third, with the entrance, the max that they would have was 147 cars, or 168 cars and that was 147 cars coming out. So, if you have 300 employees coming in, that's more than that. I just think that the traffic study doesn't correctly show the change of times when all the employees are moving on and off the property.

MR. WINKELMAN: My understanding of the shifts on campus is like a 7:00 a.m. shift change, which is one of the critical shifts, and there is another shift around 3:00 p.m. There are various visits on the campus.

Those are the two shifts, changes,

there is a 7:00 a.m., a 3:00 p.m.-ish and there is another one at 7:00 p.m. at night. All of those shift changes are primary shift changes, but the 7:00 a.m. and 3:00 p.m. are the biggest ones that are going to drive traffic.

TRUSTEE DURHAM: Your traffic study started at 6 a.m., so normally the people that are late for work, are actually going through right now. The people showing up early and getting to work -- my wife is a nurse and I know she has to leave plenty of time beforehand, before her shift starts.

I also looked at the traffic study and the times, you had two cars come off of Marcellus Road and First Street during the whole time you had your traffic study in the middle of July.

I believe that the entrance on First Street is there. You are going to have cars coming down Marcellus to get to First to go in. You are going to have cars going down Wellington to First to get to the entrance, and you

are going to have cars coming down Park.

Those three blocks are going to have dramatic increased traffic if that First Street entrance is not just a visitor entrance.

If that First Street entrance is there and employees can come through, employees come in late, whatever, and whip down those blocks to get into the parking lot, we are going to have a dramatic increase in traffic in the neighborhood through those residential areas.

MR. WINKELMAN: I think that falls in to deputy mayor's concerns as well, in terms of the queuing. And that is something I can certainly take back to NYU Langone and have discussions about how we can control who comes into that access so that the campus will continue to function much of the way it does today, more so from Second Street.

TRUSTEE DURHAM: Now, the parking garage that is on the south side of the

tracks, I believe one of the things shows 1,600 employees.

MR. WINKELMAN: The capacity of that garage is 1,322 spaces and it could increase over 1,600 with valet. Those are the numbers.

TRUSTEE DURHAM: If you take down the garage in the back that they walk through, I was there the other day watching, and in 15 minutes, between 6:30 and 6:45, I counted over a 150 people crossing that bridge going in both directions.

So now where are those people going if the parking lot is not there, and there is no way for them to get into the building?

MR. WINKELMAN: They would use the overpass on the inter-mobile was.

TRUSTEE DURHAM: If you walk down the street, down the block to the inter-mobile overpass, and to go, how would they go in from there?

Are you setting up a set --

MR. WINKELMAN: I know there is a

lot of construction going on in this area.

TRUSTEE DURHAM: You are saying if they are tearing down the garage, how are they getting into the hospital? Are they going up and walking into the emergency room area? How are they getting into the building if you are tearing down that down and there will be a construction site?

MR. WINKELMAN: It's in there that they would use the sidewalk connections along the front of the site along Third.

TRUSTEE DURHAM: All the employees would come in through the emergency --

MR. WINKELMAN: That's how they would have to -- they would work their way around this area and I'm sure there will be another access point that would separate them from going in through the emergency department.

They are going to have to maintain access to this side of the hospital for them.

TRUSTEE DURHAM: So you are going to have to set up a construction walkway or whatever for the employees to take in from?

MR. WINKELMAN: Yes, that's what I envisioned, yes.

TRUSTEE DURHAM: I see that to be a major problem if they don't have parking before or another setup before you get to that. With that number of people to come out and take a walk down the block, whatever, you are going to have everybody parking as close to the hospital in any spot in the neighborhood as close as they can before they do that.

Right now I can take an easy walk around and you can see between 50 to 100 cars that are all employees for the night shift, that they park on the local streets.

MR. WINKELMAN: I think that's much of what we heard tonight. We are certainly going to go back and discuss the parking plan and the staging of

construction sequence of construction.

TRUSTEE DURHAM: When we approved the garage on the opposite side -- at that time it was Winthrop -- and told us that it was going to be for the employees, whatever, and they were going to -- give out cards to make sure all the employees parked over there. That they would take the track, the employees, whether they were using the garage or not.

That never came to fruition, never bore out. They parked the cars and the same people that parked on the street continued to do that.

The hospital itself, my family is a long time at the hospital. That building that is coming down for the parking garage used to be the nurses dormitory.

When my grandmother came down from -- in 1927 she dormed there and she was a nurse at Nassau Hospital for numerous years working maternity. So there is history there from my family.

I understand, the hospital has to move forward and everything has to go. I think that it needs to in stages, I need to know what the plans of the backup are for. Because, the sides of that garage and the other area, as of right, the hospital builds a 50 foot building, all the way across it. It's a lot more employees.

That's as of right, without the Board doing anything on the hospital site. So I would need to know more about what's going on with the property. I have no further questions.

MAYOR STRAUSS: Thank you.

Trustee Walsh.

TRUSTEE WALSH: Thank you. Good evening. How are you?

Just to go along with what the deputy mayor had said, I believe that it's very important to have a modern hospital in Mineola. I understand the deep roots that Winthrop Hospital, Nassau hospital has, going back since probably before I was born, and that

wasn't just yesterday. I understand that the importance of this.

I have a few issues, and my first issue is what the mayor said and everybody else is saying. I really think you are gumming up this whole thing by tearing town the existing parking garage just north of the railroad tracks while the construction of the new parking garage is going on.

Because this idea of valeting cars over to parking field 4 which is behind the 120 building just doesn't sound like a good idea to me.

I don't know if you ever parked in the existing valet garage that's on Second Street. Have you ever parked in there?

MR. WINKELMAN: I've walked it several times and observed it several times.

TRUSTEE WALSH: I've seen that often, people, waiting, heading west, holding up traffic, looking to make a left-hand turn to go in there and

people heading east waiting to go in there. It's just a mess. That's a small example of what will happen when people looking to valet their cars, lining up, who knows where, to go across 120 building. I just don't see that working at all for the traffic, whether Willis Avenue is open or whether Willis Avenue is not open.

The architect said that you wanted to have clear dialogue here. I would like to have at some point -- maybe not tonight -- at some point before the hearing is reserved, for us to get an understanding exactly what the hospital intends to do, on the entire site.

We are here for land use. We are here to learn. We are not here to teach you anything. We are here to learn. That's what I'm here for. I want to learn what the hospital wants to do with the project in its entirety.

Now, when you take down that second garage, the existing garage, when you take it down the existing

garage, there is another open parking area behind it that where there are gates that open up to De Mott.

Are you familiar was with what I'm talking about? Okay. Maybe about eight years ago I went with the mayor to a meeting at the hospital. It doesn't matter who was there. At the time John Collins was the presiding -- running the meeting. And they spoke about a great necessity for a generator to go into that spot. That open space that opens to De Mott. And the importance and the urgency of that generator. That was eight years ago.

What happened to those plans? Did those plans go away? Are you going to have a generator?

I would like to know what's going to happen to the space where the existing garage that is going to be torn done, and the parking behind there, what the going to go there?

You know, everybody has heard stories, and I'm sure everybody in the

room here that is involved with the hospital has some idea what's going to go there. I'm sure the hospital spent a tremendous amount of money researching what they want to there. They haven't told -- not us, but the people of Mineola what they are going to put there.

For me, I could not see anything but keeping this hearing open until we find out what the hospital wants to put in that area.

MR. WINKELMAN: Understood.

TRUSTEE WALSH: Do you understand? That's the clear dialogue I want. It's architect talks about clear dialogue.

MR. SAHN: Trustee Walsh, I think that's very appropriate. And, in fact, as I mentioned, all the people here this evening from NYU Langone, do want to have that dialogue and we will have it with you. We acknowledge its importance.

TRUSTEE WALSH: And it should be.

Part of one hearing -- in my opinion,

it should be part of one hearing, not this hearing from the parking garage, another hearing -- for whether it's going to be a generator, I don't know -- another hearing for what you want to put in the existing spot.

We should be given this information all at the same time so we can learn what you want to do.

MR. SAHN: We will do that, if it is something we are permitted to do.

The reason, again, we started with this, regardless of anything else, we wanted to replace -- we know we want to replace the old visitor garage.

Looking at the campus in a whole, which I started it, it is over a 11 acres, considering where could we put this new visitor garage. This seems to be the most logical place. We knew this would be component A first and foremost.

TRUSTEE WALSH: I agree with that. I understand the need for more parking. Hospitals want to develop, but they

don't develop parking for people who are coming to visit the patients and stuff. I understand that. I appreciate that you are looking into a parking garage.

I would like to know -- I don't need to know. I think who is it that came up with the idea to tear down an existing parking garage before the new parking garage is built? That's not for me to know tonight.

It seems like there is something there other than just coming up with an idea of moving people to the downtown area, which is very congested.

MR. SAHN: The points are all taken and we look forward to the dialogue.

TRUSTEE WALSH: Now, along with this dialogue, there has been quite a few conversations over the years, NYU Langone and then Winthrop and now Langone becoming a teaching hospital. I know in the research center they change things around and have a small

school of some students.

I'm sure that down the road they want a bigger school with more students, not just 30 or 40 -- or does anybody in the room know how many students are existing today and how many students do they want to have in the future, and where will that school go.

That's part of the overall picture. I would like to find out about.

If I could just -- I don't mean to filibuster you --

MR. SAHN: I'm making notes of all your questions.

TRUSTEE WALSH: A lot of people ask me about it and think about it and I think about it is on Mineola Boulevard between First Street and Second Street, there is the research center. Next to the research center there are four or five empty stores with the exception of the souvlaki shop and the store next it. They are empty

for a long, long time. The facade is falling off. They are a mess. I understood you don't own them.

People -- rumors have it, of course, that may become part of the NYU campus at some time -- maybe you can take back to the people that you speak to about plans for that street.

Does NYU have plans for Mineola Boulevard between First and the new research center?

Because, frankly, it looks like those buildings are being warehoused for a sale or something. This isn't just coming from me. I heard from many, many people. That should be apart of the discussion too, at least for me.

Deputy Mayor spoke about First Street. You have to come up with a plan to get people in and out of there without traffic. I'm sure that could be worked out.

Because of the people in the neighborhood today suffer with

employees from the hospital parking all over the place rather than either being shuttled to Sears or going across the railroad tracks, especially on holidays and Sunday when there is no enforcement.

I go down there all the time, especially every holiday I drive around and look. Every single space, including the train station are all taken. We see people coming out in hospital garbs and get in and out of cars. It's human nature. People are going to do what is easier.

If you are going to have assigned parking for employees, Mr. Durham said we were told it was happening at an earlier hearing, first building research center, that would be helpful.

The people living in the immediate area are taking a beating. There are probably plenty of people in the room here that will testify to that.

I'm not happy with demolishing the existing garage. When you demolish the

existing garage, are your plans to take the material out through De Mott and that -- De Mott and Fleet, is that where the demolition is going to go out?

MR. SAHN: On that part, I have to ask my colleague, Mr. Winkelman.

TRUSTEE WALSH: That would be fine.

MR. WINKELMAN: To answer your question, I would have to consult the actual construction manager for that information. But knowing your concern about bringing it out there, that access, the residential neighbors in that area, I don't think that would be an option that they would look towards. I think they would look toward an option, Second Street.

TRUSTEE WALSH: That would have to be part of the agreement. I can't see them taken out through there.

The problem with demoing that stuff, if you come out the exit that drives along the railroad tracks and

drives out on Third, it's a one-way street. Every single item that gets delivered to the hospital, every aspirin, every bed, every sheet goes through Station Plaza North and into the loading dock. That's already crowded.

You are going to have to come up with a plan for us to learn how you are going to be demoing that building to do the least amount --

MR. WINKELMAN: Yes, we did tun traffic patterns and to the neighborhood.

TRUSTEE WALSH: I'd like to hear from the residents.

MAYOR STRAUSS: Before we get into the resident's comments and from the Board -- we would all like to hear from out residents, we have to give our court reporter a break.

(A recess was taken.)

MAYOR STRAUSS: We are going to reconvene and continue this. We would like to hear from the residents.

Anybody in third row, fourth row, fifth row, somebody in that corner?

Yes, ma'am, come on down. For the proper reporting, please state your name and your address. That would be helpful.

MS. SIMMS: Janet Simms,
J-A-N-E-T, S-I-M-M-S. 95 Woodnut
Place, Mineola.

You know, it was a very interesting discussion. I've lived on Woodnut since 1987. At one time I was an executive at Winthrop. I feel as though I can see all the sides of this conundrum here.

I have a lot of sympathy for the hospital having worked for it in a planning capacity. I understand how important parking is and the development for the future.

I'm also a resident and a getting older resident, who is a pedestrian and a driver.

The situation on the ground stinks, as you know. It is very hard

to drive. It's hard to make a turn to get out anywhere from Woodnut on to First, from First onto Mineola Boulevard, anywhere on Second Street. You know this. But it is also hard to be a pedestrian.

It has come to the point when I walk my dog I carry a flashlight and I shine in the driver's eyes because they don't stop. People don't stop. People speed. People are looking for parking. People are circulating. There is an enormous amount of traffic.

It's not only the little old ladies. It's the hundreds of boys who get off the train from Chaminade who also have to cross that street. It's the children waiting for the school bus. It's the school buses. It's the drivers double parked in front of the parking building across the street from hospital. And everybody making turns into and out of the campus. It's dangerous.

I don't know what the answer. I

very much appreciate the thoughtful question that the mayor and the Board members asked. And I'm very much hoping that we find a solution that works for all of us, the Board, the residents, the hospital, and those of us who depend on -- everybody in Mineola -- the hospital, the Village and our neighbors. Thank you very much for hearing me.

MAYOR STRAUSS: I can't agree with you more, and thank you very much for taking the time, coming down in the late evening now.

I think that the parking garage at Harrison and Third Avenue, and this one will certainly alleviate some of that driving around looking for parking spaces. These vehicles, in my opinion, are here already. They are driving around endlessly looking for parking spaces that don't exist, hoping to find someone pulling out in front of somebody's home so that they could sneak in there.

Hopefully, this parking garage will alleviate some of that congestion, some of that constant traffic. Our concern of how to do it and whether that other garage needs to come down at the same time.

Anybody else from the public wishing to speak?

Yes, ma'am.

MS. RAMOS: Linda Ramos, R-A-M-O-S, 107 Woodnut Place, Mineola. My address puts me two blocks west of the campus, just for perspective. I'm one of those residents.

Thank you, guys. You have asked most of the tough questions that we all as residents have discussed.

In addition, to Deputy Mayor Pereira with the staging issues on First Street, it is a mess there. I walk that every day. Doctors flying in and out of that parking lot. People thinking they can pull in there thinking they can get to a parking garage, like pulling into the main

entrance and they cant, so they are looping around.

That entrance right there scares me honestly coming off of First Street especially once the new parking garage opens. Yes, it will give people a place to go, but they still have to get there. They need to get to that destination.

If you put in Winthrop University Hospital into GPS, it's going to bring you to the First Street entrance. Second Street access by emergency room amazing, not probably going to be used anybody other than employees, if we can get them to use it.

Most traffic will be brought to the front of the building, based on everybody relying on a computer to get from point A to point B.

Again, it is reiterating on what you guys said. As a resident and the anticipation of where the employees parking versus realization, two totally different things. It might be ample

parking for them, haven't seen them utilize it.

I've lived on that street since 1990. Quite some time every day for a while it was the same people.

Unfortunately, we then had to have the Board approve some parking restrictions on our own block. We now have to have it from Monday through Saturday. I can't park in front of my own house on weekends. If there was a way to eliminate any of those issues and be able to go back to some type of normal, I would be all for it. I don't know if this is necessarily the answer.

You can build a parking garage, but it doesn't mean they are going to come to it.

The visitors that come for an hour or two, they don't want to pay fees to park, quite honestly so they will park two blocks and walk.

Although you have it there, it's great. It's there and available, but the reality of the use of it, I feel

could be two different things. Just from what I've seen over the years.

Once the Sears building came into effect and the shuttle, those employees have to show up maybe -- probably a minimum of 40 minutes earlier to park at Sears and be shuttled over. They are not going to do that. They are pulling in at 2:47 for that 3:00 shift and run into hospital.

I see it. I lived it every day of my life. I worked for home quite often, even prior to the pandemic, so I am there a lot during those times.

We just did have to have the parking restriction, 90 minutes extended to 8:00 p.m. because that 3:00 shift would pull up 2:45, parking restriction ended at 4:00 so they were able to stay 90 minutes and still be there at 11:00 at night.

I'm a four driver household. I was not able to have one of my cars on street. People would come home to park in the evening, no place to park.

Again, having it built, some way of making them use it is better. They are still going to do it, running late. And again, visitors that don't want to pay the fee. Sorry, didn't mean to take up so much time.

Trustee Durham had brought up another one of questions I had. Obviously, you are going to go bigger on the campus. Everybody in their right mind would know what the intention of Langone is going to be with the entity that it is. Buildings on the campus will get bigger.

As Trustee Durham said, they will increase patients, visitors and employees. Your extra 134, potentially 234 with the employees being moved off site, they are going to be gone, and we are going to be back to this again.

I like to plan for the future as much as possible -- that is my neighborhood. This is my neighborhood and has been quite some time.

The only other question I might

have -- I don't know if it's a question or statement. As far as the 75-foot height of the parking garage with the bulkhead with the machinery, sound proofed somehow, I know some additional ventilation was put up due to COVID on the roof that was not covered around and the sound of that in my window, now that I'm starting to open the windows again, it's horrendous.

We have the air-conditioning, that soundproofing was put up. That was great.

Now there is another ventilation system unit making very similar sounds. Anything like that, I know it is a pretty busy corner as it is, just keeping sound and noise quality.

I'm concerned about the time the construction going to take for myself who walks that way everyday. For many of my neighbors who are commuters, hospital employees that live right in that area as well walking to work.

We do have about 150 Chaminade

students that come off the train and have to get from the railroad to Chaminade, and that corner is extremely dangerous as it is.

If we take away sidewalks and access points for those pedestrians, I fear the worse happening, more often than it does unfortunately in that congested area.

That's about it, not really any questions, just my point of view.

MAYOR STRAUSS: Thank you for your point of view.

Anyone else wishing to speak on the topic?

Mr. Sahn.

MR. SAHN: Thank you, mayor, members of the Board.

What I think is the most appropriate thing I can suggest at this point is given all the comments and the dialogue that we've had, and knowing that the Board is not going to be rendering a decision, I would join in the thought that was expressed to

continue the hearing so that we can receive whatever comments from the Nassau County Planning Commission are outstanding and address the questions that were posed to the NYU Langone team and look forward to coming back at the next meeting date in May, perhaps.

MAYOR STRAUSS: Absolutely, yes. Unless the Board has an objection, I would like to continue the hearing to May 19 and get another input.

TRUSTEE CUSATO: Did you say May 26?

MAYOR STRAUSS: May 19.

Is that okay with your team?

MR. SAHN: That's fine. Thank you, so much.

MAYOR STRAUSS: Thank you, very much.

We are going to close this right now, and we will see you back on May 19.

Thank you, counselor.

MR. GIBBONS: Thank you, folks.

We are going to take a very brief break

and come out for our public meeting.

* * *

I hereby certify that the foregoing is a true and accurate transcription of my original stenographic notes.

Janine M. Colasanti

JANINE M. COLASANTI, RPR
Senior Court Reporter