

Appendix A

Public Hearing Transcripts
and Meeting Minutes

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1 SOUTHEAST PLANNING BOARD
COUNTY OF PUTNAM
2 -----x
3
4 PUBLIC HEARING: STATELINE RETAIL CETNER,
5 Route 6 - SEQRA, Site Plan, Subdivision,
Wetlands
6
7 -----x
8 Civic Center
1360 Route 22
Southeast, New York
9 July 14, 2008
8:32 p.m.

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A P P E A R A N C E S :

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TOM LAPERCH, CHAIRMAN
DENNIS SULLIVAN, PLANNING BOARD MEMBER
EDWIN ALVAREZ, PLANNING BOARD MEMBER
JIM DIBELLA, PLANNING BOARD MEMBER
DAVID RUSH, PLANNING BOARD MEMBER
PHIL WISSEL, PLANNING BOARD MEMBER
DAN ARMSTRONG, PLANNING BOARD MEMBER
LAURIE FRICCHIONE, BOARD SECRETARY

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1 A P P E A R A N C E S :
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3 CAMARDA REALTY INVESTMENTS, LLC
4 Applicant, Stateline Retail Center
5 1699 Route 6, Suite 1
6 Carmel, New York 10512
7 BY: PAUL CAMARDA
8
9
10 INSITE ENGINEERING, SURVEYING &
11 LANDSCAPE ARCHITECTURE, P.C.
12 3 Garrett Place
13 Carmel, New York 10512
14 BY: JEFFREY J. CONTELMO, P.E.,
15 PRESIDENT/PRINCIPAL ENGINEER
16
17
18 STREET-WORKS DEVELOPING AND
19 CONSULTING GROUP
20 30 Glenn Street
21 White Plains, New York 10603
22 BY: TIMOTHY I. MOUNT, PARTNER
23
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A P P E A R A N C E S (Cont'd):

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ALSO PRESENT:

Ashley Ley, Town Planner
Graham Trelstad, Town Planner
Don Cuomo, Wetlands Inspector
Christon Robbins, Project Manager,
Tim Miller Associates, Inc.

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MR. CAMARDA: We are here tonight at the board's request to do a presentation. The board specifically asked us to put on a presentation, have as many boards here as possible, and they made a special request asking us to pay for a film crew here to film this presentation. We are here tonight giving you a good illustration because they do say a picture tells a thousand words.

Now, as far as questions are concerned, what I would think would be our normal procedure, but that doesn't mean it has to be your (inaudible). We got to listen to the questions. We got the stenographer here, it's on film, and then we take those questions, and we give it all written, all thought-out answers as opposed to try and answer questions off the cuff. If the board needs a clarification, we can clarify for you. We would prefer, you know, to give our answers all back to every question in writing.

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CHAIRMAN LAPERCH: Okay. I see you have multiple easels around the room; are those for the illustrations, Paul?

MR. CAMARDA: Yes. You asked us to bring in as many boards as possible --

CHAIRMAN LAPERCH: Some of them are in the corner, I mean, are you going to bring them forward here or how --

MR. CAMARDA: With your permission --

CHAIRMAN LAPERCH: I want them
Page 2

12 forward. I want everyone to see them.
13 MR. CAMARDA: All right.
14 CHAIRMAN LAPERCH: Right. So
15 please --
16 MR. MOUNT: I think Paul.
17 MR. CAMARDA: Yes.
18 MR. MOUNT: I'm sorry. I can
19 present two boards at a time to keep it
20 simple, and then maybe we can just put
21 them up over here --
22 CHAIRMAN LAPERCH: That's fine. The
23 board's going to see it. This is a public
24 hearing, so let's kind of gear our

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1 presentation towards that.
2 Okay. Because of a SNAFU on there,
3 as the notice for the subdivision and
4 wetlands were not properly noticed, so
5 tonight we're not -- it's not a public
6 hearing for the subdivision or wetlands,
7 it's for SEQRA and site plan. August
8 11th, we're going to open the public
9 hearing on the site plan and subdivision,
10 so everybody should be aware of that.
11 Okay. So those are ground rules. Paul,
12 you're on.
13 MR. CAMARDA: All right. I'll speak
14 a little louder for you. Tonight we are
15 here at the request of the board. It's a
16 public hearing. Basically, the public
17 hearing is that the board after about two
18 years of work behind it -- in front of the
19 planning board that started in early '06
20 accepted what is known as a draft
21 environmental impact statement. Upon
22 accepting that draft environmental impact
23 statement, the SEQRA regulations call for
24 a public hearing, so we're here tonight

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1 for that public hearing.
2 As I stand here before you, there's
3 a camera here at the board's request.
4 This property -- I'll be very quick -- is
5 right on Route 6. If you're coming in
6 from the Holiday Inn in Danbury, you'll be
7 coming into it. You'll see the welcome to
8 Putnam sign. You come further down you
9 see some stores, and then you pass the
10 Northeast Radiology Center on the corner
11 of Dingle Ridge Road. The property will
12 follow about 200 yards past there. You'll
13 see fields that extend from that point all
14 the way down to Rraci's Restaurant on the
15 right-hand side, it'll be next to it. So
16 we're looking at Route 6 straight down.
17 The property lies right between Route 6
18 and Interstate 84. So we have 84 behind
19 us, Route 6 in front of us. You'll see
20 that on some aerials, and I'll leave it to
21 the engineering department.
22 Okay. Tonight I'm here -- I'm

23 joined by INSITE Engineering which has
24 been doing work in Putnam County for 20

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1 years. I'm also joined by John Collins
2 Traffic Consultants, one of the most
3 respected traffic firms in the Hudson
4 Valley. I'm here with Street-Works.
5 Street-Works is a national renowned
6 architectural planning firm. The idea of
7 bringing Street-Works to get involved with
8 my projects in Putnam was to try to bring
9 a more human scale to retail shopping
10 centers. Tim will describe what that is.
11 We try to make them a little softer, more
12 walkable, more friendly, soften the
13 architecture, and that is their expertise
14 and planning, so they will also be
15 speaking. And in between I will step in
16 (indiscernible). So with that, I would
17 like to turn it over to Jeff Contelmo and
18 talk to you about a lot of engineering
19 aspects of the project.

20 MR. CONTELMO: Good evening. Thank
21 you, Paul. I apologize to Mr. Armstrong
22 for having you behind part of these
23 billboards, but we did try to make the
24 site plan big enough that everyone could

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1 see it.
2 Again, my name is Jeff Contelmo.
3 I'm with INSITE Engineering, Surveying &
4 Landscape Architecture, P.C. Our office
5 is in Carmel. We've been in Putnam
6 County, as Paul said, for nearly 20 years.
7 We're proud to be involved in this
8 project. I'm accompanied tonight by my
9 associates, Theresa Ryan, who's been doing
10 a lot of the work on this, but I've been
11 asked to stand up here and give you a
12 brief description of our site plan.

13 I'll start with an overall plan of
14 the locale. What we have is an aerial
15 photo which shows the property in yellow,
16 44 acres, fronting on US Route 6. To the
17 east is the state line of Connecticut
18 which is a little over a mile away, and to
19 the west is the interchange of 684 and
20 Route 84. As Paul indicated, the property
21 fronts on Route 6 and backs on Route 84.
22 It's a long, narrow piece of property.
23 It's primarily composed of forested and
24 open fields in its present condition.

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1 We have a blown up aerial here which
2 shows the existing fields. There are four
3 large fields and some surrounding forested
4 areas as I've noted. There are two
5 wetland areas on the site which I'll talk
6 a little bit more about in the
7 northeastern and southwestern portions of

8 the site. We're preserving those areas,
9 and we're staying out of them with our
10 improvements.

11 In terms of the locale, as Paul
12 indicated, Dingle Ridge Road is just to
13 the east of us. Old Nickles Road
14 terminates immediately to our west, and
15 across the street is Joes Hill Road.

16 Our site plan proposal is for a
17 two-lot subdivision which will break 44
18 acres into two lots. One is a 4.7 acre
19 parcel which will be developed as an
20 office building, and the balance which is
21 39.7 acres -- 39.3 acres will be developed
22 as a large retail center. Initially, this
23 44 acres is contained in a commercial CG2
24 zone which permits all of this development

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1 by use. And by right, the large scale
2 retail development will need a special
3 needs permit from the town board.

4 The westerly lot, which is the
5 office building, will contain a
6 14,800-square-foot, two-story office
7 building with its own septic system, its
8 own well. It will have 60 parking spaces,
9 an appropriate loading space. It will
10 have storm water infrastructure that will
11 meet the requirements of the state and the
12 city of New York. It will also have its
13 own connected driveway out onto US Route
14 6. It will be a slight modification to
15 the median of Route 6 to accommodate that
16 entry drive.

17 The main complex will be the large
18 scale retail center which will be
19 comprised of a number of different scale
20 retail establishments. The total square
21 footage is 184,800 square feet. There is
22 an 11,000-square-foot, second-story
23 component which will include some
24 community use, some office space, and

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1 apartment. The large scale retail, as I
2 said, is comprised of a few different size
3 stores. The large anchor will be
4 approximately a 134,000 square feet. That
5 will be the easterly most building. In
6 the center of the site will be a
7 25,000-square-foot junior anchor and then
8 11,000 square feet in two story as I
9 previously described. The westerly
10 building will be a 14,800-square-foot
11 pharmacy which will have a drive thru and
12 a pertinent parking surrounding it. There
13 is a total of 752 parking spaces
14 associated with this portion of the
15 complex.

16 This portion will be served by its
17 own septic area, which will be over in the
18 easterly field. We have completed all of

19 our soil testing for that septic system as
20 well as the smaller septic system for the
21 office building.

22 Again, the main retail center will
23 be serviced by its own drilled well and a
24 fully designed storm water management

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1 system which, again, will meet the
2 requirements of the state, the city of New
3 York, as well as the town's requirements.

4 The center itself will be accessed
5 by two access drives. The main access
6 drive will be the easterly driveway that
7 will be full movement, that will be
8 signalized. And the westerly driveway
9 will be a limited access, right in and
10 right out, so that pedestrian
11 (indiscernible) onto Route 6 as it's
12 currently configured.

13 We are incorporating into the site
14 plan a number of components which are
15 required by the town's special use permit
16 for large retail centers that include
17 extensive landscaping around the
18 perimeters and through the parking areas,
19 pedestrian connections by a main sidewalk
20 landscaped area, a little plaza area and
21 some other features which Street-Works
22 will talk about that they helped develop.

23 I hope that gives you a good
24 understanding of the site plan. We are

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1 here to receive comments, and if there's
2 any clarifications I can give, I'll gladly
3 do that. But with that, I'm going to turn
4 it back over to Paul to introduce
5 Street-Works. Thank you.

6 CHAIRMAN LAPERCH: By the way, Paul,
7 just for the purpose of information, the
8 draft environmental statement is on the
9 town web site, Paul, correct?

10 MR. CAMARDA: Correct.

11 CHAIRMAN LAPERCH: And our library
12 so if there's anybody that would like to
13 review it just for knowledge. Thank you.

14 MR. CAMARDA: Okay. I just want to
15 make a couple of clarifications. First,
16 all the wetlands have been flagged -- oh,
17 excuse me. Again -- I'm sorry. All the
18 wetlands have been flagged, so we planned
19 this thing around the wetlands. We didn't
20 plan first and then try to stick the
21 wetlands in. So we worked them around the
22 existing conditions. Number two is the
23 size (indiscernible) is about 186,000
24 square feet. For a reference point,

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1 that's about half the size of the Home
2 Depot Center up there on 312. And we have
3 an anchor store set up about 134,000. We

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4 picked that size because when we get to
5 about 134,000, it opens up to just about
6 -- not all of them, the Super Wal-Marts
7 would not fit there, but all the rest of
8 the medium sized anchors would fit there
9 because they all range about 115 to 130.
10 So it gives us about six or seven
11 possibilities to put there. Under that
12 size we get limited further. And that's
13 my clarifications. Okay.

14 CHAIRMAN LAPERCH: Who's next?

15 MR. CAMARDA: I would like to now
16 introduce Tim.

17 CHAIRMAN LAPERCH: Architectural.

18 MR. CAMARDA: I want to introduce
19 Tim Mount from Street-works who will take
20 you through about 15 different boards to
21 look at the architectural site work, the
22 entrances, the landscaping. So you'll get
23 a good view of what we're planning. Let
24 me just make another point if I could.

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1 what you're going to see from Tim today,
2 just to make you familiar with the term,
3 kit of parts. A kit of parts -- the best
4 way I could describe it, if we were
5 setting up a movie and we had to do a
6 western movie, we would want everybody to
7 look western. That doesn't mean
8 everybody's going to look the same. There
9 are certain key components of a Western
10 look. We have the boots, the hat, the
11 boots, the pants; they're all components.
12 So what we're doing here is we're going to
13 come up with an architectural concept, a
14 kit of parts. And then we're going to
15 apply that kit of parts to the different
16 buildings. Now, different size buildings
17 will look differently because -- when you
18 apply those things. So we're going to
19 have one architectural concept, but it
20 will be applied differently to different
21 types of buildings. Some retailers have
22 different needs, bigger doors, more
23 windows, less windows.

24 So just take it as that. This is a

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1 concept. We're going to have a kit of
2 parts, we'll take ten parts, and we're
3 going to take pieces out of those parts to
4 put together a concept where everything
5 kind of flows together, but the buildings
6 don't look perfectly alike.

7 MS. FRICCHIONE: Can you spell that
8 term --

9 CHAIRMAN LAPERCH: Kit.

10 MR. CAMARDA: Kit, K-I-T. A kit of
11 parts. In other words, it's the parts
12 that go into an architectural concept. Am
13 I clear enough for the people? Okay.

14 CHAIRMAN LAPERCH: Paul, can I ask a

15 question? Is this concept anywhere in the
16 northeast?

17 MR. CAMARDA: Oh, sure.

18 CHAIRMAN LAPERCH: Is this something
19 that if they're driving in the northeast,
20 the public here -- are you saying you can
21 refer to something in Connecticut or some
22 other parts in the area? Let's say, this
23 is what we're trying to achieve in some
24 fashion.

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1 MR. CAMARDA: I think you'll see
2 that the kit of parts was derived out of
3 driving through the streets. Street-Works
4 took the time without professionals to go
5 through Putnam County and try to pick out
6 key architectural pieces to put together
7 this kit of parts. So we're not taking a
8 concept that belong to Miami Beach and
9 trying to bring it to Putnam County. All
10 the things you're going to look at you're
11 going to say they have, that's a reference
12 to Putnam County, that kind of -- would
13 fit in, and that's what we're doing here.

14 CHAIRMAN LAPERCH: Okay. Thank you.

15 MR. MOUNT. My name is Tim Mount.

16 I'm a partner in charge of design for
17 Street-Works in White Plains, New York.

18 My particular area of focus in
19 Street-Works in terms of design and
20 development is retail-driven, mixed use,
21 and street oriented pedestrian places.
22 Paul told you a lot of what I'm going to
23 talk about, so I can make this pretty
24 quick, but we have projects across the

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1 country. These are not just projects that
2 are proposed; these are projects that are
3 built. So we have a huge body of
4 experience about how to create great
5 places, great sidewalks, great retail
6 places that people love and really embrace
7 as part of their community. The scale of
8 our projects range tremendously. Bethesda
9 Row in Maryland is a neighborhood center
10 with several phases. It started with just
11 a book store and a fountain; it became the
12 heart of Bethesda Row, a very good
13 neighborhood place.

14 We have done the redevelopment of
15 the large format retail in terms of
16 redevelopment of malls to give them more
17 of a place versus a placeless inside
18 thing. I spent a good part of my
19 professional career in California on
20 Santana Row, which is a very place-driven,
21 open space, street oriented, mixed use
22 center. We've also done urban prototypes
23 for large retailers and new suburban
24 prototypes for large retailers.

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1 So all of these to say, that the
2 principals that have gone into all of
3 these projects that we've done will also
4 be applied here. When I was looking at
5 these, there were two things that were
6 common to all of our projects that we'll
7 also produce here. And I'll go through
8 them with you, but that is place-driven
9 with a heart of it being the sidewalk and
10 the pedestrian experience. And two,
11 breaking down the scale of the buildings
12 so that they're more human, more
13 pedestrian-oriented. All of our projects
14 are that; this project will be the same.
15 CHAIRMAN LAPERCH: Okay. Can I just
16 get your opinion. I know we spoke about
17 it, and the board had concerns and the
18 town is addressing it on a legal level,
19 the green LEED certification type of
20 proposal indicating some of the material
21 things that you can describe to the public
22 too, because we're turning green in this
23 town, and you can be one of the first ones
24 to come out of the box. So if you can

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1 kind of incorporate that into your
2 presentation, please.
3 MR. MOUNT: Definitely. In terms of
4 the (indiscernible) concept here with the
5 architectural and the landscape, as Paul
6 said we spent some time here understanding
7 what the county was about, what the place
8 was about. And we really were taken by
9 something that we coined a phrase, perhaps
10 it's (indiscernible) real name is not, but
11 we called it equestrian rural
12 architecture, and some of these
13 photographs show you the components of
14 that. Your stone walls, your beautiful
15 fences, tree-lined streets, the kind of
16 simple quality of the boxes of the
17 architecture, and what we really were
18 interested in was the ability of this type
19 of architecture in its very simple forms
20 and textured surfaces and varied roof
21 lines is that it applies as beautifully to
22 larger scale buildings as it does to
23 smaller scale buildings. So in a place
24 like this that has both large and small

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1 buildings, that concept applies through
2 and does very well. In terms of the
3 landscape, again, we picked up on this
4 idea of gateway elements. It's a gateway
5 to your community, and we want to reflect
6 that.
7 when we started to pick up on gating
8 elements of the walls and the ability of
9 the fences to kind of really create
10 something that's as year changing from one

11 place to another. So as we create a
12 gateway on Route 6 for this project, we'd
13 also be creating a place for your
14 community, and you'll see how we play that
15 through that.

16 We'll start first with architecture.
17 This is where I'll give you a little bit
18 of the explanation of the kit of parts.
19 Again, some of the elements that we took a
20 look at and were drawn to in terms of how
21 to deal with, was usually in terms of
22 architecture in those places, is not
23 really great. They tend to be concrete.
24 They tend to be pretty untextured and no

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1 character. So we looked at this type of
2 architecture that's in your community. We
3 saw Board and Batten, we saw windows,
4 large windows centralized around entries.
5 We saw varied roof lines, varied lines of
6 eaves, and again we saw these simple
7 elements around both large buildings and
8 small buildings. Here we're talking about
9 kind of the simple materials of those,
10 whether it's some metal roofs, whether
11 it's shingles. Again, the Board and
12 Batten, but a very elegant, simple way to
13 handle buildings. And then we said, okay,
14 what are the elements because the
15 architecture of the retailer, they have a
16 certain way they have to be. They have a
17 certain size; they need to operate in a
18 certain way. They have an identity that
19 they need to portray in these buildings
20 too. But beyond that, those are elements
21 that we can use to essentially attach to a
22 simple building, and that's what Paul is
23 calling a kit of parts. So we saw a
24 handful of things, trellises, and arcades.

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1 To kind of break down the scale,
2 (indiscernible) with ingrown plants on
3 them. This kind of long high windows
4 around the entries of the building, you
5 can see some of the architecture here
6 later. We saw awnings and canopies, of
7 course, in the barns just to protect the
8 entrances or the entrances to the houses.
9 We saw dormers that were peeled out of the
10 roofs which gave a nice break to what
11 could be that endless roof plain, and we
12 saw some pieces that went vertical that we
13 can use both to identify an entry or a
14 significant corner of the project and
15 perhaps to again break down the scale of
16 the buildings. So those are the
17 components that we used as the basic kit
18 of parts, and I can show you how those
19 will be applied.

20 MR. CAMARDA: For the other board
21 members, he was talking about fences and

22 stone walls. Okay. Tim talked about
23 deriving these architectural elements for
24 style in the local landscape. Once again,

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1 these are all things you see as you drive
2 the roads in Putnam County and Westchester
3 County. And then lastly, we start putting
4 together some of the pieces, you start
5 having arcades and covered walkways,
6 awnings, dormers to just soften the scale
7 of the building, so it doesn't simply look
8 like a box sitting on a piece of property.
9 Okay.

10 MR. MOUNT: So again, in terms of
11 the way that this can break down the
12 architecture of these large scale
13 buildings, I've illustrated two types of
14 retail: a larger format retailer which
15 will have a simple box in the back, and a
16 smaller scale retailers that may have
17 smaller, more intimate elements about
18 them.

19 In terms of the larger scale, what
20 we really found was that the simple box
21 can be put in place so that their
22 operations can be what they need to be.
23 But in terms of around entrances, we can
24 use the vertical elements that we found

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1 from this equestrian rural architecture.
2 We can emphasize entrance where the place
3 is -- we can give a covered entrance. We
4 can concentrate elements there in terms of
5 the dormers and the roof lines, and we can
6 really begin to break the eave line of
7 what could be an otherwise long building.

8 Between two entrances, we can look
9 at the addition of canopies and trellises.
10 Again, that breaks down the scale to the
11 height of a person. It's covered so that
12 in terms of this pedestrian ability to
13 walk from one place to another between
14 stores, it gives you a much smaller scale
15 so that the impression of the higher wall,
16 you're not aware of it because you're
17 (indiscernible) another place. Again, the
18 way that the roof lines can be handled can
19 really begin to break down the scale of
20 these buildings.

21 In terms of the smaller format
22 retail, again, a lot of the same concepts.
23 Roof lines are much easier there. We've
24 shown how dormers could be handled

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1 differently, concentration of glass around
2 an entry. In the case of a two-story
3 building, again, more vertical elements
4 that allow you to break down the scale of
5 these buildings. All of this is about not
6 having a large box just to present it to

7 the public and some sense that the scale,
8 as you're a pedestrian on the sidewalk, is
9 very comfortable.
10 MR. CAMARDA: Once again, for the
11 benefit of the other board members, this
12 is basically a blow up of what we showed
13 you before. You can see how we break that
14 building up. You don't have that long
15 front by coming out; it softens it. It
16 won't be that big. 26 vertical wall, so
17 that is a blow up of the concept we're
18 trying to come together with. And here
19 once again, a different store has a little
20 different roof line. This store here has
21 a metal roof. This one has an asphalt
22 roof. We talked about the second-story
23 offices. This would be your second story.
24 Once again, it breaks up that long line.

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1 Okay.
2 MR. MOUNT: The one component that I
3 do want to say is that, this is a base
4 building way to handle the architecture.
5 A basic way to break down the structure.
6 There's another layer of detail here which
7 will be the components that the retail
8 brings also in terms of their signage,
9 some of their identity which will also
10 help to break this down further. So just
11 so that everyone knows that that's part of
12 it also.
13 The components that begin in our
14 project really begin to give you some
15 sense of something well beyond what you
16 generally get in a strip mall, which is
17 you come off a parking lot. It's usually
18 a ten-foot concrete sidewalk. You walk
19 into the center of the building. There's
20 nothing between it except some carts.
21 This project is really taking a look at
22 how a sidewalk is used. I don't know if
23 everyone can see, but as we enter -- so in
24 terms of -- this is the gating element

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1 that I was talking about between the two
2 places. I'll show you a little more about
3 that. We have an entrance on arrival.
4 This is actually the pedestrian sidewalk
5 that I'm talking about that we're modeling
6 after a main street sidewalk. I'll show
7 you more details about that, but this
8 connects all of the stores and all of the
9 store fronts. We'll create places along
10 there. It will have trees. We'll handle
11 that as part of the way the street scrape
12 is handled. Something much different than
13 generally what you would get.
14 So in terms of the way that
15 sidewalks work, again, we're looking at
16 the creation of some open spaces or some
17 places where we have an upgrade of

18 material. That's where you would find a
19 fountain, a bench, that could be at the
20 entrance to the two-story space. So you
21 begin to emphasize both and height and the
22 details and the concentration of details
23 to bring it down to scale, but you also
24 relate that back to the way the sidewalk

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1 is handled. So that that can begin to be
2 an actual place versus just something that
3 you pass through as an entrance.

4 In terms of the way the Street-works
5 develops sidewalks, we use a 20-foot
6 (indiscernible) of a sidewalk, and what
7 that allows us to do is a lot of things.
8 With the addition of street trees to the
9 front of the curb we can create a place
10 that's generous enough to create a series
11 of benches, chairs. We can begin to put a
12 little bit of green space in that so that
13 we can break down the amount of concrete
14 that's part of this place. So that as you
15 move from one place to another, there's
16 actually a nice place for you to stop. So
17 with that scale, you can have pedestrians
18 walking along that without interrupting
19 it. It's very generous, and it also gives
20 us the ability to vary the phase of the
21 architecture so we can, again, break down
22 that scale. All that can happen in that
23 size of a sidewalk.

24 MR. CAMARDA: Okay. Once again, for

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1 the chairman and the other board members;
2 this space here, we're looking at it right
3 here. You come up the entrance into the
4 site. You come right into the two-story
5 building, and this is what you come into.
6 This can be a fountain; it can be an
7 architectural feature here, different
8 paving to create an interesting entrance
9 coming in. Tree-lined entrance coming to
10 this point. On the other side, you
11 obviously have an entrance coming in here
12 with an entrance featured coming around.
13 And this begins our sidewalks that
14 connects all of these stores together, and
15 it feels different; it just doesn't feel
16 like just a bunch of pavement. It gives
17 it all entrance all with street trees,
18 once again to make you feel warmer,
19 friendlier. And an interesting piece
20 here, so when you come close to the
21 buildings you get that different pavement.
22 It's a different feel.

23 MR. MOUNT: So just to show you kind
24 of the level of thinking that we're

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1 putting into this. Again, these rural
2 elements that we're talking about in terms

3 of fences and gates and then some sense of
4 how that can be applied in some way.
5 Again, we were talking here in terms of
6 the quality of the gateway coming into the
7 community. Some sense of a gating element
8 here, I'll show you that, a fence that
9 comes along the edge. Again, we have the
10 buffer in the front, a gateway and some
11 monuments at the other side, but it's
12 quite literally a translation of what you
13 have here into that place. Again,
14 concentrated areas of stone walls, the way
15 the signage is handled in an understated
16 way, and this edge that's created that
17 really gives a great edge to the entrance
18 to the community.
19 MR. CAMARDA: This -- when we talk
20 about fencing, we try to put a ribbon
21 around this. We try to create an
22 interesting street scrape for Route 6. So
23 we're going to take our entrance points,
24 our entrance features, one, two. There's

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1 about a thousand feet of distance between.
2 We're going to line that thousand feet,
3 connect those entrance points with all
4 fencing, so when you come down the road
5 you sense it's different. You'll have
6 your stone entrance features, your fencing
7 that will run along the entire edge of the
8 property to your last entrance feature.
9 Okay. And then we'll look at the state
10 line. This is stone, a nice low scale
11 stone entrance as opposed to a sign that's
12 45 feet or 50 feet in the air that is not
13 going to be part of the rural equestrian
14 architecture that we're trying to put
15 forward here. All right.

16 MR. MOUNT: And just quickly, in
17 terms of the elements, now that we've
18 created that scale along the pedestrian
19 corridor, along the building, kind of the
20 final layers will be the choice of the
21 right bench, the right planters, the right
22 pedestrian scaled lighting along there.
23 That will be different from the parking
24 lighting, but again, some sense of the way

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1 that a sidewalk is handled in any main
2 street.
3 MR. CAMARDA: These are all the
4 things that will dress up the center. As
5 you can see, the nice lighting, soft to
6 feel. Now, you and I would say you know
7 it's a shopping center, just put a few
8 benches. When you deal with Street-works,
9 it's all about furniture. Making sure you
10 got the right type of planters, the right
11 type of benches, because it all has to fit
12 together and feel someone spent a lot of
13 time making it work. Okay.

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14 MR. MOUNT: And then in the end,
15 talking about how all of these layers come
16 together. Individually, it might seem
17 overly detailed, but as you really talk
18 about the quality of the edge, the quality
19 of the entrances, the quality of breaking
20 down the scale of a building, the
21 landscape, the trees, the lighting, all of
22 those layers coming together really make
23 all of the things that make you feel good
24 about being here or about as -- it's a

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1 place that someone cared about to give
2 you. So two kind of perspectives that
3 shows each of those things.
4 MR. CAMARDA: Okay. Once again, Mr.
5 Chairman, this is a sketch, but this is
6 what we're looking to put together. This
7 is a feel. Some of those elements change,
8 certainly. Can a cowboy wear a different
9 color of bandana or whatever you want to
10 call it, certainly. But it's going to
11 have a feel, and it's going to feel like
12 rural equestrian type architecture. And
13 this -- I know there was a concern by one
14 of the members of the board who said, you
15 know, let's see if we can soften those
16 because it's a big building. But we did
17 this one here, this is an entrance. Okay.
18 We wanted to show it to you in worst
19 case, naked, no landscaping, took a big
20 building and we said -- someone said on
21 this board, don't you show me the front,
22 show me the side. I think it was that
23 gentleman right there. I'm sorry. We did
24 take it, but you can always pretty them

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1 up.
2 See how the building sits against
3 that corner, got that nice piece here came
4 down the side with the canopy, came down
5 here with a different front, continued
6 down. All things that give that building
7 real presence, real architecture. Okay.
8 Now, we have a traffic consultant
9 who's here. I've been told he's two or
10 three minutes away. I was just going to
11 tell a joke or two, but it seems like I
12 can't do that. Phil, come on up. Perfect
13 timing, Phil.
14 MR. GREELEY: Thank you very much.
15 I was stuck in traffic.
16 MR. CAMARDA: This is Phil Greeley
17 (ph.) from John Collins. He'll be talking
18 traffic. We have the site plan, Phil,
19 some nice aerials. He'll be able to talk
20 about the different intersections. I know
21 we're running late --
22 CHAIRMAN LAPERCH: Take your time.
23 MR. CAMARDA: All set, chief?
24 MR. GREELEY: All set. Good

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1 evening. Phil Greeley from John Collins
2 Engineers. We have been working with Paul
3 on the permitting and access to Route 6
4 for the project. I'm sure the overall
5 access scheme has been described to you.
6 Essentially, we have the three points of
7 connection to the state highway system.
8 This location -- the easterly location is
9 a full movement access which will be
10 signalized. We have a right-turn entry,
11 right-turn exit access and then for the
12 remaining parcel, the full access to Route
13 6.

14 CHAIRMAN LAPERCH: To the public,
15 please. I'm sorry. I forgot your name
16 already.

17 MR. GREELEY: So we've been working
18 with the DOT in terms of the access
19 scheme. On the site plan here we have a
20 full movement access to the east. This
21 will be a signalized intersection. As
22 part of the construction to that access,
23 Route 6 will be widened to provide a
24 separate turn lane. In this section we

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1 have a four-lane roadway, of course.
2 Current design with the DOT is to provide
3 a separate left turn lane for movements
4 into and out of the site. So we will be
5 widening the roadway in that section.
6 There will be a signal installed there.
7 As we move further to the west, there will
8 be a secondary access here, right turns
9 in, right turns out, and then the last
10 access which is a full access to the stand
11 alone building will be further to the
12 west.

13 We've had initial discussions with
14 the department of transportation in order
15 to make sure that the concept that we're
16 working with is acceptable. As part of
17 that, there will be a highway work permit
18 which is required before we build the
19 access and make the improvements. As
20 described in the DEIS, this main access
21 warrants the traffic signals, so there
22 would be a traffic signal installed at
23 this location that handle both entering
24 and exiting traffic. The design of those

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1 improvements are, again, in accordance
2 with DOT specifications. The other areas
3 that were evaluated in the traffic study
4 are along Route 6. One of the items which
5 was discussed in the DEIS is the
6 intersection of Route 121, Beach Lake
7 Road, and Route 6. As described in the
8 document, the Department of Transportation
9 had looked at that intersection several

10 years ago for potential signalization,
11 make it a fully operating signal. Right
12 now it's just a flashing operation. At
13 that time they determined that it did not
14 require and did not meet the warrants for
15 signalization. As part of the ongoing
16 review by the department, that will be
17 looked at again and our project in terms
18 of, you know, adding traffic to the
19 corridor, would participate with the DOT
20 in whatever determination they make there.
21 For the signals required, then we could
22 do a fair share contribution to move that
23 along.

24 You know, those are the primary

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1 areas that we've looked at in terms of
2 traffic. And as you head back, you know,
3 towards Brewster, of course we've looked
4 at other intersections. And since this is
5 a state highway, Route 22 is a state
6 highway, it's DOT jurisdiction, so they're
7 involved with this process. They will be
8 feeding back to the board. They have
9 copies of the DEIS and we'll be
10 responding. And as this process
11 continues, we'll continue to work with the
12 town and the DOT to implement the various
13 groups that are, you know, planned here at
14 the access, and also in working to deal
15 with other issues along the corridor.

16 And that's pretty much the extent of
17 it. I mean, there's a lot more detail in
18 the DEIS, but it is a process that's
19 ongoing. The comments that are obtained
20 during this portion get worked into the
21 entire review process with DOT, so that's
22 pretty much a quick summary of what we've
23 done and where we're going with the
24 process.

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1 MR. CAMARDA: Thanks, Phil. Just to
2 follow up on Phil's presentation; we're in
3 a position where we meet with DOT. DOT
4 gives us our marching boots. We can make
5 suggestions to them, but in the final day
6 it's DOT's road. So we're making
7 suggestions because a better operating
8 road is better for a shopping center. A
9 road that flows easier is going to make it
10 easier for people to come here and shop.
11 I will tell you right now that the road
12 operates at about 20 percent of its
13 capacity. It's one of the most overbuilt
14 and underutilized roads in Putnam County.
15 By comparison, Route 22 operates at about
16 120 percent of its capacity. Quite a
17 difference between one road operating at
18 20 percent more than its capacity, and one
19 road operating at 80 percent less than its
20 capacity. And that was done because this

21 road wasn't connected to Connecticut
22 before they build I-84. This was the
23 road. So with that we're looking at every
24 intersection. We have to study about

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1 eight or nine of them, I believe. We're
2 looking at each one of them including
3 Dingle Ridge Road. We understand your
4 concern. I occasionally go into the MRI
5 place there myself to get a picture taken,
6 so I'm on that road. I'm coming down 121
7 on a regular basis. I eat dinner at
8 Rraci's a number of times, so I'm fully
9 aware of how that road functions in
10 daytime and night-time. So we will be
11 addressing any issue there.

12 As you can see, I hope the board
13 appreciates that you don't see many
14 centers done like this. There's a reason.
15 It's cost. It's just much cheaper to put
16 up a standard design. Okay. That's --
17 when a company wants to build 800 of them,
18 they're not looking to build 800 of those
19 kind of specs. Okay. It's going to be up
20 to us to convince them that it's worth it
21 in this market place to go for it. In
22 this business, we believe we can. We
23 think this is a great market, and we're
24 pushing it to try to deliver Putnam County

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1 not the run of the mill shopping center,
2 something a lot more special, both here
3 and up in Patterson. We're going to make
4 the centers work off each other. Okay.
5 So with that I hope the board appreciates;
6 there's a lot more cost in doing this, but
7 we think we can make it happen. Okay.
8 Thank you very much. The public has
9 questions --

10 CHAIRMAN LAPERCH: I was just
11 sitting here -- very well done, Paul.

12 MR. CAMARDA: Thank you.

13 CHAIRMAN LAPERCH: Graham, for the
14 public's sake, where are we and what are
15 the next steps, so they understand a
16 little when they leave tonight there's
17 other opportunities that things will
18 happen here. So I just want everybody to
19 understand the process.

20 MR. TRELSTAD: Sir, this is the
21 first SEQRA hearing. As the chairman
22 announced before, it's a SEQRA and a site
23 plan hearing for this application. The
24 next one is for the subdivision and

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1 wetlands. I don't think we can repeat
2 that often enough. With the SEQRA public
3 hearing, we will keep it open throughout
4 the duration of the public hearing. Once
5 the public hearing is closed, we'll have

6 an additional public comment period. At
7 any point during this process, you can
8 submit a written comment. You don't have
9 to wait until the end. At any point in
10 this process, you can come up and speak
11 again. You don't have to limit yourself
12 to this one time. Once the public hearing
13 is closed, once the public comment period
14 is closed, the applicant will be provided
15 with all of the materials; that's the
16 written public comments. They'll have the
17 transcript from tonight's hearing as well
18 as other hearings, and they will be
19 preparing the final environmental impact
20 statements.

21 Once they prepare that final
22 environmental impact statements, they will
23 submit it to the planning board for their
24 review. We, as the town's planning

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1 consultants, will review that document to
2 make sure it's consistent with what has
3 been stated here tonight. All the public
4 comments -- we'll ensure that all the
5 public comments have been responded to
6 accurately and completely. We also have
7 to make sure that the language contained
8 in that FEIS is something that this
9 planning board can abide by. It's
10 language they have to live by and to.
11 It's also language that other boards,
12 including the town board, has to be
13 comfortable with as well as other agencies
14 like New York State DOT, like New York
15 State DEC, like New York State DEP. They
16 have to make sure that the FEIS and the
17 DEIS combined has enough information for
18 those agencies to make their findings.

19 Finally, the end of the SEQRA
20 process will be adoption of a statement of
21 findings which basically encapsulates the
22 reduced process and all of the significant
23 specific findings on each and every
24 potential impact that this board will have

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1 to make before it would make any decisions
2 on the site plan.

3 As mentioned previously, this
4 project will also require a special permit
5 from the town board. So at a certain
6 point, probably before the planning board
7 makes its site plan review or site plan
8 approval, it will refer this application
9 to the town board which would review the
10 special permit application. So the town
11 board will also have an opportunity to
12 review this. They will also have to hold
13 a public hearing on the special permit.

14 So that's where we are. We're at
15 the very -- not the very beginning, but at
16 the front end of the whole process trying

17 to get public review. There are several
18 opportunities moving forward in the next
19 few months for your public input, but we
20 encourage you to review the documents on
21 the town's web site or the town library.
22 If anybody would like to have a copy of
23 the document, just make the request to the
24 planning board secretary, and we'll make

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1 sure that that request gets passed along.
2 But we're here tonight, I guess to --
3 CHAIRMAN LAPERCH: Start the
4 process.
5 MR. TRELSTAD: -- start the process
6 and take some public comment.
7 CHAIRMAN LAPERCH: There's a long
8 way to go.
9 MR. TRELSTAD: There is a long way
10 to go, and please, don't get frustrated if
11 you ask a question and you don't get a
12 response tonight. I know that's a common
13 reaction. You're here. You want some
14 responses; you want an answer. The
15 process is really that you provide your
16 question, you provide your comments. The
17 applicant takes that into consideration
18 and provides a formal written response to
19 that in the FEIS. So please don't get
20 frustrated by that. Obviously, if you're
21 asking a clarification point, we'll refer
22 to the applicant for a response, but if
23 it's really something that needs further
24 analysis or thought, then they will take

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1 the time to do that and make sure they do
2 it right. And so please don't get
3 frustrated by that. I know some people
4 do. It is -- it is (indiscernible)
5 CHAIRMAN LAPERCH: Thanks, Graham.
6 So we have ground rules here. I would
7 like to start actually with the board
8 because we have some questions with the
9 board, then we'll open it up to the
10 public. Phil.
11 MR. WISSEL: I notice that nowhere
12 in any of the renderings when I looked at
13 the front facade or the front approach to
14 the building; it was a nice, beautiful
15 walkway and all. There was no clutter of
16 outdoor displays or outdoor storage. A
17 lot of times these shopping centers look
18 nice in the beginning then all of a sudden
19 a new delivery comes in, have the pallets
20 stacked high, people have to walk around
21 it. Can I assume that since there's
22 nothing in those renderings of that
23 nature, that you would have no objection
24 to a restriction of no outdoor storage in

2.0-1



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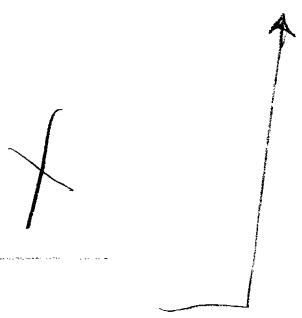
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1 the front of the buildings?

2 MR. CAMARDA: If you're talking
3 about storage of just like material or
4 merchandise that has not yet come into the
5 store yet and can be brought into the
6 store, yes, we could agree to that.

7 MR. WISSEL: I'm talking about if we
8 go to Home Depot, we see 20 tractors
9 sitting out front where people normally
10 would walk because it's easier to leave
11 them there and have people take them right
12 off the front of the building where it is
13 out there instead of going in, having them
14 all stored in the back of the building or
15 someplace else. What good is this
16 beautiful, nice walkway, trellises and
17 building, nice facade, if you're going to
18 have all these stuff stored in direct
19 byline to the building?

20 MR. CAMARDA: Well, I think at the
21 end of the day it's very hard to tell the
22 retailer how to sell his merchandise. I'm
23 only giving you a direct answer here.
24 It's very hard for me to dictate to any



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Continued

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1 one of these retailers how they should
2 conduct their business. I think most
3 retailers do display things outside. If
4 it's Whole Foods, there's some display
5 outside. If it's Target there could be
6 flowers outside. Home Depot is the
7 exaggerated example, and I agree with you.
8 I think -- generally speaking, I think
9 it's overdone with that type of retailer.
10 I don't think it's overdone if they do it
11 in front of the nursery department which
12 is open to people to walk in and do it, so
13 would we be agreeable to some sort of
14 restriction, yes. We have agreed -- we
15 will agree that if we want to store things
16 up front, pile merchandise up -- but
17 remember something. We all grew up in the
18 neighborhoods. Most of us, at least
19 myself south of here, and good merchant
20 streets always had things in front of
21 stores. If you go to Manhattan, if you go
22 to any nice neighborhood, if you go to
23 Bronxville, Tarrytown, any small town
24 shopping district, retailers have their

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1 doors open with goods out in front. I can
2 say that can we try and limit that
3 absolutely. We don't want it to look like
4 who did it and ran, absolutely, not for
5 the sake of the center, so we can work on
6 something that's fair.

7 MR. WISSEL: Perhaps on some of your
8 future renderings you can really vary it,
9 so that board can see where you might
10 possibly be --

11 MR. CAMARDA: Yeah, we can do
12 something like that, yes. But they're

13 going to pay money to be here. They're
14 going to pay for that architecture.
15 They're going to pay, pay, pay. They got
16 to feel at the end of the day -- they have
17 to justify paying for that. They do a pro
18 forma; how much business can the store do?
19 Once they have that number, they go
20 backwards just like you would do. You
21 open up a Carvel store; how much does it
22 cost me to go to a Carvel stand? How much
23 ice cream can I sell? When you start
24 telling them you have to raise this level

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1 here, and now we have to compress sales
2 down; that makes for a very tough pro
3 forma.
4 CHAIRMAN LAPERCH: Paul, can I just
5 jump in here. This is not driven by
6 economics. I think the board -- we
7 understand the economics issue, but you
8 just went through an hour's presentation
9 of this pretty, pretty stuff and then all
10 of sudden we have a concern of another
11 Home Depot look. And I think a way of
12 addressing that, I'm speaking of Phil now
13 and the board, will be some condition on
14 the final site plan approval that
15 specifies certain restrictions there. But
16 I don't want to go there with the
17 economics issue. That to me doesn't hold
18 water with the board. I just got sold a
19 bill of goods on what a gorgeous looking
20 plaza this is going to be, and the next
21 thing you know we have visions of Home
22 Depot traffic --
23 MR. CAMARDA: Sure. You know. With
24 all due respect, I mean, Mr. Chairman,

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1 everything in life is tied to numbers.
2 CHAIRMAN LAPERCH: Yeah, but let's
3 not go into --
4 MR. CAMARDA: -- including
5 (indiscernible) is tied to economics.
6 CHAIRMAN LAPERCH: I think the main
7 concern is making it look like a dump from
8 day one with everybody throwing their
9 stuff out like in front of things, and
10 it's a major concern for this board, and
11 we didn't do it right with Home Depot. So
12 we're trying to nip it in the bud now.
13 That's all I'm saying. Okay. We're
14 willing to work with you, yeah, but the
15 concern is not your economic cash flow as
16 much as much as it works aesthetically for
17 us also here. That's my point.
18 MR. CAMARDA: I want it to work for
19 you, but understand at the end of the
20 day --
21 CHAIRMAN LAPERCH: They will come
22 (indiscernible), they will come to
23 (indiscernible), I have no problem that

that place is going to be a home run once

24
00054

1 you get settled in. But I don't want it
2 turning into another Home Depot where we
3 missed the ball there. Okay.

4 MR. CAMARDA: I'll say it again.
5 I'm willing to work with the board --

6 CHAIRMAN LAPERCH: That's what I
7 said.

8 MR. CAMARDA: -- but the retailers
9 have to be able to do what they do best.
10 Okay. We'll limit it. X

11 MR. RUSH: Hopefully, their parts
12 will not obstruct your kit of parts.

13 MR. CAMARDA: That's a good point.

14 CHAIRMAN LAPERCH: Okay. Okay.
15 Thank you. Phil, do you have anything
16 else?

17 MR. WISSEL: That's it.

18 CHAIRMAN LAPERCH: Any other board
19 members, questions? Yes, Dave.

20 MR. RUSH: How high is the top of
21 the tower? 2.0-2

22 MR. CAMARDA: We haven't put a
23 number on it yet. What you're seeing is a
24 concept. That's during site plan. We'll

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1 work with you as to what works. You're
2 going to have architectural input on this.

3 CHAIRMAN LAPERCH: They have to be
4 in compliance. I mean, it's zoning
5 regulations so I mean -- X

6 MR. RUSH: I was just concerned
7 looking --

8 CHAIRMAN LAPERCH: 35 is it?

9 MR. TRELSTAD: It's higher than
10 that.

11 CHAIRMAN LAPERCH: Whatever it is,
12 Paul, we can work --

13 MR. RUSH: Is there a possibility
14 that there will be a food service
15 facility, perhaps? 2.0-3

16 MR. CAMARDA: You're talking about a
17 restaurant?

18 MR. RUSH: Yeah. X

19 MR. CAMARDA: There's a small
20 possibility of a restaurant.

21 MR. RUSH: Will it be the last
22 building? 2.0-4

23 MR. CAMARDA: We're limited by a
24 septic system. A restaurant is a pretty

00056

1 big user of effluent re-septic, so it's --
2 I would say it's doubtful we'll have a
3 restaurant. It could be a small type of
4 restaurant, a pizza place, Quiznos, but as
5 far as a Friday's or anything big, 125,
6 150 seat restaurant, no, I do not see
7 that. Y

8 MR. RUSH: The only other thing I

question, and this is really maybe a Street-works clarification; is there any thought in connecting the office area to the mall time for people who need to walk from point A to point B? Am I going to get into my car to drive around to the mall or have you thought about connecting the buildings at all?

2.0-5

MR. CAMARDA: You know, if we do that we increase our blacktop.

MR. RUSH: I mean, you're going to have (indiscernible) the road.

MR. CAMARDA: Just a pedestrian walkway of some sort. We can look at that issue.

MR. RUSH: I mean, I'm just

X

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wondering if you're in that office and you want to go to the beautiful street.

MR. CAMARDA: We can certainly --

CHAIRMAN LAPERCH: Good point.

MR. CAMARDA: Good point.

CHAIRMAN LAPERCH: ~~Anything else?~~ I have a quick question, Paul. Isn't there a community room going in here? Can you tell the public what that's about? I don't think it was hit on that, and I think it's an important part of that.

2.0-6

MR. CAMARDA: We offered to the town on the second floor we will make a community room available for different organizations, maybe for seniors, maybe for -- whatever organization needs to have a meeting room.

X

CHAIRMAN LAPERCH: How big is it?

MR. CAMARDA: The total space up there is 11,000 square feet.

CHAIRMAN LAPERCH: Big room.

MR. CAMARDA: We will look -- I think in the next part of this process we'll take a look at the needs of the

2.0-6 CONTINUED

00058

community for some space, and we'll get back to the board and say we think this size space fits it because most of the meetings have X amount of people, and this is the right size space.

X

CHAIRMAN LAPERCH: Good.

MR. RUSH: Will that be designed with the proper accessibility and restroom facilities and whatnot, I guess?

2.0-7

MR. CAMARDA: There's going to be restroom facilities on the second floor. I can tell you that because there's going to be offices up there. As far as accessibility, I guess you may be talking about an elevator, that could be part of the equation.

CHAIRMAN LAPERCH: where is it -- well, where is it on the site plan?

MR. CAMARDA: Right here as you come

20 up the drive. Two-story building is here,
 21 and all that nice pavement --
 22 CHAIRMAN LAPERCH: Upstairs will be
 23 the meeting room?
 24 MR. CAMARDA: Exactly.

00059

1 CHAIRMAN LAPERCH: Okay. Yes, Dan.
 2 MR. ARMSTRONG: Picking up on what
 3 the chairman and Phil said about outdoor
 4 storage, unfortunately, we've dealt on a
 5 couple of occasions since it was built.
 6 Home Depot, I'll just use that as one
 7 example. And I think in my mind, if
 8 you're selling a design for a sidewalk and
 9 then you're saying but I have no control
 10 over what my tenant does, then it's really
 11 not, you know, there's something not
 12 connecting. And as far as enforcement
 13 goes, when we're all finished with this
 14 the tenant will go in. And if they need
 15 to display something and that's been their
 16 practice, they will do it. They will not
 17 check and find out if the site plan says
 18 no display or whatever. So maybe to make
 19 it easier, if you're spending all this
 20 time on what I call street furniture and
 21 all the other elements, if you make it
 22 impossible for some of that space in front
 23 of the store to really be used for
 24 storage, you know, just make it

20-8

00060

1 inhospitable. You put up some -- whatever
 2 it takes architecturally to make it
 3 unusable. And the other fact is, if you
 4 go to Home Depot and when they do use that
 5 space and spill it over, people are pushed
 6 out -- there's no curb, and you've raised
 7 this question before, and people are
 8 pushed out into the traveled way where the
 9 cars are, so it's a safety issue. Not
 10 aside from aesthetics and the rest of it,
 11 it's a safety issue. ~~So that's just a~~
 12 ~~suggestion.~~

13 The other thing is the enforcements
 14 of the big thing. Once it's all, you
 15 know, it's all finished, nobody's going to
 16 go out there and say you shouldn't have
 17 that stuff displayed there until it comes
 18 to the board for an amendment or
 19 something, and then we say oh, by the way,
 20 ~~clean it up.~~ How much latitude is in the
 21 overall design, whatever it turns out to
 22 be, is the tenant going to have with --
 23 particularly with trying to mark their
 24 ability as their (indiscernible) -- if you

00061

1 have, you know, a country-wide or regional
 2 identity architecture? How much attitude
 3 are they going to have? And that's
 4 assuming you don't have tenants when this

20-9

CONTINUED

5 gets approved. You know, Home Depot or
6 Kohl's is another one where they have a
7 design that they use all over the place,
8 and they will modify slightly. But we're
9 talking here about kind of putting a lot
10 of time into it, into a whole series of
11 elements that may not fit with their image
12 of their store, the corporate image.

2.0-9 ↑
CONTINUED

13 ~~Again, you don't have to answer these~~
14 ~~questions because I know you're going to~~
15 ~~do it in written form.~~

↑
X

16 next, the lighting, the impact of
17 all of these developments, the large one,
18 is the -- at night and the amount of light
19 that comes off of these sites changes the
20 character of the whole community. It's
21 very clear all over that the big impact
22 aside from traffic and whatever, but the
23 big impact is the lighting. Anything --
24 and I know the ordinance deals with

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3.1-2

00062

1 reducing lighting and all that, but
2 anything that can be done to keep the
3 lighting as low as possible and
4 particularly where it's not needed, maybe
5 in the back of the building, okay.
6 Because at the back of the building is
7 quite close to 84 and what's happening on
8 84 is 84 is being the recipient of all the
9 ugly backyards of every development that's
10 occurring along the perimeter. So that's
11 something that I feel very strongly about.

↑

12 The next thing is on the facade. My
13 understanding is that the ordinance says
14 that you must treat all facades with the
15 same architectural treatment. That's not
16 my idea, although I agree with it, but
17 that is in the ordinance. So there has to
18 be some kind of treatment of particularly
19 again, the facade faces 684, and you did
20 show the side facade. And let's see, the
21 ~~last thing I have here, oh, with regard to~~
22 ~~the architectural elements, again, I don't~~
23 ~~know how you're going to make that all~~
24 work with a variety of tenants unless

2.0-10

00063

1 you're going to be able to negotiate with
2 them and say this is it, take it or leave
3 it, because in -- from my understanding
4 again, whatever is approved as part of the
5 DEIS or the final EIS, it's going to be --
6 that's what's going to have to be built.
7 It's not going to be -- unless you come
8 back and amend it, it's not going to be
9 that, you know. This is what you're
10 presenting now but you're tenants or
11 whatever, economics makes you -- forces
12 you to do something different. So I just
13 -- I've said this before, I just want to
14 be very clear that that's an accepted
15 fact, and that's it.

2.0-9
CONTINUED

16 CHAIRMAN LAPERCH: Thank you. Yes?
 17 MR. CAMARDA: Mr. Chairman just a
 18 couple of -- just a real short one.
 19 CHAIRMAN LAPERCH: Yes.
 20 MR. CAMARDA: We picked on this kit
 21 of parts because we believe we can get the
 22 retailer to buy into a number of them that
 23 keeps a cohesive look. These guys have
 24 very strong attitudes about keeping their

□
00064

1 prototype, keeping their corporate image.
 2 We put this together because we've already
 3 worked with a number of them, so we're
 4 confident we can strike a balance with
 5 them. We call -- we put light into places
 6 that they shouldn't put light; that's
 7 light pollution. We're going to work on
 8 that. The lighting out there today is
 9 better than it was five years ago. I
 10 think you'll see improvement. The rear
 11 facade -- just real quick -- these
 12 buildings sit lower than 84, but we will
 13 make sure that the back of the building
 14 does not look like a factory.

15 MR. SULLIVAN: Thank you. I want to
 16 thank the applicant for videotaping
 17 (indiscernible) at the last meeting. Our
 18 hope is that this tape ends up at our
 19 local cable provider, so it can be showed
 20 up on the local government channel. I
 21 don't know if you would be doing that or a
 22 copy will go to Laurie, because that was
 23 the reason for the request. We discussed
 24 last week my questions about Dingle Ridge.

□
00065

1 And I'll wait until your final report
 2 comes in about that, but I also want to
 3 make sure that the record had my concern
 4 about the traffic entering from Interstate
 5 84. It has been proposed that the traffic
 6 would be kind of distributed between the
 7 Exit 1 in Connecticut and the other one
 8 off Route 121. And I would like to find
 9 out more about that, as I found it
 10 unlikely that people from Connecticut
 11 would actually drive past (indiscernible)
 12 Route 121 to get to the site and drive
 13 behind it and then drive up to it.

3.9-1

14 ~~No one spoke about the elevation~~
 15 here. Nobody spoke about the elevation as
 16 you driving along Route 6 to where the
 17 front door of the various stores would be.
 18 As I recollect, this is large drop, maybe
 19 15 or 20 feet of a changed hill elevation.

2.0-11

20 MR. CONTELMO: I do apologize.
 21 That was supposed to be in my
 22 presentation, so let me back up and cover
 23 that quickly. The center actually sits
 24 above Route 6 and below Route 84. The

□
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1 elevation change from the center to the
 2 front door of the main anchor of the
 3 building, from the easterly exit to the
 4 front door, the elevation change is about
 5 30 feet. From the western entrance up to
 6 the front door is about 20 feet. Okay.
 7 So again, this platform of building and
 8 parking sits well above Route 6, but
 9 there's quite a distance to make up that
 10 grade change in the landscaping. As far
 11 as 84 goes, we sit down about 30 feet from
 12 the travel lane on Route 84, but you have
 13 two distinctly different scenarios with
 14 84. The westerly portion of 84 is
 15 actually burned up between the travel lane
 16 and our property. So from the travel lane
 17 it goes up about ten feet in elevation,
 18 then it will drop down some 40 feet to get
 19 to the platform of our building below.
 20 The easterly portion back doesn't have
 21 that traumatic almost (indiscernible) if
 22 you will, so the western portion of the
 23 back is actually screened by that
 24 (indiscernible) effect on 84, whereas the

00067

1 easterly portion is more open as you can
 2 look down into those (indiscernible).

3 MR. SULLIVAN: Okay. So I'm driving
 4 on Route 6, do I see a 30-foot wall? What
 5 is that that I see as I'm driving up upon
 6 the site?

2.0-12

7 MR. CONTELMO: Well, from Route 6 up
 8 to the building as you're going past --

9 MR. SULLIVAN: Driving in front of
 10 it.

11 MR. CONTELMO: Right here
 12 (indicating).

13 MR. SULLIVAN: Right.

14 MR. CONTELMO: Basically, what you
 15 would see is probably about a 150 feet of
 16 landscaped and storm water infrastructure,
 17 then there will be some retaining walls or
 18 plantings in them --

X

19 MR. SULLIVAN: How high do you think
 20 the retaining walls are?

2.0-12 Continued

21 MR. CONTELMO: I believe the
 22 retaining walls are in the order of 12 to
 23 15 feet.

24 MR. CAMARDA: Here's what you're

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1 looking at. This is an accurate
 2 depiction. Now, 20 feet, 25 feet -- just
 3 so you know, the access drive to get to
 4 the store is going to be under seven
 5 percent, because no one bringing a tractor
 6 trailer up wants to come up. No mother on
 7 a snowy day wants to take a mini van, so
 8 we always want to keep those roads to
 9 under seven percent. So you're going to
 10 see a very gentle grade to get up there.
 11 And we're going to obviously do some work

with the soils to lower it, so we maintain less than seven percent of grade. If you're looking at less than seven percent of grade, that's maybe this (indicating).

MR. SULLIVAN: Right, but he just said that they'll be a retaining wall, so they're going to start 10 or 15 feet high, so I'm going to be driving along and seeing a wall.

MR. CONTELMO: Actually, the wall is set back almost 150 feet. When you're driving by -- again, 15 feet -- if you're standing against 15 feet, a foot away, you

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know, with you at eye level it's very high. If you're 300 feet away, 150 feet away from 1500 feet and 15 -- a 15-foot-high wall say is 600 feet long, it loses that impact. We're breaking out the wall into two distinct segments. We're separating the landscaping in between it, so it will be landscaped at the base, landscaped at the mid height, and landscaped at the top.

MR. CAMARDA: You end up with landscaping shelves, which plantings drape over. It's all to soften it.

MR. SULLIVAN: Thank you.

CHAIRMAN LAPERCH: Any other board members?

(No response.)

CHAIRMAN LAPERCH: Okay. I just wanted to give the public a flavor of our concerns, some of the things that we've been working on. So without further ado, I open it up to the public. Once again, I

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will ask the public to come up to the podium, speak into the mic. If someone can move those easels, we'll be on our way. We'll start the public hearing right now. I'm sorry, Don has a quick question.

MR. CUOMO: I actually had a couple of questions. Jeff, one of them was for you.

CHAIRMAN LAPERCH: Jeff, Don has a question for you.

MR. CUOMO: First, Jeff, what's the plan for accessing the FSTS? How are you going to get the effluent over there?

3.13-1

3.13-2

MR. CONTELMO: Okay. That's another good question. There's actually a field here now which is represented by the lighter color green. We're going to be using a portion of that field. There is a stream corridor which runs in this area, to the west of the septic area. There's another stream corridor to the east. Those stream corridors have varying

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buffers from anywhere from a hundred to a 167 feet. We're expecting that with the

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septic system itself. So this darker box within the white field is the septic area. The access to that will be through an existing traveled way. There's an old farm road, traveled way, which comes from US Route 6 up into that field. That's how the farmers access that field. There's a small existing stream crossing the bridge there. That same access way will be utilized for both the construction and maintenance of the septic area.

MR. CUOMO: And the effluent, how do you plan on getting the effluent actually over there?

MR. CONTELMO: The effluent will be pumped from the center. The effluent will be collected, brought into septic tanks for primary treatment, then into a pump pit, small diameter force main, say in the order of two to three inches and we're going to go across the center. We're going to be crossing the stream with that two or three-inch force main. We've talked about techniques that we can use to

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cross that without disturbing the stream. We can directionally bore that. We have talked about that in the document.

MR. CUOMO: So it's possible that you'll go under it, and there won't be any disturbance?

MR. CONTELMO: Correct.

MR. CUOMO: And my next question is also one for you which is -- and I haven't looked, but the storm water basins, are they wet, and to what degree are they going to remain wet?

3.8-1

MR. CONTELMO: The storm water basins are made up of a series of practices. In order to (indiscernible) pollutant removals that New York City DEP looks for, we need to get several practices in series. So we have two of the same drainage basins at the main force of the site. There's a total of four primary basins which will be wet. Those are preceded by grass swales. They work in tandem, so we have a grass swale, a storm water basin and a storm water basin.

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A triple (indiscernible) is what we call that. There will be wet ponds. The new DEC requirements, by the way, of their design, were just adopted. Chapter 10 which is a process, design, supplement, and New York City watershed, we have to provide wet ponds for phosphorous removal.

8 So the next iteration of our storm water
9 pollution prevention plan will incorporate
10 those new requirements in these ponds, and
11 these ponds will in fact be wet.

12 MR. CUOMO: Okay. And then the last
13 question I have for you, it's more, I
14 guess, for maybe the street scrape guys.

15 But it seems to me that, you know, the
16 first aspect you're going to get of this
17 project is going to be the storm water
18 basin that's what's out front. What's the
19 plan as far as putting those up, because
20 we've got some pretty ugly ones around.

3.8-2

21 MR. CONTELMO: Right. Again, the
22 new design manual is very specific about
23 landscaping the ponds. I agree with you
24 that, you know, the art of designing these

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1 ponds started out as big ugly holes and
2 we're progressing towards making them much
3 better from a storm water perspective, but
4 also incorporating better into the
5 landscaping. And that's actually going to
6 be our firm's responsibility, and we're
7 going to work very closely with the street
8 scrape concept along Route 6, then
9 transition that into a storm water basin
10 which could be an aesthetic feature, and
11 then come out of that into the retaining
12 wall and landscaping features leading up
13 to the site and making that all work and
14 making it nice. It's an obviously a very
15 important part of the project.

16 MR. SULLIVAN: Is there standing
17 water there? Are you saying it's wet?

3.8-3

18 MR. CONTELMO: That's correct.
19 We're required by DEC's design manual to
20 provide for wet pools within a storm water
21 practice.

22 MR. SULLIVAN: Okay. But I mean,
23 five days after it rains, will there still
24 be water?

3.8-3 (Continued)

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1 MR. CONTELMO: Yes, there will,
2 right.

3 MR. SULLIVAN: All right.

4 MR. CAMARDA: That is to promote
5 vegetation growing in, so they become mini
6 wetlands, not just holes in the ground.
7 Because the mini wetland has its own
8 filter capacity as the water goes through
9 that wetlands, and that's the whole
10 purpose, to get a better looking pond, but
11 more effective pond.

12 CHAIRMAN LAPERCH: Okay, Don.

13 MR. CUOMO: Do you think that maybe
14 during the wetland public hearing, you
15 guys can bring some renderings as well of
16 what they might like and Chris, maybe you
17 can -- are you going to be putting
18 together a plan for that, Chris?

MR. ROBBINS: There's already a plan that's included in the document specifically for that --

MR. CUOMO: well, that will be nice, but I think the board might want to see that as well and, you know, see what those

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basins -- what they have in mind for those basins, because that's going to be the first that you'll see. I'd like to see how you guys are planning on doing that also.

CHAIRMAN LAPERCH: All right. To the public we go. Open to the public. Does anybody have a question, please, come forward. Ann, please come forward. Hi, Ann.

MS. FANNIZZI: My name is Ann Fannizzi. I have before me a 19-paged submission of comments by AKRF as of May 14th, 2007, and 19 pages of what amounted to was a really a litany of contributions and unsupported assumptions and inconsistencies that AKRF found in the DEIS. Now, I assumed in making my assumptions is incorrect, that the applicant would attempt to clarify some of these contradictions which was very serious because it went to the heart of the economic analysis, amongst other things, and the transportation. I mean,

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it was a whole host of items. So upon that assumption, I submitted a form asking for responses of the applicant to the various assertions that were given in this particular report.

I received a call from Laurie saying they had received no response from the applicant as to the 19 pages of comments by AKRF. So I'm wondering when is the applicant planning or what is the appropriate time, maybe it wasn't, when these particular items would be taken up, and have each of the planning board members reviewed AKRF. Because I guess you would, and I am presently reviewing their comments with the DEIS.

My second comment is that there was a news article of December 13th, 2007, and it was in the Putnam (indiscernible) and the heading was, Bondi Blasts Connecticut Over Huge Development, and Mr. Bondi's problem with this huge development, which I think we're all aware of, was the question of traffic. And I'll just read

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just a portion of it. Bondi was furious when he's advised of the plan. 2,000 units of housing on the state line will

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4 hurt our county tremendously. We had
5 hoped to use whatever excess capacity as
6 the state board for commercial
7 development. That will now be precluded
8 because Putnam will have to deal with
9 2,000 new families driving up and down our
10 roads due to the enormous development. I
11 can't imagine what traffic will look like.
12 Now, I'm wondering if the traffic
13 analysis -- was this particular
14 development and its impact on our roads
15 taken into consideration? Thank you.

3.9-2

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CONTINUED

16 CHAIRMAN LAPERCH: Okay.

17 MS. FANNIZZI: Excuse me. I'm
18 sorry.

19 CHAIRMAN LAPERCH: Go ahead. Finish
20 your talk.

21 MS. FANNIZZI: I just want to say
22 about the foil request. I did also write
23 a letter to the chairman and to the
24 members of the planning board advising you

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1 that I had not received the responses, and
2 as I said, I didn't know whether or not
3 that was the appropriate time.

4 CHAIRMAN LAPERCH: We are receiving
5 your letter, the foil.

6 MS. FANNIZZI: Okay. Right.

7 CHAIRMAN LAPERCH: Thank you.

8 MS. FANNIZZI: Right. Will I be
9 receiving or will be the board be
10 receiving the responses to it?

11 CHAIRMAN LAPERCH: I'm going to
12 look, either Paul or let Graham answer
13 that. If it's all right, if Paul
14 responds.

15 MS. FANNIZZI: All right.

16 CHAIRMAN LAPERCH: Can Graham
17 respond to some of her concerns, Paul?

18 MR. CAMARDA: I think Graham --
19 (indiscernible) so we'll leave it to
20 Graham.

21 MR. TRELSTAD: The letter that you
22 referred to my -- May 14th, 2000 letter.

23 MS. FANNIZZI: 2007.

24 MR. TRELSTAD: -- May 14th, 2007

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1 letter was our review letter of the
2 additional submission of what's called the
3 preliminary DEIS.

4 MR. TRELSTAD: The applicant did not
5 and probably will not make any formal
6 responses to that formal letter. But what
7 they have done is they've submitted a
8 revised preliminary DEIS which did respond
9 to all those comments.

10 MS. FANNIZZI: Okay.

11 MR. TRELSTAD: Okay. So the revised
12 document that you will find on the web
13 site or at the town library does
14 incorporate all of those comments and

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15 response. So you should also see in the
16 files a March 6th, 2008 letter from my
17 firm which details all of the ways in
18 which the applicant was responsive or was
19 still not responsive. And then finally
20 there's a June 5th, 2008 letter responding
21 basically saying that they have finally
22 responded to all of the comments that we
23 had originally dating from May 14th, 2007.
24 So we certified that they have responded

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1 in all respects to the comments that we
2 originally had back in May, and that the
3 document that you now find at the town
4 hall, town library or the web site is in
5 complete satisfaction with respect to the
6 scope. That doesn't mean that we at AKRF
7 or any member of the planning board agree
8 with any of the conclusions. I think
9 that's an important distinction. It just
10 means that it's ready for public review.

11 MS. FANNIZZI: Thank you very much,
12 Graham, for that clarification because
13 when I went in June, maybe I went just
14 slightly earlier, but I did not see that,
15 those particular documents, but I will
16 certainly look for them. Thank you very
17 much.

18 MR. TRELSTAD: You're welcome. As
19 to the question on the residential
20 housing, is Mr. Greeley still here or Mr.
21 Collins? Could you respond to that? Is
22 that project referred to in that article
23 within the no-build project that you
24 analyzed.

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1 MR. GREELEY: Phillip Greeley,
2 again. As part of the traffic study,
3 there was a list of projects that had to
4 be included specifically. Of the
5 Connecticut projects, we also account for
6 that as part of growth in the area, and
7 we'll provide a more formal response to
8 your specific comment. But what does
9 happen with an area development like this
10 where you have a retail component, part
11 of the attraction to this site come from
12 the residential units, whether they be in
13 Connecticut or Brewster or in the
14 immediate area. So we will provide, you
15 know, a detailed response, but there's a
16 specific list of projects in the DEIS that
17 spells out what was considered in the time
18 frame that this project will be built.

19 MS. FANNIZZI: Right. But that was
20 not what I was trying to tell you and that
21 was not what Mr. Bondi was referring to.
22 What he was referring to was the impact on
23 the traffic, and was your traffic analysis
24 taking into consideration those 2,000

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1 units? That was what his concern.
2 MR. GREELEY: Well, what the
3 analysis takes into account is the
4 capacity of Route 6 and what's being used
5 up by not only this project, but other
6 projects in the area. Specific to the
7 2,000 units, I can't tell you it was
8 exactly 2,000 units that was considered,
9 but the projects that were listed for us
10 to include were included in the
11 projection.

12 MR. TRELSTAD: I'm looking at a copy
13 of the DEIS now, and I see a reference to
14 2,000 residential units in the Reserve
15 which is in Danbury. So that project was
16 specifically included in the analysis and
17 the volume for --

18 MS. FANNIZZI: Right. But I want to
19 be sure it was included in the analysis of
20 the traffic impact because Mr. Camarda
21 said 20 percent. What would 2,000
22 additional families -- what would that
23 bring it up to: 40 percent, 50 percent?
24 I don't know.

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1 MR. TRELSTAD: As part of our review
2 of the project -- of the DEIS, we'll make
3 sure that that question is addressed.

4 MS. FANNIZZI: Right. Thank you
5 very much.

6 MR. CAMARDA: I just want to remind
7 the board. This is a smart group of
8 professionals who have 500 pages of
9 information there, and it's better if
10 we're able to take the questions, go back,
11 look at our documentation, rather than
12 shooting off the hip. We are not prepared
13 to do that. Nobody's going to remember
14 500 pages of documentation. We'll try.

15 CHAIRMAN LAPERCH: All right. Okay.
16 Moving forward. Any other public
17 comments? Yes. The gentleman in the
18 rear, please come forward.

19 ~~MR. MORACO(ph.): My name is Frank~~
20 ~~Moraco.~~ I am a resident of Putnam County,
21 and I own a business in the Southeast. I
22 just want to say I welcome a project like
23 this. I think that the county and town
24 needs it, but I would like to know the

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1 follow up on the traffic issues. Route 6
2 is basically a siphoning corridor from
3 Brewster, Westchester into Connecticut. I
4 just want to know if the traffic design is
5 taking into account the fact that a lot of
6 the traffic that's going to be going into
7 this facility may actually be traffic that
8 was going to be on Route 6 anyway going
9 down towards other facilities, if that's
10 taken into account in the traffic

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analysis. Thank you.
CHAIRMAN LAPERCH: Thank you.
Anyone else out in the public? Yes,
Lynne, come on forward.
MS. ECKHART: Okay. I have more
questions than you'd like, but they
certainly don't have to be --
CHAIRMAN LAPERCH: Keep going,
because he's going to answer you in
writing.
MS. ECKHART: Okay. First of all, I
would like to thank the board. I think
your questions were really terrific
tonight. We had mentioned in the

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beginning green initiative, and I didn't
hear anything at all about that. I assume
the applicant will be addressing that.
Sorry for my back.
CHAIRMAN LAPERCH: You can address
us. Don't worry about it.
MS. ECKHART: Okay. Also --
CHAIRMAN LAPERCH: Well, what I
think what they're going to do is they're
going to build a component part of this,
and at a later presentation they're going
to incorporate what green elements will be
part of the buildings, and David being
certified in LEEDS will be on top of that.
MR. RUSH: Correct.
CHAIRMAN LAPERCH: So we'll be
following up on it on a continued basis.
MS. ECKHART: So that won't fall
through the cracks.
CHAIRMAN LAPERCH: It will not.
MS. ECKHART: Okay. Also, it was
asked, but I didn't get anything more
specific other than Bethesda, Maryland and
out in California, if there were any

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places like this in the northeast or close
by that the public could visit. So the
sooner we get answers like that, I think
the more informed we can be for the next
public hearing if we can visit those
places.
CHAIRMAN LAPERCH: Good point.
MS. ECKHART: Also, you know, my
favorite and I think it is in the DEIS and
I apologize for not having read it as
carefully like I should, but the size of
trees and shrubs. I would be curious to
know, my pet peeve, if the boards will
show whether the size of the trees as
they're going to be in five years, ten
years, et cetera, et cetera. Also, a
follow up on that, will there be a bond of
some sort or something so that the
landscaping is properly taken care of
because we all know all the landscaping
ends up looking.

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Also, I assume, and I should never assume anything, but the signage will conform with the new codes because it

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looks to me like some of the signage shown would not.

Also, it said that there could be a fountain; there could be different paving. It would be nice to pin some of that down; a fountain sounds a lot more appealing, I'm sure to some of us, than different paving. And also when they discuss the widening of Route 6, I was curious to who would pay for the (indiscernible) whether it will be on our dime or New York State or whether that will be applicant who pays for that. I think that's it, and I would love some answers. What is the time frame as far as receiving answers on this, especially when we're talking about going to look at some of these spaces?

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MR. TRELSTAD: Well, certainly since we're having the public comment period extended into August, the applicant has heard your comments, and we might afford them an opportunity to respond at that time if they have been able to come up

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with something. I will do my best to try to research some locations in the northeast that has seen this kind of treatment. Unfortunately, they're few and far between. New York State is slow to catch onto more progressive planning and design philosophies, but I'll bring this to the board's attention and to your attention at the next meeting if I can come up with something. Again, there's no specific -- they're not going to respond formally within the next time frame, but I think they've heard some of the thoughts, and they can probably clarify at a brief presentation at the next meeting.

CHAIRMAN LAPERCH: It's a good question. So if we can keep this open and we have to have the other opening -- let's say we close this in September, is that when the clock starts for the ten-day period that they have to respond?

MR. TRELSTAD: It's kind of funky. The SEQRA law states that an FEIS must be filed and prepared within 45 days of the

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close of the public comment period. Usually, what happens is that it takes a lot longer than 45 days. That 45-day limit is set there to try to minimize what's called undue delay the process. If an applicant takes longer to prepare the

7 FEIS, that's usually not considered undue
8 delay just because it's recognized that it
9 takes longer. However, once the public
10 hearing is closed and the comment period
11 ends, we do need to keep the process
12 moving, and it is up to the applicant for
13 their own benefit to submit an FEIS in a
14 timely fashion.

15 The planning board is not under a
16 specific mandate at this point to close
17 the public hearing. You can use any time
18 that you need and feel is required to
19 adequately get public comment in. But at
20 a certain point you might want to see if
21 you're hearing a repetition of the
22 comments, that we'll close the public
23 hearing.

24 CHAIRMAN LAPERCH: No, I guess you

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1 didn't understand the question. When does
2 she get her answers?

3 MR. TRELSTAD: Formally --

4 CHAIRMAN LAPERCH: That's not my
5 question. When does she get her answers?

6 MR. TRELSTAD: In the final
7 environmental impact statement which could
8 be -- if the public hearing is held open
9 until September, it could be October, but
10 more likely November or December.

11 MS. ECKHART: Okay. I guess my
12 problem with this, I mean, would be
13 something like if we've been told that
14 there are places that exist like this, but
15 we don't know this until after the public
16 hearing closes, how do we comment
17 properly; how do we know -- how do we
18 answer the --

19 MR. TRELSTAD: I think we all
20 recognize that that's a very good
21 question, and one that's very germane to
22 this continued and open public hearing, so
23 I think it would be incumbent upon me to
24 try to get some information back to you,

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1 and I will certainly contact the applicant
2 and their architect to try to find some
3 other examples that might be of easy
4 driving distance around here. And we can
5 also ask them to provide, perhaps, some
6 photographs, more complete photographs.
7 Santana Row, Bethesda Row have been
8 photographed to death, and those images
9 are available. And so maybe they can put
10 together a brief presentation for the next
11 meeting which shows some of those spaces.
12 But there is no substitute for actually
13 walking those spaces yourself, so we're
14 try to find some that are comparable.

15 MS. ECKHART: Thank you. Thank you,
16 gentlemen.

17 CHAIRMAN LAPERCH: Thank you.

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MR. CAMARDA: Mr. Chairman.
CHAIRMAN LAPERCH: Yes, Paul.
MR. CAMARDA: We will supply you with some photos, but you don't have to just say New York has been slow. The treatment of a retail shopping center to this degree of architecture is not the

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norm. It's very much the exception to the rule. You're not going to find it out there very often. I benefit from the fact that I probably visited 42 of the 50 states by car, and I do have pictures where we can show you good looking architecture for this stuff. And I've shown it to the board before where I brought in pictures that say it can be done this way. You're not going to drive an hour, and you'll find a retail center that's done to this level. I don't think you're going to find it in the northeast too easily.

We can find some mixtures that we're going to look at those --

CHAIRMAN LAPERCH: Oh, I think the board and the public is looking for some sampling (indiscernible) -- by the way, this is the concept that Paul's development is something I think they're looking for. Okay.

MR. CAMARDA: But once these public hearings are closed, we will answer every

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one of these questions in writing until Graham's happy. That's the bottom line.

CHAIRMAN LAPERCH: Good. Looking forward to the answers. Public. Mr. Rorhman.

MR. RORHMAN: First of all, let me say that this is a rather unique experience. I feel like I'm addressing the board from across the tracks, as it will. My question is about fire protection for the septic. I've heard nothing mentioned tonight about how they intend to provide fire protection. For instance, specifically, will the buildings be sprinkler? will there be fire hydrants along the roads for firefighters to have access to water? will there be a water supply, and if so, what volume of water? will it be an aboveground tank or below ground tank? Things like that, I think obviously, everybody thinks it's very important, and I think there has to be some answers for that.

The second thing I might suggest to

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Jeff Contelmo, when I heard about the retaining walls, what do you think about

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3 the idea of making the facade of the
4 retaining walls a dry stone wall like you
5 find in the area along Dingle Ridge Road,
6 Starr Ridge Road, 121? It might be a
7 nice, attractive look instead of just bare
8 cement or concrete. ~~That's about all I~~
9 have to say.

10 CHAIRMAN LAPERCH: That's it?

11 MR. RORHMAN: That's it.

12 CHAIRMAN LAPERCH: All right. Words
13 of wisdom from the former chairman. Thanks.

14 MR. CAMARDA: Mr. Rorhman, we will
15 address all of those fire issues. The
16 buildings will be sprinklered, and we'll
17 answer every one of those questions:
18 capacity, aboveground, below ground. And
19 as far as the walls are concerned, we have
20 no intention of making it a concrete wall.

21 MR. RORHMAN: Okay. That's good.
22 I'm glad to hear that.

23 MR. CAMARDA: Thank you.

24 CHAIRMAN LAPERCH: All right. Once

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1 again, I just want to repeat that this is
2 a long process. If you don't have a
3 question tonight, we have a couple of
4 other nights to come forward with a
5 question. I see a lot of people yawning,
6 and I don't see any other hands raised.
7 For tonight's public hearing, I would like
8 to make a motion to keep this open for
9 further notice. Do I have a second?

10 MR. RUSH: Second.

11 CHAIRMAN LAPERCH: Seconded by Mr.
12 Rush. All in favor?

13 (All Members say aye.)

14 CHAIRMAN LAPERCH: Opposed?

15 (No response from board.)

16 CHAIRMAN LAPERCH: We'll see you on
17 the 11th for the second part of the public
18 hearing.

19 (Time noted: 10:10 p.m.)

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C E R T I F I C A T I O N

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3 STATE OF NEW YORK)
4) ss.
5 COUNTY OF WESTCHESTER)

6 I, MARCI LOREN DUSTIN, Court
7 Reporter and Notary Public within and for the
8 County of Westchester, State of New York, do
9 hereby certify:

10 That I reported the proceedings that
11 are hereinbefore set forth, and that such
12 transcript is a true and accurate record of said
13 proceedings.

md071408pm (2).txt

14 AND, I further certify that I am not
15 related to any of the parties to this action by
16 blood or marriage, and that I am in no way
17 interested in the outcome of this matter.

18
19 IN WITNESS WHEREOF, I have hereunto
20 set my hand.

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22
23 MARCI LOREN DUSTIN
24 Court Reporter

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1 SOUTHEAST PLANNING BOARD
2 COUNTY OF PUTNAM

3 -----X
4 PUBLIC HEARING: STATELINE RETAIL CENTER,
5 Route 6 - Continuation of Site Plan portion
6 of Public Hearing; SEQRA, Subdivision &
7 Wetlands Permit Public Hearing
8 -----X

9 Civic Center
10 1360 Route 22
11 Southeast, New York
12 August 11, 2008
13 9:22 p.m.

14
15 A P P E A R A N C E S :

16 TOM LAPERCH, CHAIRMAN
17 DENNIS SULLIVAN, PLANNING BOARD MEMBER
18 EDWIN ALVAREZ, PLANNING BOARD MEMBER
19 JIM DIBELLA, PLANNING BOARD MEMBER
20 (NOT PRESENT)
21 DAVID RUSH, PLANNING BOARD MEMBER
22 PHIL WISSEL, PLANNING BOARD MEMBER
23 (NOT PRESENT)
24 DAN ARMSTRONG, PLANNING BOARD MEMBER
(NOT PRESENT)
LAURIE FRICCHIONE, BOARD SECRETARY

0002

1 A P P E A R A N C E S :

2
3 CAMARDA REALTY INVESTMENTS, LLC
4 Applicant, Stateline Retail Center
5 1699 Route 6, Suite 1
6 Carmel, New York 10512
7 BY: FRED KOELSCH

8
9 INSITE ENGINEERING, SURVEYING &
10 LANDSCAPE ARCHITECTURE, P.C.
11 3 Garrett Place
12 Carmel, New York 10512
13 BY: JEFFREY J. CONTELMO, P.E.,
14 PRESIDENT/PRINCIPAL ENGINEER

15
16 STREET-WORKS DEVELOPING AND
17 CONSULTING GROUP
18 30 Glenn Street
19 White Plains, New York 10603
20 BY: TIMOTHY I. MOUNT, PARTNER

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1 A P P E A R A N C E S (Cont'd):

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3 ALSO PRESENT:
4 Ashley Ley, Town Planner
5 Graham Trelstad, Town Planner
6 Don Cuomo, Wetlands Inspector
7 Tim Miller, Tim Miller Associates, Inc.
8 Christon Robbins, Project Manager, Tim
9 Miller Associates, Inc.

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CHAIRMAN LAPERCH: Once again, we have a stenographer here taking everything down for the public's consumption. This application is the Stateline Retail Center on Route 6. This is the continuation of the site plan portion of the public hearing and SEQRA. And also, I'm going to open the public hearing to the subdivision and wetlands permit which we did not do last meeting because it wasn't properly noticed; is that correct?

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MR. CONTELMO: That is correct.
CHAIRMAN LAPERCH: Okay. And once again, I want to thank the applicant for accommodating us for videotaping this. That is at our request for public consumption, and it will be available on CD and public TV at some point after the public hearing is closed. And I know a couple of board members have some questions, and I'm going to ask Graham Trelstad to kind of give us a where-we-are status before we get into the public hearing session. Okay.

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MR. TRELSTAD: This is the continuation of the SEQRA public hearing and the site plan public hearing as the chairman indicated. This is an opportunity for the public to comment on this application and an opportunity to (indiscernible) comment on the draft environmental impact statement. Once the public hearing or the draft environmental impact statement is closed, the applicant then goes back and inventories all the public comments to date -- I'm sorry, once the public hearing is closed, we'll have a comment period -- a written public comment period that is open for a minimum of ten days which gives you an opportunity to submit any additional comments you might have in writing.

At that point, the applicant will take all of the public comments from the public hearing we held last month and this month's public hearing and any additional

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written public comments and turn them into what's called a final environmental impact

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statement, which we're going to provide responses to all those comments. Once that is determined complete and we reviewed it to the satisfaction of the planning board, we can issue what's called a statement of findings which ends the SEQRA process, and we can then begin to look at site plan.

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This application also requires a special permit from town board, so the planning board will be making a report to the town board, and the town board will have its own special permit public hearing at a later date. So there is some time for this application to go. There's also additional opportunity for public comment either through tonight, through written public comment after tonight or at the town board public hearing.

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CHAIRMAN LAPERCH: Thank you, Graham. Okay. You're on.

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MR. CONTELMO: Thank you very much, Mr. Chairman. Thank you, Graham. Jeff Contelmo from Insite Engineering

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representing the applicant, Paul Camarda from Camarda Real Estate Investments. As Graham indicated, this is a continuance of the public hearing for both SEQRA, DEIS, site plan and opening the public hearing for wetlands and subdivision.

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I just want to thank the board for an opportunity, again, for us to appear and point out that Mr. Camarda did in fact make the board aware the he was -- had plans out of town this evening and unfortunately can't attend, but we do have our full team here this evening. Accompanying from Insite is Theresa Ryan; from Camarda Real Estate Investments, Fred Koelsch, Andrew Broderick, Matt Bondi; from Tim Miller Associates is Tim Miller and Chris Robbins; from Street-Works is Robyn Dunn and Tim Mount; and from John Collins Engineers is Phil Greeley. So our full team's here this evening to hear additional comments and answer any simple questions that may come up.

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We will take the opportunity to any

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other questions that may take some substantive response, to take them back carefully, consider them and respond to them in the FEIS as the process dictates. With that, what we would like to do is go over a summary of the issues we did discuss briefly from the last meeting, an overview of the project. I'll talk about the site and site-related aspects, and then I'm going to turn it over to Tim

11 Mount to discuss some of the architectural
12 planning, pedestrian access and related
13 issues that Street-works is working on.

14 CHAIRMAN LAPERCH: Great.

15 MR. CONTELMO: With that, I just
16 have some aerial views showing the
17 location of the parcel. The parcel is a
18 44-acre parcel located between US Route 6
19 and Interstate 84 on the eastern portion
20 of the town. We're about a mile from the
21 Connecticut border which is over in this
22 area at Exit 1, and we're about a mile
23 from the interchange of 684 and 84. The
24 parcel is more specifically bordered by

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1 Old Nickles Road to the west, and offset
2 several hundred feet from Dingle Ridge
3 Road from the east. Again, our frontage
4 and access would be along Route 6 which is
5 a four-lane highway along (indiscernible)
6 and the rear of our property borders
7 Interstate 84 which, again, is four lanes
8 of pavement.

9 More specifically, we have our
10 proposed site plan which in addition to
11 proposing the development is a two-lot
12 subdivision which will break off 4.7 acres
13 along the western portion of the property.
14 The remaining 39.3 acres on the eastern
15 portion of the property will comprise a
16 second lot. The two lots will be
17 developed with two separate uses. The
18 westerly lot would be an office building
19 of 14,800 square feet and the easterly
20 parcel will be a large retail center of
21 184,800 square feet.

22 Each of the lots has its own water
23 supply system as a drilled well, its own
24 subsurface sewerage treatment system, and

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1 its own storm water system. Access to
2 each of the lots will be from driveways
3 accessing directly from US Route 6. The
4 office parcel will have its own access
5 along the western corner of its property
6 and the main bigger parcel will have two
7 accesses. It will have a full signalized
8 intersection along its eastern side and a
9 limited access right in, right out
10 driveway along its western side.

11 I would also like to point out that
12 as a courtesy requested by the board, we
13 are videotaping this, and Mr. Camarda has
14 been running the last public hearing that
15 we gave presentation to on-local cable, so
16 people have the opportunity to see that.

17 CHAIRMAN LAPERCH: Thank you.

18 MR. CONTELMO: We also do have a
19 stenographer here which Mr. Camarda has
20 provided, and he provided a transcript to
21 Laurie from the last meeting, so
22 everything I'm saying tonight, I believe,
23 has been included in that.

Moving on a little bit to a couple

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1 of questions that came up at the last
2 meeting that we did do some research on.
3 Number 1, the board asked us to look into
4 pedestrian connection between the two
5 different uses, and we have, in fact,
6 studied that and plan on incorporating
7 that component within a revision within
8 the FEIS.

9 Additionally, we were asked to look
10 for a similar retail center where common
11 architecture has been brought through a
12 number of different retailers.
13 Unfortunately, we did speak to Graham
14 about this, and we couldn't come up with
15 one real close by. We did come up with a
16 number of stores which have incorporated
17 different architectural elements which go
18 across the country, but the closest one
19 where we found a common theme throughout a
20 number of stores was in Exton,
21 Pennsylvania. And Tim's going to talk a
22 little bit about those different
23 architectural elements and what we've done
24 there. And we think that actually

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1 reflects well on the town in terms of the
2 forward thinking involved with the concept
3 that we're trying to put forth here
4 tonight. I'm going to let Tim talk more
5 about that.

6 Another item that we were asked to
7 discuss was the treatment of the front of
8 the site with a storm water basin, and I
9 know the board hasn't had a chance to see
10 this. And I just want them to take a
11 look, and then I'll talk about it to the
12 public, but what we've done here, we've
13 rendered the main portion of the frontage
14 between the two access driveways, and that
15 includes the roadway, the right of way,
16 the storm water basins, the landscape
17 treatments coming back up into the front
18 parking area. And we provided that some
19 images of some other projects that have
20 been developed in the area which have
21 incorporated the different ideas of
22 fencing, native plantings, wetland
23 planting, stone walls and other landscape
24 features. And in rendering this, we

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1 believe we've given a very good idea of
2 how the front of the site can be developed
3 and become very much an aesthetic element
4 to set the stage for the proposal. As
5 part of this, we have provided a list of
6 representative landscaping. That was
7 asked of us also at that meeting, but we
8 were excited about the opportunity to take
9 a look at this and have the board look at
10 it as well. So without getting into
11 details of it, I would like to pass this

12 around if the board's interested in
13 looking at it, or we can leave this here.

14 CHAIRMAN LAPERCH: That would be
15 great. Thank you.

16 MR. CONTELMO: Okay. With that, I'm
17 going to let Tim Mount come up, summarize
18 his discussions from last time, and talk a
19 little bit about some of the architectural
20 elements that we found on some of these
21 other sites coming across the country.

22 CHAIRMAN LAPERCH: Great.

23 MR. CONTELMO: Thank you.

24 CHAIRMAN LAPERCH: Thanks Jeff.

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1 MR. MOUNT: Tim Mount, partner in
2 charge of design for Street-works in White
3 Plains, New York. I just want to run
4 through the boards that we have -- Jeff
5 also mentioned that we look for others. I
6 had talk quickly about some projects of
7 our own, none close enough that it's an
8 easy trip to take a look, and I talked
9 about the characteristics of these
10 projects having two common themes that
11 would also be used here. One, the
12 streetscape and sidewalk is the central
13 core to the project, is the heart of
14 project, and the way of treating
15 architecture to break larger scale
16 buildings down to smaller scale. It's the
17 character of our work, and we'll, of
18 course, carry that through to this
19 proposal also.

20 We had talked about a concept of how
21 the architecture and the landscape would
22 be handled here. We took a look at your
23 county and the architecture of the county
24 and grew fond of the farm structures and

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1 stone walls and the fencing and called the
2 concept equestrian rural architecture, and
3 saw some of the great pieces that you have
4 in the county that we would apply here.

5 The concept, of course, was to
6 really create a gateway -- perhaps the
7 larger is better -- a gateway both to the
8 project and also to the community along
9 Route 6, the way we would treat the
10 entrances around the project, the way the
11 edge would be treated, (indiscernible)
12 elements as concepts to reinforce a
13 gateway to the community.

14 When we looked at the architecture
15 around, especially, we saw some components
16 that we felt would be a great way to
17 project the (indiscernible) and also to
18 break down the scale of the architecture.
19 And in this barn-style architecture which
20 has certain specific elements of metal
21 roofs and shingles, Board and Batten
22 siding, the way entrances and openings are
23 handled and the concept that both small
24 scale architecture and large scale

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1 architecture both use the same elements
2 successfully.
3 We also talked about something that
4 we call a kit of parts, and then looking
5 at the architecture around us, we found
6 several pieces that we could apply to a
7 box. Of course, retail concepts usually
8 have a certain style to them. They have a
9 certain way of functioning. They're
10 usually simple boxes. Here, in order to
11 break down that scale, we picked up
12 several elements, something we call
13 significant corners or vertical elements.
14 They can help you orienting yourself on
15 the site, handling corners, emphasizing
16 can handle also signage. We saw dormers
17 on some barn structures which helped to
18 break down roof lines, pitched roofs
19 versus large flat roofs. We also found
20 compelling awnings and canopies which can
21 help us emphasize both a community use or
22 also a retail use. We saw entrances
23 emphasized in the way openings were
24 treated and kind of giving you a sense of

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1 how to enter the spaces. And then we saw
2 trellises and arcades to bring the scale
3 on the streetscape down to a human scale
4 versus the larger scale of boxes.
5 When we looked at it applied to a
6 more specific elevation of the project, we
7 saw that for a smaller format retail, the
8 way the roof line breaks it down, the
9 pitch of the dormers, the amount of the
10 opening in the smaller retail, and the
11 ability to make a two-story space, and the
12 way the Board and Batten is handled on the
13 roof structures emphasizing entrances, we
14 found that all of those elements, the kit
15 of parts to the box greatly reduced the
16 scale of the larger boxes. And again, the
17 same elements in terms of the arcades, the
18 trellises, roof lines, dormers,
19 significant corners, pitched roofs, all
20 help to break down the mass of what could
21 be an otherwise unrelentless larger box.
22 In the other component that we want
23 to look at was the way to treat the
24 pedestrian access for the boxes. We at

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1 Street-works have a philosophy or a way
2 that we really treat the sidewalks that we
3 would carry through here. There's a
4 certain dimensionality to it, a certain
5 way you enter the buildings, a certain way
6 you treat the streetscape and the trees,
7 in order to treat this very much like you
8 would treat a main street in terms of the
9 character and materials and lighting. We
10 would have certain areas that would
11 emphasize entrance, not only in the face
12 of the building but also on the

13 streetscape itself, and the way that the
14 landscaping emphasizes, those would all be
15 tied together.

16 And again, more of the streetscape
17 in terms of entrances, the way that the
18 sidewalks are set up so that they become
19 useful spaces for pedestrians, and in
20 terms of the overall concept of
21 pedestrian, the way that all of the fronts
22 can be tied together. And again, Jeff had
23 mentioned that we're looking at tying this
24 in a pedestrian way also. Again, the

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1 concept being that we would treat the
2 sidewalk in the way that a main street
3 - a good main street would treat its
4 sidewalks.

5 In terms of the quality of the
6 gateway, we picked up the idea of the
7 stone walls. We wanted to look to see how
8 the gateway off of Route 6 could begin to
9 be integrated into the concept of the
10 brand new building itself. So here, we
11 showed you how the center could be stated
12 versus the tall (indiscernible) type that
13 everyone's used to, something much more
14 appropriate for this type of architecture.

15 Along Route 6, we had proposed
16 picking up the idea of the fence to give
17 this edge a real presence, so that once
18 you hit this point, you would understand
19 that something different is happening
20 here. Again, as that gateway into the
21 community and Jeff's design along that
22 edge, I think, will only emphasize that
23 concept.

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we had talked about how far the

1 concept really drills down, especially on
2 the streetscape and had shown some
3 elements about the benches, the
4 landscaping. It's actually quite a
5 thorough look at the design of all the
6 components all the way down to how
7 lighting, especially around the pedestrian
8 streetscape would be handled. All of
9 that, again, is tied together to be part
10 of the branch of the center.

11 Then lastly, we talked about -- in
12 this sketch, how all the layers come
13 together so that the scale of the building
14 is broken down; all of the elements give
15 character as to what could be an otherwise
16 unrelenting box. The edge, the gateway
17 elements into the center, all of those
18 layers combining to become something much
19 greater than anything than the individual
20 parts. And then in a photo simulation
21 from Route 6, how the box would sit there.
22 I think Paul said that this was a worst
23 case scenario in which the trees weren't
24 there, but in order to see the tree

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1 foliage is not there -- in order to see
2 the character of the box on the street,
3 you got a sense of that from this
4 simulation.

5 Then -- these are all examples.
6 That is a Home Depot in South Carolina.
7 And again, it's difficult to find the
8 character of these things very close to
9 home, but what we noticed about this and
10 these are not done by any of us, but the
11 idea of the Home Depot which instead of
12 its prototypical box being placed there,
13 that they will start to look at some of
14 the elements that we have certainly talked
15 about in terms of vertical elements, roof
16 lines, and the trellis and canopies out
17 front to break that down, so it's
18 something that retailers do begin to
19 consider.

20 Another Home Depot in Rancho,
21 California with stone and heavy timber.
22 Again, a lot of the same elements that
23 we're looking at to break down the scale
24 of the boxes. Lowe's in Raleigh Durham

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1 all with the character of the slow grooves
2 and the pitch. Again, these are things
3 that retailers consider and will adopt as
4 part of a grand statement for a place.

5 Target, with the trellis, pitched
6 roofs, character of the box, some -- this
7 is actually an upgrade to the concrete
8 block that they usually use.

9 Wal-Mart in Naples, Florida, again,
10 with a lot of the character. This one
11 actually starts to pick up some concept of
12 streetscape out front. And then finally,
13 Exton, Pennsylvania, which shows multiple
14 tenants who have picked up a similar theme
15 in breaking down the box, similar
16 character, emphasized entrances,
17 emphasized corners, a nice way to handle
18 signage, and certainly a nice streetscape
19 as part of the front of it.

20 MR. CONTELMO: I was going to pass
21 those up to the board.

22 CHAIRMAN LAPERCH: That's all right.
23 we'll look at them later.

24 MR. MOUNT: And that, I believe,

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1 were -- that's all of the components that
2 we talked about last week.

3 CHAIRMAN LAPERCH: Good job. Good
4 job. I think, you know, the Home Depot
5 represents -- stabs us in the heart but --
6 we told that you we're not big fans of
7 Home Depot, but I get your point. All
8 right. Okay. You're on, Jeff.

9 MR. CONTELMO: I just wanted to
10 point out one last feature which I hadn't
11 mentioned with regard to the site plan.
12 We do have a wetland application before
13 the board. The site does include two

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generalized wetland areas. The first is along the western edge between the two parcels which is a low-lying area, which collects water from the adjacent area and rains under US Route 6.

MR. SULLIVAN: Is that a heavily wooded area there?

MR. CONTELMO: That is a wooded area there, correct. The site's characterized by three large fields. One of them is in the area of the office building to the

west, and then the wetland is in the heavy wooded area right -- adjacent to US Route 6, and then there are two open fields more towards the central portion of the property and the eastern portion of the property. The second wetland is characterized by two water courses taking drainage off of Interstate 84 and areas to the south in conveying them through the property. That's in this area here. In this area here, there's a small wetland adjacent to US Route 6 just where they converge, and upland of that is a very large open field which is this area here, which we're proposing to use only a part of for our subsurface (indiscernible) system. We do have, as I said, encroachments into the buffers of these wetlands with some of our edge treatments. We are not affecting any of the wetland proper. I want to point that out. Our encroachments are only into the buffer. Okay.

That basically concludes what we

talked about last time and maybe a little more. Thank you and we're ready to hear from the public.

CHAIRMAN LAPERCH: Okay. First board members, any questions before we go to the public?

MR. SULLIVAN: I have a few.

CHAIRMAN LAPERCH: Yes, Dennis.

MR. SULLIVAN: There's something going on at the site now. I mean it's been plowed; there have been cars there, people running around. Just curious as to what work is being done at the site.

MR. CONTELMO: The site has been actively farmed over the years and what you're seeing is not that, but in fact some archeological work that's being done in support of the final environmental impact statement.

MR. SULLIVAN: How much of the property, and I don't know how you answer this question, I'm trying to understand how much of the 44 acres will be impervious surface when this is all over and done

20-17

with?

2 MR. CONTELMO: I happen to have
3 those statistics here in my file. That
4 actually is summarized in the zoning table
5 which appears on the site plans, and I'll
6 relate it by the two lots, and I'm going
7 to take you backwards to open space. The
8 open space on lot 1 which is the office
9 building --

10 MR. SULLIVAN: Right.

11 MR. CONTELMO: -- is 72 percent
12 which would equate then back to 28 percent
13 of that site being used for building and
14 parking. The larger parcel is 66 percent
15 open space which would mean 34 percent of
16 it would be developed with building,
17 parking, driveway, et cetera.

18 MR. SULLIVAN: ~~Okay.~~ We're going to
19 have water retention in the front of ~~if~~
20 there's a (inaudible) I mean, can we 38-9
21 expect that there would be ducks there and
22 geese there and maybe even insects. I
23 mean, what is it that you might do to
24 prevent that?

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1 MR. CONTELMO: To answer the first
2 part of your question, we are obligated by
3 both New York State DEC and New York City
4 DEP to provide storm water pollution
5 prevention plan and post construction
6 practices that would address storm water
7 quantity and quality issues. The proposal
8 right now is to include four larger storm
9 water practices in the form of storm water
10 basins along the front of the property
11 which is the lower portion of the
12 property. Four of the basins would serve
13 as the retail portion, and one of the
14 basins would serve as the office proposal.
15 These basins based on new design criteria
16 established by New York State DEC will
17 most likely be wet storm water basins.
18 Wet storm water basins will have --
19 attract a certain type of habitat and also
20 a certain type of vegetation.

21 MR. SULLIVAN: Do you expect
22 standing water?

23 MR. CONTELMO: Yes, we do. We
24 actually are required -- if we use a

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1 pond-type of practice, per the new DEC
2 storm water practices; we're required to X
3 have actually standing water in it, what
4 they call a permanent pool. And that
5 permanent pool has to be of a certain size
6 for water quality treatment purposes.

7 MR. SULLIVAN: So what do we do to
8 prevent mosquitoes?

9 MR. CONTELMO: Yeah, mosquitoes --
10 you know, this question has come up
11 before. We actually asked this question
12 to the DEC, and the DEC's response is that
13 mosquitoes tend to look for very still
14 water which is typically a smaller pool of

15 water, even something inside a tire that
16 may be on the side of the road than a
17 larger pool of water where the wind action
18 actually is not conducive to their
19 breeding. That's the response we got from
20 them. Again, we are trying to fulfill the
21 requirements that they're putting back on
22 us, and I'm not an expert certainly in the
23 mosquitoes and how they may interact with
24 that, but we can get answers for that.

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1 MR. SULLIVAN: How long is that pool
2 in the front -- looks like it's in the
3 front of the parking area?

38-10...CONTINUED

4 MR. CONTELMO: This here
5 (indicating)?

6 MR. SULLIVAN: Yeah. I mean, is
7 that a thousand feet, 1,500 feet.

8 MR. CONTELMO: No. That storm water
9 basin, I'm going to approximate, one, two,
10 three -- I'm going to say that's almost
11 700 feet across that basin. Now, that
12 basin does have --

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13 MR. SULLIVAN: How wide is it; is it
14 10 feet, 20 feet?

3.8-10 CONTINUED

15 MR. CONTELMO: I'm going to say it
16 varied from maybe almost a hundred feet to
17 maybe 60 feet.

18 MR. SULLIVAN: That's a little
19 lengthy.

20 MR. CONTELMO: Well, understand,
21 there's different things going on in that.
22 That's just not one single open pool of
23 water. There are four bays which are
24 entrance areas. There are permanent pools

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1 within it. And again, the details in the
2 site plans show the different breakup of
3 those different areas, but it will not be
4 one continuous body of water.

5 MR. SULLIVAN: I would think if I'm
6 driving along the road, that's my view,
7 and I'm going to be looking at the storm
8 water retention.

9 MR. CONTELMO: Depending on how
10 you're looking and how far you could turn
11 your neck, it may be your view. The storm
12 water basin actually sits at about -- I
13 have about -- it will have a berm that may
14 be slightly above the edge of the road,
15 then it will drop down, and then it will
16 come back up and rise up to the parking
17 lot. So how much of that you will see
18 will depend a little bit with your speed,
19 your perspective, but you're not looking
20 down into this big body of water. There
21 are different things happening grade wise
22 along the front of that. But the idea,
23 what we tried to display with this board,
24 is that we want to make that into an

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1 aesthetic feature. We want to make it
2 into a landscaped feature, which as Tim

3 said early will define -- help define and
4 work with that gateway idea that we're
5 trying together achieve.

6 MR. SULLIVAN: And is anything done 3.8-11
7 to control algae growth?

8 MR. CONTELMO: Algae growth is a
9 by-product, as I understand it, of the
10 nutrients in the water, how stagnant the
11 water is, the amount of oxygen. These
12 ponds are intended to turn over relatively X
13 quickly such that I don't anticipate -- I
14 don't know that to be a problem. Again,
15 if the DEC is delivering to as design
16 criteria that would do that, I haven't
17 seen it yet.

18 MR. SULLIVAN: And they turn over 3.8-12
19 quickly because?

20 MR. CONTELMO: Because they're
21 intended to capture and treat runoff from
22 a larger storm, say, a two-year storm
23 event and retain it for 24 hours.

24 MR. SULLIVAN: Okay. But we began

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1 this with the question, will there be
2 standing water, and you said yes.

3 MR. CONTELMO: Correct.

4 MR. SULLIVAN: Now, you're saying --
5 are you backing away from that?

6 MR. CONTELMO: No, I'm not backing
7 away at all. I'm trying to clarify the
8 fact that if there is standing water in
9 that, that that water your will turn over
10 during a rainstorm. The water that comes
11 in will displace the water that's in
12 there. And the DEC defines -- they
13 dictate to us how much water must be in
14 there.

15 MR. SULLIVAN: Okay and --

16 MR. CONTELMO: Again, our options
17 for designing these ponds went from very
18 broad with a lot of different ways to do
19 it, to very narrow and very specific on
20 how we must do it.

21 MR. SULLIVAN: Thank you.

22 MR. CONTELMO: You're welcome.

23 CHAIRMAN LAPERCH: This is really
24 something that I'm directing to our board

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1 and our town, and I'm not necessarily
2 looking for an answer from you, but from
3 Graham; how do we prevent the way these
4 shopping centers when these ponds turn
5 into, in the wintertime, a garbage can?
6 You know, that to me -- you know, we still
7 haven't solved our own issue with, you
8 know, the maintenance issue here. And
9 this could be a pretty big receptacle from
10 debris, so I'm looking to see if we can
11 kind of nip that in the bud with this
12 application to kind of put it -- right up
13 some kind of plan for them, annualized or
14 whatever it may be. But the last thing I
15 want to see is (indiscernible) collect

16 garbage like the A&P's been doing and we
17 still haven't solved. So I'm just being
18 out there, so I'm looking for our
19 consultant to answer that question. But
20 it brings up a very good point. That's
21 going to be a very big pond, and I just
22 don't want that to be a garbage can.
23 That's our problem.

24 MR. CONTELMO: Well, no, I don't

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1 think it's your problem. I think it's
2 collectively --

3 CHAIRMAN LAPERCH: Of course it is.
4 MR. CONTELMO: -- everyone's problem,
5 because certainly we don't want to create
6 the type of center that we're proposing
7 here and have that problem either.

8 CHAIRMAN LAPERCH: Yeah, but it
9 comes down to enforcement --

10 MR. CONTELMO: Maybe --

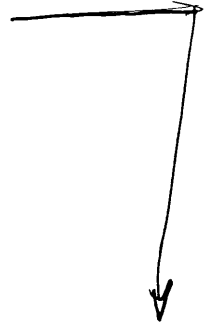
11 CHAIRMAN LAPERCH: -- so the ball's
12 in our court. Thank you anyway. Yes.
13 Thank you very much.

14 MR. RUSH: I think that in looking
15 at the presentations put together, there
16 are a couple of things that I think that
17 you've touched on (indiscernible) that a
18 lot of clarification on. And that was
19 sort of the typography of our SITE. We've
20 seen the maps and plans and whatnot, even
21 the photo simulations that you've been
22 provided. I'm not sure that they're
23 really getting into the heart of all of
24 the different things that are, you know,

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1 happening on the site. I would like to
2 make the recommendation that the board,
3 you know, seeks out the local R4, Section
4 13841 and see if you could get a
5 three-dimensional simulation from you to
6 really talk about that back end of the
7 building. I think (indiscernible) you
8 know, there's a lot of stuff going on
9 there that we really haven't gotten a
10 handle on. And I think, as a planning
11 board, we should be aware of that. I
12 think Mr. Sullivan's comments are right
13 dead on, driving down the road, you know,
14 what are we going to see there? Not that
15 there isn't a solution that you haven't
16 come up with, but I think together as the
17 community here in trying to design the
18 best thing that we can, we should really
19 be aware of what we can do and how to
20 mitigate anything that maybe something
21 that we can fix.

3.1-3.

CONTINUED ON
NEXT PAGE



22 MR. CONTELMO: And just to that end,
23 we understand that, you know, we have
24 presented a lot of two dimensional visual

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1 simulations of what we're proposing. And
2 certainly, we're not opposed to discussing
3 with the board or the board's consultant

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some different ways to get a 3-D type of simulation and include that as part of the FEIS. We are willing to do that. We just want to make sure -- it will be a costly endeavor. We just want to make sure we're doing it the way everyone would agree. We don't want to do it and find out it can have been differently.

CHAIRMAN LAPERCH: That's very fair.

MR. RUSH: I think that, you know, recognizing the level of the (indiscernible) involved, it probably wouldn't be that difficult to go the next step if you're opposed (indiscernible) and I think the public would appreciate to, you know, really understand further what's going on on the site.

MR. CONTELMO: Is that something that we can deal directly with Graham on how we would more specifically propose something?

CHAIRMAN LAPERCH: Yeah, work it out, but I think some of board's been talking about since the last meeting, we enacted this law in --

MR. TRELSTAD: 2007.

CHAIRMAN LAPERCH: -- it's our own law, and we forgot about it at the first (inaudible).

MR. RUSH: I don't think -- you obviously provided the photo simulation, but it just doesn't really talk to the sort of activity going on, even from 84 from that point of view, you know, being able to see what is going on, what you're going to see there. And is it a ravine, or are cars going to, you know, fall off and -- I think that, you know, it would be helpful.

MR. CONTELMO: Okay.

CHAIRMAN LAPERCH: I think it is safe business bet that, you know, there's really no surprises you're hearing from us about -- you know, we're pretty much on board with what we want to do. And now at

this time, we want to visualize it a little better, I think, is what we're asking you to do.

MR. CONTELMO: And our response is, we'll glad to do it. We just want to take our DES comments, put the plan in final form, and then do the simulation included in the FEIS.

CHAIRMAN LAPERCH: That sounds perfect. Work with Graham on it, and come up with something that works for all of us. Okay?

MR. CONTELMO: Okay. Very good.

CHAIRMAN LAPERCH: All right. Any other board questions?

3.1-3 CONTINUED FROM PREVIOUS PAGE



(No response.)

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CHAIRMAN LAPERCH: Okay. Finally, to the public. Yes. Lynne, do you have a public comment? You look like you're ready --

MS. ECKHART: Yes, of course I do. Again, we didn't hear too much about any

green initiative, and I think it was brought up the last time. I would ask that the applicant, ~~whatever can be added, really should be added.~~ (Also, I think it was Mr. Wissel who made a great point last time which wasn't addressed today (indiscernible) later about sidewalks and merchandise on sidewalks, because it does every good thing you want to do, and I don't think Mr. Camarda really addressed that. He seemed to feel that it should be up to the retailer. And I, certainly as a resident of Southeast, have a big problem with that.

Similar To
2.0-1

Also, I don't know who can answer this, but I know Mr. Camarda is very good at selling his projects, which is well within his right, but what guarantees? Do we have aesthetically and everything else, or are we locked into this plan if he should sell the project?

Similar To
2.0-9

Also, could you show me on the board, there is -- what's the largest store going to be, what size?

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MR. CONTELMO: The largest store is building A which is 134,000 square feet.

MS. ECKHART: Can you show me in the Street-works pictures what that look like?

MR. CONTELMO: Tim can show you that.

MS. ECKHART: Please.

MR. MOUNT: One second, please.

MS. ECKHART: That's okay.

MR. MOUNT: Probably the best example is this with which is the way the large format retailer is handled. This isn't an overall elevation of it because there is some input that will come from the retailer itself. As a concept, this would be the box behind, and then entrances and the front of the stores would be handled by the different -- the kit of parts that is we were talking about. But this is -- in order -- this would be finalized when we talk to the specific retailer in order for that to be developed.

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MR. ECKHART: So how compelling can

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we be to the retailer?

MR. MOUNT: Again, the pictures that we showed of other retailers, they are open to the concept. So it's all part of

Similar To
2.0-9

5 the negotiation of the final lease.

6 MS. ECKHART: So in other words, a
7 retailer that wants to be there will be
8 compelled to compromise with what they
9 usually --

*Similar To
2.0-9*

10 MR. MOUNT: They have prototypes,
11 and they push hard. And as the owner of
12 the center, you push harder also, and you
13 come up with something.

X

14 MS. ECKHART: So what we're seeing
15 now is -- I guess what I'm getting at --
16 these are more suggestions; this is really
17 isn't going to be what it looks like or
18 might not be what it looks like?

*Similar To
2.0-9*

19 MR. MOUNT: These are construction
20 documents. They are proposals for way to
21 handle the architecture.

22 MS. ECKHART: I mean, can get some
23 kind of guarantee as far as -- I mean, I
24 know it's a change but --

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1 MR. TRELSTAD: I think the applicant
2 is obviously hesitant to guarantee
3 anything at this point, and I can
4 understand why. The intent of the code
5 when we drafted the code was to put more
6 strength into the planning board's and
7 town board's review of the architecture of
8 projects like this. We can design
9 (indiscernible) in the code, and we intend
10 to -- it's really in the town board's
11 hands and (indiscernible) the planning
12 board's hands as part of the special
13 permit to look at that in more specific
14 detail. We will work to establish the
15 design guidelines criteria, so that when
16 the applicant does come in with specific
17 elevations attached to the site plan,
18 we're in a position to evaluate those and
19 criticize them to see if they meet our
20 objectives as well.

21 MS. ECKHART: Okay. So these would
22 be somewhat enforceable.

23 MR. TRELSTAD: They will be
24 enforceable.

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1 MS. ECKHART: Because it's not just
2 the Route 22 overlay then.

3 MR. TRELSTAD: The Route 22 overlay
4 would have been fine. But many of the
5 same concepts that were developed prior to
6 the Route 22 overlay went into what we
7 call the large retail zoning which was
8 adopted as a separate local law.

9 MS. ECKHART: Okay.

10 MR. TRELSTAD: So the town will have
11 control over that. It won't be completely
12 up to the owner of the center and the
13 retailer, the town will --

14 MS. ECKHART: Also, I was a little
15 confused. I understand how the ponds can
16 be an asset to the project, but then we're
17 talking about berms in front of the ponds.

3.8-13

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So I was a little confused; are ponds -- are berms going to hide the ponds with the berm, because they're not really an asset, or are we going to really show off the ponds? I'm not sure why both.

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CONTINUED ↑

MR. CONTELMO: well, the berm actually is for hydraulic reasons to be

able to store amount of waters. It's not intended to screen the basins. And as you come down the road, the elevation changes. The heights of the berm stays relatively constant, so the perspectives will change. But it does rise up along the internal portion such that there are landscaping opportunities. I really should be showing you this one. If you take a look at what we tried to do, you'll see that the road -- Route 6 is out here. The green space within the right of way of Route 6 is here. The basin -- the contouring of the basin basically goes from the right of way line back to the edge of the parking, and there are some walls in that area, and you'll see that most of our planting is up in that area because that's the area that rises up from the road, and that's the area where you're going to get the most aesthetic impact from a landscaper perspective.

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MS. ECKHART: And finally, I think the 3-D idea simulation is great because I

particularly want to see what the roofs are going to look like from 84. You know, we would like more than anything -- I know in some organizations to see green roofing, but we really want to see the roof the way it will look because if this is a gateway, it's also a gateway from Route 84. Thank you.

3.1-4

CHAIRMAN LAPERCH: Thank you. Any other public comment?

(No response.)

CHAIRMAN LAPERCH: Okay. Board members, any other questions?

MR. ALVAREZ: Yes.

CHAIRMAN LAPERCH: Yes, Edwin.

MR. ALVAREZ: Talking about still water and water being able to move, I don't know about putting that humongous pond in, but I've seen in other small ponds where they have like a pipe that comes out and water's flowing out; would that be something that you would be able

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to do?

MR. CONTELMO: Yeah. Aerating the pond with some kind of (indiscernible) is something that we could entertain, and we will look into that if the board desires

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us to.
CHAIRMAN LAPERCH: Good point.
Excellent. Okay. I think at this point,
there is no other public comment. And as
we indicated earlier in this process, that
we would like to continue the public
hearing into September just to get one
more look-see and a shot for the public,
so I make a motion that we continue this
public hearing to September 8th.
MR. SULLIVAN: I second.
CHAIRMAN LAPERCH: Mr. Sullivan
seconds it. Mr. Sullivan, how do you
vote?
MR. SULLIVAN: Yes.
CHAIRMAN LAPERCH: Mr. Alvarez?
MR. ALVAREZ: Yes.
CHAIRMAN LAPERCH: Mr. Rush?
MR. RUSH: Yes.

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CHAIRMAN LAPERCH: (Indiscernible)
votes yes, so we'll continue this public
hearing on September 8th and thank you
very much. Well done. Okay. Thank you.
MR. KOELSCH: I would just like to
point out that we'll be represented at the
meeting on the 8th, but to bring our whole
project team to a third meeting, we don't
think it's going to be necessary to go
through the same presentation again. It
will basically be -- I just want you to
know so that nobody feels slighted --
CHAIRMAN LAPERCH: No, I appreciate
you giving us a heads up.
MR. KOELSCH: we'll bring the
stenographer, so we'll be here to listen
to the comments.
CHAIRMAN LAPERCH: Okay. Thank you
very much.

(Time noted: 10:05 p.m.)

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STATE OF NEW YORK)
) ss.
COUNTY OF WESTCHESTER)
)
I, MARCI LOREN DUSTIN, Court
Reporter and Notary Public within and for the
County of Westchester, State of New York, do
hereby certify:
That I reported the proceedings that
are hereinbefore set forth, and that such
transcript is a true and accurate record of said
proceedings.
AND, I further certify that I am not
related to any of the parties to this action by
blood or marriage, and that I am in no way
interested in the outcome of this matter.

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IN WITNESS WHEREOF, I have hereunto
set my hand.

MARCI LOREN DUSTIN
Court Reporter

**TOWN OF SOUTHEAST
PLANNING BOARD MINUTES
SEPTEMBER 8, 2008**

Present: Chairman Tom LaPerch; Boardmembers Dennis Sullivan, Edwin Alvarez, Jim DiBella, David Rush, Dan Armstrong; Town Planners Graham Trelstad and Ashley Ley; Wetlands Consultant Don Cuomo; Town Counsel Willis Stephens, Esq.; Secretary Laurie Fricchione. Boardmember Phil Wissel was absent and excused.

PUBLIC HEARINGS:

1. DYKES LUMBER, Fields Lane – This was a continuation of the prior meeting’s public hearing. Richard L. O’Rourke, Esq. of Keane & Beane appeared before the Board as did Michael Liguori, Esq. of Hogan & Rossi, the attorney representing the seller of the property. There was a continuation due to title issues surrounding prior sales of this property throughout the past years as well as wetland issues. Mr. Liguori first started out by going through the history of all the transactions of not only this property, but the surrounding property from which this site was carved out and conveyed at different times. It is Mr. Liguori’s contention that title to this property is clean and the applicant has a legal right to access it. Victor Grossman, Esq., the attorney for Putnam County Land Trust, an abutting neighbor, stood before the Board and gave a history as his research has revealed that there was a break in the chain of title to this property and therefore, the applicant does not have the right to access the site. Chairman LaPerch suggested the title issue be looked into by Town Counsel. Regarding the wetland issues, Mr. Buschynski of Bibbo & Associates, the applicant’s engineer, stated that a very small wetland was discovered which measures approximately 225 square feet. After evaluating it, it was determined that it is so small so as not to have any impact on the overall proposed project. In the audience, Judy Terlizzi, the president of the Putnam County Land Trust, made a statement regarding how the Land Trust provides a valuable service to local citizens for now and in the future and helps to educate both the young and old. The motion to close the public hearing was introduced by Chairman LaPerch, seconded by Boardmember Rush and passed 6-0 in favor, 1 absent.

2. DREWVILLE HEIGHTS AMENDED SITE PLAN, Route 6 – This was a SEQRA and site plan public hearing represented by Rob Cameron of Putnam Engineering. Proposed is the demolition of the existing gas station with service bays to re-build the building to accommodate a convenience store approximately 2,200 square feet in size and replace underground gasoline holding tanks to be code compliant. This project will require a Special Use Permit to allow retail in the GC-1 Zone. In the audience, Jerry Halter of Brewster Heights stated that the appearance of a brick built convenience store does not fit into the character of the surrounding area from the perspective of architectural history; namely the 1800’s Victorian home behind the gas station and the two Federal inspired homes across from Putnam County Savings Bank up on the hill. Lynne Eckardt asked if the existing shed will be demolished as well. The shed will be gone, not to be rebuilt. The canopy will remain. Boardmember Rush asked the applicant to submit a 3-D rendering of the proposed building. The motion to close the public hearing was introduced by Chairman LaPerch, seconded by Boardmember Armstrong and passed 6-0 in favor, 1 absent.

3. CERLICH RE-SUBDIVISION, Pine View Drive – This was a continuation of the prior meeting. Harry Nichols appeared before the Board on behalf of his client, Mr. Cerlich. There was a question as to whether the applicant was allowed to further subdivide one of the lots of the previously approved Pine Ridge Estates Subdivision. In the absence of any legally filed documentation memorializing deed restrictions on the property, it is the Town Attorney’s opinion that the applicant is allowed to pursue this re-subdivision. Now that the issue is settled, Mr. Nichols will have a wetland

**TOWN OF SOUTHEAST
PLANNING BOARD MINUTES
SEPTEMBER 8, 2008**

delineation report done and submitted to the Planning Board for review. In the audience, Michele Fraioli stated that she was in possession of documentation ensuring deed restrictions barring further development on any of the lots of the originally approved subdivision, but such language is not on the Final Subdivision Plat itself, only mentioned in correspondence from the original engineer, P.W. Scott and in prior Planning Board minutes. Mr. Ennis, a neighbor, stated that when the first subdivision was approved, he recalled statements made regarding deed restrictions on further development and feels that the intent was no further development and it should be honored even though it is not memorialized on the Final Subdivision Plat. The motion to continue this public hearing to October 27, 2008 was introduced by Chairman LaPerch, seconded by Boardmember DiBella and passed 6-0 in favor, 1 absent.

4. NEW CINGULAR WIRELESS AMENDED SITE PLAN, 300-310 Route 22 – Lucia Chiocchio, Esq. of Cuddy & Feder appeared before the Board on behalf of her client. Proposed is the 20-foot extension as well as a co-location of an existing 80-foot monopole telecommunications facility in the vicinity of Reed Farm. In the audience, Lynne Eckardt asked if a balloon test needed to be performed. The answer was no as one was already performed in the original application. A gentleman from Reed Farm stated that his bedroom window faces the tower and requested that a new balloon test be performed, not when people are at work during normal business hours. The motion to close this public hearing was introduced by Chairman LaPerch, seconded by Boardmember Sullivan and passed 6-0 in favor, 1 absent.

5. STATELINE RETAIL CENTER, Route 6 – This was a continuation of the SEQRA, Site Plan, Subdivision and Wetlands portion of the originally scheduled and continued public hearing. George Tremblay commented on how traffic will be handled on Route 6. Responses to his and all questions will be provided in the EIS, currently under review. The motion to close the public hearing was introduced by Chairman LaPerch, seconded by Boardmember Rush and passed 6-0 in favor, 1 absent. The motion to keep the comment period extended to September 29, 2008 at 4:00 p.m. was introduced by Chairman LaPerch, seconded by Boardmember Sullivan and passed 6-0 in favor, 1 absent.

REGULAR SESSION:

1. ROUTE 6 BUSINESS PLAZA, 4005 Danbury Road – This item was on the agenda for a referral to the Town Board to have this project's performance bond released. The motion for the referral was introduced by Chairman LaPerch, seconded by Boardmember Alvarez and passed 6-0 in favor, 1 absent.

2. NEW CINGULAR WIRELESS AMENDED SITE PLAN, 300-310 Route 22 – This item was on the agenda for declaration of lead agency as well as a determination of significance for purposes of SEQRA and for review for conditional use/amended site plan approval. Lucia Chiocchio, Esq. of Cuddy & Feder appeared before the Board on behalf of her client. The Declaration of Lead Agency resolution was introduced by Chairman LaPerch, seconded by Boardmember Armstrong and passed 6-0 in favor, 1 absent. The Negative Declaration resolution was introduced by Chairman LaPerch, seconded by Boardmember Alvarez and passed 5-0 in favor, 1 abstention [DiBella], 1 absent. The Conditional Use/Final Amended Site Plan Approval resolution was introduced by Chairman LaPerch, seconded by Boardmember Alvarez and passed 5-0 in favor, 1 abstention [DiBella], 1 absent.

3. 100 EXECUTIVE DRIVE SITE PLAN – This item was on the agenda for a determination of significance for purposes of SEQRA as well as for a referral to the Town Board for a Wetlands Permit. Richard L. O'Rourke, Esq. of Keane & Beane appeared before the Board on behalf of his client. Mr.

**TOWN OF SOUTHEAST
PLANNING BOARD MINUTES
SEPTEMBER 8, 2008**

Cuomo stated that he believes the area in question is in fact a wetland controlled area and thus should not be disturbed in any manner due to its close proximity to the stream corridor which flows directly into the Middle Branch Reservoir which is phosphorous impaired. Mr. Trelstad went into an explanation of his and the findings of the various other soil scientists and wetland consultants regarding the presence or non presence of the area in question being a wetland. He stated that the soil samples taken on site were neither definitively a wetland soil type or not a wetland soil type. He also stated that if it is a wetland area, the SEQRA regulations provide for mitigation of the disturbance through the use of retention basins designed to capture and treat runoff, thereby lessening the phosphorous load finding its way into the reservoirs. The Negative Declaration was introduced by Chairman LaPerch, seconded by Boardmember Rush and passed 5-1 [Alvarez] in favor, 1 absent. The referral to the Town Board for the wetlands permit was introduced by Boardmember Armstrong, seconded by Boardmember DiBella and passed 5-1 [Alvarez] in favor, 1 absent.

4. DUNMORE CORPORATION AMENDED SITE PLAN, 3633 Danbury Road – This item was on the agenda for review for final amended site plan approval and a referral to the ARB. Theresa Ryan of Insite Engineering appeared before the Board on behalf of her client. The motion for the ARB referral was introduced by Chairman LaPerch, seconded by Boardmember Armstrong and passed 6-0 in favor, 1 absent.

5. D’UVA SITE PLAN, Fields Lane – This project was on the agenda for review for Final Site Plan Approval. Theresa Ryan of Insite Engineering appeared before the Board on behalf of her client. The resolution granting final amended site plan approval was introduced by Boardmember DiBella, seconded by Chairman LaPerch and passed 5-1 [Rush] in favor, 1 absent.

The motion to accept the minutes from the last meeting was deferred until the Stateline Public Hearing minutes are drafted to include the request for a 3-D rendering.

A motion to close the meeting was introduced by Chairman LaPerch, seconded by Boardmember Rush and passed 6-0 in favor, 1 absent.

September 12, 2008

L.F.

