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TOWN BOARD
TOWN OF OYSTER BAY
REGULAR MEETING

June 11, 2024
10:17 a.m.

SPECIAL PRESENTATION

JOSEPH SALADINO

SUPERVISOR

**

RICHARD LaMARCA

TOWN CLERK

TAKEN BY: KAREN LORENZO, STENOGRAPHER

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A P P E A R A N C E S

P R E S E N T:

SUPERVISOR JOSEPH S. SALADINO
COUNCILWOMAN MICHELE M. JOHNSON
COUNCILMAN LOUIS B. IMBROTO
COUNCILMAN THOMAS P. HAND
COUNCILMAN STEVE L. LABRIOLA
COUNCILWOMAN LAURA L. MAIER
COUNCILWOMAN VICKI WALSH

A L S O P R E S E N T:

RICHARD LaMARCA TOWN CLERK
JEFFREY P. PRAVATO RECEIVER OF TAXES
FRANK SCALERA, ESQ. TOWN ATTORNEY

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PRAYER:

CANTOR DAVID KATZ
TEMPLE OF ELOHIM, JERICHO

PLEDGE:

JACK STEIN

SPECIAL PRESENTATIONS:

Oyster Bay Rail Road Museum
 William Burke
The Center for Developmental Disabilities
 Angela Parisi

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SUPERVISOR SALADINO: Good morning, ladies and gentlemen, and welcome to our Town Board meeting of the Oyster Bay Town Board for June 11, 2024.

Just to give you an update on what we'll be doing, many of you are here for the car wash hearing. That will be our first hearing. So we'll do that right at the beginning once we start the calendar. And I want to let you know this is town government at its finest. This is representative government, and it is the right of any organization to put an application forward. We are neutral and we are here to listen to you, the people that we represent. So no emotions, folks. This is all about being professional. We will listen to each and every one of you. Let's give full respect to everyone speaking this morning at this hearing, and I'm sure it will go well. And we want you to also know that we will be keeping the rolls open for 60 days after today going forward. So if you have other

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thoughts, other people who would like to be heard, they can write us, they can e-mail us, they can phone us. So we'll be keeping that record open to make sure we hear from everybody. This is what democracy is all about. And we are proud to provide democracy in the very best form.

For those joining us this morning for the first time, matters can be brought to us and we are live streaming on our Town's website, www.Oysterbaytown.com.

This record is being recorded and later transcribed. People can submit those comments to us. They can e-mail publiccomment@OysterBay-NY.gov. Again, publiccomment@OysterBay-NY.gov or they can be mailed to us at the Office of Town Attorney, 54 Audrey Avenue, Oyster Bay, New York. 11771. I will give you that address again, although most of you know the address here at Town Hall: Office of the Town Attorney, 54 Audrey Avenue, Oyster Bay, New York. 11771

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One of the big changes we made to Town government back in 2017 when this new administration began was to lead every meeting with prayer and to have that prayer led by everyone ecumenically of all the different religions in the town. And this way we encourage that we are all one family, and that we learn more about one another to bring us closer together.

Leading us in prayer today, we have a good friend, Cantor David Katz of Temple of Elohim in Jericho. Cantor Katz is not only a cantor, I'm told soon to be rabbi; that's great news. But the cantor is also a nationally renowned singer, and we are extremely blessed to have him perform at our holiday show at the Tillis Center. And folks, don't miss the holiday show. It is free. You apply for the tickets ahead of time. We want you all there. And "wow" doesn't fully describe the talent when the cantor sings.

So for the purposes of our morning

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opening prayer, would everyone please
rise?

(Whereupon, all rise.)

CANTOR KATZ: Supervisor Saladino
and council members, thank you. They say
in the Talmud you're only supposed to
tell somebody half of their praise
publicly. I appreciate it.

SUPERVISOR SALADINO: That was only
a tenth, you're really that good.

CANTOR KATZ: We're really here for
for everybody in the town, and, as you
said so beautifully, democracy and the
way we do things and you are really
leading every time I'm here.

So it's an honor to be able to
invoke a higher spirit today as we begin:

God and God of our fathers and
mothers, with mercy accept our prayer on
behalf of our country and its government,
pour out your blessings on this assembly
here today upon its leaders, its officers
and officials who faithfully devote
themselves to the needs of the public.

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Help them understand the rules of justice you've decreed so that peace and security, happiness and freedom will never depart from our land. Grant that they may have the courage and the strength to lead our community and our country in a fair and balanced way, with consideration for all of those in need, as well as all of those blessed. Give all leadership the ability to see and hear past their own challenges as they take on the awesome responsibility of making not only their own community better and safer for all, but that their deeds and efforts may rise to the level of what we call Tikkun Olam, the healing and repairing of the world. And together we say, "Amen".

(Whereupon, all, "Amen".)

SUPERVISOR SALADINO: Cantor, before you leave the podium and while everyone is standing, I'll ask you to assist us in an additional prayer. Unfortunately, on a very sad note, we lost one of our dear friends, former councilman, a great

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attorney, and just an amazing public official, former Councilman Anthony Altimari. Would you assist us in praying for Anthony Altimari and his family?

CANTOR KATZ: We have a tradition that when somebody passes that within our hearts, within our intention, we ask that they have a safe and a quick passage back. And we pray that your friend and your member's soul go back to where it came from and that it is loved and given the beauty of its creation. We say, "Amen".

(Whereupon, all, "Amen".)

SUPERVISOR SALADINO: Thank you, Cantor. We appreciate your being here. We look forward to meeting with you again. But we also look forward to hearing your golden tones at our holiday show. You do such a great job.

CANTOR KATZ: Thank you.

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SUPERVISOR SALADINO: Congratulations
on your soon to be ascent to Rabbi. Let's
give a big hand.

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SUPERVISOR SALADINO: Also important as it always is, is to honor our veterans, honor our nation. And we do that at each and every town board meeting as well as many opportunities during the year. So we're very proud to have the Pledge of Allegiance led by an extremely distinguished veteran and a very dear friend. We're proud to welcome commander Jack Stein of VFW Post 5942, in Plainview, who also is ascending to a higher position. He was just promoted to VFW District 10 Commander; that's all of Nassau County. He is also the New York State Veterans Hospital chairman with the Elks. So, Commander, if you'd kindly lead us in our on our Pledge to our nation.

COMMANDER STEIN: Please join me.

(Whereupon, the Pledge of Allegiance is said.)

COMMANDER STEIN: Thank you, Supervisor. Thank you for all you do for veterans and your constituents and the Board. Thank you, all.

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SUPERVISOR SALADINO: God bless you
and God bless all our veterans. Thank
you, sir.

Let's take this moment to focus on a
moment of silence for all of the men and
women serving our nation, for all of our
veterans who have served and for all of
those in law enforcement, all of our
first responders, fire emergency
responders, and of course, all of our
healthcare heroes. May God bless them all
as they work to protect us.

(Whereupon, a moment of
silence is observed.)

SUPERVISOR SALADINO: Thank you.
Please be seated.

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SUPERVISOR SALADINO: Thank you for that.

Before we begin with our first hearing, I do want to remind you, if you'd like to be heard at that first hearing, the process is to fill out the slip there in front here on the table. And we ask you to fill out a slip if you'd like me to call you up to be heard on the car wash hearing so you can get that done while we're taking care of some ceremonial business.

With that we are recognizing with great pleasure and we're here to honor the collaboration in our community that supports local students with special needs. The Center for Developmental Disabilities of Woodbury partnered with the Oyster Bay Railroad Museum, an organization that -- two organizations, quite frankly, that we're all very proud of, to provide hands on, real world job experience for students as part of the Special Vocational Internship Program.

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The program offers students a unique opportunity to participate in a number of different job experiences, from collecting all of the Museum's mailings and working on the mailings to cleaning and sanitizing the displays. They also took photographs and worked at maintaining the surrounding gardens and plantings. And they learned a lot about the history of our town, which is one of the major benefits that the Railroad Museum provides. Remember, our former governor and 26th president of the United States, Theodore Roosevelt, would utilize this railroad station as he went back and forth to Manhattan and I assume Washington, D.C., as well. And there's a wonderful photo of him reading the newspaper as he waits for his train. I don't know if that train was late or on time, but it's a great opportunity. This is a wonderful opportunity not only to honor the Railroad Museum and those who work with folks with special needs, but

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to also promote taking a trip this summer to the Railroad Museum. When we talk interactive, I mean state of the art. You use your cell phone with these interactive displays and the person, including President Roosevelt, comes alive on your phone and tells you all about the history. It is so cool and a not to miss. And we're so proud of you. One of the many reasons to have a historical vacation right here, whether it's one day or more, right here in the Town of Oyster Bay.

So those joining us from the Railroad museum, we're lucky to have William Burke, the executive chairman, John Specce, who is the president; Rob Brusca, attorney for the museum; John LaVelle, educational co-chair; Ann Balderston-Glynn, who is the media/marketing committee chair person; and board member, Dottie Simons, all with us.

Would you mind all standing for a

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moment so we can recognize you all?

(Whereupon, applause.)

SUPERVISOR SALADINO: With us today for the Center for Developmental Disabilities we have Principal Paula Matthews; we have Angela Parisi, the transition supervisor; and vocational counselor Pam Dahan. Would you all stand, please, and be recognized?

(Whereupon, applause.)

SUPERVISOR SALADINO: And now we have William Burke of the Oyster Bay Railroad Museum and Angela Parisi of the Center for Developmental Disabilities to join us at the podium and share a few words about this initiative so we can all learn about what you've done.

MR. BURKE: Good morning. As education chairman, along with my partner, John LaVelle at the Oyster Bay Railroad Museum, we are proud to help recognize a group of volunteers that truly reflect a core mission of the Museum, and that's the mission of

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community service. They clearly represent a small gem in the heart of Oyster Bay.

The Railroad Museum is predominantly a volunteer organization, striving to heighten the public awareness of the Railroad's role in our heritage and the Museum's connection to the life and achievements of President Theodore Roosevelt.

The Museum is a 501-C3 not for profit, and operates under an absolute charter granted by the New York State Department of Education, and is a campus facility consisting of a landmark train station and a display unit. We are also a functioning restoration operation.

Education is one of the driving forces by design and purpose of everything that happens at the Museum. Our education program spans students from five year olds to young adults to senior citizens. For years, we have partnered with the Oyster Bay East Norwich School District, conducting field trip lessons

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for kindergarten and third grade each year. Our program has served other school districts on Long Island and scouting groups from Brownies to Eagle Scouts. Topics range from the science of steam engines, US history, writing, drawing, and simulation time travel to the days of yesterday year using artifacts, storytelling and just pure imagination. Our experienced educators highlight the impressive collection of exhibits that encourage students to touch, to pull and enjoy tactile learning skillfully utilizing our teacher's guides containing pre and post tour activities that teachers can also use to reinforce our role playing track safety activity and thus bring that museum experience into the classroom and to the home to share with parents.

Our lessons have been developed by licensed educators are grade appropriate hands-on and interactive, stimulating a passion for trains, curiosity about the

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technology of railroading, exploring an encounter adventure with real railroad equipment, or feeling the thrill of walking in the footsteps of Teddy Roosevelt. Our tours wisely end with a ride on a turntable, carefully restored by our yard team that puts fun into learning.

The Education Committee also coordinates with board member Ronnie Schneider on a junior volunteer program for 12 to 15-year-olds who assist with strict adult supervision with work at our railyard on Saturdays. That colorful mural that welcomes visitors was also designed and coordinated by our Education Committee.

As a board member, I speak today in appreciation to the longstanding support by the Town of Oyster Bay, the Supervisor and the town board members, and to share with them one of our important achievements made possible by their critical support for our most fundamental

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museum mission, guiding young learners of all abilities with the step up and a boost in self esteem.

Congratulations VIP volunteers!

(Whereupon, applause.)

MR. BURKE: I'd like to thank everyone for this honor today, and I would invite each and every one of you to come visit us at the museum. Thank you very much.

MS. PARISI: Good morning, everyone.

First, I just want to give you a little bit of background on the Center for Developmental Disabilities. We were founded in 1988, starting with our Children's State Program. We provide comprehensive services for children and adults with intellectual and developmental disabilities. We offer a wide range of programs and supports that include residential services for children and adults, employment services, and community habilitation. The Center supports students ages 5 to 21 in our

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school program, located on our main campus, along with our Children's Residential Program. We also host 20 community residencies in Nassau and Suffolk counties, operate three adult facilitation programs, and offer a variety of community based services.

I started working at the Children's Aid Program about six years ago, and that's where the story kind of begins. Collaboration between the Center and Museum began with the field trip back in August of 2019. In my line of work, I'm always looking for ways to motivate my students, link their interests to their learning, and provide them with real world, hands-on experiences. That summer in 2019, one student needed some extra motivation and loved railroads. Several of his peers shared this interest, and thus a field trip from the Center to the Museum was planned. As the day arrived, the students excitement became palpable. When this trip came to an end, some of

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the students were adamant that they didn't want to leave. This got me thinking, and I inquired if Bill and John had ever considered or had hosted an internship program. The idea percolated and we kept in touch during the pandemic. Through our correspondence, the Vocational Internship Program (VIP) was born.

Different squads were identified to target both the interests and strengths of the students involved in the Center's vocational career level. Since at the time community outings were on hold, Bill and John generously agreed to drop off and pick up the supplies for mailings. Our onsite mail squad collated the materials stuffed and labeled envelopes.

Once community internships were reinstated, several other squads came to life. Kevin led the way by sanitizing displays, being trained as a junior tour guide, and assisting with kindergarten tours and tours from classes from the

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Center. He also participated on the maintenance squad along with Kayla and Miguel.

Last year, those students prepared the Museum for opening day by providing a deep cleaning. Miguel also headed up the inventory squad and photography squad. He was responsible for counting out items in the Museum's gift shop and documenting trips and work experiences using a digital camera. And those of you that can see him, he has that camera with him today.

Last, the team brainstormed the idea of creating and maintaining a garden in the railyard on site. Dottie from Sanctuary Home and Patio graciously offered her time, support and materials. Kevin and Miguel were joined by Kaitlyn, Justin, and Hayden. Under Pam's supervision, the planters were filled with a combination of flowers grown in the Center's greenhouse and bulbs donated by Dottie. The interns also collected

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seashells from Roosevelt Beach to decorate the borders. More plants were put directly into the soil.

Our next mutual project includes painting a mural on the trash receptacle located right outside of the railyard.

I want to express my sincerest gratitude to the OBRM Team, especially Bill and John, for taking a chance and providing meaningful, real world work experiences to my students.

Thank you also to Pam for collaborating on projects and providing on site supervision, and to Dottie for her support with the garden and mural.

Lastly, I want to offer a big thank you to the Town of Oyster Bay for recognizing the hard work and accomplishments of our VIP interns.

(Whereupon, applause.)

SUPERVISOR SALADINO: Thank you very much to both William Burke and Angela Parisi. Fine organizations and to have you collaborate, it speaks to all the

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wonderful good that you do in the community, how important you are, but it also speaks to who you are as administrators in these two fine organizations helping each other.

We have Town of Oyster Bay citations for both the Railroad Museum and the Center for Developmental Disabilities, but we also have a special presentations to the students or interns. We have many of them here today, including the student volunteers, we have Kayla Bailey, Kevin Santana, Miguel Arredondo, Hayden Maran, Justin Skorupski and Kaitlyn Carvajal. We're going to ask you all to meet us right here at the rail. I'm going to ask for assistance from my colleagues on the town board to make presentations. First to the Railroad Museum, someone who lives just down the block and as always, been so proactive with so many of the organizations up here, and that is Councilwoman Michele Johnson to present to the Oyster Bay Railroad Museum and for

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the Center for Developmental
Disabilities, I'm going to ask Mr. Oyster
Bay, our town clerk, Rich LaMarca, to
present that, along with all of the
elected officials, on behalf of our Town.
Come on, folks, let's go show them the
love.

(Whereupon, citations
presented and photographs
taken.)

SUPERVISOR SALADINO: Guys, how
about another big hand for Jack Stein.

(Whereupon, applause.)

SUPERVISOR SALADINO: Thank you very
much. And congratulations to all the
honorees. We appreciate everyone's
patience while we honored these very,
very important people.

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SUPERVISOR SALADINO: A couple of announcements before we begin our business of the day. We always are here for others and to assist. So when the hospitals here on Long Island began to face an emergency blood shortage, we decided to take the bull by the horns and once again hold a blood drive. We're inviting our residents to donate blood on Wednesday, June 19th from 1 p.m. to 7 p.m. at the Hicksville Athletic Center. It works out well. Some folks are off from school or from work that day. It's so important. It's from 1 to 7, so people can donate blood after work too, if you're working that day. This is being held at the Hicksville Athletic Center.

I'd like to thank all of my colleagues on the town board, and especially Councilman Tom Hand, who is coordinating this blood drive. For additional information in regard to this blood drive, call the Town of Oyster Bay

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Public Information Office at (516)
624-6380, that's (516) 624-6380, or visit
our website OysterBaytown.com.

I'd also like to thank our town
employees. We've had some phenomenal
programs that have been running
throughout the community. Our programs
are free and we have sent out our
schedule of all the free concerts and
activities for the summer. It's going to
be a very exciting summer of free shows
and different places throughout the town,
fireworks and the list goes on and on.
And I thank the incredible workforce here
in Oyster Bay who were very, very proud
of including those who retired and those
who are onboard and currently working. We
appreciate all of you for providing such
a special summer for our residents.

Councilwoman?

COUNCILWOMAN MAIER: Thank you,
Supervisor, if I may, just for one quick
second. Regarding the blood drive, we've
received a couple of inquiries on some of

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our social media pages. Walk-ins are welcome. I know a lot of people have a last minute change of plan, so if you do not have an appointment, we are accepting walk-ins, so if you're able to make it down between 1 and 7 p.m. next Wednesday, June 19th, we really appreciate it. Thank you.

SUPERVISOR SALADINO: Thanks, Councilwoman. Very, very important. And we're here to make sure that we're protecting our residents and all of the residents of Long Island, and your blood is critical to do that.

(Whereupon, above matter concludes, 10:44 a.m.)

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C E R T I F I C A T E

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

I, KAREN LORENZO, a Notary Public for and
within the State of New York, do hereby
certify:

That the above is a correct transcription
of my stenographic notes.

IN WITNESS WHEREOF, I have hereunto set
my hand this 11th day of June, 2024.

Karen Lorenzo
KAREN LORENZO

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11th ^[1] - 30:13	ability ^[1] - 8:11	alive ^[1] - 15:8	ascent ^[1] - 10:3
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TOWN BOARD
TOWN OF OYSTER BAY

REGULAR MEETING

June 11, 2024

10:52 a.m.

Hearing 1

HEARING - P-7-24

To consider the application of JTEAM29 LLC,
fee owner, for a Special Use
Permit at premises located at 25 Pine Hollow
Road, Oyster Bay, New York.

(M.D. 5/7/24 #35)

JOSEPH SALADINO

SUPERVISOR

**

RICHARD LaMARCA

TOWN CLERK

TAKEN BY: KAREN LORENZO, STENOGRAPHER

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A P P E A R A N C E S

P R E S E N T:

SUPERVISOR JOSEPH S. SALADINO
COUNCILWOMAN MICHELE M. JOHNSON
COUNCILMAN LOUIS B. IMBROTO
COUNCILMAN THOMAS P. HAND
COUNCILMAN STEVE L. LABRIOLA
COUNCILWOMAN LAURA L. MAIER
COUNCILWOMAN VICKI WALSH

A L S O P R E S E N T:

RICHARD LaMARCA TOWN CLERK
JEFFREY P. PRAVATO RECEIVER OF TAXES
FRANK SCALERA, ESQ., TOWN ATTORNEY

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APPEARED:

Tom Abbate, Esq.

Mike Lynch, Real Estate Expert

Michael Rant, North Coast Civil

Aaron Machtay, VHB

David Jacobson, Applicant

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SUPERVISOR SALADINO: Will our Clerk Rich LaMarca, would you please poll the Board?

TOWN CLERK: Supervisor Saladino?

SUPERVISOR SALADINO: Present.

TOWN CLERK: Councilwoman Johnson.

COUNCILWOMAN JOHNSON: Present.

TOWN CLERK: Councilman Imbroto?

COUNCILMAN IMBROTO: I'm here.

TOWN CLERK: Councilman Hand?

COUNCILMAN HAND: Present.

TOWN CLERK: Councilman Labriola.

COUNCILMAN LABRIOLA: Present.

TOWN CLERK: Councilwoman Maier?

COUNCILWOMAN MAIER: Present.

TOWN CLERK: Councilwoman Walsh?

COUNCILWOMAN WALSH: Present.

TOWN CLERK: Supervisor, we have a quorum.

SUPERVISOR SALADINO: Would you please call the first hearing?

TOWN CLERK: Today's first hearing is to consider the application of JTEAM29, LLC, fee owner, for a special

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use permit at premises located at 25 Pine Hollow Road, Oyster Bay, New York.

MR. ABBATE: Good morning, Supervisor Saladino, members of the Town Board. For the applicant, I'm Tom Abbate, I'm an attorney with offices at 88 Sunnyside Boulevard in Plainview.

This morning's application seeks, as Mr. LaMarca read off the public notice, a special permit to establish a car wash. And that's right here in Oyster Bay. It's located just outside the hamlet proper, and the premises is 25 Pine Hollow Road. This is a vacant piece of parcel, vacant piece of land. So the east side of Pine Hollow Road, Route 106, and it possesses just short of 28,000ft² or 0.64 acres. And while this property is owned by and this application is brought in the name of JTEAM29, LLC, that's really my client, David Jacobson. And David is here with me this morning. Dave, where are you? There he is back there. Frankly, I'm personally proud of Mr. Jacobson for investing in

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this property and in this area.

As this board knows, and as we're going to demonstrate, this is an area of town -- and I'm going to put it as delicately as I can -- which has been neglected. It is rife with shuttered businesses and vacant structures. So now we have Mr. Jacobson, who's not only investing in this property, but when he purchased it about six years ago, he immediately embarked upon this project. And if we're successful in this application, it will be an endeavor that will cost him \$6 million. And that's just for the car wash itself. It has nothing to do with his acquisition cost, which is why I'm proud of him.

The property is located in the (GB) General Business Zone. That's our most expansive zoning category. It allows the most uses of any other zoning district. And in the GB car washes are a special permit, special use. Now we hear that term all the time, but I think it's

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important that we all understand, the Board and the public, what a special use is. When town boards delineate something as a special use, that means that it's deemed to be in harmony with the zone. So when your predecessors, when this board as it was constituted years ago, labeled car washes as a conditional use in the GB, that meant that they found it's deemed to be in harmony with the GB zone. If not here, where? And that's not just my opinion as a zoning and land use attorney. That comes from the Court of Appeals, the highest court in the state of New York, and it's a case called Northshore Steakhouse versus Thomaston. I know Mr. Scalera could rifle off the site at the top of his head, 30 N.Y.2d 238. But there, over 50 years ago, the Court said the inclusion of the permitted use in the ordinance is tantamount to a legislative finding that the permitted use is in harmony with the general zoning plan and will not adversely affect the

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neighborhood.

Now, the caveat there is all conditional uses, this one is no different, have to satisfy various conditions. And we have those conditions. They're written out in our code at 246-9.4 broadly stated environment, traffic, real estate safety impact on the neighborhood. We're going to go over them. We're going to address every one of the written standards, but we're not going to stop there. We're not only going to show you how this project amply satisfies all of our special use criteria, but it also addresses those concerns which our neighbors have about this proposal, and which we learned as a result of Mr. Jacobson's neighborhood outreach. He conducted meetings with the civics, and we learned of some various concerns, most of them dealing with traffic. And as you're going to see, we've addressed them here in.

So overall, this is going to be an

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economic jolt to a downtrodden area of the Town of Oyster Bay. It's going to substantially beautify this area of the Town of Oyster Bay, and it's going to provide a convenience.

Right now you live in OBEN, you live in Oyster Bay East Norwhich, you're going down to Syosset, or you're going to Glen Cove to get your car washed -- 15 minutes and 20 minutes. That's one way. And what are you doing every time you're going to Glen Cove? You're taking your shopping dollars with you. We would rather our residents in the immediate area be able to get the car washed here and keep their shopping dollars in Oyster Bay and East Norwhich.

So there are numerous benefits to this application. And all of them, I think, should be enthusiastically embraced not only by this Board, but by our residents.

So to explain our project in detail, I have three witnesses. I have Mr. Aaron

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Machtay. He's a professional engineer with the firm of VHB and I'm going to ask that you recognize him as a traffic expert because traffic is a paramount issue.

I have Mr. Michael Lynch. Mr. Lynch is a real estate appraiser licensed by to the State of New York and has his own firm, Lynch Appraisal in Huntington.

And to open up and to start us off, the man who drew our site plan, Mr. Michael Rant, a professional engineer with North Coast Civil right here across the street in Oyster Bay. Mr. Rant?

Supervisor Saladino and members of the board, I'm sure you all have the site plan in front of you to refer. We also have it on the board here, so that the public can see that which we're referring to.

SUPERVISOR SALADINO: With that, can everyone see the board? We can have the board moved or you can feel free to move your seat. We want to make sure everyone

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sees all of the evidence. Let's make sure that everyone it's convenient for everyone in the room to see.

(Whereupon, boards are moved to accommodate.)

SUPERVISOR SALADINO: Also, do we have a slide for the monitors? Is there anything digital so that it can be put up on the monitors?

COUNCILMAN IMBROTO: Mr. Abbate, do you have a smaller copy of any of this material?

MR. ABBATE: Oh, yeah.

COUNCILMAN IMBROTO: Could you give it to us?

MR. ABBATE: Yes. You should have it as part of your packet.

COUNCILMAN IMBROTO: It's just to big.

MR. ABBATE: Oh, it's too big. Bigger is better. Because when you get to a certain age, you can't read the numbers anymore.

Here's our site plan, Mr. LaMarca

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(handing).

MR. ABBATE: All right, so, Mr. Rant, you heard me state that one of the biggest concerns is traffic. And any time you're dealing with a car wash, people are concerned that you're going to gum up the roadway. That this car wash on Pine Hollow Road is not going to be able to get cars off the street fast enough. But you have designed this such that we have a substantial amount of stacking on our own property. Can you explain that to the Board?

MR. RANT: Correct. Good morning, Supervisor Saladino, council members.

My name is Michael Rant from North Coast Civil. We prepared the site engineering plan before you this morning.

So in looking at one of the major hurdle to look at is not queuing vehicles that would back up onto the right of way. And this road, Pine Hollow Road, is in New York State right of way, New York State 106. And part of our review

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2 process, we needed to go to them to gain
3 their approval. So they look at line of
4 sight, they look at traffic impacts. They
5 look at how this queuing would impact
6 their roadway, the location of the curb
7 cut, looking to minimize any impact
8 points and points of conflict. So we
9 positioned the curb cut on the north side
10 of the property, which allows us to gain
11 the most amount of queuing. So as you
12 enter the site before you get to the pay
13 station, there's the ability to queue 15
14 vehicles on the site. Once you get
15 through the pay station, there's another
16 five vehicles queuing before you enter
17 the tunnel. So there's a total of 20
18 queuing spaces that would occur before
19 you enter the actual car wash itself.

20 MR. ABBATE: And the tunnel itself
21 accommodates approximately another five
22 cars; isn't that correct?

23 MR. RANT: Correct.

24 MR. ABBATE: So we're looking at
25 plus or minus on-site queuing of 25

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vehicles; is that correct?

MR. RANT: That is correct.

MR. ABBATE: All right. You talked about the curb cut, one curb cut on 106 or Pine Hollow Road.

MR. RANT: Also correct.

MR. ABBATE: So we're minimizing conflict points rather than having a dedicated entrance and a dedicated exit, that's what the DOT called conflict points that could gum up traffic. Here we're keeping it to one. It's an entrance and an exit. I'm sorry, Mr. Rant.

MR. RANT: The New York State DOT, who regulates the curb cut and the location, they try and minimize any conflict points so they would rather have one curb cut for entering and exiting property.

As you head further south on Pine Hollow Road there is a curvature of the roadway. So we wanted to make sure we're furthest away from that to give us adequate line of sight, which provides us

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looking north and south, the adequate line of sight for safety purposes. So this application and this plan, as proposed to you this morning, does meet all of the New York State DOT criteria as far as traffic impacts, line of sight, curb cut location, vehicle queuing, and all of the necessary criteria that they would have to adhere to. And the traffic expert will go further into the vehicle traffic impacts as well.

As you enter the site again, there was queuing for 20 vehicles before you enter the tunnel and then queuing for another five vehicles within the tunnel. On site there is also additional parking spaces for customers as well as employees. And there's a number of vacuum spaces that would allow vehicles to park and vacuum in the vehicles prior to leaving the site.

MR. ABBATE: Let's talk about the vacuuming because vacuuming generally makes noise. What are we doing to

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minimize that impact that that effect on our residential neighbors?

MR. RANT: So typically on many existing car washes, you have separate vacuum equipment that would be at each individual space and that would create noise. This is a centralized, fully enclosed enclosure that would house the actual equipment and at each station would only have a hose. So there wouldn't be noise that would be created from each individual location. It's fully enclosed. It's a high end model that creates very low decibels as far as the equipment. And again, it is a fully enclosed structure that would not have any impact or sound that would emanate to the neighboring property.

MR. ABBATE: The intention is to further attenuate sound. We have both hard buffering and soft buffering. Can you explain that to the Board, please?

MR. RANT: Yes. So the enclosure would be a solid structure around the

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enclosure. And then along the property line there would be a solid fence as well as an evergreen buffer that would provide an additional layer of soil sound retention.

MR. ABBATE: Now, those evergreens, Supervisor Saladino and members of the board, are going to be what are known commonly as green giants. They start out at 8 to 10ft. That's at the beginning. And then they grow about 6 to 8in a year after that. So we have both the hard buffer of the six foot PVC fence and then the soft buffer of the evergreen screening.

SUPERVISOR SALADINO: What will the distance be between those trees planted?

MR. ABBATE: They'll be planted eight feet on center, Mr. Supervisor.

MR. RANT: Typically staggered eight feet on center. And that spacing allows them to essentially grow together as a solid hedge as they get fully established.

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MR. ABBATE: Now, this also received approval from the Oyster Bay Sewer District, correct?

MR. RANT: Correct. So there is approval from the Oyster Bay Sewer District as well as the Water District that allow the usage of the water and the sewage discharge. This is a recycling facility that uses a substantial amount -- and we'll have to speak further about that from the experts. But there is a --

MR. ABBATE: We have a water reclamation system. And of course, this Board knows that water is my pride. We have a system that reclaims 75% of our water. So it's a 75% water reclamation program that we install here that has been approved by the Water District. So it's environmentally sensitive to that extent.

MR. RANT: In addition to the sewer on the water, as part of the development of the property, we'll have to comply with all the requirements for containment

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of on site runoff. So we have a fully engineered drainage system that meets the Town's criteria, as well as New York State's criteria, and that would be fully containing all of our runoff from our newly created impervious areas, any disturbed areas and these tributary areas. Currently, there is no drainage facilities on site and it is not in compliance with the current code. So by implementing this plan, it will be a vast improvement over the existing condition.

MR. ABBATE: I have no further questions of Mr. Rant unless the Board has any inquiries.

COUNCILMAN LABRIOLA: I did have a question. I see that you have the location for the vacuum. Does this car wash provide what's known as the detailing feature, where you offer the extreme services for people with special cars and where would you place those cars?

MR. ABBATE: So you just anticipated

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where I was going. I wanted to give you some bread and butter information about this. To answer most directly, yes. In the proposed detached garage, that would be a detailing center which could hold two cars at a time.

And then with respect to the operation itself, the tunnel, while there's one tunnel, you have a choice of either doing an express car wash or full serve. So the express you would just go to the kiosk, hit it up with your credit card, sit in the vehicle and go through. At the very end, you have the choice whether or not you wish to vacuum your car yourself. If you choose for the full service, you would pay an attendant at the register, exit your vehicle, the vehicle would go through -- and by the way, the wheels are done automatically. They're not done after the fact when you get out like they are in most car washes. So when you exit from the full service, then we have our employees drying off and

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buffing your car. So you have that choice, but still, it's only one tunnel going in.

In terms of operation, we'll be open seven days a week, at least we propose to, Monday through Saturday from 8 a.m. to 6 p.m., and then on Sunday from 8 a.m. to 3 p.m..

COUNCILMAN IMBROTO: How did the driveways line up with surrounding uses?

MR. ABBATE: There's only one driveway. Mr. Rant, do you want to address that or do you want to have Mr. Lynch address that?

MR. RANT: Mr. Lynch may be able to address that further. Obviously, the strip mall that is on the west side of the of Pine Hollow Road is --

COUNCILMAN IMBROTO: Isn't that the 7-Eleven?

MR. RANT: No, the 7-Eleven is a little further north. So the strip mall across the street on the west side, there's a number of vacant stores. So

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there are a number of utilized and unutilized curb cuts. It's kind of a mishmash. And I believe once that site is developed, at some point there would be more of an established curb cut. But I don't believe there is any conflicts across the street. And that's part of the New York State DOT review is to look at those.

MR. ABBATE: So, Mr. Imbroto, as those vacant sites and somewhat blighted sites get developed because it is a state roadway, as Mr. Rant just alluded to, they will require more defined curb cuts. Right now we just have pavement that meets pavement, and people come and go in a haphazard fashion, which is not a safe situation. So again, because it's a state roadway, any future development, and we're hoping that this application spurs future development, will bring the entire site not only into greater conformance, but in turn, greater vehicular and pedestrian safety.

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Any other questions, please do.

COUNCILWOMAN MAIER: I do.

Good morning. Thank you for your presentation. I do have a few questions. How and where does the customer pay for their services?

MR. RANT: They would pay for their services at -- on the site plan, there's a proposed pay station so they would pay from their vehicle.

COUNCILWOMAN MAIER: And where?

MR. RANT: As you enter the site, there's a on the site plan. You can see there's a double stack layer of cars that are queuing. So at the south end of that there's two gates and that's where you would pay from your vehicle.

COUNCILWOMAN MAIER: So will you have an attendant there that will be taking credit cards or is that a self-pay option?

MR. RANT: I believe everything is self-pay, but there would be an attendant to help guide you through the process.

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COUNCILWOMAN MAIER: Will there be a loyalty program where -- I know there's another car washing island that you have a sticker on there. So it's just express, it just automatically identifies that you have a membership. And then the gates go up and you go right in. So you're not interacting with anyone, and it goes relatively quickly.

MR. ABBATE: Yeah. We're looking to avail ourselves of all technology to speed the process. One of those things that we have here, you know when you go to a car wash and you have to get your tires into those tracks, we don't have tracks. This is a belt. It's one oversized conveyor belt. So we don't even have that delay of people trying to manoeuvre their car and often missing. But we do have an attendant at the outside to direct you onto the belt after you've paid it.

COUNCILWOMAN MAIER: So actually, I have another question since you mentioned

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that, so what would prevent a customer since most of us are used to having that conveyor belt where you have to align your wheels from the customer going, and now you're stepping on their gas and going into the side, or, you know, instead of putting in a neutral.

MR. ABBATE: Just like in a traditional car wash where you have a fellow directing you, you would be directed here again: A little left, a little right, slow down. You know that whole thing. We have an attendant not only at the front, but at the rear too, at the exit as well, telling vehicles where to go if they wish, if they're just doing the express to exit right away or to go to the vacuum station.

COUNCILWOMAN MAIER: Now, is this common practice for a car wash? Not to have tracks? I personally have never been to one.

MR. ABBATE: This is new and just facilitates the ease of movement of

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vehicles and actually quickens the amount of time that they remain on our site. So when we talk about that all important onsite queuing of 25 cars, this is not even delaying them so much as to get the tires up to the tracks. That saves us time. Maybe it's not tremendous per vehicle, but it adds up, right?

COUNCILWOMAN MAIER: So that leads into, I guess my last question is from the time that the customer pays for their services and for them to be completely through the car wash --

MR. ABBATE: It's about three minutes to five minutes. That excludes vacuuming. It takes about three minutes to get through the tunnel.

MR. RANT: And the tunnel does all operation. So it does the Armor All on the tires. It drives the car. It's a full service within the tunnel. So when you get out it's just vacuum.

COUNCILWOMAN MAIER: And you said that tire service is done while you're

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inside the car wash, it's not done after the fact by a person?

MR. RANT: In order to save time outside with an attendant on the vehicle, it applies the Armor All to your tires as it's gone through the tunnel.

COUNCILWOMAN MAIER: So if a customer just decides to go and vacuum their car after they're done with the car wash, they go and exit to the left?

MR. RANT: Well, they would exit straight into one of the designated parking vacuum areas.

COUNCILWOMAN MAIER: How many are there?

MR. RANT: There's 11 spaces for vacuum.

MR. ABBATE: Again, that was designed, councilwoman, to avoid any queuing on site there to prevent any jam up there. We don't think we're going to need all 11 at any one time, but it certainly allows a vehicle flow.

COUNCILWOMAN MAIER: All right.

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Thank you.

COUNCILMAN HAND: Can you speak to grey water discharge and how that's going to take place, as well as the chemicals utilized in the process?

MR. ABBATE: I can't speak to it.

MR. RANT: I can't.

MR. ABBATE: All right. I'll consult with my client and we'll give you that answer, Councilman Hand.

COUNCILMAN HAND: Thank you.

MR. ABBATE: But I understand with your background why that would be very important to you, as well as me.

COUNCILWOMAN WALSH: I have a question. I know you spoke about the hours. Unlimited car wash; are you going to be offering that type of service? Unlimited car washes, where they pay a monthly fee and they can have unlimited car washes?

MR. ABBATE: So to remain competitive, we have to offer those kinds of programs. One of the more popular

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thing is if your car gets dirty the very next day, you can come back and get it washed. If it snows or rains or something. You see that all the time to remain competitive and to attract customers. Absolutely. We'll be offering that to our customers.

SUPERVISOR SALADINO: Counselor, what is the proposed name for this car wash?

MR. ABBATE: Clear Car Wash.

SUPERVISOR SALADINO: Clear Car Wash.

And you propose that this name will be on the building and then on a sign as well?

MR. ABBATE: Yeah. Any signs that we have are going to be of a conforming size. But we will need, if we're successful in this application, variances from the ZBA, only because that detached garage, which we're putting the detailing, doesn't have enough setback. And one of the proposed ground signs,

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while it's not oversized, also doesn't need a setback. But that would be the province of the Zoning Board of Appeals.

SUPERVISOR SALADINO: Does the applicant have another car wash and another location on Long Island that's operating currently?

MR. ABBATE: He is in the car business and he has with him his proposed manager, who has 40 years experience in car washes and who's here with us this morning too. In fact, it's he I was going to turn to to answer Councilman Hand's question about the chemicals and whatnot, because he's got the decades of experience, which is why Mr. Jacobson brought him in on this project.

COUNCILWOMAN WALSH: And also where the drain is located on the street, the storm drain, when I drove past I only saw one which was in front of the car wash. So I guess that would piggyback the question to Councilman Hand.

MR. ABBATE: Okay, so with respect

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to the storm drain, again, that's up to New York State DOT. But Mr. Rant, I know he gave you a lot of information. One of the things he said was we're required to collect all of our rainfall on site. And here in Oyster Bay, that's for a three inch rainfall, and he's designed for that. So we have the infrastructure on our site to keep all of our water on our property. Is that a fair statement?

MR. RANT: Right. There is a State catch basin in the roadway currently. We will not be connecting to that cap space in all of our rainfall runoff will be contained on site in dry wells and discharges into the ground. There is a sewer main that runs inside Pine Hollow Road. Our sewer discharge will connect directly to the sewer system.

COUNCILMAN LABRIOLA: Just a follow up question as to the operation. It looks like you have a sales area. What will you be selling in that area? Where do people park to buy or purchase? Do

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they park in the vacuum space?

MR. ABBATE: So their car will actually be going through the tunnel. So if you're going to get out of your car, you're only doing that if you're getting a full service wash, right? So you'll be exiting at the pay point, going outside. You can stay outside; you can go inside. The retail items that we will have on those you typically find: Air fresheners, things of that nature, accessory to a car wash. It's not a huge area. It's not a full retail convenience store. It's not selling foodstuffs or anything of that nature. Windshield wipers.

COUNCILMAN LABRIOLA: I'm just trying to understand the operations.

So they're in their car. Right. They go through in three minutes, as you said, and then they would park to go purchase something if they wanted to purchase an air freshener.

MR. ABBATE: Yeah. If you did the

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express and you sat in your car, yes. In one of those 11 off street parking stalls that Mr. Rant notified in the plan, you could then get out and go inside and get yourself an air freshener. If you're doing the full service, you're going to be out and about anyway while your car is going through the tunnel.

MR. RANT: You're not staying in the car if it's a full service. So like a typical car wash, your car would be brought through by an attendant and you would walk through the building and you could buy something inside at that point.

COUNCILMAN LABRIOLA: Because I'm looking at the six parking spaces by the garage, you couldn't get to those spaces after you went through the tunnel.

MR. RANT: Those are really for employee parking.

SUPERVISOR SALADINO: What's the largest number of employees that would be working there at any one time?

MR. ABBATE: At our peak it will be

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eight. And that will include manager on site and the traffic person in the front, the traffic person in the rear. And then four people doing wipe downs on the exit of the vehicle.

SUPERVISOR SALADINO: How many parking spots did you say were proposed?

MR. ABBATE: We have seven.

It's also been our experience, and I think you're going to hear from Mr. Macktay, that the large part of the car wash employee pool either comes to the site by foot or on bicycle and does not use motor vehicles. And we expect that with the demographic here in town to be the same, it would be mirrored here as well.

MR. RANT: So there's one space dedicated in the garage for an employee parking space, and then there's six outdoor parking spaces. So seven in total plus a handicapped spot. So eight parking spaces.

MR. ABBATE: All right. Thank you,

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Mr. Rant.

MR. RANT: Thank you.

MR. ABBATE: I know that we did touch on some traffic items, but that needs to be explored further. So I'm going to call Mr. Aaron Machtay with the firm of VHB. As I mentioned, he's a professional engineer with the firm of VHB. And I ask that you recognize him as a traffic expert. Mr. Machtay, good morning, if it is indeed for the morning.

MR. MACHTAY: For the record, Aaron Machtay from VHB offices at 100 Motor Parkway, Hauppauge, New York.

MR. ABBATE: Your firm reviewed the site plan and ancillary documents prepared by our project team in relation to this application, correct?

MR. MACHTAY: Yes, correct.

MR. ABBATE: You compiled a report which we then submitted to the Department of Planning and Development and which is in possession of the Town Board, correct?

MR. MACHTAY: That's correct.

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MR. MACHTAY: Before you get into it, I want to ask you some very specific questions. You heard Mr. Rant and I both speak about the significant, significant on site stacking that we will have on this property. The number is about 25 vehicles that will not be on the roadway. Because we have that significant on site stacking of vehicles, will that prevent cars queuing up or bottling up traffic on Pine Hollow Road?

MR. MACHTAY: Absolutely.

MR. ABBATE: And why is that?

MR. MACHTAY: Well, the reality is, is that there's only so many vehicles that are coming to access the car wash at any one time. And the 25 vehicle queuing is greatly in excess of what will typically be expected.

In our study, which was prepared in accordance with the Town Department of Environmental Resources Transportation Information Request Addendum, we project during the peak hours of the commuter

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peak hours, 39 vehicles entering and exiting during the single hour. At that level of traffic, this queuing is more than enough to accommodate vehicles without backing up onto the State highway.

MR. ABBATE: With respect to this application and going through, would your findings be the same? You're talking about ingress and getting vehicles off of Pine Hollow Road. What about egress and getting back onto Pine Hollow Road?

MR. MACHTAY: Well, it's the same thing. In this site, the way they designed it actually takes a very big benefit into account in that the driveway that we're providing is at the northern section of the property frontage. And at that section, Pine Hollow Road has what's called a two way left turn lane in the center. And the two way left turn lane, ostensibly, it provides for the ingress into the site by a dedicated left turn lane, which takes it out of the flow of

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southbound traffic. But it also lets us do what we call a two stage left turn. So vehicles exiting the site don't have to wait for a simultaneous gap in north and south traffic. They can turn out with a gap in the northbound traffic, queue in that center lane, and then merge into the southbound to to head south.

MR. ABBATE: All right. That's a very important point. And I bring it up to you, Mr. Supervisor and members of the board, because what we learned at our meetings with the neighbors is this, there is a fear of those who reside on Park and thereabouts, that people will not be able to make a left to go southbound from the car wash on Pine Hollow Road. They will instead turn right, go up to the signalized intersection, turn right on Berry Hill Road, turn right on Park, and then turn right on High Street to then exit going southbound. You've looked at that possibility and the likelihood that that

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is a manageable maneuver. What is your professional finding?

MR. MACHTAY: So there's no benefit based on where we're providing the site access and based on the fact that there's the center left turn lane at that, that center left turn lane doesn't progress down Pine Hollow Road, so it's not provided at the intersection of High Street and Pine Hollow Road. So comparatively, the benefit of making a left out of High Street versus making the left out at our site driveway, the left turn out at the site driveway will be much more easy to make. So essentially by making the right out and then the series of right turns that Mr. Abbate just mentioned, you don't gain benefit, you just add travel time and you make a more difficult left turn than would exist out of the driveway where it's located.

MR. ABBATE: Moreover, if you're going to make a left out of High Street, that doesn't have the turning lane that

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we enjoy at our curb cut; is that correct?

MR. MACHTAY: Yeah. That's exactly it. The turning lane is a very big part of of allowing this left turn to be feasible in terms of projections and operations. It's just an easier turn to make because again, is that area to queue and then to merge into the southbound flow of traffic, and you don't need to wait for a simulatneous gap.

MR. ABBATE: Conversely, what we had learned from some of our neighbors is that they fear, because it happens now what we were told, is that if there's a backup the intersection of Berry Hill Road, people were turned right on High up Park to Berry Hill Road to get out. And by the way, that's often done if it's done at all, in violation of an existing sign prohibiting any right turn from Pine Hollow Road onto High, but only between the hours of 4 p.m. at 6 p.m.. The fear is that the car wash will exacerbate that

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sometimes illegal maneuver. But, Mr. Machtay, didn't you already testify that we are not going to exacerbate the traffic conditions heading northbound on 106 because of our significant on site vehicle stacking?

MR. MACHTAY: Absolutely. The stacking on site and the projected level of activity, it wouldn't be expected that the traffic would back up onto Pine Hollow Road, so it wouldn't have an effect on the existing flow of traffic. Furthermore, our driveway is located north from High Street, so the traffic that generated by the car wash itself doesn't really have the opportunity to make that movement that Mr. Abbate just mentioned. That's for prevailing traffic on Pine Hollow Road that's doing it to cut through to Berryhill Road. They would miss our site completely so they wouldn't enter there.

MR. ABBATE: Now, one thing that we have learned, members of the board, is

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that the neighbors are considering doing something about restrictions on High Street. One of the proposals is to close it completely. One of the others is to expand the no right turn 24 hours a day. For the record, Mr. Jacobson will join in any application to the Township of Oyster Bay that the neighbors wish in order to restrict High Street access. We don't want to aggravate our neighbors. First of all, we don't think anybody's going to make the right hand out, right to Berry Hill, right to Park, right to High, because, as Mr. Machtay explained, it doesn't work. But if it gives our neighbors solace, if it gives them benefit, we absolutely will join in it. We do not need, for the record, High Street access. We don't even abut High Street. We don't abut Park. But to the extent that there is a fear, grounded or not, that people will use Park and High to cut through, we will join them in any restriction that they wish, as the

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homeowners on those roadways, to have the
Town of Oyster Bay enact.

With respect to your study, Mr.
Machtay, what is the general peak period
for a car wash?

MR. MACHTAY: So the general peak
period for car wash, it's actually, uh,
somewhat interesting, because what tends
to occur is that the car washes' absolute
peak will occur something akin to a
Saturday morning after a significant
weather event. If there's snow, the sand
and ice and the salt trucks are out,
people get that on their cars, they're
immediately concerned, want to get it
washed off as quickly as possible. So
when there's a good weather day following
a bad weather day, particularly on a
Saturday, the morning people will be
highest. But that also has a consequence
means that during the commuter peaks,
when the roadway volumes are highest, the
traffic volumes would actually be more
subdued for the car wash itself, which is

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a benefit.

MR. ABBATE: Do your studies bear out the fact that car washes are a destination retailer?

MR. MACHTAY: Absolutely.

Again, you know, it's largely driven by that in many cases, the need for it because you get something on your car, so you're probably going to the car wash, so that's where you leave your house.

MR. ABBATE: So it's seldom a pass-by use.

MR. MACHTAY: Yeah. Not a significant volume of the traffic would be pass-by. Some, but not that much.

MR. ABBATE: Now do your studies also bear out that which I do, and that is if I'm going to the car wash, I see a significant line, I don't even get on it, I keep moving. Do your studies bear out that people act like me?

MR. MACHTAY: Yes. Absolutely. For the most part. Again, there are those anomalous weather events. But those end

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up, you get it at the times that are off peak. But in the unlikely scenario that the queue is all the way backed up, people will just bypass and come at a later time.

COUNCILMAN IMBROTO: I don't understand your argument that it doesn't coincide with the peak traffic times.

MR. MACHTAY: Well, the peak traffic times are the roadway peaks. It's what we call the commuter peak hours. And what generally happens in those times people are going to or from work. Because it's not really a pass-by use, again, car wash is a use of when it gets its peak activity, it's the need for it that's driving that peak activity. So like I said, you have a poor weather event, the salt trucks are out, the sand trucks are out. The next day, if you're the type of person who's concerned about keeping your car in tip top shape, you know that salt in that sand tends to wear on the paint, etc. and so forth, you go and get your

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car wash. You probably have a membership, a free unlimited car washes at this facility. You go get your car wash at that time. That's an off peak time because there's less traffic on the road when compared to commuter peaks, when people are coming to from work from area.

COUNCILMAN IMBROTO: So are you saying that they're getting the car wash the moment that the sand --

MR. MACHTAY: No, I'm not saying the moment. I'm just saying that tends to be, if you have the people who are most concerned about keeping their car clean, they're going to go as soon as they can so that drives that single peak hour.

COUNCILMAN IMBROTO: Why can't they go on the way to work or on the way home?

MR. MACHTAY: They have to get to work and then they have to go through the car wash. They certainly can. As I said, that the pass-by effect we wouldn't expect it to be significant, but it's certainly not zero. Some people

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certainly would stop at the car wash if that's the way their day works out. Absolutely.

MR. ABBATE: Irrespective of that, the volumes are precisely as you showed in your report, correct?

MR. MACHTAY: Yeah. The volume is based on data from from the Institute of Transportation Engineers. It's a compendium of data collected at similar facilities throughout the United States. I don't think they accept anything from other countries. But they essentially look at this, they compiled the data and they provided to us traffic engineers to use at similar facilities that are being developed.

COUNCILMAN IMBROTO: So if there's so concerned about getting a car wash, why would they drive by if the line is too boring, especially when it's the only car wash within 20 minutes?

MR. ABBATE: I was just speaking for myself, Councilman Imbroto. I'm an

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impatient guy. I don't like to wait for anything. I'm that guy. I'm that Italian guy that doesn't like to wait. I don't like to wait at the restaurant. I don't like to wait. The supermarket. That's just who I am. So I will, if I see a line, I will come back at another time. Which is why I tell you, when I know I'm going to get my car wash, I'm there for the 8:00 a.m. open because there's fewer people on the queue at 8 a.m..

COUNCILMAN IMBROTO: I've never woke up at 8 a.m. to get my car washed.

MR. ABBATE: Councilman Imbroto, for me at 8 a.m., the day is half over. I've been up and out for hours already.

MR. MACHTAY: And it should be noted that when we're talking about people driving by is in this unlikely scenario that there's this confluence of people all at the same time and the queuing exceeds as as Mr. Abbate explained and Mr. Rant explained, 25 plus vehicles before it starts getting to the point

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that it's backing up into the state highway. At that point, and it's not just for car washes, it's really for any uses that have acute, you know, drive thrus, the Starbucks, for example. I've done several applications with that. Once you start seeing that backup, people drive on to the next thing for, they come back later.

COUNCILMAN IMBROTO: But where are they driving off to if there's no other car wash within 20 minutes?

MR. ABBATE: Other errands.

MR. MACHTAY: Whether it's other errands or, again, if they leave their house --

COUNCILMAN IMBROTO: In other words, if they are going to the car wash on their way to doing something else, it's the opposite of what you're saying.

MR. ABBATE: No it's not. What I had said at the outset that this would provide a convenience. One of the things I added, Councilman Imbroto, was that

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they take their shopping dollars with

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them when they go to Syosset and Glen

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generally, and I think Mr. Machtay's

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report bears this out, you combine that

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multi-purpose visit; you're going to get

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your car washed, you're going to stop at

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the Home Goods store, etc., etc. while

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you're out; is that true?

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MR. MACHTAY: Yeah. What it more

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comes down to, I think, is that when you

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stop at the car wash -- there's several

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things; One, if you live in the area and

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you're coming specifically to the car

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wash and in some circumstances that will

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happen. Again, you live in the area. So

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what would happen if you see the queue

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too long and you don't want to wait for

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the processing speed, etc. and so forth,

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you might go home and you might wait. If

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say is heading from destination to be if

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they're heading to work or to home from

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according to published data, wouldn't be

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expected to be exceptionally high,

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wouldn't be zero. It would be some people

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that would stop between destination A and

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destination B. Whenever we talk about

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this, the primary destination A is

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usually home. The primary destination is

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usually work or vice versa. And they

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would access the use. That number

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wouldn't be zero, but it's not going to

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be as high as, for example, a convenience

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store where the number is almost almost

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100%.

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MR. ABBATE: So in other words,

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irrespective of why a customer is going

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to the car wash or when he's going to the

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car wash, the volumes are not

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is that correct? The numbers pretty much

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MR. MACHTAY: Yes.

MR. ABBATE: All right. I don't have any further questions of Mr. Machtay, unless the Board has any questions?

COUNCILWOMAN JOHNSON: Will fire trucks and ambulances be able to get onto the premises safely?

MR. ABBATE: Yes. We have designed this such that the drive aisle and the curb cut is wide enough to access emergency vehicles, including fire apparatus.

COUNCILWOMAN JOHNSON: And did the local fire department to sign off on this or review the plans?

MR. ABBATE: This has all been reviewed as part of our site plan application through the Department of Planning and Development, and we designed it --

COUNCILWOMAN JOHNSON: Specifically, have you met with any of the fire departments?

MR. ABBATE: I'll ask Mr. Rant.

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Mr. Rant, whether or not you met with any fire departments, you know the standards and the turning radii that are necessary, correct?

MR. RANT: Yes. The site was designed in order to allow a fire vehicle to not only enter the site, but also fight a fire from Pine Hollow Road to the setback of the building. But I'd have to look through my records to see if we have any correspondence with the local fire district.

COUNCILWOMAN JOHNSON: Okay. Can you get back to us on that?

MR. RANT: Sure. Of course.

MR. ABBATE: Absolutely.

COUNCILMAN IMBROTO: Can we just go over the use of Pine Street again with the traffic engineer? I don't really follow the argument of why people wouldn't do that. Especially if there's a left turn lane right by where the driveway is to enter the site, and that's also the only exit for the site, why

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wouldn't people make a right to avoid the cars that are lining up in the left lane?

MR. ABBATE: I don't understand your question. I think the turning lane, Councilman Imbroto, that exists at our curb cut and does not exist in High Street.

COUNCILMAN IMBROTO: I understand. That's what I'm saying, why wouldn't you just make a right so you don't have to make a left out of the driveway.

MR. MACHTAY: Just to clarify, when you have that two way left turn lane vehicles that are used to make the southbound left into the site do not conflict with vehicles that are turning out.

COUNCILMAN IMBROTO: If they're turning right. But if they're turning left.

MR. MACHTAY: No.

COUNCILMAN IMBROTO: Why wouldn't it?

MR. MACHTAY: Because that's just

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the way the alignment generally occurs. Theoretically they can pull up too far and you could start encroaching on the turn trying to turn in which case they would conflict. But, again, they're not technically supposed do that.

COUNCILMAN IMBROTO: If there are two cars waiting to make a left turn into this site, how would you make a left turn out of this site?

MR. MACHTAY: You would sort of peek around. I'm not sure --

COUNCILWOMAN WALSH: You don't have -- there is no left turn. If you're coming to the car wash and then you go, you're going south back home or wherever out of the community, you can't. You have to even make a left on Lexington and go all the way around and you have to make a right on High with an illegal U-turn. There's no way to make a left from the proposed site, correct?

MR. MACHTAY: I'm not sure what you're saying --

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COUNCILWOMAN WALSH: You can't make a left out of the site. I'm trying to figure out how you can make a left out of the site.

MR. ABBATE: I want to make sure we're all on the same page. So if you're on the car wash property, you've just got your car washed. What Mr. Machtay is saying -- stay with me here, brother -- is that because we've got the turning lane at that section of Pine Hollow, it's easy for our customers leaving the car wash to then go southbound on Pine Hollow Road.

COUNCILMAN IMBROTO: Unless there's somebody trying to come in to the car wash.

COUNCILWOMAN WALSH: The turning lane is only going on to --

MR. ABBATE: Unless there's somebody trying to come into the car wash, in which case you alternate just like you do in any shopping center. That is a standard vehicular maneuver every day.

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COUNCILMAN IMBROTO: If you're impatient, then make another right and then make another right.

MR. MACHTAY: The problem with that is that then you end back up at High Street when you're making the left out without the benefit of the two way left turn lane. So one way or another, you have to make the left on Pine Hollow Road, which is a more difficult movement to make at High Street than it is at --

COUNCILMAN IMBROTO: I don't agree that it's a more difficult maneuver.

MR. ABBATE: Well, it doesn't have the benefit of the turning lane, Councilman. So inherently it's a more difficult maneuver.

COUNCILWOMAN WALSH: So the turning lane -- Okay. So you're coming in to the car wash. You come out of the car wash, I want to go south. I don't want to go to north, I want to go south. How am I making a U-turn to go south? I have to make a left on Lexington and come around.

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MR. RANT: No, you're just pulling out of the site and making a left turn onto 106. You're just making a left turn. It's a straight and a left turn right onto 106.

COUNCILWOMAN WALSH: Oh, it's coming out of Berry Hill?

MR. MACHTAY: No.

MR. RANT: No.

MR. ABBATE: No.

MR. RANT: It's only fronting on Pine Hollow.

COUNCILWOMAN WALSH: When you're at the light, you can't make a left turn on to 106.

MR. RANT: So as you leave the site, if you're facing onto Pine Hollow Road, you're just making a left on to Pine Hollow Road.

COUNCILWOMAN WALSH: But there's no light there.

MR. MACHTAY: You can still make a left.

MR. RANT: No, no. Lexington is way

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further north. This location is to the south of 7-Eleven. So you're just making a left turn onto the street. There's no restrictions that wouldn't allow you to make a left turn onto 106.

COUNCILMAN IMBROTO: I find it to be very difficult to make a left turn coming out of any of these. Out of the gas station, out of the 7-Eleven, out of anywhere over here to cross across Pine Hollow Road is very difficult to make a left.

MR. RANT: Part of the New York State DOT review is to review traffic impacts making a left and a right turn out of out of any proposed development. If they feel that there's a conflict or there's limited line of sight, they will put restrictions that don't allow a left turn. We do that in many busy intersections. They did not impose any restrictions on left turn. So you're allowed to make a left turn out of the site onto the state road. The argument of

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making a right going up Berry Hill,

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making it right on Park, coming down High

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Street and making another left onto 106,

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that left turn from High Street on to 106

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is much more difficult than the left turn

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out of our site. So you're taking

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multiple turns and a longer route to make

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a harder left hand turn on to 106. That's

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the argument or that's the point that

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we're trying to make. There's a center

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turning lane in front of our property

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that will aid in making a left turn out

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of the site. If there are people

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coming --

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COUNCILWOMAN JOHNSON: Will that be

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a dedicated left turn lane if you're

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heading north and you want to turn left

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into the site, will be dedicated left

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turning lane or will be the yellow with

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the lines?

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MR. MACHTAY: Heading north you

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don't make the left turn into the site.

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MR. RANT: Heading south, right now,

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as it's currently striped, you can make a

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left or right. It's a center turning lane for both directions. So anybody heading south from from Lexington that would be making the left turn into the property, would be in the center turning lane and making the left. So they would wait until northbound traffic subsides and they would make a left turn into the property. Somebody leaving the site looking to make a left turn can pull into the center turning lane and then merge into the southbound lane, or they can just make a left turn right into the southbound lane of 106. And those turns are all reviewed by the DOT to make sure that they're, again, safe, and they have the proper separation to do so. That's been investigated.

MR. MACHTAY: One important point of clarification for this, we're not proposing this striping to assist the left turn. This striking exists right now for Pine Hollow Road for this section. So the reason that exists, I believe that

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there was the widening that was done maybe a little bit before my time, but relatively recently where they added that center turn lane. And the reason the DOT sought to do that is to assist access in exactly this way at every property along this section of Pine Hollow Road.

COUNCILWOMAN WALSH: So is this similar to when you're coming out to make the left at CVS or Sugar Toms there's that center lane which I call a holding pen where you kind of just sit there.

MR. MACHTAY: I didn't look at those specific terms, so I can't say definitively. From what you're describing, it sounds like it. I will say anecdotally, I'm a Huntington guy. I grew up in Huntington, the section of Jericho Turnpike between the Walt Whitman Mall, essentially, and really the Town of Oyster Bay, it's almost exactly like that, where you have an entire stretch of road, where it's got the center left turn lane, and all of the businesses along the

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north or south side of the road on Jericho Turnpike there were able to make the left turn out because that center left turn lane is there.

COUNCILMAN IMBROTO: So you didn't look at the traffic coming out of CVS, coming out of Mario's? You didn't look look at any of that?

COUNCILWOMAN WALSH: Mario's is an illegal left turn.

MR. MACHTAY: I didn't look at those specific turns to talk about the alignment that Councilwoman is --

COUNCILWOMAN WALSH: What I would like to see is that area where the arrows are, it's not really a holding pen. We all just kind of sit there. I would like that to be labeled. You can sit here and wait here because people don't know that.

MR. MACHTAY: That's something that's under the jurisdiction of the New York State DOT. That's something that could be petitioned to them. Absolutely.

COUNCILWOMAN JOHNSON: Insofar as

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you're talking about the impacts to the neighboring streets, did you do your own study or you're just using pre-existing information that had?

MR. MACHTAY: We're using pre-existing information that's compiled by the Institute of Transportation Engineers.

COUNCILMAN IMBROTO: But you haven't reviewed it yourself to see how many cars are going through there every day. Did you monitor them?

COUNCILMAN IMBROTO: Did you review the conditions on Pine Hollow?

MR. MACHTAY: Yes.

COUNCILWOMAN JOHNSON: And High Street?

MR. MACHTAY: Yes. And it says during the peak hour, there's approximately 1300 vehicles that traverse Pine Hollow Road in both directions combined.

COUNCILMAN IMBROTO: Did you personally observed the conditions?

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MR. MACHTAY: Absolutely. That that's a tenant of doing traffic study. You go out and you watch it. I've sat on many corners and watched many vehicles pass many intersections.

SUPERVISOR SALADINO: Just for clarity, did you just say that 1300 vehicles per hour?

MR. MACHTAY: Yes. In both directions. Combined. It's about 650 north, about. It's nearly a 50/50 split.

COUNCILWOMAN JOHNSON: What was there any review on tolling, the number of cars that go down High Street or park during that specific time?

MR. MACHTAY: No, we did not.

COUNCILWOMAN JOHNSON: And once you're in the premises and you decide you have to leave, is there any way out of the queue?

MR. MACHTAY: I believe there is a bypass lane.

MR. ABBATE: Yeah, we have a bypass lane. Mr. Rant, if you could direct the

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councilwoman.

MR. RANT: There's a the ability to bypass prior to getting into the tunnel. So once you got through the pay area, there is by the detached garage, you can leave the line, bypass the tunnel and leave the property.

MR. ABBATE: And by the way, Councilwoman Johnson, if you would like us to, because the supervisor is keeping this open for 60 days, we could have a back take and take a look at the activity on High and Park, if you'd like that.

COUNCILWOMAN JOHNSON: I'd appreciate that.

MR. ABBATE: Yeah. We'll do it.

COUNCILWOMAN WALSH: And if you guys can, at the peak hours, which is really after school, dinner time, if you can try to make the left out of the CVS, the Mario's pizza even though you're not supposed to, those areas what was once Ralph's Ices, might be something else down the road, that was the one area also

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that make the left to come out and you just sit there and wait. If you could do that. That'd be great.

MR. ABBATE: We will. Absolutely.

COUNCILWOMAN WALSH: I'd appreciate that.

MR. ABBATE: Yes, Councilman Labriola?

COUNCILMAN LABRIOLA: I have a question to your traffic expert. Have you in your study considered the possibility of New York State placing a traffic signal or a warning, flashing, whatever the engineers might recommend so that it would make people more aware. Now you have the 7-Eleven making left turns. You also have people exiting the car wash making a left turns. Is that something that you may have considered or is that something that can be requested?

MR. MACHTAY: We can definitely petition the State. We did not in this study do so, but we could definitely petition them to add more advanced

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2 warning signs, more frequent advanced
3 warning signs. But I will say a traffic
4 signal itself, there's something called
5 traffic signal warrants analysis that's
6 done based on the Federal Highway
7 Administration Guidelines. Based on the
8 the traffic generated by this use, as
9 well as the prevailing traffic that's on
10 Pine Hollow Road, I can say from from my
11 professional experience, it wouldn't come
12 close to meeting the necessary warrants
13 and the number of necessary warrants to
14 warrant the installation of the new
15 signal. And that, combined with the
16 distance to the next signal at Berry Hill
17 Road, would probably make the State say
18 no signal itself. But certainly, other
19 signage, other traffic control devices in
20 accordance with the Manual of Uniform
21 Traffic Control Devices could be
22 installed to help advise at the location
23 of left turns and --

24 MR. ABBATE: And let me just
25 reiterate, if the neighbors want to do

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anything with respect to their roadways, we're going to enjoy 100% because they live there and they think it's appropriate, then we'll join them with that.

COUNCILMAN LABRIOLA: No, I understand that. And I just want to keep questioning your traffic expert. Mr. Machtay, in your study. Did you take a look at the accidents that have been recorded over the last couple of years in front of the 7-Eleven, making a left turn over there?

MR. MACHTAY: Yes, absolutely. So we do a three year crash history analysis. We have in recent times been selecting the three years immediately prior to Covid because there's about a 30 month period from March 2020 on, where the level of traffic on the roadway and the number of crashes was significantly lower. So we omit that because it's not reflective of typical conditions. And we saw on the stretch of Pine Hollow Road

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from Lexington Avenue, Berry Hill Road to High Street, there's 20 crashes which occurred, primarily property damage only the crashes.

COUNCILMAN LABRIOLA: That includes crashes that occurred related to the left turn?

MR. MACHTAY: It might not be reflective of that because the left turn doesn't presently operate. There's nothing on the site to allow vehicles into or out that site.

COUNCILMAN LABRIOLA: But on the opposite side of the road where you're facing similar circumstances making the left turn out of the 7-Eleven.

MR. MACHTAY: In the data itself, there was nothing to suggest that that's the predominant type of crash. Actually, on this section, the most predominant type was rear ends. That's to be expected because it includes the lead up to a traffic signal. And if you install traffic signal, you're reducing the

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frequency of significant crashes in terms of the magnitude and the severity, but you are buying quite a few more rear ends because that's how people react to a traffic signal. There was nothing specifically pointing to an overabundance of the types of crashes that you'd be worried about it.

COUNCILMAN LABRIOLA: Did you get operational data from the New York State DMV and every accident report, was supposed to be 104 or something, would show whether it's a left turn. You have those stats?

MR. MACHTAY: Absolutely. Yes. So what happens is the MV -- and that's summarized in the report, the MV 104 is collected by, whether it's the Nassau County Police Department or the Suffolk County or wherever it is, that information, after a certain amount of time, gets sent up to the New York State Department of Transportation and essentially categorized and downloaded

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and then requested from the DOT, and they have, from a certain point onwards, database of every crash that occurred in the state, not just on a state roadway anywhere in the state. So even if it's a side road, the have some sort of compendium of it. We just we circle the area and we say we want to pull the crashes that occurred from "x" time and "x" time and they send it to us.

COUNCILMAN LABRIOLA: All right. During the 60 day period where we're reviewing, I'd be pleased if you could make sure that you send us the summary or detail of that particular portion of your report so that we can review that. I think that's really the crux of the matter here where we have a lot of concerns. And if we can somehow work with the Department of Transportation and ask that their traffic engineers take a look and see whether or not further signalization is necessary, or different pavement markings with the inclusion of

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the car wash, they should include that with their engineering, and perhaps working with you, we can come up with a solution DOT might recommend.

MR. MACHTAY: Absolutely. What we could do if it sounds good to you is we could actually create a diagram which shows the coordinate location, the exact location where the crash occurred and the prevailing conditions which led to it, and that will be a visual depiction of what's occurring.

COUNCILMAN LABRIOLA: That would be great. Thank you.

MR. MACHTAY: Okay.

COUNCILMAN IMBROTO: Did you personally observe the conditions on High Street and it's use as a cut through?

MR. MACHTAY: I drove through the cut through myself just to observe the desirability.

COUNCILMAN IMBROTO: Did you observe other people? Did you sit there and watch that street for a certain amount of

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time.

MR. MACHTAY: I wasn't specifically watching High Street when I was out there watching the flow of traffic, I was primarily focused on the frontage of our site.

COUNCILMAN IMBROTO: Because residents are telling us that cars are using Park and High Street as a cut through and we would like to know --

MR. MACHTAY: What I did do is, just to see the desirability of that cut through, I drove it. I'm not trying to disrespect the residents by using their neighborhood in a way that's not intended, but I did drive it just to experience it.

COUNCILMAN IMBROTO: Right. If they're saying that's already happening, do you have an idea of why that's happening, if you're saying that's undesirable?

MR. MACHTAY: Absolutely. For traffic that's currently heading more on

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Pine Hollow Road, particularly during heavier volumes, it's definitely a cut through that avoids the traffic signal itself, which can add time onto your onto your commute, where you're going to cut through and get to Berry Hill Road. Berry Hill Road connects to a number of locations. Even if you're ultimately heading south and east, I could see why there's a benefit to go north a little bit to use that to get to Berry Hill Road, because that takes you out all the way to 25A at points east if you're heading to -- and I'm a Huntington -- So if you're heading to Huntington, I can respect that and I appreciate that. I certainly sympathize with the residents. I don't see us exacerbating that in any way because it does not facilitate access to or from our site.

COUNCILMAN IMBROTO: Well, it does seem like it would make it much easier to get out of your site to make a right, and only have to deal with traffic in one

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direction then have to make a left, and have to deal with it in two directions.

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MR. MACHTAY: Right. And if your trip ultimately facilitates doing that, for example, if you're heading to Huntington from the site, making the right out and going to Berry Hill Road is probably the path of least resistance at the end of the day. But if you're going to go down to High Street to then make the left back on to Pine Hollow, based on the fact that we have that center left turn lane, there's no benefit to making the left at High Street versus making the left at our driveway.

COUNCILWOMAN WALSH: But let me ask you about the center. What's it called?

MR. MACHTAY: Two way left turn lane. It's got a lot of different names.

COUNCILWOMAN WALSH: Can the Department of Transportation take that away at some point if there's accidents, God forbid something or somebody requests it? Only because if you drive down Pine

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Hollow going north into town, you can't make a left in front of Stop and Shop, you can't make a left in front of Mario's, which has the center lane; who's to say down the road that they're not going to change that to a no left turn. Could that happen?

MR. MACHTAY: Theoretically, lots of things can happen. You know, the state could come through and try to do an eminent domain and widen the roadway altogether. It's extremely unlikely. I will say we generally don't take things away when you come and rereview a corridor. They usually try to add things and enhance it. Also, I would say if you look at the historical aerials, it looks like the center left turn lane was added somewhere in the late 2000s. So it's relatively recent and probably is not particularly high in terms of their review.

COUNCILWOMAN WALSH: Could you find out why it can't be done in front of the

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strip mall for Mario Pizza, but yet it's

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going to be able to be done here on? I

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feel like it's the same amount of

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traffic. I'm just wondering why you can

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choose that center lane. It's not

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definable. And people just do -- Lou, you

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say you make the left. I don't even think

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you're allowed to make the left because

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there's no definitional signs or

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lighting.

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MR. MACHTAY: What I can definitely

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do is I can reach out out to the State

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DOT for our region and I can ask if they

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have any current projects or anything

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that they're currently reviewing for the

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corridor. It's a little bit difficult for

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me to ask for them to review it based on

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where our application is relative to the

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section you're talking about, to ask them

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to open a new review on that, because it

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doesn't really affect --

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COUNCILWOMAN WALSH: No, I'm fine

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with that I'm just concerned if enough

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people complain about it, are then they

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going to take it away --

MR. MACHTAY: I can certainly query with them.

COUNCILWOMAN WALSH: And if it's taken away with the no left turn like out of Stop and Shop, then everyone is going to be going up and around to High, I would think, to get back.

MR. MACHTAY: If it's taken --

COUNCILWOMAN WALSH: If you make a left on Lexington and you try to go around that way, you really can't. Have you done that route? Like if you make the left on Lexington, you have to go all the way down to Mill River in order to come around.

MR. MACHTAY: When I made that left, I ended up winding my way around and kind of coming from the north, so I didn't see it as a viable option.

COUNCILWOMAN WALSH: Right.

MR. MACHTAY: But that was me not knowing the area.

COUNCILWOMAN WALSH: That's the only

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place you can get back out, Mill River.
So if you can just look into that. That
would be my only concern. If enough
people complain, that would be no left.

MR. RANT: The only difference with
the Stop and Shop and the reason there's
a signalized enter and exit at Stop and
Shop where you can make a left. So you're
not shoehorning the entire shopping
center with no left turn. And I don't
believe Mario's has a no left turn out of
their's and McDonald's does not have a no
left turn. So you can make left turns out
of all of those areas. Stop and Shop has
a signal that that you can make a left.
It's only that one furthest south that
you can make a left turn out.

COUNCILMAN IMBROTO: I think what
we're saying is that you can make a left,
but it's not easy to make a left coming
out of McDonald's or out of Mario's.

MR. RANT: But there's no
restrictions. And the left turn is
reviewed -- when we made this application

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2 to the DOT -- again, many applications we
3 make to the DOT, one of their
4 requirements is to restrict left turns
5 out of the property due to line of sight,
6 the amount of traffic, and a number of
7 other parameters: Adjacent curb cuts,
8 conflict points. When we made the
9 application to the New York State DOT,
10 they looked at all of these different
11 parameters, and they determined that a
12 left turn out of the site is acceptable,
13 and that's why they allow us to have that
14 left turn out of the property.

15 COUNCILMAN IMBROTO: What I'm asking
16 you is this, when you did your
17 observations, you said you didn't look at
18 the traffic coming out of McDonald's, out
19 of Mario's, you didn't look at where the
20 traffic coming through onto High Street
21 is coming from; you didn't look at that.
22 Can you please look at that?

23 MR. MACHTAY: Absolutely.

24 COUNCILMAN IMBROTO: Secondly, when
25 you did your observations, did you

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observe that when traffic starts to get heavy and it backs up, does it back up closer to the light at Berry Hill Road, further away from High Street?

MR. MACHTAY: Backup accident always, always occurs starting from the signal. I did not --

COUNCILMAN IMBROTO: Is the car wash location closer to where the traffic backs up to High Street?

MR. MACHTAY: When I was out there, I did not observe it backing up to even the location where our driveway would be. I'm not saying that it never happens. I'm saying I did not observe. I'm happy to look at it.

COUNCILMAN IMBROTO: I'm asking you if you could please do that.

MR. ABBATE: Absolutely.

MR. MACHTAY: And I'd be happy to reach out to the DOT regarding a section down further south at the McDonald's at the Stop and Shop and see if we have any current reviews, anything on their docket

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that's triggering them to take a look at that section and with a real critical eye. I will happily reach out to them.

MR. ABBATE: So what may be illuminating is that Mr. Jacobson, the proprietor -- proposed proprietor -- his existing business Pcarmarket is located on the southeast corner of Pine Hollow Road and High Street, and he'd like to offer some of his personal observations about the use of High Street as he works there every day.

MR. JACOBSON: Thank you, Tom. Thank you everyone, for the opportunity. Very much appreciated. And usually I kill a cure or something. Let's hope I am able cure not to kill. But I do appreciate it.

Councilman Imbroto, forgive me for my pronunciation. So I'm really appreciate the fact that you're looking at eyewitness stuff. The stats and all the statistics are great, but the eyewitnesses. I spent 12 years on High Street. Every day since the car wash, I

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sat with cameras, I have videos, I sat with all the cameras watching the traffic at Speedway and how far it comes up.

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Every situation, every day, every time.

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High Street is the worst street on Long

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Island. How it exists today, the way it

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is, is torrentially dangerous to a point

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of I if I lived in that street, I

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wouldn't have children. That's how bad it

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is. When you go up High Street, you

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actually can't see until the car comes

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down three houses. And when you're coming

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the other way, you're taking your life in

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your hands when you make a right turn. It

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is the worst road on Long Island. It is

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so dangerous I'm afraid to drive on it

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and I drive race cars.

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Having said that, my promise to the

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neighbors was one thing, every move that

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I make and everything I do will take them

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into consideration for anything. Because

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I will just abandon the whole project. I

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told them, I'll walk away. We're going to

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work on this together, we're going to do

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this the right way or not at all. I'm not a land developer, I live local, I drive local, I pass there every day and I'm on High Street. And I am telling you, this High Street needs to be addressed. And I even told the people that live there, if I get the car wash approved, maybe I'll have an ear and somebody will listen to get this done for all of us.

But what we're doing is not going to hurt High Street. I have friends here that make rights on High Street because they live in the condo development on Berry Hill Road there. Every time somebody sees a red light, they make a right turn on High Street because they're impatient. My car wash is not going to add any traffic to that. My queue line -- I don't want to get into that whole thing about the queue line -- will handle any car wash on Long Island that's going to be busier than us. But we're not going to cause any issues to High Street. We're making the left turn, which, by the way,

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one other thing. I'm not an expert here. You already know that. But when you drive down High Street to my building, which is the Pcarmarket building, it is the worst left on the entire road because there are cars parked in the shoulder, you can't see. You cannot see when you make a left. The proposed location of the car wash, there is not only a center lane, but there's no cars because there's no shoulder. It is the safest place to make a turn on the entire road, because the view this way and the view this way (indicating) is the longest of any place on that road. You can make a left out of all of them.

I shop at every shopping center. I go to CVS for my drugs. Okay, I go to the McDonald's -- not very often, I promise -- but I do everything that I need to do to live in that location and drive it. I have been there for 12 years, every day. I happen to own the property on both sides of the street to turn what

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is the worst part of Pine Hollow into a beautiful place, and I will not do it at the expense of the Park Avenue residents.

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I've had car shows on Long Island, big automotive car shows -- because everyone knows who does know me that I'm an automotive guy -- I have never let a customer park on Park Avenue. I've had 400 cars on the street. No one ever parked on Park Avenue, and they can attest to that. Anyone that's here from Park Avenue.

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High street needs to be addressed, but our turning lanes right and left is the safest in the area. And by the way, my daughter said this to me a while ago because she's an advocate for this. She got very upset watching this online stuff. This is Long Island. Every street on Long Island has left turns. And, Councilman Imbroto, you said when you're going south, how are you going to make a left until the car wash, when somebody is making a left out of it? Right?

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Legitimate issue.

COUNCILMAN IMBROTO: I meant the other way. How are they going to get out if someone's waiting to get in?

MR. JACOBSON: What I'm saying is that's typical Long Island. Someone's making a left to come to the car wash, they're not going past the car wash. They are ready to go in the car -- this person's going to go that way (indicating). I mean, we navigate and we negotiate driving on Long Island every day of our lives. If someone doesn't know how to drive, there's going to be an accident. But we're praying and we're building and we're doing everything that we possibly could to address every situation that could possibly exist over here. Everything. And we did that. We accomplished it. So I'm just asking you to consider the experts giving information, but nobody understands the area the way I do. I love the questions you were asking because you want that

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eyewitness stuff, not just some data,
which is going to tell you nothing in
most cases. So I rest my case.

Thank you.

COUNCILMAN IMBROTO: I appreciate
your firsthand perspective.

MR. ABBATE: That's the first time
I've been eclipsed.

Rounding out my presentation just so
we could hit the rest of the special use
standards. I call Mr. Michael Lynch,
licensed real estate appraiser in the
state of New York with the the firm of
Lynch Appraisal, and I ask that you
recognize him as a real estate expert.

Mr. Lynch, when I opened up, I said
that this is to be polite, a neglected
part of town.

MR. LYNCH: Let's submit this
(handing).

Good afternoon, Mr. Supervisor,
council members, my name is Michael
Lynch, 15 Dewey Street, New York. I'm
here as a real estate expert on this

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case. I have prepared a consulting report to address the special permit and the compatibility with the neighborhood. Report was dated May 30th, which was the day I was out at the property and walked the neighborhood, etc..

MR. ABBATE: All right, so what I was going to ask you, is this a long time ago, when we opened up, I said that this is a neglected part of town, a part of town that has been ignored and now is rife with shuttered businesses and empty buildings. Was that your conclusion upon investigating the site?

MR. LYNCH: Yes. Investigating the property, if we can show --

MR. ABBATE: Now, these are two historical areas that you are able to find, correct?

MR. LYNCH: Yes. Right now, Mr. Jacobson, when he acquired the property several years ago, he made it almost like a park right now. As you can see it's it's grass covered by and large, and it

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appears as a park, but of course, it's a GB zone, fully commercial site. If we look at Google, Google actually has a historical option on it. It's on pages 19 and 20 of my report, council members, we see the history of this property. These are historical Google photos from 2004 and 2007. The top one is 2007, the lower one is 2004. You can see the site for many decades was actually in use as a contractor yard with a paving and excavation yard. And as you can see, it's not a pretty sight as it stood formerly before Mr. Jacobsen purchased the property, strewn with tractor trailers, box trucks, other, assorted trailers, etc..

MR. ABBATE: So we know that exists because the aerial date of 2004, we know of it's existed for at least 20 years, in your opinion, as a real estate expert, is that more or less intensive upon our abutting neighbors than the proposed car wash?

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MR. LYNCH: Well, certainly, the former conditions at the site were far more intensive and onerous than what is proposed here, as was described by Mr. Rant with the layout. We're proposing a state of the art, 3800 square foot primarily express car wash. As it was described, it will be state of the art with respect to the speed at which the cars are queuing and enter the car wash. There will be a full service option, of course. The site will provide for 18 off street parking, which is more than the code requires.

MR. ABBATE: Than the code requires, correct.

If I may interrupt just for a moment, the reason this site, Supervisor Saladino, no longer looks like this, with construction trailers and and debris throughout is because of none other than David Jacobson. When he purchased the site, the first thing he did was get rid of all this, which as Mr. Lynch has

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testified as an expert, has a had a negative impact for 20 years or more upon a residential neighbors. It demonstrates the applicant's good faith.

I'm sorry, Mr. Lynch.

SUPERVISOR SALADINO: Would you also kindly put that illustration on the easel for the residents?

(Whereupon, complies.)

MR. LYNCH: As part of one of the special use criteria for the special permit is that other uses that could be put forth as of right and their impact, well, in terms of intensity, as of right, we could do a convenience store on this site. We could actually do a fast food if it were to be part of a multi-use overall building.

MR. ABBATE: And this site could easily accommodate a multi use building.

MR. LYNCH: Yeah. This is a 0.64 acre site with a lot of frontage. And by the way, there are actually three curb cuts along this stretch of the parcel

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from north to south. And we are of course closing two of those curb cuts, and we'll have one curb cut at the northerly portion of the site for ingress and egress, as was exhaustively covered.

MR. ABBATE: Would fast food be more or less deleterious upon the residential neighbors than the proposed car wash?

MR. LYNCH: Well, again, in terms of hours of operation, there's any restrictions, we could have a 24 hour convenience store here. We could do 24 hour fast food.

MR. ABBATE: And the fast food emanates odors, correct?

MR. LYNCH: Yes. This site as the car wash, Mr. Rant testified in terms of the design and the attenuation of the noises it's going to have, I don't I don't know of another car wash on Long Island with respect to the design of the central vacuum system. It'll be in a soundproof concrete block building that it will attenuate I believe all of the

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sound. The only sound that will be heard, if at all, will be some suction noises within the car or SUV itself.

So there are no noises associated with the vacuuming system, which is typically one of the objections of a car wash so close to residences. But again, the extensive design concerns that Mr. Jacobson is looking to address with the design of this high tech car wash is certainly less onerous than uses that could be put forth on this property as of right.

MR. ABBATE: As of right.

Mr. Lynch, one other question before you continue. I'm sorry to interrupt you, but you've all seen the elevation from our project architect, Sergio Tedesco of Core Group Architects. You've reviewed this as well, correct?

MR. LYNCH: Absolutely.

MR. ABBATE: Okay. And I believe our neighbors have said in your opinion, what effect, if any, will this design of Mr.

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Tedesco's have not only on the site but on the immediate neighborhood as a whole?

MR. LYNCH: So I believe early at the outset Mr. Abbate touched on, this stretch of Pine Hollow Road, this corridor from Berry Hill Road south to the East Norwich hamlet is in a relatively depressed state with respect to shuttered storefronts, buildings that are in less than stellar condition. Many of these sites up and down this stretch of Pine Road Hollow Road are ripe for redevelopment. Just in terms of the vacancies in the area, just to go through some of the list, we have across the street, we have the Oyster Bay roofing, which is vacant. You have the dry cleaning and the Glazier shop, which is vacant. On the east side of Pine Hollow, just to our south, we've got the bike shop that's now vacant. The fuel oil business is now vacant. The Oyster Bay BMW has been vacant now for some time and is for sale and/or rent. To be sure,

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there are some businesses and pride of ownership of several parcels along this stretch. But by and large, it is a neglected section of the Greater Oyster Bay community, and this will certainly be a big shot in the arm for the area in terms of aesthetics. And, again, the high tech design of this car wash, which is not going to lead to any deleterious impact to nearby property values or to those immediate residents to the east on Park Avenue, given the sound attenuation and the the landscaping, just the nature of the overall business that Mr. Jacobson is planning.

MR. ABBATE: Unless the Board has any questions, that concludes my presentation.

(Whereupon, no verbal response.)

SUPERVISOR SALADINO: Thank you, Mr. LaMarca (handing).

We have speakers who would like to be heard. If you have not yet put in a

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slip and you would like to be heard today, please come on up and take a slip and fill it out. We want to hear from everyone. The first speaker will be Lynn DeFilippo.

Could you begin by giving us your name and address?

MS. DEFILIPPO: Lynn DeFilippo. I live at 200 Lexington Avenue in Oyster Bay.

SUPERVISOR SALADINO: Thank you.

MS. DEFILLIPPO: I came mainly just to hear everything. In our co-op we had received something about this, and I looked stuff up about what you're proposing, and I was very impressed with it. But of course, I had the same concerns as everyone else; noise, water, traffic. But all that is actually besides the point.

You guys spent so much time talking about this left turn that I'm wondering if you would ever approve anything that would be a benefit in that spot, because

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you will always have to get out of it,
whether you make the right turn or the
left turn. And I'm very concerned.

(Whereupon, applause.)

MS. DEFILIPPO: I'm very concerned
that you will never approve anything. And
as much as the grass there looks much
better than the trucks, it would be nice
to have something there other than the
derelict buildings that were just
mentioned. That stretch is so ugly. It's
it's a horror to come home to. It would
be so nice to have something viable,
something that might bring people in. You
know, maybe somebody who doesn't live
close to Glen Cove, might come to Oyster
Bay and might do something here and spend
a little money. It would be nice. So if
my concern was that left turn, I can't
believe that we'll ever be able to have
any business that you guys can't see that
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COUNCILMAN IMBROTO: Ms. DeFilippo,
just because we're asking questions about

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it, doesn't mean that we've made up our minds one way or another.

MS. LYNCH: I understand. But I was very concerned with all nitpicking and nitpicking. And it's like, people have to be able to do that, whether it's a car wash or a store or a restaurant, whatever, they're going to have to make that left turn. So I just don't think that should be the sticking point.

SUPERVISOR SALADINO: Please know that it won't be. There won't be any one issue. We will listen to everyone all going to drive by, we're all going to take a very close look at it. So to alleviate, you can be sure that we've all been doing this for quite some time, have a lot of experience. Different members have different perspectives on all the turns, parking, and queuing up, and what happens if there's overflow, and safety concerns, Fire Department, how would they respond, so we all are very thorough with this, and we recognize that this is very

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important to the residents that we're thorough. So take it as a positive that we all focus on the many, many aspects. And we absolutely listen carefully to the residents as well. And my colleague has experience with making left turns (laughter).

COUNCILMAN IMBROTO: We just want to make sure that it's safe, that it doesn't create something.

SUPERVISOR SALADINO: That's all. But but we're not getting hung up on any one thing. So rest assured. So we can count you in as being for this application?

MS. LYNCH: I would say, if it came down to it. Yes.

SUPERVISOR SALADINO: Okay. Thank you.

Our next speaker will be Mark Shire?

MR. SHIRE: Everything pretty much covered what I was going to talk about.

SUPERVISOR SALADINO: Mr. Shire, would you kindly give us your full name

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and address for the record?

MR. SHIRE: Mark Shire. Resident for 42 years. A newbie. My address is 200 Lexington Avenue, Oyster Bay.

I've seen a number of -- Speedway that used to be Hess gas station. And they've been here a long time. And they both have an ability to get in and out. Not the greatest, but that's another story.

The thing is, most of us went to a car wash Jericho Turnpike. I see a Ferrari and Rolls Royce in the car wash. They're Northshore people coming down all the way there. When I went there for a while, I would take a left turn going east on Jericho Turnpike to go in the two lanes they have. There has never been an overflow. And when I leave, I go east or west on the opposite side. So the center line -- the only problem with turning on Pine Hollow Road, PM Rush-hour going north and we have to wait. Because the other places are like where Mario and the

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(inaudible) is the same way. And CVS it's the same thing. You want to make a left, you got to go to the middle lane, wait, and then you merge into the right lane. That how you would do that.

But the idea is, what the alternative for David Jacobson who bought all the property and make it look good. It's messy in our beautiful Oyster Bay, right? It's part of his plan to buy and redo that whole ugly space.

But anyway, the thing is that if he sells it, somebody is going to have -- whoever occupied that property, if he can sell it -- you have to go in and out anyway, whatever it is. If he can sell it.

Some of the people say, oh, put it by Northern Boulevard. Well, Bolla -- by the way that car wash in Syosset, Bolla, they've been building and taking over all these gas stations. Either they put their name on it or they redo the whole thing. They're doing that in Levittown with big

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time construction.

We have Shell. I go to Hicksville, a high end Sunoco and all that. But I understand they bought that. So there's nobody, you know. He don't own it. Somebody owns that property. So I don't know what the story is. But if he's going to proceed and then you redo, you're going to redo it. I don't know what the story is. I ask everybody. What's the alternative? This car wash is part of his beautification of that whole area.

By the way, the Railroad Museum, they have an Oyster Bay -- if you have a Facebook go on the Oyster Bay Railroad Museum and you can see a weekly work on their progress report.

SUPERVISOR SALADINO: So for the purposes of clarity. Are you opposed or in favor?

MR. SHIRE: No. I'm for it. A part of the renovation of that whole area. The alternative is what? If you could sell

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it? Who's going to buy it? So that's my viewpoint.

SUPERVISOR SALADINO: Thank you very much.

MR. SHIRE: Goodbye.

SUPERVISOR SALADINO: Thank you.

Our next speaker is Mr. Nasif. Could you please give us your full name and address for the record?

MR. NASIF: Amid Nasif (phonetic), 189 Terrace Lane, Oyster Bay, New York.

SUPERVISOR SALADINO: Thank you.

MR. NASIF: After a lot of things that has been discussed, what my concern is, is that the Town shouldn't just concentrate on this one property. And instead of having the property owner does a lot of studying only for one location, the Town should also do their own location, because that needs to be developed. And you should have kind of a joint venture with the State and come up with an idea for that street that you don't have this problem. If there is a

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need for more signal light, put more
signal light. If you need to put more
center line, put center line. It's
something that needs to be done for
future. Because a lot of times things are
being done for yesterday, not tomorrow.
This needs to be done for tomorrow
because that street needs to be
developed. Anybody comes there, whether
it's car wash, food, as has been
discussed, there are going to be people,
there are going to be traffic. I think
car wash will have a lot less traffic
than any other thing. That's a large
property, fairly large property, and can
have a big strip of different stores in
there and they can create a lot more
traffic.

So I am for the car wash and I
suggest the Town do their own study for
that street that in the future, if the
other side wants to be developed, we
don't have this. You don't have to go
through this. The business owner or land

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owner who is paying tons of taxes, get delayed when the taxes, like on the property is 80, 90, \$60,000. And then this drags on for years and years and years.

SUPERVISOR SALADINO: Just so you know, we do have staff who work on economic development, and we have been focusing on the entire downtown in Oyster Bay. So in many ways we are addressing that. But as you know, each person, each landowner has the constitutional right to put forth their own application, and that's what we're dealing with today. And you've made it clear that you're in favor of the application.

MR. NASIF: Yes.

SUPERVISOR SALADINO: Okay. Thank you very much for joining us today. Really appreciate it.

Audrey Capollo.

If you speak loudly, you won't have to stand. We will be able to hear you. If you prefer, you can.

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MS. CAPOLLO: I want to stand. I want to be heard.

SUPERVISOR SALADINO: Yes. Of course.

MS. CAPOLLO: First of all, I think you guys are doing a great job.

SUPERVISOR SALADINO: Thank you so much.

MS. CAPOLLO: But we would be sideswiped on what the problem really is. And the problem, in my opinion, is the traffic flow and the conditions that that business would be able to accept the type of response that they want. The street is not wide enough. They have a lane heading north, one heading south. You cannot have two cars heading north side to side. It doesn't work. Cars now when they have to park, park half on the sidewalk, half on the street.

I noticed on the Boys and Girls Club they put a guardrail around the the fence. Isn't that something that's used on highways? Why was that erected?

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They talk about a car wash will bring people in to spend money. Hospitals bring people in out of Oyster Bay to thank you to New Hyde Park; all over. Do those people spend money out there? Has anybody does a survey to see someone who uses a car wash, are they rushing to get in, are they rushing to get out?

We have a speaker up here who's representing and making a presentation. He made a statement: He doesn't wait; he doesn't wait for anything.

The people that come into this area have no idea our street conditions. Where there are hills where it's hard to see. This is something that's going to affect all of us. And what are we doing to ourselves? I am against.

SUPERVISOR SALADINO: You're in opposition.

MS. CAPOLLO: I think he has a very creative business, but it doesn't belong in that location. It's like we women trying to get into a size 12 dress when

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we we're a size 16 (laughter).

SUPERVISOR SALADINO: Thank you. For the record, you're Audry Capollo.

And just to comment on something you said, everybody has the constitutional right to bring an application. So what we are doing is embracing our responsibility in terms of democracy. And that includes listening to each and every resident. So thank you very much for participating.

MS. CAPOLLO: Thank you for allowing me.

SUPERVISOR SALADINO: We very much appreciate it.

Lorraine Fuller. Welcome back.

MS. FULLER: Thank you, Supervisor Saladino, council members, Mr. LaMarca, and Mr. Pravato,

SUPERVISOR SALADINO: Would you kindly start off with your full name and address?

MS. FULLER: Sure. Lorraine Fuller, 49 Park Avenue in Oyster Bay. I've been a homeowner on Park Avenue for 34 years.

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For many years, the residents of Park Avenue have dealt with daily safety concerns. Our street is being used as a cut through in effort to avoid the intersection of Pine Hollow Road and Berry Hill Road. Over the years, I have had three vehicles crashed into that are parked in front of my home.

Many years ago, I spoke with Councilman Anthony Macagnone about these safety concerns. Councilman Macagnone contacted the Second Precinct to help enforce the existing signage at the bottom of High Street, which reads "No Right Turn Weekdays 4 p.m. to 6 p.m."; however, the traffic just continues to come through to avoid the traffic light.

I am opposed to the car wash due to the safety concerns that this will force additional traffic onto Park Avenue in both directions. I do disagree with Mr. Abbate saying that they will not come up Park Avenue. The traffic from Berry Hill will come up Park and down High to be on

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the same side with the car wash.

I'm concerned for the safety of my family, neighbors, children at the Boys and Girls Club and the families that enjoy Senator Ralph Marino Memorial Park.

In addition, the limited peace and tranquility we have would further deteriorate. Most importantly, the traffic and safety issues will negatively impact the value of our homes on Park Avenue. And I thank you for your time.

SUPERVISOR SALADINO: Thank you very much.

My next speaker will be Danny Arnedos. Would you kindly begin by giving us your full name and address, for the record.

MR. ARNEDOS: Danny Arnedos, 16 Summit Court, Oyster Bay, New York.

Thank you, ladies and gentlemen. Always appreciative of being able to speak about concerns. I have simply two concerns. I learned a lot by listening to a lot of the concerns about traffic,

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and I am impressed with the queuing system that exists on the property, but that actually makes me more concerned about what my first concern would be, and that is the byproduct of the cars idling. So the exhaust of the cars and the impact that would have on local residents. Believe it or not, I live all the way up on Summit Court, which is quite away from that area. But I have experienced my own issues with byproducts of industry along Pine Drive, and that is one of my concerns, the byproduct of the exhaust of the vehicles that will be in idle waiting in the queue to go to the car wash.

My second concern is probably why we don't have a car wash in Oyster Bay. I've been here for 23 years. I, like many people, don't enjoy taking the ride to Glen Cove or to Syosset. I would love to be a car wash closer. Right. You might be surprised that I'm saying that, but I think the town certainly needs a car wash closer than those two other locations.

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My concern of that is what we haven't discussed yet is why haven't we had a car wash in Oyster Bay all these years? I'm going to guess it's because of environmental impacts to our beautiful bay; how it may affect our drainage and our sewage and those kind of things.

So I'd be very curious to see what new technologies exist and why this is being considered now. And that's really it. Those are my two concerns.

SUPERVISOR SALADINO: Sir, my suggestion would be after this hearing is over, to speak to the business person, the property owner or the representative and ask those questions of them. And I believe they'd be very happy to give you all the information that they know and address the concerns you have.

There is another option in terms of what you spoke of earlier, and that could be just that no business person has brought an application for a car wash in the past, and perhaps they were just

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bringing applications for all the different businesses, and this may be the first one.

MR. ARNEDOS: And I appreciate that and I appreciate the offer to speak directly, but one of the reasons why I would like to speak before the Town is to potentially plant seeds for questions you may have. I know that this town is concerned about the quality of our bay and the runoff potential. And I also know this Town is concerned about the quality of air in our town. I'm not shy, I'll speak to anybody, but I would like to encourage the Town to consider what I'm saying and look into those.

SUPERVISOR SALADINO: Yeah, I wasn't suggesting one way or the other. We appreciate both.

MR. ARNEDOS: And then the follow up to what you said about application, perhaps the board or yourself can help, uh, find that out if there is a way to see in the last couple of decades, if

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there has been application for a car wash and why. I don't have access to those documents, nor do I really want to spend the time looking them up to be honest.

SUPERVISOR SALADINO: We can check our records to determine if there has been one.

MR. ARNEDOS: Right. And I think that would point a direction of other concerns other than traffic. And I don't lessen the concerns over the traffic. I learned a lot about those concerns by mostly listening to council, and I appreciate that. That presents a different concern, and it's a valid one. And also hopefully mine as well.

SUPERVISOR SALADINO: And for clarity, are you in opposition or in favor? Still undecided?

MR. ARNEDOS: I'm reserved. I would like to be educated a little more about the concerns over the smells and the odors and the issue of exhaust coming from idling vehicles that will be in the

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queue. And certainly to see what technology exists to mitigate the negative impacts it may cause to the runoff and eventually our bay.

Thank you.

SUPERVISOR SALADINO: Thank you.

Our next speaker is Sean O'Toole.

Welcome, Mr. O'Toole.

MR. O'TOOLE: Good morning. I think it's still morning.

SUPERVISOR SALADINO: Afternoon.

Would you kind of begin by giving us your full name and address for the record?

MR. O'TOOLE: Good morning, Supervisors Saladino, town board members. My name is Sean O'Toole. I live at 33 Park Avenue, Oyster Bay, New York.

I'm here today to express my opposition to the proposed car wash at 25 Pine Hollow Road. A car wash at this location would create a very dangerous condition for pedestrians, vehicle traffic and residents of my block. The increased traffic caused by the car wash

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and the inevitable overflow of patrons vehicles onto Pine Hollow Road, which is a two lane road, will close or substantially impede traffic on Pine Hollow. Vehicles will be forced to find an alternative parallel route to Pine Hollow, which would be as addressed, my street, Park Avenue. Our block was not designed to absorb the volume of traffic the car wash would create, nor should it have to. Pine Hollow Road itself is not big enough to accommodate the volume of traffic that this car wash at that location will generate.

In our township, I have seen the intense and dangerous traffic conditions caused by the Rainbow Car Wash at the corner of Old Country Road, which is a six lane road, and Newbridge Road, a four lane road in Hicksville. I have also witnessed the dangerous traffic conditions caused by the Cottage Car Wash on Stewart Avenue, a four lane road in Bethpage. Pine Hollow Road is not the

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place for a car wash and the accompanying high volume of vehicle traffic to an already overcrowded street.

What I would like to do is to propose an alternative to placing a dangerous car wash on Pine Hollow Road. Let's make it a green space; better known as a parklet, I believe, these days in our township. It would be the ideal use for this property. This location is the gateway into the hamlet of Oyster Bay; one lane into town, one lane out of town. I have noticed throughout our township pieces of commercial property like the Pine Hollow site, which the Town acquired and created small parklets, 8 to 12 parking spots which are conjoined with park like atmosphere with benches, trees, grass, garbage cans, soft lighting and most importantly, an inviting feel to the surrounding residents to come and stay and come into this part of town.

Without a doubt, that area of Pine Hollow Road needs parking and

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beautification. A parklet at this location would create a green space in the hamlet, void of such spaces, and would ease the existing traffic issues, not exacerbate them.

The work that you guys did at the parking lot at Fireman's Field is absolutely gorgeous, and I want to thank you. I want to thank you for that. Absolutely gorgeous (applause).

SUPERVISOR SALADINO: Thank you.

MR. O'TOOLE: This parking lot is now a showcase as you are downtown and entering a great Teddy Roosevelt Park. Let's make the gateway into Oyster Bay, that same showcase as well. You guys did a fantastic job down there. Thank you.

But I'd also like to add one more thing. I am not a traffic expert, but I have been living on Park Avenue for over 25 years. On Friday, at approximately 9:30, there was a traffic congestion. I believe there was a tractor trailer all floating into the 7-Eleven and there was

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a small fender bender. I don't know how that I can get this presented to each and every one of you, but it's a 20 second film of what my block looks like when traffic is diverted from Pine Hollow Road. And it is not a residential street. It is becoming a moving parking lot. People use High Street to Park Avenue to bypass Pine Hollow. It's already been stated today. And thank you, sir, for mentioning it. I am opposed.

SUPERVISOR SALADINO: I don't know if you have the time, Mr. O'Toole, but if you stayed long enough after the entire meeting is over, I'd be happy to look at your video.

MR. O'TOOLE: Can I send it? Might I send it? Is it possible? It's a 20 second video. I can send it to each and every one of you and put it into the public record.

SUPERVISOR SALADINO: Jim, would you raise your hands in the back of the room, please? Why don't you get it to Jim and

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he'll distribute it to all of us.

MR. O'TOOLE: That would be terrific. If I could just take 20s of your time to watch the video. I think I think it makes you a point very clearly.

SUPERVISOR SALADINO: Thank you so much.

Next speaker will be Meredith Mouse. Good afternoon. Thank you for joining us.

MS. MOUSE: My name is Meredith Mouse, 123 South Street, Oyster Bay, New York 11771.

I am the executive director of the Oyster Bay Mainstreet Association and I just wanted to talk about this on kind of two fronts. The first really speaking about and acknowledging the state of Pine Hollow. As everybody's kind of hit, it's chronically underinvested in. It's in bad shape. Not only is there blight and vacancy, but there's also, as everybody's mentioned, this is where our highest traffic is concentrated. The only way

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for that not to change, the only way for there to be no change in the current traffic is for this property to stay vacant. And as we've mentioned, this area cannot do with more status quo, cannot do with no investment.

When we think about what this property is and as of right development for, a strip mall, a food establishment, anything like that, it's going to come with traffic. And then on top of that, it's going to stop the flow of traffic right at Pine Hollow. People are not going to be flowing into our downtown. And as everybody knows, we're a destination, we're not a pass through village. So having something in that space that's not really feeding into the downtown or serving the people who live here is really not going to be beneficial for us and it's just a point that we should be considering.

I am very thankful for the conversations that have been happening.

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Through many of these conversations, we have learned about a lot of the issues. Hearing from the Park Avenue residents about passthrough traffic as an issue, that was not something we were aware of. And as an organization, it is something that we are wholeheartedly in support of addressing, whatever that means. We've brought to the Town requests for having a traffic study of the area, and I know that is something that is being considered at the present moment, and we are very appreciative of that. Just so that we can have the data to know that maybe shutting down High Street is the way to go. Maybe there are actions that we can take about relieving traffic as far as changing signaling, as was mentioned, right outside of the entryway, but also maybe changing the timing on the intersection by Berry Hill, Lexington, and South Street. There might be other options that we can take to alleviate the traffic in total because as we mentioned,

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regardless of something being in that location, traffic is an issue.

The other thing that I will talk about on this front is just so I can bear witness to the outreach that was completed by the applicant. As Mr. Abbate mentioned, he purchased it about six years ago and right away started on this initiative. He reached out to the Oyster Bay Main Street Association and several civic groups nearly four years ago. I remember having zoom meetings in the middle of Covid talking about this.

As an organization, our main goal is really facilitating those conversations between the community so that their concerns can be heard and can be received by the applicant. Through this time, he has sat down with all of the civic groups, the Boys and Girls Club, the local businesses that are in close proximity, Oyster Bay Insurance. He has set up separate meetings with the Park Avenue residents. He has sat through

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community meetings that are open to the whole public. He has also had basically open office hours, where he invites anybody who has any concerns to voice them and have a conversation with him.

This is not me saying he's 100% correct and this is the perfect solution. I am just acknowledging that he has been a solid community partner and he has made himself available, and I think that should just be reflected in the record, just because I think open conversation is ultimately what leads to the best outcomes for the entire community, and which is why I'm so thankful to be part of this hearing and to have everybody here who wants to speak have the opportunity, because only through voicing that are we really going to get the best result.

And that's all I have to say.

SUPERVISOR SALADINO: So with all that said, are you in favor or opposed to the application and separately, is the

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Oyster Bay Main Street Association taking a position on this application?

MS. MOUSE: Thank you for differentiating those two. I personally am in support of the application.

The Oyster Bay Mainstreet Association is in support of thoughtful investment, and that is how they would like me to phrase it.

SUPERVISOR SALADINO: Okay. We understand. Thank you very much.

MS. MOUSE: Thank you.

SUPERVISOR SALADINO: The next speaker will be June London.

MS. LONDON: Thank you. My name is John London, I live at 3 Anchorage Lane, Oyster Bay, and I've been here for 40 years.

Where I live is right off of Lexington Avenue. On a good day, we can barely get out of our driveway. Now we're into summer months with beach traffic, traffic going to Bayville. At first I was very enthused about a car wash. I

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thought, how wonderful I wont have to wash my own car. However, I think that this location needs to be rethought, and my own personal preference would be to do some sort of something there that is a more passive and not traffic generating.

Mr. Jacobson had a meeting with the townspeople. He tried to sell us a bill of goods, I felt, in that he said that it was going to bring more commerce down South Street into town. Well, you know, sadly, we don't have commerce in town. We have restaurants, we have hair salons. We have pizza places. There's no place to buy anything except for the sanctuary. There's nothing to buy in town. A hardware store; that's it. So I don't know that traffic coming to town is a selling point to approve this.

I, too, am concerned about the emissions from cars that are going to be idling. I've considered that.

I also consider what was said about the screening for the people who live on

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2 Park Avenue. And I don't live anywhere
3 near there. Talking about a PVC fence and
4 green giant arborvitae. Well, let me tell
5 you, Top of the Harbor where I live has
6 green giant arborvitae all around the
7 property. Car lights shine through. Road
8 traffic is awful. We have trouble hearing
9 ourselves think where I live. It's not
10 the sleepy little town it used to be. And
11 so I would really like for the Town to
12 give this some very serious thought
13 before they rubber stamp it. I have a
14 neighbor who works for the Water
15 Department, and he said to me, it's not
16 going to do you any good to complain, he
17 said, because the commerce people in
18 Town, they all want it. So you consider
19 it a done deal. I'd like to think it's
20 not a done deal.

21 SUPERVISOR SALADINO: It is not.

22 MS. LONDON: I look at federal
23 government and I'm a cynic of government.
24 So I hope you're going to prove me wrong.

25 SUPERVISOR SALADINO: Thank you for

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coming here. You made it very clear you are in opposition of this application. I want to make sure.

MS. LONDON: I am. Thank you. Thank you. I do applaud this intention though. I know he's well-meaning, but I just don't think that's a good spot for that.

SUPERVISOR SALADINO: Thank you.

Just to make it very, very clear, we work within the bounds of the law. And listening to the residents is very important to us, as well as giving lots of thought to this. This is not an application that is in any way a done deal.

The only point I'd like to add to your statement in terms of downtown Oyster Bay, which we are all extremely proud of. I am a big fan of the downtown, the Main Street Association, the Chamber, all of those who are very active and well, we have people here in the room as well as people watching online, there is a lot of shopping opportunities in

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downtown Oyster Bay. Some of the best restaurants in the town are here. It's a place to come to enjoy, to buy books and boutique shops, as well as the hardware store, which is very, very handy and convenient. But the list goes on and on and on. So without any disrespect in any way, shape or form to the speaker who just concluded, I encourage everyone to visit Oyster Bay for shopping, for enjoying, for entertainment, whether it's for a delicious glass of wine or a specialty store for many different kinds of foods, restaurants, and one of the finest bookstores anywhere on Long Island. Oyster Bay is a very attractive place to visit and shop. Although I realize there's no mall and there's no very large stores in that way, but there's a charm in Oyster Bay that is so special that we absolutely love.

But I'd like to thank you, Ms. London, for coming here and speaking. That's a very, very important part of the

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process. And I personally greatly appreciate you for taking part in the process.

Our next speaker is Rob Prescott.

Do you ever shop in downtown Oyster Bay?

MR. PRESCOTT: Good afternoon, everyone. I love it when I follow my dear friend Meredith because usually I can just say yes, I agree. So, Meredith, very well done.

I don't have anything really prepared here, just a lot of observations, so forgive me for it to be perhaps very disjointed.

Joining in on what Meredith did say, some things that have been absolute over the last many years is that Dave and James have been very, very receptive to outreach by the community, outreach to the community. I do remember that zoom meeting with him in January of 2021, we were all talking about being under our desks. We were all pretty much hiding

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from Covid still at that point, and he made a point of making outreach to the various community organizations and representatives of the organizations. And that started our long conversation.

Further to that, something more, more definitive is, is what others have touched on here. I don't foresee this property never being developed. As a kid, I do remember the condition of the property that counsel showed earlier, and we never thought it was going to be any different than that. But also to that point, to a degree, it is in what's considered to my understanding, the general business zone, the permitted uses, if not this use -- and believe me, I don't like to express with regards to any application, "well, if not this application, we could be facing a a much less desirable application". I've shared that with others over time, that don't tell me why we should be afraid of what could come besides your potential use.

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Tell us why your proposed use is appropriate for the area. So I don't express that in this vein at all -- but as was touched on earlier, yes, there could be retail stores there. There could be a fast food use there. There could be a daycare center there. There could be an office building or a nursing home in that area, to the way that I read the code. Whether that would happen or not, the point being is that there will be traffic generated to and from that location, whether it's more or less than the proposed use, I don't know. But I believe that any of those uses would be relatively comparable to the to the proposed use here.

Further, it was touched on earlier with regards to the environmental impact, and it was touched on Boys and Girls Club as well. I don't speak for either of those groups, but I do know that Friends of the Bay did make inquiry to the applicant and did secure answer to the

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2 the organization's questions, and to my
3 knowledge, they haven't expressed any
4 negative opinion relative to this
5 location or this use. Again, I don't
6 speak for that organization at all. But I
7 know the applicant did make outreach to
8 them, and friends of Bay did make
9 outreach to the applicant in regards to
10 pointed questions of this use.

11 Further, I was in attendance at a
12 meeting with representatives of the Boys
13 and Girls Club and again, don't speak for
14 them, but Dave, the applicant, did make
15 outreach to that organization, which, as
16 you know, is right up the road on the
17 corner, and to the best of my knowledge,
18 they've taken no position with regards to
19 this application either.

20 What they did agree with in the
21 course of that meeting and that I wholly
22 support the Park Avenue residents in
23 regards to this, is that as you've heard
24 over and over again, perhaps it's not
25 connected to this application, but Park

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Avenue is a danger. It's been for decades. We've neglected it as community members and the Park Avenue folks have suffered through accidents and dangerous circumstances to their family. The community groups without question, support, I know it's not an easy thing to do, the closure of High Street to to to avoid and eliminate that cut through traffic from Berry Hill, up Park Avenue, down High Street and the reverse. Because it's just going to continue to happen. Whether this application moves forward or not, it's going to continue to happen. And if I were living on Park Avenue or any of you folks were living there, you wouldn't stand for it. You'd be concerned about the safety of your family. And for decades it's been going on and it needs to stop. And I believe it needs to stop by way of High Street being closed. Respectful that that's not easy. Respectful of emergency vehicles needing access up and down that road, respectful

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of the Town Sanitation and snow removal folks needing better access. But it needs to. Be closed. That would be a major improvement to that area, to the residents. And again, whether it has a direct connection to this application or not, I think it will mitigate nearly most of the concerns of the Park Avenue folks.

Further, to anything particular on the I apologize to the residents concerns (buzzer), I believe again, High Street would be the most impactful change that can be made by the Town in connection with this application.

I think the applicant has now enclosed the vacuum system or condenser with Belgian block or something to that effect, which will mitigate the noise to the neighbors to the east on Park Avenue. If that hasn't happened, I believe it has happened, we would urge that that be considered as well.

One last thing, and I appreciate your patience with with me garbling on

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2 here. As the Supervisor expressed, over
3 the last 5 or 6 more years, downtown
4 oyster Bay has seen a tremendous revival.
5 Town Clerk and I remembered a long time
6 ago when it wasn't so revived. And that's
7 been a result of a lot of hard work of
8 the organizations in the Oyster Bay East
9 Norwhich community, the partnership that
10 this board has shared with those
11 organizations, but as much or more, what
12 we've seen over the last many years has
13 been a tremendous, substantial material
14 difference in having local residents,
15 being local owners of the buildings and
16 properties here and also managing local
17 businesses. It's made a night and day
18 difference. You've seen it here over the
19 last many years, and I do believe that
20 this application will be another example
21 of that going forward.

22 Ultimately, my priority as a
23 community member, I grew up here, I live
24 here, I work here, I spend way too much
25 time here. I don't go too far south of

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Northern Boulevard, as many of you probably know. But, my concern is the welfare of the Oyster Bay East Norwhich community, as I know it is all of yours as well. I firmly believe that there's a way to make this work. I think the applicant has worked very, very hard over many years in seeking to make it work. And I do believe that the applicant's further investment on this project and going forward will continue to add to the revival of the US based knowledge community.

So, yes, feeling the pain of the residents who have expressed their concern, as you've already heard and will probably continue to hear, we support supporting them and mitigating those concerns as much as is possible. Closing High Street, without question, is the first step of maybe a few steps to be made, but in total I do support this application. Thank you (applause).

SUPERVISOR SALADINO: This town

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board and the elected officials of this town would like to thank you for your community and volunteer services. I can't think of an event I've been at that not only did we see you at, but you take a very active role and you truly care about the community. And please know how tremendously appreciated you are by all of us and the Oyster Bay community (applause).

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Next is Ricardo Romero. Mr. Romero, come on up. Could you please begin by giving us your full name and your address for the record?

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MR. ROMERO: Good morning. My name is Ricardo Romero, I live at 10 Beech Lane in Stony Brook. I have been employed in Oyster Bay for the past seven years and in that capacity I have made many friends in this town, being that I spend most of my waking hours in this town. I'm also a consumer in this town, so I have seen much of the growth and development that has happened to my

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benefit. Like I said, I am a consumer here as well.

Now, I am here to speak on somebody else's behalf as they are not very comfortable speaking in front of other people.

So I'd like to read something that's been prepared:

"I'd like to start off by thanking, Supervisor Saladino and the town board for the many enhancements that have been made to the community over the past six years or so. From complete environmental restoration and education of farmers field to new turf at our parks for our kids to play, countless repaved roads, improved and more efficient LED lighting in our downtown, outdoor dining and the list goes on and on and people are taking notice. We've now got local families who want to be part of this renaissance, that they see happening here and now they are investing in our hamlet like never before, with their new restaurants and

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stores, including families like Molina's,
DiLici's, Schenkers, Cavatollas

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(phonetic) and others.

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Well, we have other gentlemen here,
Mr. Jacobson, who also lives and works in
Oyster Bay, who's already invested in the

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community by renovating an old building

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in Pine Hollow, and he's now looking to

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do more. Mr. Jacobson took a big risk by

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buying property on both sides of Pine

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Hollow Road, with the hope of responsibly

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developing this rundown area.

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Now, I --I can't speak on this --

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but now I've lived here in Oyster Bay

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almost all my life. It's such a great

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place to grow up and raise a family. This

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location has been an eyesore for as long

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as I can remember, and it shouldn't be.

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I'm going to tell you a quick little

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story about a young couple I met a few

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years ago who moved up to Oyster Bay all

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the way from Florida to raise their young

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family. Of all places they could have

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moved to, they chose Oyster Bay.

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Recently, the husband told me how much they love it here, but when they invite friends from out of town to visit, they give a direction to their home that purposely circumvents driving through Pine Hollow. This area doesn't need a little fixing up, it needs to be completely rehabilitated. Mr. Jacobson is offering this community a once in a lifetime opportunity by starting to do just that, with the installation of the proposed express car wash. Nothing crazy. It's a car wash. We could get much worse.

This is about so much more than a car wash. It's about enhancing and beautifying the properties that are the gateway to Theodore Roosevelt's home, the entrance way to our hamlet and our downtown.

Mr. Jacobson, I thank you for loving the Oyster Bay community, your home, and your place of work as much as I do. I wish you all the best with this application."

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Now, for me personally, I see the benefit to a car wash in the community because it's something else that I will personally be utilizing in this town. I have many options in heading back home to Stony Brook every day. And I have now personally been utilizing the restaurants in this town. Everything that's available in this town, all the shopping in this town, and I welcome any improvement from here.

Thank you.

SUPERVISOR SALADINO: Thank you.

COUNCILMAN LABRIOLA: Mr. Romero, I don't believe you mentioned who you were speaking on behalf of.

MR. ROMERO: Oh, I'm sorry I was reached out to it because I am not afraid to speak in front. Ms. Shari (inaudible).

COUNCILMAN LABRIOLA: Do you want to submit a letter for the record?

MR. ROMERO: Sure.

COUNCILMAN IMBROTO: Do you mind if

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we take your letter?

SUPERVISOR SALADINO: May we have your letter.

(Whereupon, the member of the public responds, "yes".)

SUPERVISOR SALADINO: Thank you. And just to be clear, once again, you're in favor of the application.

(Whereupon, the member of the public responds, "certainly".)

SUPERVISOR SALADINO: Thank you. Our next speaker will be Joe Filopaso.

(Whereupon, no verbal response.)

SUPERVISOR SALADINO: I will put it on the bottom of the pile, and we'll call him again after everyone else has spoken.

Ann Glynn.

SUPERVISOR SALADINO: Name and address for the record.

MS. GLYNN: Ann Balderston-Glynn (Phonetic). I live at 124 Burtis Avenue in Oyster Bay.

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SUPERVISOR SALADINO: Thank you.

MS. GLYNN: And I'm a very long time resident of Oyster Bay. I've lived here almost 30 years. I take a lot of pride in living here. I love Oyster Bay, it's my adopted home. I grew up upstate, and this is a very similar small town that I grew up in, and I love it very much. And I do a lot of volunteering and do things for the community because I love it so much.

I just wanted to speak about the car wash. I've attended, this will be the third, but two other meetings were I got to hear the details of what it was going to entail, so I'm educated on all the different issues. I know there are different impacts. But the one thing I wanted to speak about was that I've known David Jacobson for almost eight years. I know him as a businessman in this community. I know that he lives here as well. His son goes to school here. And I know that whatever he does, he does to

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perfection. And he's not going to do something that he doesn't believe in, and he's not going to do it if he doesn't think it's going to be the best thing ever. He's just that type of a person. I know he's approachable. I know if there's issues, you can go to him directly. And he also gives to this community. He's he's given to the Life Enrichment Center. He has come and performed there for us for free for our seniors and done other things within this community.

I'm in favor of it. And I just know that he is an upstanding citizen/resident of this community. And I believe whatever he does, he will do to perfection.

SUPERVISOR SALADINO: Ann, I said this about Rob, and I say the same about you. You are amazing. You volunteer, you support, you help all the organizations, the community, tremendously. Our town board, our elected officials and the community appreciates you very, very much.

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MS. GLYNN: Thank you.

SUPERVISOR SALADINO: Our next speaker is Luis Baldino.

MR. BALDINO: Thank you, Board. My name is Luis Baldino. I'm the owner of 28 Park Avenue, Oyster Bay. I am a lifelong resident of Oyster Bay. I have my business and 97 Pine Hollow Road. I'm an architect and also a builder and developer with my business here since since day one.

On Park Avenue, my father, two uncles and my grandparents settled at 17 Park Avenue when they came into this country in 1957 -- '56. So I spent my childhood years on Park Avenue. I know Park Avenue. I'm not going to say it's a strange block. It's a great block. I lived there until about ten years ago. My son lives there currently. We moved when my daughter was three. One of the reasons why we moved is we were blessed for another opportunity. But also, it's one of the blocks that doesn't have any

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sidewalks. The sidewalk ends at my house. So when you're walking, when you're playing, when you're riding your bike, you're in the street.

Now, I'm an architect and a builder and a developer. I am not against development; not at all. It's up to you as the Board to determine whether this is the right use for that property.

Traffic studies, I don't put too much belief in, especially in this property. The reason why, I'm sure there was a traffic study for Mariners Walk and Speedway, which was once Hess, and 7-Eleven. Those traffic studies, for argument's sake, let's take Mariners Walk, if we took at that time thousand cars per day traveled passed Mariners Walk. If the study said it would add 100 cars. Not bad, 10%; is not a problem. Now Hess comes along. Hess isn't using a 1000. They're using 1100. And let's say that would add 10-15%. Now you go up to 1250; not bad. At 7-Eleven, same

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situation. Where there's development, there is vehicles. Where there is vehicles, there's traffic. Where there's traffic, there is congestion. Only if the roadway cannot handle that extra congestion. Route 106 has not been widened, so all these traffic studies, they just get compounded one on top of the other. There will absolutely be traffic on 106 and going down High Street. The reason why I know, I do it myself. It will happen. It's a dangerous street. The applicant said in his own words, it is the worst or most dangerous street on Long Island.

Now, I moved to a local village very close to Oyster Bay where I'm a member of the zoning board. I've been the chairman for a few years. I'm still a member of the board, whether it's ZBA or town board or planning board, I understand the responsibilities that we have as weighed against the desires of an applicant. But when an applicant says it is the worst

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street on Long Island, does anybody on this board want to prove a case and make that street even worse? I wouldn't. And that's where I'll rest.

SUPERVISOR SALADINO: So, sir, are you in favor or opposed to the application?

MR. BALDINO: I'm in favor of development, Mr. Saladino.

SUPERVISOR SALADINO: Are you opposed or in favor of this application at this location?

MR. BALDINO: For the safety that it will perhaps jeopardize, I'm against it.

SUPERVISOR SALADINO: You're opposed. Thank you.

The next speaker is Lori Lawrence.

MS. LAWRENCE: Good afternoon. Thank you for giving me this opportunity. I've never done this before.

My name is Lori Lawrence. I live at 63 Park Avenue in Oyster Bay. I've been there for three years, but I've been on Long Island on and off since '92.

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I have a few concerns on Long Island. The water issues, the quality of the water here is a huge concern of mine, so going to a car wash seems a little ridiculous for me to waste water washing a car when the rain can do it for you. Get the kids out there with the soap when it's raining.

I understand the man has a desire to work with cars and to do all the things that you do with cars, which is washing them and detailing them and taking care of them. Again, I think it's the wrong place for that. Everyone on Park Avenue, I think all of our properties will be impacted by whatever goes on in that area. Whether you close High Street, that affects me, because when the traffic backs up, I do take High Street to my home. And so if you close High Street, I have to go to Berry Hill to come around. So that's a impact without anything. But if you leave it up and the cars fly through there. There are a lot of

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children on that block which you don't see them because they don't get to play in the street, they don't play in their front yards because the traffic flies through there. So whether he gets his car wash or not, that street needs to be addressed.

Other than that, I think he's done a wonderful job with his application. I'm not familiar whether an environmental impact statement needed to be done, but with 25 idling cars and increased backup of traffic on the road, somebody needs to address the carbon dioxide/carbon monoxide, because we are in a valley and it will collect there, and there are homes and people right behind there. So, I'm not sure if that's been addressed.

Anyway, that's it. At the present time, I think I would like to see more information. I don't know that it's at a point where it could be approved or disapproved, but that's for you.

SUPERVISOR SALADINO: Just to be

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clear. You threw me off by that last sentence, are you opposed, or are you undecided.

MS. LAWRENCE: I think there needs to be more information provided.

SUPERVISOR SALADINO: Before you make a decision. I understand. Thank you so much for participating.

Gwen Watson.

MS. WATSON: Hi, my name is Gwen Watson. I live at 3 Monroe Avenue in Bayville, New York. Thank you for letting me speak here.

Mr. Jacobson, I have to say, it's a beautiful looking building. You're very well spoken. Your existing building with your cars is just gorgeous. I'm sure it would be an asset to the community. But I have to say I'm against it because of the traffic situation. I'm not going to elaborate more on that, because I think every topic of traffic has been touched upon except the light at Speedway. It used to be if you were coming from

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Bayville out, it used to be you could

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make it right on red. That changed

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several years ago for some reason where

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you can't anymore. So it backs up

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tremendously on Lexington Avenue. Coming

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home to Bayville, that light might be a

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little longer for people who want to make

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a left on Lexington Avenue, if this

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project goes through, to lessen the

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amount of traffic that is existing at

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that corner currently.

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I kind of heard about this whole

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thing by overhearing a conversation. I

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wasn't made aware of it. I didn't see it

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in the newspaper. I didn't see any

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announcements for it anywhere. And we get

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a lot of literature from Oyster Bay,

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glossy kind of things with events coming

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up. Very nicely done. But this is a main

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event also. People in Bayville, Center

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Island, Mill Neck, Oyster Bay, Oyster Bay

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Cove, East Norwich, all are going to be

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affected by this or any kind of increased

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traffic on Pine Hollow.

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I moved to Bayville about 44 years ago, learned a lot of stuff, got involved in the community very quickly. My husband was on the village board for over two decades and was mayor. So I've learned a lot about environmental impact studies, the amount of work everybody has to do in order to approve a project, and a lot of it sounds like it was done. I agree with some of the other folks who spoke that there could be a little more information on certain things: The idling, the water, etc. But if there's a way to send out one of these notifications to all those people in those communities that are going to be affected by this road, I think is something that definitely needs to be done. I don't know if there's other people here from Bayville, I don't recognize anybody, and it is a day meeting, which is tough for people -- I'm retired, so it's okay for me -- but if there's another meeting in an evening,

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more residents in local communities need to know about this because it will impact all of us.

That's pretty much it. Thanks for hearing me.

SUPERVISOR SALADINO: Ms. Watson, we really appreciate you participating. If I could just add to, or perhaps shine more light on something that you had mentioned not to be argumentative in any way, shape or form, and of course, you're aware of some of this, as your husband was the mayor and a board member. We do mailings as per the rules and regulations, but we also put information out on the internet, and we send information in a variety of ways. And we've also worked with some of the stakeholder organizations to get the word out, at least in the more local communities. But we take your suggestions seriously about alerting Bayville as well. And we thank you for being here today.

MS. WATSON: Thank you.

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So it's a beautiful project, but I'm against it because of the traffic issues.

SUPERVISOR SALADINO: Thank you for being here.

Mike Chavonovich.

MR. CHAVONOVICH: For the record, Mike Chovanovich. I leave at 4 Anchorage Lane. I moved to the Oyster Bay seven years ago. Probably the best move that we ever made in our life; me and my family. I have a 11-year-old-daughter that goes to the Vernon, fifth grade.

As beautiful it is the project, car wash, I'm not against car wash, against the project there, the car wash. I don't think we can vote on any project there until we address, like several people already pointed out, problem of 106. Anything we put there, it would create additional problems.

Gentleman, I'm sorry, I don't know your name -- Traffic study. I lost your name. You said you did a study over there, right? For the traffic study and

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everything. In your survey, did you include how many school buses are there?

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How many school buses passes on Pine

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Hollow Road. It's a major road that

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serves the Teddy Roosevelt School, Vernon

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school, and the high schools.

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The gentleman said also that there

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is about 1300 cars per hour. You made it

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clear, right? That makes about 65 cars

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per minute in each direction. If that

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left lane -- Councilman Imbroto brought

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up those couple nice questions about

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making left in and out -- if you have 65

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cars in each direction, every minute, how

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are you going to make a left left turn if

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you if you don't have to cut somebody

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else? We already have so many accidents.

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The other thing, from across that

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property, there is a 7-Eleven. People

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are washing the car, councilman spoke

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about only shops you can buy air

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freshener or something like that. I wash

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my car, I want to have a coffee or

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something like that, bottle of water or

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something. There is a there is no designated sidewalk there, and that's going to be another potential hazard for the traffic. Accident just waiting for the happen.

I don't know there was talk on the last meeting at the school library -- Mr. Jacob (sic), you said I don't know how many cars he expected to do, but if he expected 200-300 in the seven, eight hours, that creates a lot of traffic there.

His counsel pointed out something that people will come here and bring their shopping dollars in the town. What shopping dollars? You know, I mean, you don't have anything around there. You know, he's trying to make a point that people are going to spend money by washing the cars. There is nowhere to spend any money out there except for air freshener for the car and maybe coffee at 7-Eleven that's going to create probably, some accidents or something like that.

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Like I said, the major problem here is not a car wash itself. The major problem is Pine Hollow Road. No matter what we do in that area, we cannot move on without addressing that problem on Pine Hollow Road.

Several months ago, there was a tree falling down to the front of 7-Eleven. Traffic had to be stopped in both directions for, like, a half an hour. There was a line all the way to East Norwich, and they were lucky you could cut maybe around McDonald's at that time. But if something like that happened, everybody is stuck.

So at the moment, I'm against, for the record.

SUPERVISOR SALADINO: Thank you, Mr. Chanovich.

MR. CHANOVICH: And thank you for the great job, everybody.

SUPERVISOR SALADINO: Thank you very much. I appreciate you taking part in this hearing.

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Betsy Kilpera.

MS. KILPERA: Hi, my name is Betsy Kilpera, I live at 38 Milburn Street in Oyster Bay.

May not be surprised, I'm opposed to the project. Pine Hollow Road is not Jericho Turnpike. It just doesn't have the capacity for a car wash. And I recognized the right of the property owner to open a business, and we certainly need development, but I think a car wash is just a terrible idea because of the traffic and safety issues, which have been addressed by other speakers.

But I wanted to say that Oyster Bay is a very special place, as you pointed out, Supervisor Saladino. It has charm. It has so much history. The Railroad Museum's partnership with the DDI, it's a wonderful thing. I think that you people, as stewards of this town, have a responsibility to preserve the historical properties of the town.

I think Teddy who stands up there on

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his horse at the beginning of town, would be appalled by a car wash in the gateway to Oyster Bay. The property does need development. It's ugly on both sides, but hopefully other ventures can come about that would be more appropriate for a town that's so rich in history. I just think a car wash is the most inappropriate thing for the entrance to Oyster Bay, and is a very concerning safety issue, as the last speaker pointed out, with all the children, the school buses right next to Boys and Girls Club practically. You don't want to have a big facility with lots of cars.

To the point that the guy made about little shop in Oyster Bay, well, I know I shouldn't say it, but there's no place to park. Even if they did want to come, they couldn't park.

SUPERVISOR SALADINO: Thank you for participating, we appreciate it. Once again, Joe Filopaso.

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(Whereupon, no verbal response.)

SUPERVISOR SALADINO: That's all I have in the way of the slips, but is there anyone else who would like to be heard? Please come on up. You can fill up the slip after you speak. Anybody else would like to be heard?

MR. SISTANO: Hi, my name is Joseph Sistano (phonetic) and I live at 24 (inaudible) Street in Oyster Bay.

I've known Dave Jacobson for about ten years now. He's been an asset to this community. He's been very helpful with me as far as charity work. Anytime I go to him, he's: What can I do to help? He does everything to the extreme. If it's not right, he won't do it. He cares a lot about the community. And I think that the car wash would be a benefit. There's traffic issues, but no matter what business you put in, there's going to be traffic problems. That's what I think the problem is. Traffic.

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Addressing that is, I think, what needs to be done no matter what business you put in there. I'm in favor of it, and thank you for your time.

SUPERVISOR SALADINO: Would you be kind enough to fill out a slip so we can keep track of everyone and how they feel about this?

Once again, is there anyone else who would like to be heard on this application on this hearing?

(Whereupon, no verbal response.)

SUPERVISOR SALADINO: Please let the record reflect that no one else has indicated that they would like to be heard.

With that are there mailings, postings, correspondence?

TOWN CLERK: The attorney for the applicant has filed his affidavit of service and disclosure. Communications are as follows:

We have memos from the Department of

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Planning and Development, including a review of the required off Street parking;

The Nassau County Land and Tax map indicates the property is Section 27, Block 4, Lots 5-16;

According to the Town of Oyster Bay zoning maps, the property is located within a general business zone system;

There are no open prior Code Enforcement Bureau cases or vacancies on file;

We have affidavits of posting and publication;

There is correspondence on file that has been distributed to the Town Board.

SUPERVISOR SALADINO: Thank you.

With that, may I have a motion?

COUNCILWOMAN JOHNSON: Supervisor, I make a motion this hearing be closed and the record be kept open for 60 days.

COUNCILMAN IMBROTO: Second.

SUPERVISOR SALADINO: All in favor, please signify by saying, "Aye".

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(Whereupon, all members of
the Town of Oyster Bay Town
Board respond in favor with,
"Aye.")

SUPERVISOR SALADINO: Those opposed,
"Nay".

(Whereupon, no verbal
response.)

SUPERVISOR SALADINO: The "Ayes"
have it.

So, folks, just to wrap this up,
first of all, thank you for the team and
making your very professional
application.

Thank you for everyone who has
participated. The media will be reporting
on this. So there's many opportunities to
get the word out, but especially there
are at least 60 days for residents and
interested people to voice their opinions
to us in a phone call, e-mail or a
letter. So please, let's all spread the
word about this hearing because we want
the participation of as many people as

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possible.

Thank you.

(Whereupon, above matter
concludes, 1:32 p.m.)

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C E R T I F I C A T E

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

I, KAREN LORENZO, a Notary Public for and
within the State of New York, do hereby
certify:

That the above is a correct transcription
of my stenographic notes.

IN WITNESS WHEREOF, I have hereunto set
my hand this 11th day of June, 2024.

Karen Lorenzo
KAREN LORENZO

#	11 ^[4] - 1:5, 27:17, 27:23, 33:3	160:11	4
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\$	1100 ^[1] - 149:23	2004 ^[3] - 91:9, 91:10, 91:20	40 ^[2] - 30:11, 127:18
\$60,000 ^[1] - 107:4	11771 ^[1] - 122:14	2007 ^[2] - 91:9	400 ^[1] - 87:10
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10% ^[1] - 149:21	17 ^[1] - 148:14	25 ^[11] - 1:13, 5:2, 5:14, 13:25, 26:5, 36:7, 36:18, 48:24, 117:20, 120:22, 153:13	50/50 ^[1] - 65:12
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100% ^[3] - 51:17, 69:3, 126:7	19 ^[1] - 91:6	28 ^[1] - 148:7	60 ^[4] - 66:12, 72:13, 166:22, 167:20
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		34 ^[1] - 110:25	
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Zoning [1] - 30:4
zoning [6] - 6:21,
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TOWN BOARD
TOWN OF OYSTER BAY
REGULAR MEETING

June 11, 2024
1:32 p.m.

Hearing 2

HEARING - P-6-24

To consider the application of South Service
Jericho Associates, L.P., fee
Owner, and The Swing Golf Lounge Inc., lessee
for a Special Use Permit at
Premises located at 33 S. Service Road,
Jericho, New York. (4/23/24 #31)

JOSEPH SALADINO

SUPERVISOR

**

RICHARD LaMARCA

TOWN CLERK

TAKEN BY: KAREN LORENZO, STENOGRAPHER

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A P P E A R A N C E S

P R E S E N T:

SUPERVISOR JOSEPH S. SALADINO
COUNCILWOMAN MICHELE M. JOHNSON
COUNCILMAN LOUIS B. IMBROTO
COUNCILMAN THOMAS P. HAND
COUNCILMAN STEVE L. LABRIOLA
COUNCILWOMAN LAURA L. MAIER
COUNCILWOMAN VICKI WALSH

A L S O P R E S E N T:

RICHARD LaMARCA TOWN CLERK
JEFFREY P. PRAVATO RECEIVER OF TAXES
FRANK SCALERA, ESQ., TOWN ATTORNEY

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APPEARED:

Erik Snipas

Lou Gileno

Sean Mulligan

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SUPERVISOR SALADINO: Would you please call the next hearing?

TOWN CLERK: The second hearing for today is to consider the application of South Service Jericho Associates, LP, fee owner, and The Swing Golf Lounge Inc., lessee for a Special Use Permit at premises located at 33 S. Service Road, Jericho, New York. (4/23/24 #31).

SUPERVISOR SALADINO: Good afternoon, Counselor. How are you today?

MR SNIPAS: Very well, thank you, Mr. Supervisor, members of the Town Board. My name is Eric Snipas --

SUPERVISOR SALADINO: Just a moment, Eric.

Ladies and gentlemen, we have another hearing. We greatly appreciate it if you can have the conversations outside. Stay in the building as long as you like, but let's also give this next hearing an opportunity for the counsel to be heard. Counselor, please proceed.

SUPERVISOR SALADINO: Thank you, Mr.

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Supervisor. News 12 left me too
(laughter).

Eric Snipas here with the law firm
of Greenberg Traurig, 900 Stewart Avenue,
Suite 500, Garden City, New York.

Here, on behalf of the applicant,
The Swing Golf Lounge, Inc. and South
Service Jerico Associates.

Present with me today is Frank Yao,
president of The Swing Golf Lounge, Inc.;
Lou Gileno is on his way, he is the
architect of record; Sean Mulryan, the
project's traffic engineer; as well as
David Rosen, who is here on behalf of
South Service Jericho Associates.

I just want to touch a little bit
about Mr. Yao. Mr. Yao has owned spas and
salons on Long Island since 1999. He
operates three locations throughout Long
Island, including one within the Town
that has been in operation since 2011. He
is also the founder of the Relay of Love
Foundation, which works with donors and
partners around the country to enhance

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health and hunger and overcome hardship for underprivileged communities. It's a wonderful organization that has made incredible contributions to our local communities, especially via toy drives.

The foundation has also created love tags, which are anti wandering devices that help Alzheimer's patients' families, and his work has earned him numerous citations from various levels of government.

Today's application seeks a special use Permit and site plan approval to utilize a portion of an existing office building located within the General Business Zoning District as an indoor golf simulator and that is, under the town code, considered an active recreation use.

Premises is known as 33 South Service Road, Jericho, located on the Nassau County Land Tax map as Section 17, Block 16, Lot 42. It is just under an acre and a quarter at 52,829ft², with

1
2 226.5ft of frontage on South Service
3 Road, and once again located wholly
4 within the Town's GB zoning district.

5 The property abuts commercial uses
6 in all directions, with the nearest
7 residential property located on the
8 opposite side of the LIE to the north.
9 East of the premises is an office
10 building occupied primarily by medical
11 uses, including Dazzling Dental. Behind
12 the office building is the Westbury Jeep
13 dealership. I will note for the record
14 that I did speak with one of the
15 principals of Westbury Jeep, and he has
16 no objection to the project, and both the
17 office and the Westbury Jeep dealership
18 are located in the Town's Neighborhood
19 Business Zoning District. The southern
20 property line of the premises abuts the
21 Wendy's drive thru, also located within
22 the GB zoning district, and then to the
23 west is the Jericho Home Depot.

24 The property itself in its existing
25 condition is a beautifully kept piece of

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2 property, with an existing landscape
3 buffer that runs almost the entire
4 frontage of the property, with varying
5 widths at different points, but no less
6 than 12ft in width at any given point.
7 The landscape buffer is improved with
8 grass, trees and short plantings. There
9 are also existing shrubs flanking both
10 sides of the existing drive aisle on the
11 east side of the building, as well as
12 shrubs on the western property line. The
13 rear property line, abutting Wendy's
14 drive thru also features trees and
15 various plantings. The existing building
16 itself is 15,865ft², that is demised into
17 two tenancies. Approximately 7553ft² of
18 the building is currently occupied by the
19 property management company Rosen
20 Associates, which is affiliated with
21 South Service Jericho Associates, the
22 owner of the building.

23 The premises was previously located
24 in what was then known as the F Business
25 Zoning District, and was subject to a

1
2 change of zone in 1965 to the current
3 zoning district GB. It's also worth
4 mentioning that this site, in its
5 existing condition, was granted Site Plan
6 approval and amended Site Plan approval
7 under Town Board resolutions 410-97 and
8 52-98. And I'll get into why I mentioned
9 that in a couple of minutes.

10 Today's application requests the
11 special Use Permit and Site Plan approval
12 pursuant to Town Code Sections 246-5.2
13 and 246-9.3.2 to operate an indoor golf
14 simulator facility in the vacant tenancy.

15 In connection with our application,
16 we are requesting to construct a 2985
17 square foot mezzanine level. But just to
18 be clear, our project does not request
19 any additions to the building expansions
20 of the footprint, anything whatsoever.
21 The only improvements we are making to
22 the site will be with respect to
23 landscaping.

24 With the mezzanine area, the golf
25 simulator space will be approximately

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10,714ft², and that's comprised of 7729ft² on the first floor and then 2900ft² on the second floor mezzanine space.

Now, those visiting the golf facility will enter the building on the north side via the existing common lobby. There is also an entrance and exit on the south side of the building, which abuts additional parking spaces. Members using the common lobby will turn right, where they will be greeted by a receptionist at the front desk. The first floor will feature three playing rooms, seven playing bays, putting green area, service bar and lounge area, locker rooms with changing areas. And then the second floor will feature a playing room, two putting greens and then another lounge area with service bar.

Based upon the 1997 approved site plan, the existing office building requires 78 parking stalls for the 15,600 square foot office building, which was

1
2 calculated at one parking space for
3 200ft². The site also provides 78 parking
4 spaces, four of which were land banked.
5 We are proposing to keep the parking in
6 its current condition, including the four
7 land bank stalls. With the proposed
8 recreational space, office space and
9 retail use, we have a requirement of 67
10 parking spaces. When you couple that with
11 the existing Rosen Associates office
12 space, they're required parking is 38
13 parking spaces, so we get to a total
14 requirement for the site of 105 parking
15 spaces. So with that, we will be
16 requesting a variance from the Zoning
17 Board of Appeals for parking deficiency
18 of 27 parking spaces.

19 The applicant has retained the
20 services of our traffic engineer, Sean
21 Mulryan. I would ask Mr. Mulryan to come
22 up and present his findings and proffer
23 him as an expert in traffic engineering.

24 MR. MULRYAN: Good afternoon. Sean
25 Mulryan, Mulryan Engineering, 1225

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Franklin Avenue in Garden City, New York.

I'd like to start off by saying there'll be no left turns in or out of this site (laughter).

This is on a one-way service road. That service road services, various retail uses. There's a few high-end car dealerships to our west. There is an office building to our right. The back of the property abuts a Wendy's with a drive-thru. That Wendy's faces onto the turnpike. As I'm sure the board well knows, there's numerous retail facilities on Jericho side of these properties. Again, we're on the service road. Again, it is a one way service for leading to an intersection with Jericho Turnpike and Brush Hollow Road, which is a large intersection controlled by traffic signal.

This application was put forth and reviewed by the Department of Environmental Resources through the Town. It was also referred to the Nassau County

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Department of Public Works. The service road in this area is controlled and under the jurisdiction of the Nassau County Department of Public Works. They were very interested in this application because of the unique nature of it, and asked us to look at a detailed traffic impact and trip generation study, which we partook in under the direction of the Nassau County Department of Public Works. That information was submitted to the County, and they were satisfied with the results and believe that the access is sufficient for the proposed use.

As one might imagine, a golf simulator facility is going to have different hours than a standard office building. This site is also surrounded by numerous beautiful golf courses that exist within the Town. So this is an application we believe that will service members in foul weather or in the colder months of the year. It is a member only facility. So the study that we conducted

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was at a public location that has simulators, but this will be a private location members only. So we believe that it will have even less traffic and parking impacts. And we believe that it is an appropriate location compared to other uses that could go into the site.

And once again, I mention there are numerous retail facilities. This is located next to a big box retail store, which I'm sure you're all very familiar with, the Home Depot. It's located next to an office building, is a tenant space within an existing office building.

So we believe that during the peak commuter hours, this will not have an impact and will be a reduction in traffic as compared to a regular office building. It will have people coming in and out of it during the off peak season for the outdoor golf. Again, it's members only, so we don't believe there will be a tremendous demand, but it will have a beneficial impact to the community in

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that it will provide for golfers of all types that want to continue their sport and keep up to their current level of golf activities during the months where they can enjoy it outside.

So that's a brief summary of the reports that we've prepared. If there's any particular questions, I'd be happy to try and answer them.

SUPERVISOR SALADINO: Steve, please proceed.

COUNCILMAN LABRIOLA: Yeah. I'm just I'm trying to understand the application itself. In other words, I've never heard of a golf simulator. And I mean, I certainly know there are games on computers and things like that.

So how many people would you would this be serving and how did you do your trip generation? When you compare it to other existing facilities, I heard you said that you mentioned that --

MR. MULRYAN: We looked specifically at the Golf X in Commack, which is a

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similar concept. So the proposed use has

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various rooms that can be rented by

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members. The simulator, if you've looked

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at different facilities where you've gone

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to buy golf clubs, they'll have a screen

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against the wall where you'll shoot into

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the screen and that screen will project

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different images of different golf holes.

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So one could go into a simulation room

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and play a round of golf with a twosome,

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with a foursome or something of that

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nature.

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So we took the number of simulation

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rooms of which this location will have

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11, and compare that to the Golf X that

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exists in Commack, which again, is open

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to the public. To analyze the Golf X in

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Commack, we looked at the number of

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groups coming in and out of the doorway

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because it's within a shopping center, so

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we couldn't look at the driveway volumes.

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We looked specifically at people coming

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into the site. So if you and I walked in

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together, we consider that one car. If

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there was groups of three or more, we assigned it two cars. So that was a way to back into the anticipated number of cars that would come. What we anticipate based on those studies is that at the peak, they'll be about 20 to 30 vehicles coming in and out of the facility at any one time. And again, this is on a major service road that is located in a highly developed area of the town. There is numerous shopping centers, some of those centers front on the service road. Some have access via other properties to get to those uses. So the Kohls doesn't front on the service road, but you can access the service road from the Kohls, and it also has access on Jericho Turnpike. This property solely fronts on the service road. Does not have cross access to the Home Depot, to the office building or to the Wendy's. The car dealership, the Jeep car dealership, which is in the corner of the property, again, we do not have access to. So this is solely on the

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service road. And the thought process, what the County wanted us to look at again was because of the unique nature of the subject, property and what's being proposed, they wanted us to look at something similar, although not a members only, again, but something similar. So the concept again is you'd rent a room as a member, you'd bring a group or however large, limited to 1 or 4, would be the range, and you would rent that room for a specific amount of time and then be able to play a round of golf, essentially indoors, outside of the wind, outside of the rain or cold weather.

COUNCILMAN LABRIOLA: Thank you.

SUPERVISOR SALADINO: Any other questions?

(Whereupon, no verbal response.)

SUPERVISOR SALADINO: I have a couple of questions.

I Had the opportunity to use simulators in airports and different

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locations. How many simulators are you proposing? How many machines?

MR SNIPAS: It's a total of 11 simulators. So we have four playing rooms and then we have nine playing bays as well. I'm sorry, that ends up at 12. I'm sorry.

SUPERVISOR SALADINO: You spoke of the necessity for the design of your business model is to only allow people in who have a membership.

MR SNIPAS: Yes.

SUPERVISOR SALADINO: Are members allowed to bring guests?

MR SNIPAS: So we are playing with that idea, allowing members. I just want to make clear that this is actually going to be -- it's not just membership where you show up and you want to sign your name on the line and that's it. This is a \$10,000 a year, at the very least, membership. Mr. Yao is considering allowing guests on a limited basis. One guest maybe can come or a member will be

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given, similar to a gym where you give a guest pass where they can come a couple of times for the month. But we're open to suggestions as to what would make the Board comfortable.

SUPERVISOR SALADINO: Would a member be allowed to rent the entire facility for an outing?

MR SNIPAS: So there are considerations for corporate memberships as well. That would be at a higher scale and then they would be able to then, yes, rent out the facility.

SUPERVISOR SALADINO: Would they have a limit as to how many people would gain entry into the facility for a corporate or a member who wants to hold a party, an event?

MR SNIPAS: Sure. So each bay or room would have a total of four players. So then it's not very standard that somebody's going to come and not play as well. So you're looking at a total of, you know, between 48 to 60 people maybe.

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Even if it were people that were just going to come just to hang out as part of that.

SUPERVISOR SALADINO: Being that the facility is putting a limit of 60, or is that mean that you could have a large party corporate event or a large event where people are taking turns and perhaps having food or beverage while they're waiting to golf?

MR SNIPAS: Sure. Let me just confer on my client.

(Whereupon, off the record discussion.)

SUPERVISOR SALADINO: Certainly.

MR SNIPAS: So my client is anticipating that no more than 100 people would be coming to the facility. And that would be on the higher end, of course.

SUPERVISOR SALADINO: What would be more typical?

MR SNIPAS: Typical holiday or a weekend party with, you know, corporate membership or anything because it's not

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going to be for individual parties.

SUPERVISOR SALADINO: What would be typical when the location of the facility is not hosting an event just for regular membership, what would be the typical most you'd see on a weekend or on a particular high?

MR SNIPAS: I'm just looking at Mr. Mulryn, because just to clarify too, with respect to when we were before the County DPW, they had asked for they use the prior hearing as testimony from the prior hearing. They had asked for eyewitness accounts. So that's when when Sean had mentioned to you that he actually counted people walking into the other golf facility. So in looking at Mr. Mulryan, he had mentioned probably about 15 people, 15 cars.

SUPERVISOR SALADINO: Even at your highest volume point in the week?

MR SNIPAS: Weekends and season.

SUPERVISOR SALADINO: What is that highest volume point in the week?

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MR. MULRYAN: In the evening.

SUPERVISOR SALADINO: In the evening during the week or weekend?

MR. MULRYAN: So the highest peak that we observed was on Saturday afternoon and on Friday evening. So those two times. And then Friday evening there was ten cars entering and on Sunday afternoon there was 17 cars entering.

SUPERVISOR SALADINO: Okay.

Thank you. Do we have any other questions?

COUNCILMAN LABRIOLA: Okay. I just want to explore about the lounge.

MR SNIPAS: Sure.

COUNCILMAN LABRIOLA: I'm not sure how Planning Development calculated your need for parking, but it actually says you require 105 parking spaces and that you will require a variance.

MR SNIPAS: That's correct.

COUNCILMAN LABRIOLA: I'm just not sure how well this was done because this is so new to to me. The concept of golf

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simulation. So the lounge itself, does the owner intend on serving alcohol, food?

MR SNIPAS: Yes. So alcohol will be served. The lease has a restriction on hard liquor, so it will be beer, wine and I believe cider. Each one of the employees will undergo the alcohol training certificate that the State Liquor Authority often recommends. With respect to food being served, there are kitchens proposed, but the kitchen will be just microwaves and electric ovens to warm up food, pre-prepared food.

COUNCILMAN LABRIOLA: And the hours of operation on Sunday through Friday and Saturday, Sunday. What are they?

MR SNIPAS: It's actually going to be 6 a.m. to 11 p.m., seven days a week.

COUNCILMAN LABRIOLA: I don't have any other questions, Supervisor.

MR SNIPAS: May I just have one moment?

SUPERVISOR SALADINO: Of course.

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(Whereupon, off the record discussion.)

MR SNIPAS: I apologize for that. And it just spoke to Mr. Rosen and he had mentioned though to, you know, again, the other side of the building is an office building. They have a total of about ten employees, probably because of the work from home policy, about six people are there at any given time, they're all gone by five.

SUPERVISOR SALADINO: Okay. Thank you.

We have no other questions. So if you'd like to wrap up your application.

MR SNIPAS: That concludes my presentation.

I did have a couple other slides with respect to the landscaping and my final points, which we already touched on. So if you have any other questions, I'll be happy to answer them. But I appreciate everybody's time today.

SUPERVISOR SALADINO: Thank you very

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much.

Is there anyone who would like to be heard on this hearing?

(Whereupon, no verbal response.)

SUPERVISOR SALADINO: Please let the record reflect that no one has indicated they would like to be heard.

Are there postings and mailings?

TOWN CLERK: The attorney for the applicant has filed his Affidavit of Service and Disclosure in the communications are as follows:

We have memos from the Department of Planning and Development, including a review of the required off street parking;

Nassau County Land and tax map indicates the property is Section 17, Block 16, Lot 42;

According to the Town of Oyster Bay zoning maps, the property is located within a General Business Zone;

There are no open prior Code

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Enforcement Bureau cases or variances on file;

We have affidavits of posting and publication. There is no further correspondence.

SUPERVISOR SALADINO: Thank you very much.

With that, may I please have a motion?

COUNCILWOMAN JOHNSON: Supervisor, I make a motion that the public portion of this hearing be closed and the record be held open for 30 days.

COUNCILMAN IMBROTO: Second.

SUPERVISOR SALADINO: All in favor, please signify by saying, "Aye".

(Whereupon, all members of the Town of Oyster Bay Town Board respond in favor with, "Aye.)

SUPERVISOR SALADINO: Those opposed, "Nay".

(Whereupon, no verbal response.)

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SUPERVISOR SALADINO: The "Ayes"
have it.

SUPERVISOR SALADINO: Thank you very
much for your application and for all the
information. We greatly appreciate it.

MR SNIPAS: Thank you.

(Whereupon, above matter
concludes, 1:56 p.m.)

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C E R T I F I C A T E

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

I, KAREN LORENZO, a Notary Public for and
within the State of New York, do hereby
certify:

That the above is a correct transcription
of my stenographic notes.

IN WITNESS WHEREOF, I have hereunto set
my hand this 11th day of June, 2024.

Karen Lorenzo
KAREN LORENZO

#	2024 ^[2] - 1:6, 29:13	7	4:12, 11:24, 23:7, 23:10
#31 ^[1] - 1:16	226.5ft ^[1] - 7:2	7553ft² ^[1] - 8:17	airports ^[1] - 18:25
\$	246-5.2 ^[1] - 9:12	7729ft² ^[1] - 10:3	aisle ^[1] - 8:10
\$10,000 ^[1] - 19:22	246-9.3.2 ^[1] - 9:13	78 ^[2] - 10:24, 11:3	alcohol ^[3] - 24:3, 24:5, 24:9
1	27 ^[1] - 11:18	9	allow ^[1] - 19:11
1 ^[1] - 18:11	2900ft² ^[1] - 10:4	900 ^[1] - 5:5	allowed ^[2] - 19:15, 20:8
10,714ft² ^[1] - 10:2	2985 ^[1] - 9:16	A	allowing ^[2] - 19:17, 19:24
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TOWN BOARD
TOWN OF OYSTER BAY
REGULAR MEETING

June 11, 2024
1:56 p.m.

ACTION CALENDAR

JOSEPH SALADINO
SUPERVISOR

**

RICHARD LaMARCA
TOWN CLERK

TAKEN BY: KAREN LORENZO, STENOGRAPHER

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A P P E A R A N C E S

P R E S E N T:

SUPERVISOR	JOSEPH S. SALADINO
COUNCILWOMAN	MICHELE M. JOHNSON
COUNCILMAN	LOUIS B. IMBROTO
COUNCILMAN	THOMAS P. HAND
COUNCILMAN	STEVE L. LABRIOLA
COUNCILWOMAN	LAURA L. MAIER
COUNCILWOMAN	VICKI WALSH

A L S O P R E S E N T:

RICHARD LaMARCA	TOWN CLERK
JEFFREY P. PRAVATO	RECEIVER OF TAXES
FRANK SCALERA, ESQ.,	TOWN ATTORNEY

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SUPERVISOR SALADINO: With that, MR. LaMarca, please call the Regular Action Calendar.

TOWN CLERK: May I have a motion to suspend the Rules and add Resolution 442 through 445-2024?

On the motion?

COUNCILWOMAN JOHNSON: So moved.

COUNCILMAN IMBROTO: Second.

TOWN CLERK: Motion made by Councilwoman Johnson, seconded by Councilman Imbroto.

On the vote, Supervisor Saladino?

SUPERVISOR SALADINO: Aye.

TOWN CLERK: Councilwoman Johnson?

COUNCILWOMAN JOHNSON: Aye.

TOWN CLERK: Councilman Imbroto?

COUNCILMAN IMBROTO: Aye.

TOWN CLERK: Councilman Hand?

COUNCILMAN HAND: Aye.

TOWN CLERK: Councilman Labriola?

COUNCILMAN LABRIOLA: Aye.

TOWN CLERK: Councilwoman Maier.

COUNCILWOMAN MAIER: Aye.

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TOWN CLERK: Councilwoman Walsh?

COUNCILWOMAN WALSH: Aye.

TOWN CLERK: Motion to suspend the Rules and add Resolution 442 through 445-2024 passes with seven ayes.

May I have a motion to adopt Resolution P-10-2024 through 445-2024? On the motion?

COUNCILWOMAN JOHNSON: So moved.

COUNCILMAN IMBROTO: Second.

TOWN CLERK: Motion made by Councilwoman and seconded by Councilman Imbroto.

I don't believe we have any speakers for these resolutions, Supervisor.

SUPERVISOR SALADINO: Once again, if anyone would like to be heard on our Regular Action Calendar, please indicate so.

(Whereupon, no verbal response.)

SUPERVISOR SALADINO: Please allow the record to reflect that no one has indicated they would like to be heard on

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our Regular Action Calendar, June 11,
2024.

Would you kindly take a vote?

TOWN CLERK: Supervisor Saladino?

SUPERVISOR SALADINO: Aye.

TOWN CLERK: Councilwoman Johnson?

COUNCILWOMAN JOHNSON: Aye.

TOWN CLERK: Councilman Imbroto?

COUNCILMAN IMBROTO: Aye.

TOWN CLERK: Councilman Hand?

COUNCILMAN HAND: Aye.

TOWN CLERK: Councilman Labriola?

COUNCILMAN LABRIOLA: Aye.

TOWN CLERK: Councilwoman Maier?

COUNCILWOMAN MAIER: Aye.

TOWN CLERK: Councilwoman Walsh?

COUNCILWOMAN WALSH: Aye.

TOWN CLERK: Motion to adopt
Resolution P-10-2024 through 445-24
passes with seven ayes and zero nays.

The Calendar is complete.

SUPERVISOR SALADINO: Thank you.

With that, may I have a motion?

COUNCILWOMAN JOHNSON: Supervisor, I

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make a motion that this meeting be closed.

COUNCILMAN IMBROTO: Second.

SUPERVISOR SALADINO: All those in favor, please signify by saying, "Aye".

(Whereupon, all members of the Town Board respond in favor with, "Aye.")

SUPERVISOR SALADINO: Those opposed, "Nay".

(Whereupon, no verbal response.)

SUPERVISOR SALADINO: The ayes have it.

(Whereupon, above matter concludes, 1:58 p.m.)

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C E R T I F I C A T E

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

I, KAREN LORENZO, a Notary Public for and
within the State of New York, do hereby
certify:

That the above is a correct transcription
of my stenographic notes.

IN WITNESS WHEREOF, I have hereunto set
my hand this 11th day of June, 2024.

Karen Lorenzo
KAREN LORENZO

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