

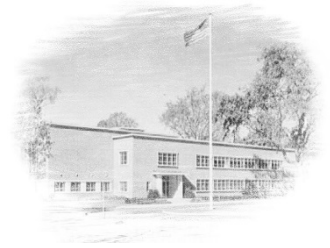


PLANNING COMMISSION BOARD

INCORPORATED VILLAGE OF GARDEN CITY

MEETING MINUTES

WEDNESDAY, MARCH 1, 2023



PRESENT: H. Bradford Gustavson, Chairman
Craig Biscione
Keith Galanti
Allison Murray
Gregory Senken
Lauren Fonseca
Patrick J. Ward
Scott Brandeweide

Also present: Giuseppe Giovanniello, Superintendent Building Dept.

Meeting commenced at 6:15 p.m.

I. APPROVAL OF MINUTES:

The Minutes of the September 7, 2022, meeting was Approved.

II. SITE PLAN APPROVAL:

- 1. APPLICATION OF LT GARDEN CITY LLC.** In accordance with the provisions of Article XIIA, for the modification of a previously submitted (April 9, 2022); 2,988 sq. ft. of 6' wide raised walk, with a 383 sq. ft., 604 sq. ft. and 400 sq. ft. platforms, with two 138 sq. ft. accessible ramps and parking including 3,400 sq. ft. of plantings and retaining walls, at the West side on Village owned property, at the commercial premises known as; **1200 FRANKLIN AVENUE** (Map of Garden City Central, Lots 12-1, Block 3048, C-B district). Building Permit Application PLC-000086-2023, Design Development Architects, PLLC

Present at the meeting:

Phil Butler, Esq.- Farrell Fritz PC
Justin Paulos, owner
Diego Villareale,
Mark Newman

Mr. Butler stated that the applicants presented to the Planning Commission several months ago for site plan approval and recommendation to the Board of Trustees for exterior renovations at the sidewalk area and in the plaza behind the former Lord & Taylor building at the parking lot side. He further stated that they are here tonight for the reconfiguration of that area that is going to be within the portion of the lot owned by the Village. We are staying within the confines of the lot licensed to us by the Village, just reconfiguring the paved area and landscaping. The new design will be going from the previously approved three banks of parking stalls to just two, with a central entry point. This is designed to accentuate the main entrance for the second floor which is going to be Morgan Stanley, and then flanked by two new entry ways for the entrance to the 1-L tenant. The change is mostly aesthetics and function more than anything, and not much more to tell you other than that we are staying within the same 'sandbox' of the area previously approved. We are not putting anything new there, just paved areas, landscaping and providing for some seating, at the West side only. There will be the same number of parking spaces, not losing any parking or ADA parking, just moving the pieces around a little bit. No other changes are being proposed.

The Planning Commission requested a rendering which the applicant stated was included with their packet. A site plan layout and elevations were also provided. This re-design was initiated due to the fact that the secondary entrance was needed since the market was not reacting well to the prior design. This design provides for a grander, more centralized midpoint entrance way off the parking lot, which is better received, rather than off to the side. The tenant space at 1-L will be mainly office. This is shown in the red hatch area on the plan. The presentation to the Board of Trustees will be to amend the License Agreement to attach that exhibit as the new schedule A to represent the new easement area. The Commission inquired as to what brought about the change and it was stated to create a central focal point for the entrance from the parking lot.

The Chairman inquired as to the location of the handicapped ramp to get to that central area. Mr. Villareale responded that the ramps are on either side and the accessible parking spaces will shift to the right and you can see the ramp. This allows the change in grade for the accessible parking spaces and then there are three sets of stairs that are provided directly in front, so you have ramps on either side and potential for stairs in front, as well.

The Commission inquired as to the plan for the existing ramp on the West side of the building. Mr. Poulos responded and stated that they are combining the three areas to a centralized location at the North & South side on either side and the new ADA ramps are being proposed for access toward the Panera side and toward the NYU side. New ramps will be installed at those locations that will be ADA compliant, the existing ramp will be removed, and the benches will be shuffled there.

The Commission questioned the previously approved site plan that showed the ramps with a handrail. It was stated that the previously approved ramp with specifications in excess of 5% which is something that happens with construction details. The new ramp is designed to be less than 5% (5% or less) and a handrail would not necessarily be required, but something they will address. The intent was to design the ramp flatter and gentler not be at that percent to require a handrail.

The Chairman also inquired as to the platform flat area at the top (3 risers higher) than the parking lot which sits at 18" high. The response was that it is directly in the center and the

grade varies as it tapers off. The two ramps being discussed are currently designed at less than 5%, which is why a handrail is not required. You can run 5% and this is considered an accessible route. There is 6" curbing there and no wheel stops are required. As to the assessable spaces, they all have signage and bollards that act as wheel stops in front of them to protect the sign and the rest have curbing there, but no actual wheel stops. If you drew a section there, you have a parking space, 6" curb, the landscape area and then the sidewalk. The sidewalk is at the same elevation as the landscape area. Separates the curb from the sidewalk.

The Chairman inquired as to how to negotiate down to that lower portion. On the sides, it was stated that area is at grade at 6" and is a gradual slope 2-3 risers, or a relatively slight change and a very low pitch. At this grade, you hit the high point and the largest grade change is at the center of the building where you have the most risers. This is a very low-pitched incline and the way the ramp is graded in this area you hit the high point in the middle, and it starts to taper off at either side. By the time you hit the accessible parking spaces, at that point the sidewalk is gently sloped down, so you are essentially at grade.

The Chairman questioned what separates the cars from going on the sidewalk. The response was they are adding grass to make up that grade change and it is more severe in the areas closer to the ramp and slopes down to the parking spaces. The elevation at that point is at 93, then sloping down. The idea is to keep the focal point flat, so it tapers down to the side. The intent of the landscape area is to make up the grade change and it slopes down to the parking spaces.

It was also stated that there is no circumstance that a car would be blocking the sidewalk since you have the curb line and the landscape area. By the time you get to the 14-parking space it is at 93, then 94 and slopes down from that point.

The Commission voted in favor and recommended the application for Final Site Plan Approval.