
FINAL ENVIRONMENTAL IMPACT STATEMENT

Letchworth Road Residential Development

Letchworth Road
Town Of Haverstraw
Rockland County, NY

APPENDIX A

CORRESPONDENCE

*Prepared
for:*

Haverstraw Group LLC
16 Microlab Road, Suite A
Livingston, NJ 07039
Contact: Mr. Marc Pantirer

*Lead
Agency:*

Town of Haverstraw Planning Board

Prepared by:



Project 21090

Date:

August 15, 2025

FEIS APPENDIX A – CORRESPONDENCE

APPENDIX A-1

KAUKER & KAUKER, LLC

MEMORANDUM

TO: Town of Haverstraw Planning Board
FROM: Michael D. Kauker, PP, AICP
Principal
DATE: April 29, 2025
SUBJECT: Letchworth Road Residential Development

The following materials were received and reviewed by this office:

1. DRAFT Environmental Impacts Statement (DEIS) prepared for Haverstraw Group, LLC by JMC dated January 24, 2025.

Planning Comments on the Draft Environmental Impact Statement (DEIS)

The DEIS for the Letchworth Road Residential Development is well-structured and addresses many of the procedural elements required under SEQRA. However, from a professional planning standpoint, we offer the following comments:

General Statement on page II-12 of Project Purpose and Need:

The DEIS includes a general statement of project purpose and need but lacks a detailed analysis. Additionally, it references a comprehensive market analysis indicating that the proposed actions are driven by a basic imbalance in housing supply and demand. This statement should be expanded to provide further justification for the project, and the referenced market study should be included as an appendix to the document.

Land Use and Zoning Compatibility

The DEIS provides a general overview of the land use, zoning, and planning context surrounding the Project Site; however, several concerns and omissions should be addressed:

1. **Over-Reliance on Town Policy from 2000 Without Addressing Current Conditions**
 - The DEIS heavily relies on the Town's 2000 Master Plan to justify the rezoning from R-120 (Rural Residence) to LA-17 (Luxury Apartment Multifamily Residential).
 - However, no updated assessment is provided regarding whether community needs or development priorities have evolved since the 2000 Master Plan, particularly given regional demographic and economic shifts over the past 25 years.

- This section should be expanded to include specific goals and objectives that the proposed development is intended to promote.
- 2. **Insufficient Justification for Spot Zoning Concerns**
 - The rezoning applies to a ±22.93-acre portion of a larger ±154.6-acre parcel.
 - The DEIS does not fully analyze whether the LA-17 designation is appropriate in relation to surrounding R-120 and R-15/R-25 single-family residential districts.
 - A detailed compatibility analysis should be included to address potential spot zoning concerns, including evaluation of impacts on neighborhood character, infrastructure, and precedent-setting implications.
- 3. **Building Height Text Amendment Raises Precedent and Design Issues**
 - A zoning text amendment is requested to increase the maximum height from 40 feet to approximately 44 feet (averaged from grade).
 - Although the DEIS states this change is to allow pitched roofs and garages, it does not fully consider how granting increased height might set a precedent for future multifamily developments in the Town or undermine the LA-17 district's originally intended character.
- 4. **Minimal Evaluation of Alternative Zoning Approaches**
 - The DEIS does not sufficiently discuss why alternatives, such as a Planned Unit Development (PUD) or a floating zone, were not considered, which could offer more tailored land use controls to better align with both community goals and site constraints.
 - Although an analysis of the R-120 zoning was provided, the DEIS should also include an analysis of alternative development scenarios, such as those permitted under the surrounding R-15 and R-20 zoning districts.
- 5. **Generalized Land Use Compatibility Assessment**
 - The DEIS broadly asserts that the multifamily development is compatible with surrounding institutional, recreational, and residential uses.
 - However, it lacks a detailed examination of potential land use conflicts, such as increased traffic near schools, changes in visual character, or the intensity of site utilization compared to nearby single-family homes.
- 6. **Subdivision and Future Development Not Fully Addressed**
 - The DEIS proposes a subdivision to separate the ±22.93-acre development site from the larger property.
 - There is no analysis of how the remaining ±130 acres will be managed, rezoned, or developed in the future, which presents a major gap in understanding cumulative land use impacts.
- 7. **Incomplete Discussion of Rockland County Planning Policy Context**
 - Although some references to the 2011 Rockland County Comprehensive Plan are made, the DEIS does not sufficiently explain how the Proposed Action meets the County's recommendations for environmental protection, smart growth, and revitalization.

Visual Resources and Community Character

While the DEIS offers a basic documentation of existing visual conditions and provides photo simulations of the Proposed Action, there are several critical deficiencies that need to be addressed:

1. **Limited Range Analysis**
 - The DEIS largely restricts its visual impact analysis to viewpoints from adjacent roadways and nearby properties.
 - Broader regional viewpoints, such as long-distance sightlines or views from significant public vantage points (e.g., parks, trails, or historic areas nearby) are not considered. A more comprehensive visual analysis would be appropriate given the site's location within a semi-rural corridor.

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Community Demographics, Facilities and Services

While the DEIS provides a foundational overview of community demographics, existing services, and anticipated impacts from the Proposed Action, several areas require further refinement to ensure a comprehensive and objective analysis:

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1. **Lack of Analysis on Required Additional Services and Personnel**
 - Although the DEIS adequately describes existing Community Demographics, Facilities, and Services and estimates the number of new residents (739) and school-age children (approximately 33), it does not sufficiently address whether additional municipal services, personnel, or resources would be required to support the projected population increase.
 - The narrative asserts that police, fire, and ambulance services are "robust," but provides no quantitative capacity analysis, operational benchmarks, or discussion of potential service strain, particularly at full build-out.
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2. **Fire Apparatus and Emergency Response Capabilities**
 - The DEIS includes a fire truck turning plan, yet it does not evaluate whether the number, type, and capacity of existing fire apparatus are sufficient to meet the specific needs of the proposed development — particularly a 3.5-story, multi-family apartment complex with garages underneath.
 - There is no verification of compliance with National Fire Protection Association (NFPA) standards or any formal consultation with the local fire district regarding specialized equipment requirements (e.g., ladder trucks, high-capacity pumps).
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3. **Over-Reliance on Broad Assumptions Regarding School Enrollment**
 - The DEIS references a downward trend in enrollment in the North Rockland Central School District and suggests minimal impact. However, it does not

- present official projections from the School District, nor does it evaluate cumulative impacts if additional nearby developments are approved.
- There is also no analysis of classroom utilization rates, potential capital improvements, or school bus routing implications.

4. **Limited Discussion of Broader Community Facilities Impacts**

- While recreational amenities are proposed on-site, the DEIS does not evaluate potential secondary impacts on nearby public parks, libraries, or other public facilities from the increased population.

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Historic and Cultural Resources

The DEIS notes that the State Historic Preservation Office (SHPO) has issued an initial response requesting additional information, including Phase 1A/1B archaeological surveys, visual analyses, and landscape screening drawings. However, the DEIS does not confirm whether the applicant has since submitted this requested documentation, nor does it evaluate the findings or their potential implications on project design or mitigation strategies.

The Final Environmental Impact Statement (FEIS) should include all materials submitted to SHPO in response to their request. This includes:

- Completed Phase 1A/1B archaeological surveys and any associated findings.
- Supplemental visual impact assessments as requested.
- Landscape screening plans that address SHPO's concerns regarding the visual context of any historic resources.

Additionally, the FEIS should document any follow-up correspondence from SHPO, including final determinations, conditions, or additional mitigation measures required. If the applicant has not yet submitted the requested materials, the FEIS should outline a timeline and process for compliance to ensure that historic and cultural resource protections are addressed prior to project approvals.

cc: Applicant

FEIS APPENDIX A – CORRESPONDENCE

APPENDIX A-2

***ROCKLAND COUNTY DEPARTMENT OF
PLANNING***

DEPARTMENT OF PLANNING

Dr. Robert L. Yeager Health Center
50 Sanatorium Road, Building T
Pomona, New York 10970
Phone: (845) 364-3434 Fax: (845) 364-3435

Douglas J. Schuetz
Acting Commissioner

Richard M. Schiafo
Deputy Commissioner

April 30, 2025

Chairman Salvatore Corallo
Town of Haverstraw Planning Board
One Rosman Road
Garnerville, New York 10923

RE: Letchworth Road Residential Development - Draft Environmental Impact Statement

To Chairman Corallo and Planning Board Members:

As an ongoing interested party for the State Environmental Quality Review Act (SEQRA) process, the Rockland County Department of Planning has reviewed the Draft Environmental Impact Statement (DEIS) for the Letchworth Road Residential Development project, last revised on February 28, 2025. This proposal is also subject to the Planning Department's review as mandated in Sections 239-l and m of the New York State General Municipal Law (GML) as the site is within 500 feet of Hammond Road (County Road 47), Thiells Mount Ivy Road (County Road 47), Letchworth Village Road (County Road 94), Willow Grove Road (County Road 98), Minisceongo Creek, Letchworth Village, and the Town of Stony Point. Below are our comments based on our review of the DEIS:

1. Multiple pages of the DEIS, including several appendices, lists the Tax Map ID for the site as 19.11-1-1. Our records indicate that the Tax Map ID is 19.16-1-14. The Tax Map ID should be corrected throughout the document.
2. Part of this project will include a subdivision. However, based on our records, this parent Parcel 19.16-1-14, has yet to be subdivided. It is unclear as to how a DEIS is being prepared for a site that does not yet exist. Therefore, the scope and the DEIS should at this point include the entire parcel in question until such parcel is subdivided.

Executive Summary

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| 3 | 3. | It is noted under Construction Information that “...construction will take place between the hours of 8:00 am and 6:00 pm Monday through Friday as well as on Saturdays, Sundays, and Holidays”. However, under the Noise and Air Quality section it states that no construction operations will take place on Sundays or Holidays. It must be clarified if construction will occur on Sundays or Holidays, since conflicting information was provided. | |
| | 4. | Tables I-1 and II-2 should be expanded to include the Rockland County Drainage Agency as the Minisceongo Creek, a County regulated stream, is immediately adjacent to the parcel and this project may fall within the jurisdiction of the Drainage Agency and permits may be required. Additionally, the Rockland County Highway Department should also be included in these tables as there are county roadways that are potentially impacted by this project including, Willow Grove Road (CR 98), Letchworth Village Road (CR 94), Thiells Mount Ivy Road (CR 47), Hammond Road (CR 47) and County highway permits may be required. | 4 |
| 5 | 5. | In addition, we recommend that an ‘Interested Agencies’ table be created that includes the Rockland County Planning Department, as the rezoning, and any site plan or subdivision approvals will require referral to County Planning under New York State General Municipal Law, Section 239. | |

Existing Environmental Conditions, Anticipated Impacts and Mitigation

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|---|----|--|---|
| | 6. | Under Section III.A.1.c. Review of Applicable Town of Haverstraw Documents and Rockland County Planning Documents, we suggest the 2024 Rockland County Housing Needs Assessment be reviewed and included in this analysis as this study provides added context to the need for housing in the County that the Letchworth Project will contribute to alleviating. | 6 |
| 7 | 7. | The mitigation for the potential impacts on Visual Resources and Community Character is discussed on page III.B-7 and III.B-8. The description points out that the architectural aesthetic will take cues from the adjacent Letchworth Village structures but fails to acknowledge that a variance for building height is required. Full compliance with the bulk regulations would decrease the impacts to the surrounding residential neighborhood. This section must address the impacts on the surrounding properties since the maximum building height requirement is exceeded. | |
| | 8. | Under Section III.C.2.a.3. the applicant describes how they will conduct seeding of the disturbed area to stabilize and prevent soil erosion. It is recommended that the applicant consider using native grasses, or a native ground cover alternative, which could provide the additional benefit of being less water intensive and needing less maintenance than traditional grass seeding. | 8 |

9. Section III.D.1.b Flora, Fauna and Habitat, Existing Conditions, indicates that the project site is not within an area displayed in the Rare Plants and Rare Animals layer or the Significant Natural Communities layer on the New York State Environmental Resource Mapper, therefore the New York Natural Heritage Program (“NYNHP”) has no records to report in the vicinity of the Project Site. The Hudson River Natural Resources Mapper, however, indicates the site is part of a Significant Biodiversity Area (SBA) and a portion of the site is a ‘Known Area for Migratory Fish (due to its proximity to the Minisceongo Creek). SBAs are landscape areas in the Hudson River Estuary that contain high concentrations of biodiversity or unique ecological features. Significant natural communities provide an assemblage of interacting plant and animal populations that are considered significant from a statewide perspective because they are rare or high quality based on size, habitat conditions and quality of the surrounding landscape. These areas contribute to and serve as a framework for conservation partnerships and voluntary protection efforts. One of the most significant threats to biodiversity is habitat destruction, alteration, and fragmentation. The DEIS recognizes that the proposed action would cause the direct loss of some habitat for the resident plant and animal populations that could be used for breeding, roosting, feeding, and shelter. Careful consideration should be given to development impacts within an SBA. Proactive planning that avoids or minimizes impact to the habitat of Important Areas and maintains habitat connections for wildlife movement will contribute to the long-term biodiversity of the region. The DEIS must consider the impacts of this development on the biodiversity of the area, specifically habitat fragmentation and the impact of the movement of species to and from and within these sensitive habitats. A site-specific biological inventory or natural resource assessment should be considered. A pdf titled “An Approach for Conserving Biodiversity in the Hudson River Estuary Corridor” that identifies voluntary, non-regulatory strategies for conserving wildlife and habitat in the region can be found at: <https://hudson.dnr.cals.cornell.edu/library>
10. It is likely that a significant number of trees will be removed to accommodate the proposed residential development. Mature trees and mature forested areas remove, absorb and store carbon in wood, leaves, and the soil. When trees and forests are cleared, that carbon is lost. New York’s recently adopted New York State’s Scoping Plan, required as part of The Climate Leadership and Community Protection Act, calls for protecting the ability of forests to serve as carbon sinks and calls for promoting the most effective methods of increasing New York’s carbon sequestration, storage, and climate resilience. The protection of trees, minimization of loss of trees, impacts of the loss of forested area, and forest loss mitigation must be addressed. Additionally, the proposal must comply with Chapter 167 Sections 91 and 92 of the Town Code.
11. To comply with Chapter 167 Section 93 of the Town Code, a significant number of trees will likely need to be planted to replace those lost. The DEIS indicates that the majority of the ±22.93-acre Project Site is comprised of native tree vegetation and grassland / field areas. We recommend the use of trees as well as other plantings that are native to New York to help preserve and promote biodiversity. Native plants are better adapted

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to the local climate and soil, making them easier to care for, and results in the need for less fertilizer, pesticides, and use of water. They also have deeper root systems that help prevent erosion and increased runoff into local waterbodies. A pdf titled "Native Plants for Gardening and Landscaping Fact Sheets" that lists native species and the environments in which they can grow can be found on the New York State Department of Environmental Conservation's website: <https://www.dec.ny.gov/get-involved/living-green/sustainable-landscaping>. Native plants should be incorporated in the design of the site from the outset and may be considered as part of the mitigation of potential negative environmental impacts of the development.

12. The DEIS seems to be lacking an analysis of "Surface and Subsurface Waters". This department strongly urges the Planning Board require that the applicant add this information to Section III. While the DEIS states that no wetlands are present on the site, there are federal wetlands on the norther portion of the parent parcel, 19.16-1-14. Again, until subdivided an environmental impact analysis should be looking at the entire existing parcel. We also recommend that the Existing Environmental Conditions, Anticipated Impacts and Mitigation be explored, particularly because of the site's proximity to the Minisceongo Creek. The DEIS should address adverse impacts to water resources and proposed mitigation efforts. This analysis should include the potential for non-point sources of pollution including pesticides, deicing agents and other non-point sources of pollutants that may result from both construction and post-construction.

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13. To help reduce the impact of this development we recommend that the DEIS include an analysis of a reduction of impervious surface to minimize the impacts of stormwater runoff. This analysis should consider the use of green infrastructure such as porous pavers or porous concrete for use in the parking areas to replace the use of conventional asphalt in managing stormwater and minimizing off site impacts. If installed correctly and properly maintained porous pavers have been shown to be effective in helping manage off-site runoff of stormwater. In addition to permeable pavers, other green infrastructure techniques should be considered such as bioswales, native landscaped islands in the parking areas, rain gardens, and rainwater capture. For long term effectiveness of permeable pavers and other green infrastructure techniques it is recommended that the Town and the applicant review Chapter 5 'Green Infrastructure Practices' of the 2015 NYSDEC Stormwater Design Manual.

14. Sections III.H.4.a and III.H.4.b address the no build and build impact of the proposed action on traffic generation. However, there is no traffic generation information provided if the entire site were to be developed according to the zoning as single-family dwellings. This must be discussed.

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15. Section III.H.6 described on-site circulation and parking information but fails to provide any information about snow storage areas. We recommend that the location of snow storage areas be illustrated as they can result in environmental impacts from the weight of the snow and salt intrusion.

16. Figure III-I.1 Fire Truck Turning Plan does not depict the pathway a fire truck will take into the site from the proposed emergency access road. This drawing must be amended to include this path. 16
17. The discussion on air quality is lacking. While it is acknowledged that standards for ozone levels are “occasionally” exceeded, the DEIS fails to recognize that all of Rockland County is a non-attainment area for 8-Hour Ozone (2015). Ground-level ozone, caused by the chemical reaction of oxides of nitrogen and volatile organic compounds, is harmful to human health and the environment. One of the sources of these pollutants are motor vehicles. Potential air quality impacts caused by an increase in traffic should be thoroughly assessed and specific mitigation measures implemented to make sure the increase in automobile use does not result in exacerbating the ozone problem. The project should be consistent with regulatory efforts to reduce ozone levels. 17
18. Confirmation regarding the cultural and archaeological significance of the site should be obtained from the New York State Historic Preservation Office (SHPO) before the DEIS is finalized. The DEIS indicates the New York State Office of Parks, Recreation, and Historic Preservation is also known as SHPO. This is not completely correct and should be changed. SHPO is part of OPRHP. 18

Effects on the Use and Conservation of Energy Resources, Including LEED Certification Objectives

19. While the DEIS indicates that the proposed action is not anticipated to result in significant adverse impacts to utilities, it is recommended that a more thorough assessment be conducted regarding water, wastewater, electricity and fossil fuels, be conducted, particularly an energy assessment, its impact on the local utility infrastructure, as well as a greenhouse gas emissions analysis. Mitigation measures should include a full evaluation of the potential use of renewable energy sources such as solar, as well as electric vehicle charging infrastructure. 19
20. As part of the evaluation of energy impacts, we encourage the completion of a greenhouse gas (GHG) emissions inventory of the proposed action. This analysis should include both building and transportation related GHG emissions as well as the loss of mature trees and the associated carbon storage, as referenced in Comment 9. Additionally, the analysis should include a thorough review of energy measures to reduce GHG emissions such as the use of passive building principles, clean heating and cooling alternatives like air or ground source heat pumps, the use of renewable energy such as solar panels, and the installation of EV charging stations. 20
21. It is stated that the proposed action will not be designed to meet LEED Certification standards as it does not meet the goals of the applicant. This department urges the Town to ensure that applicants consider complete electrification of proposed housing and utilize energy conservation building features such as energy efficient air 21

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conditioning equipment and lighting fixtures. Renewable energy options, such as the use of solar panels, should also be considered not only for electricity, but also for heating and cooling to help meet the State's Climate Act goals of reducing greenhouse gas emissions.

Thank you for giving us the opportunity to review the Draft Environmental Impact Statement for the Letchworth Road Residential Development project.

Very truly yours,



Douglas J. Schuetz
Acting Commissioner of Planning

C: Rockland County Department of Health
 Rockland County Department of Highways
 Rockland County Department of Public Transportation
 Rockland County Drainage Agency
 Rockland County Office of Fire and Emergency Services
 Thiells Roseville Fire District
 Orange & Rockland

FEIS APPENDIX A – CORRESPONDENCE

APPENDIX A-3

SILVERBERG ZALANTIS LLC



Memorandum

TO: Town of Haverstraw Planning Board
Town of Haverstraw Town Board
Haverstraw Group LLC/BNE Acquisitions LLC, Applicant
JMC, Engineers for the Applicant
Ira Emanuel, Attorney for the Applicant

CC: Bill Stein, Town Attorney
George Behn, Building Inspector
Mike Kauker, Town Consulting Planner
Glenn McCreedy, Town Consulting Engineer
Starke Hipp, Town Consulting Traffic Engineer
Annette Hendrie, Planning Board and Zoning Board Clerk

FROM: Christie Addona, Town Land Use and Zoning Attorney

DATE: April 30, 2025

RE: Comments on Draft Environmental Impact Statement for Letchworth Road Residential Development

As the Town's land use and zoning attorneys, we submit these comments on the Draft Environmental Impact Statement ("DEIS") submitted for the Letchworth Road Residential Development by JMC on behalf of Haverstraw Group LLC and BNE Acquisitions LLC dated January 24, 2025 and revised February 28, 2025 to be substantively addressed to the satisfaction of the Planning Board (as lead agency) in the Final Environmental Impact Statement.

1. The property at issue is identified as being +/- 22.93 acre ("Property"). There should be a precise number or a reason for the estimation and the amount of the potential deviation. The Applicant's original proposal contemplated six longer buildings. However, at the request of the Town, the Applicant redesigned the Proposed Action to seven buildings to allow for shorter buildings to accommodate the same number of potential units (300). Please clarify if the proposed acreage takes this change into account, and if not, the exact acreage for the current Proposed Action (with seven buildings) should be identified with an updated metes and bounds description.
2. Further, the Proposed Action includes improvements on property currently contemplated to remain owned by the Town – including removing an existing dilapidated structure,

	installation of a stormwater management basin, and construction of the round-about to provide access to the Property and the remainder of Letchworth Village. The Applicant must come to an agreement(s) with the Town as to the Applicant's long-term use and maintenance of this area.	2
3	3. There is reference to SESI Consulting Engineers conducting a subsurface study and investigation and the stormwater management both being based upon the 22.93 acres area. Does that include the additional land needed to incorporate the seventh building and the land that will remain owned by the Town but where the Applicant is proposing to do work and make long-term improvements? If not, the study/analysis should be expanded to include those areas. The same applies for any other environmental impacts analysis that was limited to the 22.93 acre area – if that area does not include the expanded property for the seventh building and the Town property where the Applicant proposes to make improvements.	
	4. Crosslife Church, which is on the other side of Ridge Road from the Proposed Action, has a recorded easement with the Town for access to its property as Ridge Road is Town property. The Applicant must coordinate with the Town and Crosslife Church to ensure the easement is adhered to or a new easement is recorded. A copy of the existing easement is attached hereto.	4
5	5. The installation of any utilities should be designed to potentially accommodate future development of the other areas of Letchworth Village.	
	6. Will serve letters from Joint Regional Sewerage Board, Veolia New York Water and Orange and Rockland Utilities must be provided.	6
7	7. Fiscal and Economic Conditions should indicate whether the other taxing jurisdictions, namely the School District, have consented to the Applicant's proposed PILOT program. The Applicant should also provide an estimated breakdown of how much of the PILOT each taxing jurisdiction will receive per year during the 15-year PILOT period.	
	8. What is the basis for the statement that "The Applicant and Town have agreed that the purchase price and entering into the PILOT program sufficiently mitigates any adverse fiscal and economic impacts generated by the Proposed Action." (P. I-10).	8
9	9. Provide all communications to and responses from SHPO. There must be a definitive communication from SHPO as part of the SEQRA process regarding their perspective on the Proposed Action.	
	10. Where are the historically eligible structures and four areas with historic and archeological sensitivity in relation to the project site?	10
11	11. "The Town professional staff and the various Boards that serve the Town have communicated that they envision a multi-family dwelling communicate as a great asset for the Town and in this specific area of Haverstraw." (P. III.I-1). There does not seem to be a basis for this broad and definitive statement as the environmental and land use review is still ongoing.	
	12. What is the analysis for how an additional 739 residents in 300 dwelling units would result in 33 school-aged children? (P.III.I-8-9).	12
13	13. The analysis of impacts on community services (p. III.J-3-5) and proposed mitigation (p.III.J-6-7) must be expanded. There is no analysis of how the estimated per capita costs will be mitigated by the PILOT. And the generalized statement that "[a] more accurate comparator would be the marginal cost of providing services for each new resident, but	

- 13 | that computation is too complex for this purpose” is insufficient to demonstrate mitigation of impacts.
14. Is the Applicant intending to hire local contractors and construction workers when possible? | 14

Donna G. Silberman, County Clerk
1 South Main St., Ste. 100
New City, NY 10956
(845) 638-5070

Rockland County Clerk Recording Cover Sheet

Received From :

THOROUGHbred TITLE SERVICES LLC
800 WESTCHESTER AVE., STE S434
RYE BROOK, NY 10573

Return To :

THOROUGHbred TITLE SERVICES LLC
800 WESTCHESTER AVE., STE S434
RYE BROOK, NY 10573

Method Returned : ERECORDING

First GRANTOR

HAVERSTRAW TOWN OF

First GRANTEE

CROSSLIFE CHURCH INC

Index Type : Land Records

Instr Number : 2025-00002152

Book : **Page :**

Type of Instrument : Easement

Type of Transaction : Ease, R-Way, Asmt Rent-Lease

Recording Fee: \$136.00

Recording Pages : 18

The Property affected by this instrument is situated in Haverstraw, in the
County of Rockland, New York

Real Estate Transfer Tax

RETT # : 3362

Deed Amount : \$0.00

RETT Amount : \$0.00

Total Fees : \$136.00

State of New York

County of Rockland

I hereby certify that the within and foregoing was
recorded in the Clerk's office for Rockland
County, New York

On (Recorded Date) : 01/21/2025

At (Recorded Time) : 7:35:22 AM

Donna G. Silberman

Donna G. Silberman
County Clerk



NONEXCLUSIVE EASEMENT AGREEMENT

THIS NONEXCLUSIVE EASEMENT AGREEMENT (the "Easement Agreement"), made on 10 day of April, 2024, by and between the Town of Haverstraw, a municipal corporation with offices at One Rosman Road, Garnerville, NY 10923 (the "Town") and CrossLife Church, Inc., a religious corporation with an address at 2 Ridge Road, Thiells, NY 10984 ("CrossLife").

WITNESSETH:

WHEREAS, by deed dated June 6, 2001 and recorded with the Rockland County Clerk on July 18, 2021 under instrument number 2001-00033784, the Town is the owner of real property located in the Town of Haverstraw, County of Rockland as shown on the Town of Haverstraw Tax Map as 19.16-1-14 and as described in the metes and bounds description as set forth in Schedule "A" (the "Town Property"); and

WHEREAS, by deed dated July 19, 2001 and recorded with the Rockland County Clerk on July 20, 2001 under instrument number 2001-00034251, Victory Assembly Full Gospel Church, Inc. acquired real property located in the Town of Haverstraw, County of Rockland known as 2 Ridge Road and shown on the Town of Haverstraw Tax Map as 19.16-1-15 and as described in the metes and bounds description as set forth in Schedule "B" and the survey prepared by Michael J. Davis, P.L.S. dated June 2001 attached hereto as Schedule "C" (the "CrossLife Property"); and

WHEREAS, on March 26, 2013 Victory Assembly Full Gospel Church, Inc. filed a Certificate Of Incorporation Of A Church Of A Denomination Not Specifically Provided For – Amended Religious Corporation, to change the name of the entity to CrossLife Church, Inc., which was recorded with the Rockland County Clerk on April 3, 2013 under instrument number 2013-00000639; and

WHEREAS, as shown on Schedule C, the Town Property includes an "asphalt roadway" immediately east of the CrossLife Property known as Ridge Road, which is not a public road but which CrossLife and its invitees have historically used to access the parking area on the CrossLife Property; and

WHEREAS, by resolution dated December 13, 2023, the Town of Haverstraw Planning Board granted site plan approval for the CrossLife Property to construct an addition to the existing church structure and to make other site improvements, including to the parking area by striping the parking spaces and a buffer between the parking area and Ridge Road; and

WHEREAS, the Parties desire to formalize CrossLife's use of a portion of Ridge Road for access to the CrossLife Property and the terms and conditions under which that use will occur; and

NOW, THEREFORE, in consideration of One Dollar (\$1.00) and other good and valuable consideration, the adequacy of which is hereby acknowledged, the Town and CrossLife agree as follows:

1. **Easement Grant.** The Town hereby grants CrossLife a 50-foot wide nonexclusive easement over a portion of Ridge Road as described in the metes and bounds description attached as Schedule "D" and as shown in dash marks on the plan prepared by Anthony R. Celentano, P.E. dated October 23, 2018 and last revised May 20, 2023 attached as Schedule "E" (the "Easement Area").
2. **CrossLife's Authorized Use of Easement Area.**
 - (a) CrossLife, its officers, directors, employees, congregants, invitees, visitors, contractors, volunteers and agents (collectively, "CrossLife Grantees") are hereby authorized to utilize the Easement Area for vehicular ingress and egress to the parking area on the CrossLife Property. There shall be no stopping, standing or parking of vehicles, or any other obstruction of the Easement Area by the CrossLife Grantees.
 - (b) To the extent there are any existing utilities under the Easement Area serving the CrossLife Property, the utilities are permitted to remain in their current location. CrossLife shall not do any work in the Easement Area to access any existing utilities for maintenance, repair or replacement without obtaining the Town's advanced written consent, which consent shall not be unreasonably withheld provided CrossLife complies with the following:
 - i. All work shall be done at CrossLife's sole cost and expense;
 - ii. CrossLife shall provide proof of insurance in a form and limits acceptable to the Town and name the Town as an additional insured on the policies;
 - iii. CrossLife shall develop a plan to ensure that there will be minimal disruption to use of the Easement Area for access to the CrossLife Property and any other applicable properties;
 - iv. CrossLife shall obtain any and all required permits and approvals for the work; and
 - v. CrossLife shall return the Easement Area to the same condition it was in prior to the work.
3. **Town's Use of Easement Area.** Nothing contained herein shall preclude the Town, its officers, employees, contractors or agents, or other members of the public, from utilizing the Easement Area for any reason the Town sees fit. Nothing contained herein shall preclude the Town from entering into agreements, for easements or otherwise, related to the Easement Area with third-parties so long as it does not substantially interfere with or impede CrossLife's rights under this Easement Agreement.
4. **Defense and Indemnification.** CrossLife shall defend, indemnify and hold harmless the Town, its officers, employees, contractors and/or agents (collectively, the "Town Indemnitees") from and against any and all liability, damages, claims, demands, costs, judgments, fees, reasonable attorneys' fees or loss arising from CrossLife Grantees' use of the Easement Area and of the acts or omissions by the CrossLife Grantees or third parties acting under their direction or control related to the Easement Area. It is expressly agreed and understood that CrossLife shall have no obligation to defend or indemnify the Town Indemnitees for any acts or omissions caused by or resulting from any Town Indemnitees' negligence. It is further expressly understood and agreed that this defense

and indemnification provision does not apply to any claim to enforce this Easement Agreement.

5. **Perpetual Agreement.** The provisions of this Easement Agreement shall be perpetual and shall be construed to be covenants running with the land and every part thereof and interest therein, and all provisions hereof shall be binding upon and inure to the benefit of the Parties hereto, the owners of all or any part of the Town Property and the CrossLife Property, or any interest therein, and his, her, its or their heirs, trustees, executors, administrators, grantees, successors and assigns.
6. **Insurance; Waiver of Claims.** CrossLife shall each purchase and maintain at their sole cost and expense one or more policies of insurance covering the Easement Area against loss or losses from liabilities imposed by law or assumed in any written contract or arising from personal injury or death or damage to property, with limits of not less than \$1 million per accident or occurrence on account of personal injury, including death resulting therefrom, and \$1 million per accident or occurrence on account of damage to the property of others. All such policies of insurance shall name the Town, its successors and assigns as additional insureds, and proof of such shall be provided promptly upon request by the Town.
7. **Remedies in the Event of Default.** In the event any Party shall default in the performance of its obligations hereunder then the non-defaulting party may seek such remedies as may be available at law or in equity, including an action for damages, injunctive relief or specific performance. The prevailing Party shall be entitled to recover its costs incurred, including reasonable attorneys' fees. Notwithstanding the foregoing, in no event shall either Party be entitled to recover punitive damages.
8. **Recording.** The Town shall cause this Easement Agreement to be recorded with the Rockland County Clerk's Office and indexed against the Town Property and the CrossLife Property, with all associated costs to be paid by the Town. The Parties shall execute and deliver all documents reasonably required in order to effect such recording. This Easement Agreement shall be effective for all purposes regardless of when or if the Easement Agreement is recorded.
9. **Governing Law.** This Easement Agreement is being executed and delivered, and is intended to be performed, in the State of New York, and the laws of such state shall govern the rights and duties of the parties hereto and the validity, construction, enforcement and interpretation of this Easement Agreement. The parties consent to the jurisdiction of the Supreme Court, Rockland County.
10. **Severability.** If any provision of this Easement Agreement, or any section, sentence, clause, phrase or word, or the application thereof, shall in any circumstance be judicially held in conflict with the laws of the State of New York, then said laws shall be deemed controlling, and the validity, force and effect of the remainder of this easement agreement and the application of any such provisions, section, clause, phrase or word in other circumstances shall not be affected thereby.

SCHEDULE “A”

SCHEDULE A

All that parcel of land situate in the Town of Haverstraw, County of Rockland, State of New York, as shown on a map entitled "Map Showing Subdivision Lands N&P People of the State of New York Known as Letchworth Village" as prepared by ABD Engineers and Surveyors, Schenectady, New York, dated June 1999, revised 2/16/00, being more particularly described as follows:

Beginning at a point located on the easterly bounds of Hammond Road at its intersection with the division line between lands now or formerly of John R. & Neil Lombardi (L. 386, P. 1632) on the north and lands now or formerly of the People of the State of New York known as Letchworth Village on the south; thence along the westerly bounds of Hammond Road the following seven (7) courses and distances:

- 1) South 15°-43'-11" West, a distance of 211.19 feet to a point;*
- 2) South 14°-35'-13" West, a distance of 20.11 feet to a point;*
- 3) North 75°-24'-47" West, a distance of 20.00 feet to a point;*
- 4) South 14°-35'-13" West, a distance of 30.00 feet to a point;*
- 5) South 75°-24'-47" East, a distance of 20.00 feet to a point;*
- 6) South 14°-35'-13" West, a distance of 25.24 feet to a point;*
- 7) South 14°-30'-08" West, a distance of 17.28 feet to a point;*

thence through said lands of the People of the State of New York the following eleven (11) courses and distances:

- 1) North 85°-42'-16" West, passing through a capped iron rod set, a distance of 289.62 feet to a point marked by a capped iron rod set;*
- 2) South 09°-05'-21" West, a distance of 185.07 feet to a point marked by a capped iron rod set;*
- 3) South 09°-28'-19" West, a distance of 302.22 feet to a point marked by a capped iron rod set;*
- 4) South 31°-30'-26" West, a distance of 854.95 feet to a point marked by a capped iron rod set;*
- 5) South 55°-54'-14" West, a distance of 175.29 feet to a point marked by a capped iron rod set;*
- 6) South 11°-47'-37" West, a distance of 232.42 feet to a point marked by a capped iron rod set;*
- 7) South 81°-57'-59" West, a distance of 320.47 feet to a point marked by a capped iron rod set;*
- 8) South 17°-11'-29" West, a distance of 210.19 feet to a point marked by a capped iron rod set;*
- 9) South 39°-24'-37" West, a distance of 161.12 feet to a point marked by a capped iron rod set;*
- 10) South 42°-14'-13" West, a distance of 182.67 feet to a point marked by a capped iron rod set;*

- 11) South 03°-08'-14" West, a distance of 471.31 feet to a point located in the northerly division line of lands now or formerly of the Town of Haverstraw (L. 1013, P. 867);

thence along said lands the following three (3) courses and distances:

- 1) North 80°-33'-47" West, a distance of 670.66 feet to a point located in the easterly bounds of Ridge Road;
- 2) South 06°-00'-18" West, a distance of 1,551.03 feet along said road to a point;
- 3) North 45°-04'-31" West, a distance of 594.54 feet to a point located in the southerly bounds of Underpass Road;

thence through said lands now or formerly of the People of the State of New York, following the centerline of a stream, the following thirteen (13) courses and distances:

- 1) North 09°-03'-24" East, a distance of 146.66 feet to a point;
- 2) North 12°-39'-09" East, a distance of 117.30 feet to a point;
- 3) North 17°-41'-28" East, a distance of 94.80 feet to a point;
- 4) North 24°-06'-15" West, a distance of 93.24 feet to a point;
- 5) North 14°-52'-20" East, a distance of 201.66 feet to a point;
- 6) North 25°-22'-28" West, a distance of 180.47 feet to a point;
- 7) North 09°-24'-41" East, a distance of 108.43 feet to a point;
- 8) North 12°-49'-33" East, a distance of 109.20 feet to a point;
- 9) North 09°-21'-15" East, a distance of 103.83 feet to a point;
- 10) North 03°-02'-03" East, a distance of 49.46 feet to a point;
- 11) North 02°-37'-13" West, a distance of 82.31 feet to a point;
- 12) North 12°-41'-17" West, a distance of 68.99 feet to a point;
- 13) North 29°-02'-19" West, a distance of 39.14 feet to a point;

thence continuing through said lands the following two (2) courses and distances:

- 1) South 90°-00'-00" East, a distance of 249.30 feet to a point;
- 2) North 00°-00'-00" East, a distance of 1,106.18 feet to a point located in the southerly bounds of Letchworth Village Road;

thence along said road boundary the following six (6) courses and distances:

- 1) North 33°-20'-00" West, a distance of 451.17 feet to a point;
- 2) North 12°-05'-22" West, a distance of 496.69 feet to a point;
- 3) North 05°-52'-22" West, a distance of 234.76 feet to a point;
- 4) North 00°-43'-22" West, a distance of 124.21 feet to a point;
- 5) North 63°-48'-22" West, a distance of 36.89 feet to a point;
- 6) North 04°-14'-22" West, a distance of 1,057.46 feet to a point located in the southerly bounds of Willow Grove Road;

thence along said road boundary the following three (3) courses and distances:

- 1) *South 72°-33'-49" East, a distance of 223.39 feet to a point;*
- 2) *South 67°-05'-49" East, a distance of 168.97 feet to a point;*
- 3) *South 66°-07'-49" East, a distance of 186.68 feet to a point;*

thence through said lands now or formerly of the People of the State of New York the following seven (7) courses and distances:

- 1) *South 30°-17'-50" West, a distance of 72.20 feet to a point;*
- 2) *South 23°-28'-32" East, a distance of 390.52 feet to a point;*
- 3) *South 45°-43'-24" East, a distance of 332.62 feet to a point;*
- 4) *South 78°-29'-57" East, a distance of 118.23 feet to a point;*
- 5) *North 30°-14'-50" East, a distance of 48.27 feet to a point;*
- 6) *North 03°-24'-42" West, a distance of 380.49 feet to a point;*
- 7) *North 51°-01'-45" West, a distance of 49.00 feet to a point located in the southerly bounds of Willow Grove Road;*

thence along said road along a curve to the left having a radius of 269.92 feet, an arc distance of 202.89 feet to a point, said curve containing a chord of South 84°-22'-49" East, 198.15 feet; thence South 78°-53'-35" East, through said lands now or formerly of the People of the State of New York, a distance of 717.51 feet to a point being the southwest corner of lands now or formerly of Robert A. & Nancy P. Lankau (L. 913, P. 516) marked by a stone wall intersection; thence South 74°-37'-56" East, along said lands and partially following a stone wall, a distance of 1,335.18 feet to the Point of Beginning.

EXCEPTING AND RESERVING to the parties of the first part, their successors and assigns, the following parcel:

Beginning at a point located in the northerly bounds of Letchworth Village Road, a distance of approximately 1,985 feet westerly from its intersection with the centerline of Hammond Road; thence along said Letchworth Village Road the following three (3) courses and distances:

- 1) *North 49°-06'-58" West, a distance of 103.59 feet to a point;*
- 2) *North 37°-22'-58" West, a distance of 203.69 feet to a point;*
- 3) *North 33°-58'-44" West, a distance of 199.44 feet to a point;*

thence through lands now or formerly of the People of the State of New York known as Letchworth Village the following three (3) courses and distances:

- 1) *South 84°-09'-39" East, a distance of 296.05 feet to a point;*
- 2) *South 29°-21'-11" East, a distance of 95.11 feet to a point;*
- 3) *South 05°-36'-21" West, a distance of 283.38 feet to the Point of Beginning, containing 67,222 square feet or 1.54 acres*

Total parcel containing 6,844,219 SF or 157.13 acres.

ALSO EXCEPTING AND RESERVING to the parties of the first part, their successors and assigns forever, for purposes of use, operation, maintenance, repair and replacement, access to those existing utilities which service the remaining property of the party of the first part and run through, upon, over and under the property described above. Such utilities include but are not limited to water, sewer, communications, gas and electricity. The reserved access shall include the right to relocate any of said utilities, providing that the relocation is without harm to either party.

ALSO EXCEPTING AND RESERVING to the parties of the first part, their successors and assigns forever, a right of way for ingress to and egress from said remaining property, as shown on the attached map, providing that the ingress and egress is without harm to either property.

VJM/0730 LT
VINCENT J. MONTE AGENCY, INC.
Title Insurance
67 NORTH MAIN STREET
NEW CITY, NEW YORK 10956
914-634-0808

SCHEDULE “B”

SCHEDULE A

All that parcel of land situate in the Town of Haverstraw, County of Rockland, State of New York, as shown on a map entitled "Map of Survey Lands of Hope Chapel Church" as prepared by ABD Engineers and Surveyors, Schenectady, New York, dated June 2001, (attached as Appendix A), being more particularly described as follows:

Beginning at a point located in the northerly bounds of Letchworth Village Road, a distance of approximately 1,985 feet westerly from its intersection with the centerline of Hammond Road; thence along said Letchworth Village Road the following three (3) courses and distances:

- 1) North 49°-06'-58" West, a distance of 103.59 feet to a point;*
- 2) North 37°-22'-58" West, a distance of 203.69 feet to a point;*
- 3) North 33°-58'-44" West, a distance of 199.44 feet to a point;*

thence through lands now or formerly of the People of the State of New York known as Letchworth Village the following three (3) courses and distances:

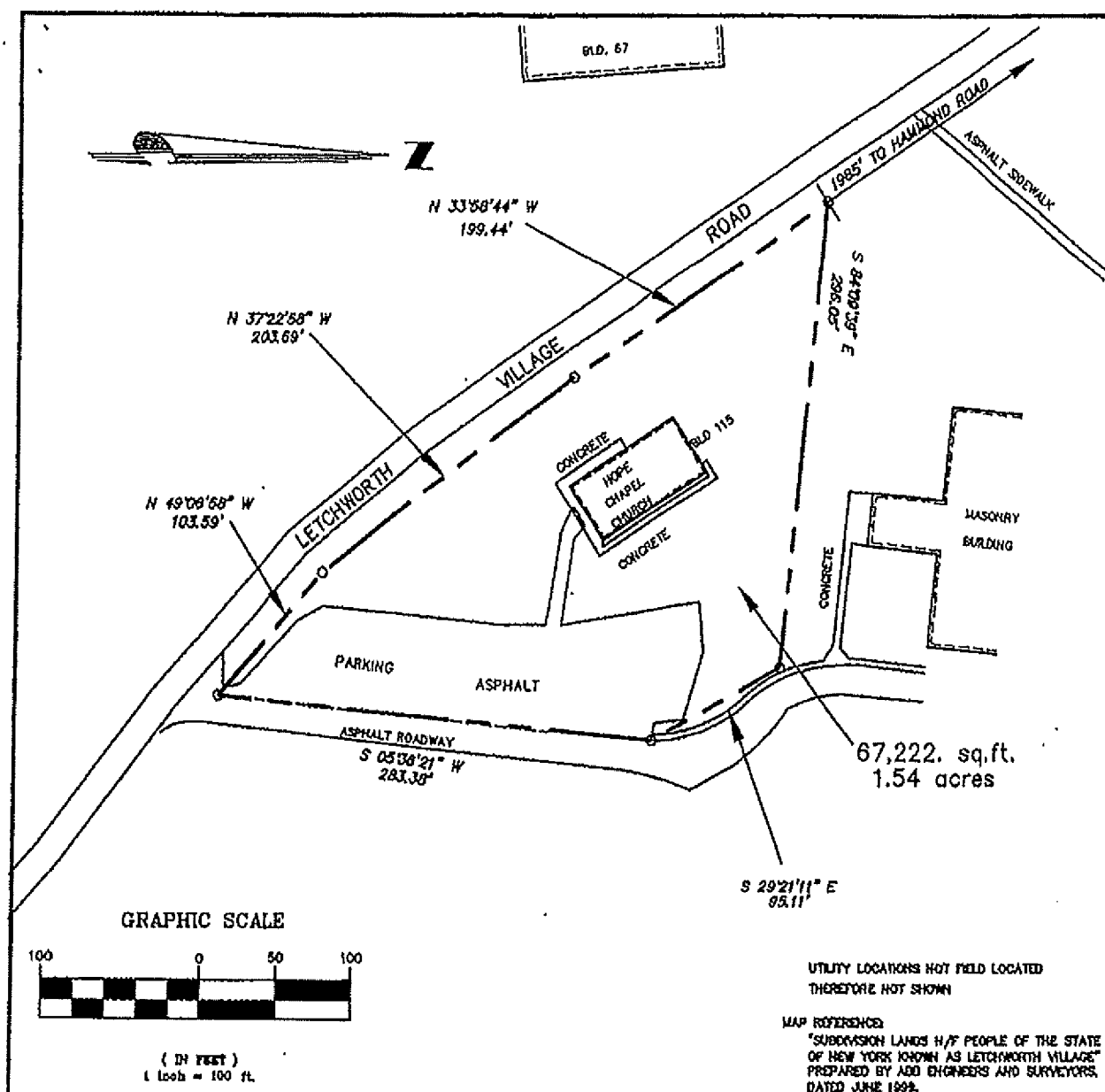
- 1) South 84°-09'-39" East, a distance of 296.05 feet to a point;*
- 2) South 29°-21'-11" East, a distance of 95.11 feet to a point;*
- 3) South 05°-36'-21" West, a distance of 283.38 feet to the Point of Beginning, containing 67,222 square feet or 1.54 acres.*

***EXCEPTING AND RESERVING** to the parties of the first part, their successors and assigns forever, for purposes of use, operation, maintenance, repair and replacement, access to those existing utilities which service the remaining property of the party of the first part and run through, upon, over and under the property described above. Such utilities include but are not limited to water, sewer, communications, gas and electricity. The reserved access shall include the right to relocate any of said utilities, providing that the relocation is without harm to either party.*

Subject to any easements, restrictions and/or covenants of record, if any.

SCHEDULE “C”

APPENDIX A

[illegible]

SCHEDULE “D”

50' WIDE ACCESS & UTILITY EASEMENT
FROM TOWN OF HAVERSTRAW
IN FAVOR OF CROSS LIFE CHURCH

ALL That certain plot, piece or parcel of land, with the building and improvements Thereon erected, situate, lying, and being in the Town of Haverstraw, County of Rockland and State of New York more particularly bounded and described as follows:

BEGINNING at a point on the Northerly line Letchworth Village Road said point being the Southeasterly corner of tax lot 19.16-1-15 and Southwesterly corner of the easement herein described;

RUNNING THENCE along the Easterly line of tax lot 19.16-1-15

N 05°33'30"E, a distance of 283.38'

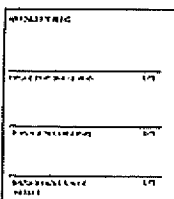
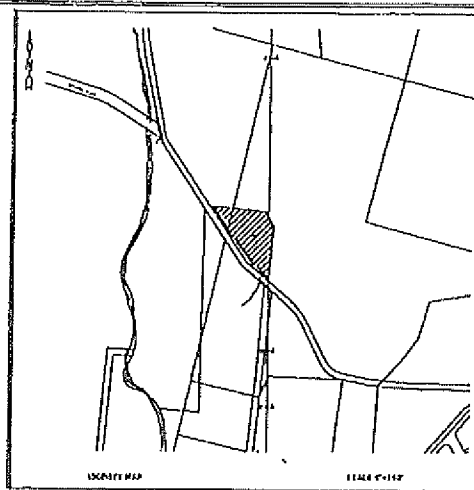
THENCE through tax lot 19.16-1-14 the following courses and distance:

1. N 84°26'30"E, a distance of 50.00'
2. S 05°33'30"W, a distance of 321.23'

To the Northerly line of Letchworth Village Road;

THENCE along the Northerly line of Letchworth Village Road
S 47°18'58"W, a distance of 62.71' To the point of beginning containing
15,115.03 SQFT.

SCHEDULE “E”

[illegible]

JOHN DEAN LUTHER BUCKLEBERRY
BELLIS ARIZONA
OCTOBER 13, 1961 BELLIS 1-100
ANTHONY R. CEINTANOPE
HARRISBURG
PENNSYLVANIA
100-21117-1001001
- anthology - 1001001

FEIS APPENDIX A – CORRESPONDENCE

APPENDIX A-4

NYS OFFICE OF GENERAL SERVICES



Office of General Services

State Asset and Land Management

March 28, 2025

Town of Haverstraw Planning Board
One Rosman Road
Garnerville, NY 10923
Attn: Anette Hendrie, Chief Clerk
atorres@townofhaverstraw.org

Dear Ms. Hendrie:

Re: DEIS Public Comments

This letter is in response to your communication regarding the State Environmental Quality Review (SEQR) requirements under Article 8 of the Environmental Conservation Law (ECL) and 6 NYCRR Part 617 for the projects listed above.

<u>Name of Action</u>	BNE / Letchworth Road Residential Development
<u>Action Type</u>	Type I Action
<u>OGS Contact Person</u>	Mark McGlynn, Environmental Analyst 2

Comments:

1 | Per our review of the DEIS, NYSOGS does not have approvals and as such is an interested agency. Should the project however require any temporary construction impact or permanent structures placed on state-owned parcels, it would require approvals from the NYSOGS State Asset Land Management Office.

NYSOGS has concerns regarding the impact of outflow from the two eastern-most stormwater basins onto the state parcel. The presence of stormwater facility emergency spillways and downslope spillway protection are not clarified however any discharge from an emergency spillway onto our parcel may impact safety and future uses of that parcel. The slopes of the state land receiving discharge from these facilities are steep and it is not clear whether ground stability will be impacted beyond the project limits. Relatedly, the landscape plan proposes new trees over the dam embankments which could impact the structure's stability.

To ensure the state parcel and its current or future uses are not at risk, we request the stormwater facility design not direct concentrated erosive flows onto our parcel from the emergency spillway, that the stormwater facilities be sized to safety class standards with

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consideration that current and future occupiable structures will be present on our parcel, and that trees not be planted on the embankments adjacent to our property line.

Please continue to keep OGS apprised of the progress in both the project and the environmental reviews. Do not hesitate to contact me at (518) 474-6238 if you have questions regarding the above information. Thank you.

Sincerely,

A handwritten signature in black ink that reads "Mark McGlynn". The script is cursive and fluid, with the first name "Mark" and last name "McGlynn" clearly distinguishable.

Mark McGlynn
State Asset and Land Management

FEIS APPENDIX A – CORRESPONDENCE

APPENDIX A-5

***TOWN OF HAVERSTRAW PLANNING
BOARD MEETING***

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CONDENSED

In Re:

TOWN OF HAVERSTRAW PLANNING BOARD MEETING

-----X

April 9, 2025

7:30 p.m.

PLANNING BOARD MEETING held at One
Rosman Road, Garnerville, New York, before a Notary
Public of the State of New York.

SANDY SAUNDERS REPORTING
254 South Main Street, Suite 216
New City, New York 10956
(845) 634-7561

Page 2 1 A P P E A R A N C E S: 2 SAL CORALLO, CHAIRMAN 3 GLENN WIDMER 4 ROBERT SAMBRATO 5 ANTHONY GIZZI 6 WILLIAM RICCALDO 7 JAMES MONTE 8 ANNETTE HENDRIE, CHIEF CLERK 9 CHRISTIE TOMM ADDONA, ZONING BOARD ATTORNEY 10 GLENN MCCREEDY, CONSULTING ENGINEER 11 MICHAEL KAUKER, PLANNING CONSULTANT 12 GEORGE BEHN, BUILDING INSPECTOR 13 14 15 16 17 18 19 20 21 22 23 24 25	Page 3 1 Proceedings 2 CHAIRMAN CORALLO: Good evening, 3 everyone. Welcome to the Town of Haverstraw 4 Planning Board, April 9, 2025, 7:30 p.m. 5 Would everyone please stand for the 6 pledge? 7 (Whereupon, everyone rose for the 8 Pledge of Allegiance.) 9 CHAIRMAN CORALLO: Ms. Hendrie, 10 would you please read the roll call? 11 MS. HENDRIE: Sal Corallo. 12 CHAIRMAN CORALLO: Present. 13 MS. HENDRIE: Glenn Widmer. 14 MR. WIDMER: Here. 15 MS. HENDRIE: Robert Sambrato. 16 MR. SAMBRATO: Here. 17 MS. HENDRIE: Anthony Gizzi. 18 MR. GIZZI: Here. 19 MS. HENDRIE: William Riccaldo. 20 MR. RICCALDO: Here. 21 MS. HENDRIE: James Monte. 22 MR. MONTE: Present. 23 CHAIRMAN CORALLO: Thank you. 24 Quorum is present. 25 Will someone move the adoption of
Page 4 1 Proceedings 2 minutes of March 13, 2025? 3 MR. WIDMER: Mr. Chairman, I have 4 two minor changes. 5 CHAIRMAN CORALLO: What page? 6 MR. WIDMER: Page 9: Hyde Park 7 should be High Tor Park. And page 32: 8 1,000 foot -- square foot footprint should 9 be 4,000-square-foot footprint. 10 CHAIRMAN CORALLO: Okay. Would 11 someone approve adoption of the minutes with 12 those changes? 13 MR. WIDMER: I'll move that motion. 14 CHAIRMAN CORALLO: Moved by 15 Mr. Widmer. 16 MR. SAMBRATO: I'll second. 17 CHAIRMAN CORALLO: Second by 18 Mr. Sambrato. 19 All those in favor signify by 20 saying "Aye." 21 (Whereupon, all the Board members 22 responded "Aye.") 23 CHAIRMAN CORALLO: Opposed? 24 So carried. 25 First item on the agenda is BNE	Page 5 1 Proceedings 2 Letchworth - 100 Secor Road - (Thiells). 3 Section: 19.16, Block: 01, Lot(s): 14. 4 Site Plan Approval: Proposed 5 multiple-family dwellings. That should be 6 seven buildings -- 7 MS. TOMM ADDONA: Yep. 8 CHAIRMAN CORALLO: Seven, not six. 9 Seven buildings and a clubhouse. 10 Approximately 300 units. 11 It's a public hearing today for the 12 DEIS. Will applicant's representative 13 please come up? 14 Give the young lady your name. 15 MR. LOFTUS: Good evening, 16 Mr. Chairman, Planning Board members. 17 Patrick Loftus, 4 Laurel Road, New 18 City, New York. Appearing for the attorney 19 of record, Ira Emanuel, who is representing 20 the applicant, BNE Acquisitions LLC. 21 CHAIRMAN CORALLO: Thank you. 22 MS. TOMM ADDONA: Mr. Chairman, if 23 you'd like, I can give a brief overview of 24 where we are procedurally. 25 MR. LOFTUS: Please.

Page 6	Page 7
1 Proceedings 2 MS. TOMM ADDONA: So we are still 3 in the SEQRA process, which is the State 4 Environmental Quality Review Act. 5 The Planning Board issued a 6 positive declaration, which means that there 7 were -- there was at least one environmental 8 issue that was identified as having the 9 potential for a significant adverse 10 environmental impact. As a result of which, 11 this Board held the scoping session in 12 August and then adopted it in September of 13 2024 -- which basically set the outline for 14 the issues that the applicant would have to 15 address in the Draft Environmental Impact 16 Statement. 17 The applicant has spent the last 18 several months working on that, has 19 submitted it to the Town and its 20 consultants, which was reviewed for 21 completeness -- meaning that the applicant 22 has addressed substantively all of the 23 issues that were set forth in the scoping 24 document. 25 Not necessarily that the Planning	1 Proceedings 2 Board or the consultants agree with their -- 3 or disagree with the analyses, but just that 4 it was ready to come before this Board and 5 the public to have a public hearing in order 6 to assess -- in order to receive comments on 7 that document, the Draft Environmental 8 Impact Statement. 9 At which point -- the Board will 10 hold the public hearing tonight. The 11 written notice -- written comment period 12 will be left open until the end of the 13 month, April 30th, to end of the business 14 and then it will be incumbent upon the 15 applicant to prepare the Final Environmental 16 Impact Statement -- the function of which 17 will be to address all of the substantive 18 comments that are received during this 19 process. 20 CHAIRMAN CORALLO: Thank you. 21 MR. LOFTUS: Thank you. 22 So I know that the Board is 23 familiar with this project. Although we 24 haven't been here recently. 25 The -- it is a development of the
Page 8	Page 9
1 Proceedings 2 old Letchworth Village Property. The 3 proposal is 300 multi-family residential 4 units. 5 As pointed out, we are on with our 6 -- for the hearing on our draft EIS this 7 evening. We have the entire team assembled, 8 so without wasting any more time, I'm going 9 to turn it over to the team at this point. 10 CHAIRMAN CORALLO: Thank you. 11 MR. LOFTUS: Thanks. 12 CHAIRMAN CORALLO: Same thing. 13 She has your name? 14 MR. VILLAREALE: I'm giving it. 15 Good evening. For the record, 16 again, Diego Villareale, 17 V-I-L-L-A-R-E-A-L-E. I'm a licensed 18 professional engineer with JMC, here on 19 behalf of the applicant this evening. 20 As was indicated, we do have the 21 entire project team here tonight. 22 Marc Pantirer is just going to come 23 up, say a few words. Tom Witheral is also 24 with Marc's office, with BNE. We have the 25 project architect, Jack Raker. And then	1 Proceedings 2 Paul Dumont is also from JMC. 3 Before I dive into the site plan, I 4 just know Marc wanted to say two words. 5 MR. PANTIRER: Marc Pantirer with 6 the applicant. 7 Just wanted to say thank you for 8 having us and letting us appear before the 9 Board. I'm a third-generation member of the 10 applicant. We've been building apartments 11 since the 60s and 70s. We act as our own 12 general contractor. We build the projects, 13 we manage them, we hold them long term. 14 Most of our assets are in North 15 Jersey and here in Rockland County. The 16 closest asset's really the club at Pearl 17 River and its affiliated properties, the 18 Club West and the reserve, if you're 19 familiar with those. 20 And our goal here is to build a 21 similar quality product that we've built 22 elsewhere and to have a long-term 23 relationship here in this town. 24 So thank you and I'm going to let 25 the professionals run with it.

Page 10	Page 11
1 Proceedings 2 CHAIRMAN CORALLO: Thank you. 3 MR. VILLAREALE: So I have a couple 4 of boards. Is that okay the way it's set up 5 or would you like them pivoted just a bit 6 more so everybody can both see them? Is 7 that all right? 8 CHAIRMAN CORALLO: Can everybody 9 see? 10 MR. VILLAREALE: I don't know if 11 you can see from up there. That's all. I 12 wasn't sure. 13 CHAIRMAN CORALLO: You can't see? 14 MR. SAMBRATO: We can't see. 15 MR. VILLAREALE: Let's turn around. 16 CHAIRMAN CORALLO: Give it more 17 I think that's good. All right. 18 MR. VILLAREALE: How's that? Good? 19 CHAIRMAN CORALLO: Yeah. I think 20 that's good. 21 MS. TOMM ADDONA: And members of 22 the public, you're welcome to move over to 23 this side if that's easier, if you want, to 24 be able to see as well. 25 MR. VILLAREALE: Would you like me	1 Proceedings 2 here or should I be next to the board? 3 CHAIRMAN CORALLO: No, no. Be by 4 the microphone so the young lady can hear 5 you and everybody else can hear you well. 6 MR. VILLAREALE: Understood. 7 So just again, a couple of boards 8 just to take you through the overall 9 project. 10 I do think it's important just to 11 step back. Understanding that this is a 12 public hearing, we're here just to give a 13 presentation for everybody that's here to 14 see the project as well as the Board. It 15 has been sometime since we've been before 16 you. 17 The property that we're looking at 18 right now, the bottom portion of the page, 19 is about 23 acres. It's a portion of the 20 overall Letchworth Village property. It's 21 on the southeast corner of it closest to 22 Letchworth Village Road. 23 As has been indicated, this has 24 been time in the making, we've been working 25 on this for some time. We've been working
Page 12	Page 13
1 Proceedings 2 with the applicant, BNE Group, on the 3 development of the site plan. This is not 4 something that's just been submitted 5 overnight. 6 There's been a lot of thought, 7 there's been a lot of work that has gone 8 into -- just the first stages, coming up 9 with a concept plan that really worked with 10 the product that BNE is trying to construct 11 here. And also took a lot of input from the 12 municipality, there was a lot of preliminary 13 meetings, we had a work session with your 14 Board, we met with staff. There was a lot 15 of things that went into the final plan that 16 was developed and ultimately submitted as 17 part of the DEIS. 18 So I just think it's important to 19 identify all the work that's gone into it to 20 the point where now, as has been indicated, 21 we're in the DEIS process. 22 So we're going to take all of your 23 comments that you have this evening, we're 24 going to respond to them in the DEI -- FEIS, 25 any comments that are made by the public.	1 Proceedings 2 We're happy to answer any questions 3 that you might have tonight but, again, 4 we're going to try to formalize it in the 5 FEIS document itself. 6 So again, the bottom portion of the 7 page is the existing conditions. It's an 8 aerial photograph of the property. You can 9 see there's a large open area on the bottom 10 portion of the page, that's where the fields 11 were located just north of Letchworth 12 Village Road. 13 And then the balance of the 14 property, there was an old house that was 15 constructed there. It's been since 16 demolished but you see remnants of it -- 17 there's foundations, there's walls, there's 18 an old garage, et cetera -- as well as the 19 driveways that lead up to that portion of 20 the property. 21 Then the topography starts to 22 steepen a little bit, it starts to drop off 23 in that hillside, and that's the wooded area 24 that you see on the northern and eastern 25 portions of the property itself.

Page 14	Page 15
1 Proceedings 2 The property is currently zoned 3 R-120. And as part of this process, there 4 is a rezoning to the LA-17 district. 5 MS. TOMM ADDONA: There is a 6 rezoning application. 7 MR. VILLAREALE: Rezoning 8 application, yes. 9 MS. TOMM ADDONA: Just to be clear 10 MR. VILLAREALE: That's pending. 11 Of course. 12 As part of this project, it 13 requires a rezoning to the LA-17 district. 14 In addition to that, there's a 15 subdivision that needs to be created to 16 subdivide off this portion of the property. 17 And then obviously there's the site plan 18 portion of it as well. 19 As has been indicated earlier, the 20 project consists of 300 market-rate 21 apartments that would be constructed in a 22 total of seven residential buildings, and 23 then there's the eighth building that is the 24 clubhouse that's situated on the middle 25 portion of the property.	1 Proceedings 2 So you can see the seven 3 residential buildings that are scattered 4 throughout the property there. There's four 5 buildings located south of the main entry 6 drive and then three buildings located just 7 north of the entry drive. 8 All them are facing each other. 9 It's really, again, a very intentional 10 design where the buildings themselves, the 11 front entries, they all face the main 12 roadway that cuts between them; and then the 13 garages are all located on the back side of 14 the property or the back sides of the 15 buildings so that the garages don't have 16 that front entryway look along the driveways 17 themselves. 18 When you come into the property, 19 you can see the roundabout that's just to 20 the east of the church that's on the 21 property that you see there. That's just to 22 orient everyone a little bit. The church is 23 on the left-hand side of Letchworth Village 24 Road, cuts down along the bottom portion of 25 the page. And then you can see a number of
Page 16	Page 17
1 Proceedings 2 the existing buildings on the upper left 3 hand corner of the property there. 4 As you come in, there's the 5 roundabout. The roundabout is more of a 6 planning guide. There's a roundabout that 7 would be constructed there that could 8 provide access to any future development on 9 the property. But then on the right-hand 10 side of the roundabout is the main entrance 11 to this development and this residential 12 community. 13 You have a main driveway that would 14 come in, it's a boulevard entrance -- 15 significant amount of landscaping -- that 16 would lead up to the clubhouse. 17 The clubhouse is the smallest 18 building on the right-hand side of the page. 19 And then again, you can see the 20 three residential buildings to the north and 21 the four residential buildings to the south. 22 Access and circulation: There are 23 driveways located both within the front and 24 the back sides of each of these buildings. 25 Again, the front is more of just some	1 Proceedings 2 on-street parking and is the front of the 3 residential buildings themselves; the back 4 is the driveways that lead to the garages. 5 Each building does have garage 6 spaces within them on the lowest level. And 7 it's important that you just understand the 8 topography of this site. Because the slope 9 starts to drop off, these buildings were 10 able to be constructed into the hillside so 11 that the garage sits at a lower elevation 12 and the front of the building, which is at 13 the clubhouse level, sits at a higher 14 elevation. 15 So the garage is on the lowest 16 level of each building and then the front 17 door, the front location of it where the 18 residential units are, all face that middle 19 roadway inside the building there. 20 As far as access and circulation, 21 again a lot of thought went into it. We 22 actually worked with, again, town staff, we 23 also had a meeting with your fire department 24 to try to address any fire access issues 25 that we wanted to incorporate into the plan.

Page 18	Page 19
1 Proceedings 2 We received a number of comments 3 from them which we incorporated into the 4 plan, and we've had follow-up meetings where 5 we received additional comments from them -- 6 more about fire hydrant locations and things 7 like that, that would all be coordinated 8 with your fire department. 9 But it was important that we 10 address the access and circulation, where 11 they did not provide any substantive 12 comments on the circulation. They just 13 wanted to make sure it worked with their 14 fire truck, which we confirmed that it does. 15 It's all been designed in accordance with 16 their latest equipment so a fire truck has 17 access and circulation around the perimeter 18 of each of these buildings, which was 19 something that the fire department was 20 looking for in this case. 21 The buildings themselves: There 22 are two types of buildings. One's a little 23 bit smaller than the other one. One's a 24 22,000-square-foot footprint and one's a 25 20,000-square-foot footprint. Again, from	1 Proceedings 2 the site plan standpoint, it's virtually 3 negligible. It's very hard to see the 4 difference when you're looking at a plan 5 from this, from this location here. 6 But there are -- the buildings are 7 slightly different with the unit counts and 8 the number of units that there are within 9 them. But again, the total number is 300 10 units. 11 There are 658 parking spaces that 12 are provided on the property, so that's 13 little over two per unit. Again, that 14 exceeds your code requirement. A number of 15 the parking spaces are within garages. 16 So there's 130 garages that are 17 provided. So there's a number -- either 18 18 or 21 garages, depending on the unit that 19 you're looking at. But each building does 20 have a significant number of garages. 21 All of the parking is proximate to 22 the building. So if you're not parking 23 within a garage space, you're parking 24 immediately adjacent to it. And then 25 there's entrances both in the front side and
Page 20	Page 21
1 Proceedings 2 the back sides of the building for the 3 residents to go in and access their units. 4 The clubhouse that's located 5 centrally on the property is about 10,000, 6 little over -- little under 11,000, about 7 10,600 square feet. 8 That is an amenity space that is 9 critical to the residential community. They 10 have it at all their other communities that 11 we worked with them, that was referenced in 12 Pearl River. 13 It has gaming rooms, there's other 14 things -- spaces that can be utilized, 15 fitness center, et cetera. All of that is 16 open to the community. 17 And then there's parking that's 18 directly adjacent to the amenity building as 19 well. 20 It does have a pool, outdoor 21 seating areas, barbecues, et cetera. It's, 22 again, a common space within the development 23 itself. 24 In addition to the amenity 25 building, there's also some outdoor areas as	1 Proceedings 2 well: Tennis court, pickleball courts, 3 things like that, dog run. Those are 4 incorporated into the plan and have 5 additional amenities that are outside the 6 building as well. 7 In addition to the layout plan, the 8 DEIS includes a full set of site plans that 9 looks at grading, utilities, topography, and 10 how this all works. 11 So there's a detailed grading plan 12 that shows the cuts and fills and how the 13 site gets balanced on-site so there's not 14 any significant earth work or significant 15 export or import of material that would be 16 required as part of the project. 17 So that's an overview of the site 18 plan. Now, I'm just going to touch quickly 19 on the DEIS. 20 The DEIS is a document, basically, 21 that looks at a number of environmental 22 items that are -- need to be addressed as 23 part of the document. It looks at land use 24 and zoning, visual, stormwater management, 25 traffic, et cetera. There's chapter after

Page 22 1 Proceedings 2 chapter that was included in the document 3 that you received. 4 We're going to touch on a couple 5 this evening, couple of more critical ones 6 that really get addressed both within the 7 site plans, but within the document 8 themselves. 9 The first one: The stormwater 10 piece of it. As part of the project, in 11 addition to the DEIS, we developed a full 12 stormwater-pollution prevention plan. The 13 stormwater-pollution prevention plan 14 addresses how stormwater's going to be 15 managed on-site: The new buildings, the new 16 parking areas, the new impervious areas, all 17 of which is going to be collected, detained, 18 treated on-site, and then ultimately 19 discharged. 20 This bottom line is -- and what's 21 required by both the state as well as your 22 municipality, and I know your engineer will 23 be looking at this as well -- no additional 24 water can discharge off this site than 25 what's there today. So there's no increase	Page 23 1 Proceedings 2 in rates of runoff off of this property. 3 So there's a number of stormwater 4 management features that have been installed 5 or are proposed to be installed as part of 6 the project. 7 Stormwater basins located on the 8 southern side, there's stormwater basins 9 located on the northwestern side, all of 10 which are designed to collect, contain, 11 treat, and then ultimately discharge 12 stormwater offsite, but again, at no more 13 than what is happening under its current 14 existing conditions. 15 Another chapter in the DEIS, a 16 pretty significant one, is the traffic 17 analysis that was completed. 18 We prepared a full traffic study 19 that included an analysis of 13 20 intersections during four peak hours. So we 21 looked at a number of different 22 intersections surrounding this entire 23 community, and we looked at it at several 24 times throughout the day, as well as on 25 Saturdays.
Page 24 1 Proceedings 2 So without getting into too much 3 detail, the analysis revealed that there was 4 really not any significant impact to the 5 operations of the existing roadways that are 6 there. 7 There's going to be additional 8 analyses that will be completed because some 9 of the counts -- and there was construction 10 of the roundabout that was happening during 11 the preparation. All of this is summarized 12 in the DEIS. And there's certain things, 13 there are sensitivity analyses that will be 14 completed as part of the FEIS that looks at 15 some of the traffic volumes to confirm some 16 of the assumptions that we're making. 17 But at the end of the day, the 18 project itself is residential, it's just not 19 a significant generator of traffic. It is 20 300 units, but it's not a commercial 21 development so it doesn't have those peaks 22 and bows. You have residential commuters 23 that will be coming to and from, and they 24 will be utilizing the surrounding roadways. 25 As part of the project, we did	Page 25 1 Proceedings 2 identify a number of improvements that would 3 be constructed as part of the project. But 4 the improvements are limited to 5 signal-timing modifications, things like 6 that, additional signage at certain 7 locations, restrictions or -- restrictions 8 of right turns on reds or left -- or not 9 permitting certain movements. All things 10 that are working within the confines of the 11 existing intersections, but they are 12 improvements that are suggested or 13 recommended as part of the project that we 14 believe could improve the efficiency or 15 improve the operations at these individual 16 intersections. 17 So those were summarized in the 18 traffic study as well. But again, there was 19 a detailed analysis. I know the town has 20 hired a traffic consultant as well that will 21 complete a review of our traffic study. And 22 any comments that are received, will again, 23 be responded to in the FEIS or the Final 24 Environmental Impact Statement. 25 Finally, "visual" is another

Page 26 1 Proceedings 2 chapter of the DEIS that we spent a lot of 3 time on. It was a lot of work that went in, 4 preparing elevations of the different 5 buildings but also preparing photo 6 simulations and photo renderings. 7 There was a point where we extended 8 mechanical lifts to show the heights of the 9 individual buildings at very specific 10 locations on the property, and then we took 11 photos from several locations around the 12 perimeter of the property to show where the 13 buildings would be situated with both 14 leaf-on and leaf-off conditions. So these 15 were done during the leaf-off conditions so 16 that you can see through certain areas and 17 see how the buildings would be blended into 18 that. 19 So there was a number of visual 20 renderings that were prepared as part of the 21 project, all of which were included in the 22 DEIS. 23 At this point, I do want to turn it 24 over to Jack just to speak about the 25 architecture of the buildings and just give	Page 27 1 Proceedings 2 you a presentation on the building design 3 themselves and to speak a little bit more 4 about the photo simulations and the 5 renderings that were prepared. 6 CHAIRMAN CORALLO: Okay. Thank 7 you. 8 MS. TOMM ADDONA: And just while we 9 have a brief transfer, just for the Board's 10 information, the town consultants will be 11 submitting their memoranda in writing prior 12 to the April 30th date. And we do have 13 Starke Hipp from LaBella here who is your 14 traffic engineering consultant on this 15 project. 16 I apologize for not acknowledging 17 you earlier. 18 MR. HIPPI: No worries. I was a 19 little late. 20 MS. TOMM ADDONA: As the applicant 21 was indicating, we're all looking at the 22 respective aspects of the project. 23 Obviously you will be looking at the project 24 as a whole. 25 But prior to the deadline for the
Page 28 1 Proceedings 2 comments to be received to be addressed in 3 the FEIS, we will all be submitting 4 comments. 5 And we are very fortunate to have 6 our stenographer here who is recording 7 everything that's being said. So anything 8 that's stated tonight at the meeting will be 9 provided to the applicant, and that can also 10 be part of the record that the applicant 11 will be responding to in the FEIS. 12 MR. VILLAREALE: Absolutely. 13 Thank you. 14 MR. RAKER: Good evening. 15 CHAIRMAN CORALLO: Does she have 16 your name? 17 MR. RAKER: My name is Jack Raker. 18 I'm a principal at Minno & Wasko Architects 19 and Planners, an architect for the 20 applicant. 21 CHAIRMAN CORALLO: Thank you. 22 MR. RAKER: Thank you for having me 23 tonight. I'm just going to review some of 24 the elevation work that we've done. We've 25 worked with the town and we've worked very	Page 29 1 Proceedings 2 hard to get an aesthetic that we feel works 3 very well in the Letchworth Village area. 4 We've utilized some of the similar 5 materials that were on some of the existing 6 buildings, the stone and the siding, so. 7 And we've kept a very traditional look. We 8 didn't go with a more modern or contemporary 9 look that could be popular for some of these 10 buildings. 11 And you could see on the top, we 12 have -- the top elevation there on the board 13 is the rear elevation. So that's the 14 elevation where you'd see the garages, those 15 individual garages. It's not one big garage 16 that's underneath the buildings, it's simply 17 -- like residential garages: You hit a 18 button, your garage door opens up, and you 19 pull in just like a residential garage. 20 Then there are -- those garages 21 have access to a hallway where they can then 22 go to any one of the apartments in the 23 building. So you're not locked into any 24 particular apartment if you're in one of 25 those garages. Any person in the building

Page 30 1 Proceedings 2 in any apartment can get one of the garages. 3 You can see the next two 4 elevations, you can see how the buildings 5 managed to take up some of the grade 6 on-site. So the site is sloping. Rather 7 than flatten it out and build retaining 8 walls, we've utilized that extra slope to do 9 the tuck-under garages and allow the 10 building to take up some of the grade. 11 And then the elevation at the 12 bottom there is the front elevation, the 13 form elevations, the one that you'll see if 14 you drive around that center road. It's the 15 one with the main entry, the main front 16 entry. And you don't see any of the garages 17 from that view. 18 All high quality materials: Fiber 19 cement siding, metal accent roofs, and the 20 stone base. 21 And we've utilized the materials in 22 such a way that it's not horizontally broken 23 up, and just vertically broken up. But we 24 sort of let your eye carry up and down 25 through the building, it really helps break	Page 31 1 Proceedings 2 up the mass of the building. 3 In the exhibit to the bottom, you 4 can see is a view from the entry. It's the 5 view of one of the buildings that's closest 6 to the access road. And you can see the 7 garages, you can also see how the grade 8 slopes up and around the building allowing, 9 allowing one side to be the three-story 10 side. 11 That's really the extent of my 12 presentation on the aesthetics. If anybody 13 has any questions or wants to go into any 14 more detail? 15 CHAIRMAN CORALLO: I don't have any 16 at this time, no. 17 You'll have to answer questions 18 when the architectural board looks at it. 19 MR. RAKER: Sure. Thank you. 20 CHAIRMAN CORALLO: Thank you. 21 Is that it from your presentation? 22 MR. VILLAREALE: Yes. Sorry. 23 Didn't mention that before. 24 Yeah, that kind of puts a bow on 25 the package. We just wanted to wrap up
Page 32 1 Proceedings 2 there with the architecture of the building. 3 Again, happy to answer any 4 questions that the board might have. Not 5 sure if you want to hear from the public 6 first, but I'm happy to do whatever you 7 want. 8 CHAIRMAN CORALLO: I have a couple 9 of questions. 10 On the entrance, up by where the 11 church is, you, you were going to make an 12 entrance. I looked at it. 13 My question is, can you take that 14 bottom -- no, the bottom picture out too 15 because I want to... 16 The red line that goes around 17 there, that is the, the agreement that you 18 have with the Town -- of purchase; right? 19 MR. VILLAREALE: It's approximately 20 23 acres. 21 CHAIRMAN CORALLO: 23 acres. 22 MR. VILLAREALE: That identifies 23 the 23 acres. 24 CHAIRMAN CORALLO: Now outside the 25 line -- when we had a kind of a workshop	Page 33 1 Proceedings 2 meeting somewhat, we worked on -- there's a 3 building in the lower left side that you 4 worked out another agreement with the Town 5 that you're going to take down. And that, 6 that area is where you're going to move the 7 road around, bring the roundabout. 8 And my question, when I was looking 9 at that: There's no line of what area that 10 you have an agreement with for that portion. 11 Follow what I'm saying? 12 You got the red line coming down 13 and you got the white part there which is 14 the building that's going to be demolished. 15 MR. VILLAREALE: Yeah. 16 CHAIRMAN CORALLO: Now when you go 17 up to the top where you're going to put the 18 roundabout -- yeah, up there -- and you're 19 going to put a -- and you're going to have a 20 -- 21 MR. VILLAREALE: That line is still 22 there. 23 CHAIRMAN CORALLO: Right. But 24 you're not -- 25 MR. VILLAREALE: It goes like that.

Page 34 1 Proceedings 2 CHAIRMAN CORALLO: -- the 3 roundabout's there and you're going to have 4 a -- excuse me -- one of your places where 5 you're going to store some water for 6 drainage. 7 MR. VILLAREALE: There's a 8 stormwater basin. 9 CHAIRMAN CORALLO: And you're going 10 to move the road, Ridge Road -- if you drive 11 down Ridge Road which we all are doing now 12 because of the roundabout, you go straight 13 across into that area. From what I saw in 14 the drawings, you're moving that over to the 15 right a little bit. It's not going 16 straight. 17 MR. VILLAREALE: It's not that it's 18 being moved over to the right, it's -- right 19 now it comes in on an angle to Letchworth 20 Village Road. We're making it perpendicular 21 to it so that it's no longer coming in at an 22 angle, it's coming in perpendicular. 23 So to do that, when you come in 24 perpendicular, it's going to curve back in, 25 as you see, there's a radius that turns it.	Page 35 1 Proceedings 2 CHAIRMAN CORALLO: The plan I 3 saw -- we have the church on the -- I'm 4 going to call it the west side, okay? To 5 make it easy. 6 MR. VILLAREALE: Yes. 7 CHAIRMAN CORALLO: And we just 8 reviewed everything with the church a couple 9 of months ago, with the new entrance and so 10 on and so forth. They haven't done any work 11 yet. 12 Now you're putting a roundabout in 13 there, is that -- whose property is it? 14 That's what I'm trying to get at. 15 MR. VILLAREALE: The roundabout -- 16 CHAIRMAN CORALLO: Is this your 17 property? Is it Town's property? Who is 18 going to be responsible for that portion of 19 moving that road over? 20 MR. VILLAREALE: So to start with, 21 two things -- 22 CHAIRMAN CORALLO: So I'm a little 23 confused where -- I'm not objecting to it, I 24 just want to know who owns it. 25 MR. VILLAREALE: I'll start --
Page 36 1 Proceedings 2 CHAIRMAN CORALLO: -- you're going 3 change things, alter -- just one more thing 4 -- and you're going to do something to the 5 other part, Letchworth Village Road is a 6 county road so you need approvals from them 7 too, whatever you're going to do. 8 So can you straighten me out on 9 that? 10 MR. VILLAREALE: I'll start, and 11 then it sounds like your counsel wants to 12 jump in too. 13 So I will -- 14 CHAIRMAN CORALLO: I'm going to 15 tell her to hold off. 16 MR. VILLAREALE: I can go? 17 MS. TOMM ADDONA: Go ahead, Diego 18 MR. VILLAREALE: First thing: Just 19 with the alignments, I think it's important 20 that the shifting of it, again, is not -- 21 we're not moving it because we want to move 22 it. It's to create a perpendicular driveway 23 to Letchworth Village Road. So that's the 24 first piece: Where now when you approach 25 it, it's at 90 degrees, so that you're not	Page 37 1 Proceedings 2 on an awkward angle when you're looking to 3 your left or looking to your right when 4 you're approaching that. So that's Number 5 1. 6 CHAIRMAN CORALLO: The sight 7 distance is still good? 8 MR. VILLAREALE: Sight distance, 9 that's what gets addressed as part of that. 10 And it helps because you're not -- again, 11 your angles are just better from a 90-degree 12 standpoint when you're perpendicular to each 13 other from an intersection. That's Number 1 14 with the movement piece of it. 15 The second piece of it: The 16 portion of the property where the roundabout 17 is on, that is still part of the Town-owned 18 property. We are not acquiring that piece 19 of it. However, the applicant will be 20 constructing all of those improvements. The 21 roundabout, the driveway, the realignment, 22 all of that will be constructed as part of 23 this project. 24 And again, it's planning -- 25 depending -- it will be coordinated with the

Page 38 1 Proceedings 2 church. So whatever improvements that they 3 are constructing on their property, the 4 roundabout will be designed to accommodate 5 that. 6 We actually worked with 7 Mr. McCreedy, he provided a copy of the plan 8 that the church had -- what we understood 9 was approved by the church. And we 10 identified the location on where their 11 entrance was going to be into the new 12 parking area, and we kept it with that. 13 If that is wrong for some reason, 14 we will continue to coordinate with them and 15 we could accommodate it anyway. 16 CHAIRMAN CORALLO: We'll check on 17 it. 18 MR. VILLAREALE: Yeah. 19 But as far as answering a couple of 20 your questions, it's really, again, 21 improving the intersection, making it 22 perpendicular to each other. The applicant 23 will construct the roundabout and all of the 24 improvements, and that will continue to be 25 Town-owned property.	Page 39 1 Proceedings 2 MS. TOMM ADDONA: And I think part 3 of the objective of keeping that as Town 4 property is to leave open the possibility of 5 access to the remainder of the Letchworth 6 Village property that's to the north and to 7 the west, as you can see on that rendering. 8 Because there is a lot more property that's 9 back there. 10 And so there would have to be some 11 sort of legal mechanism in place, which I 12 think is, is easily achievable in the form 13 of an easement, and will certainly be 14 achieved throughout the process. 15 And just for the benefit of anyone 16 from the public who is here who may not 17 understand where we are in this process: 18 This is currently Town property and there is 19 a conditional contract of sale for the 20 applicant to purchase it, but it is 21 conditioned upon the applicant receiving all 22 the necessary discretionary land-use 23 approvals. And we have been going through 24 that process diligently. 25 But I don't think the intention is
Page 40 1 Proceedings 2 for the portion of the roundabout or where 3 the building is located -- which the 4 applicant agreed in discussions with the 5 Town to remove because frankly, it would be 6 an eyesore -- I think that is all going -- 7 intended to remain Town property with some 8 sort of access and maintenance easement that 9 will be agreed upon prior to any final 10 approvals. 11 CHAIRMAN CORALLO: I thank my 12 attorney for that. 13 But you still have to answer my 14 question. 15 On the west side of the road going 16 in, the new road going in to the roundabout, 17 you're going to build a nice beautiful green 18 area. 19 Who is responsible for that, to 20 take care of it and maintain it later on? 21 MR. VILLAREALE: Again, that, I 22 believe, is what your counsel was referring 23 to with the agreement that's going to be put 24 in place. There has to be some type of 25 agreement regarding maintenance of	Page 41 1 Proceedings 2 whatever's done there. 3 CHAIRMAN CORALLO: Okay. All 4 right. That's -- 5 MS. TOMM ADDONA: But the applicant 6 is going to be the one to build it out and 7 put it in place. 8 MR. VILLAREALE: 100 percent, yes. 9 MS. TOMM ADDONA: And then there 10 would have to be discussions -- because 11 currently, that is intended to remain Town 12 property -- as to what the mechanism will be 13 for the long term. 14 MR. VILLAREALE: Correct. 15 CHAIRMAN CORALLO: The roundabout 16 will not be completed at this point because 17 you have to leave it open so people that go 18 up there, fire trucks -- because there's 19 buildings behind that and there's people go 20 behind there. We have to be able to have 21 fire trucks and ambulances because people 22 use that for a walking trail and so on. 23 MR. VILLAREALE: We jotted that 24 down from our work session, Mr. Chairman, 25 and that will certainly be something that

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Page 42		Page 43	
1	Proceedings	1	Proceedings
2	we'll adjust and we'll --	2	CHAIRMAN CORALLO: Anybody have
3	CHAIRMAN CORALLO: Okay.	3	anything to say here?
4	Understood.	4	MS. TOMM ADDONA: The Planning
5	MR. VILLAREALE: Yeah. That was a	5	Board members are also welcome, if you have
6	comment that you made at the work session.	6	any comments that you want to formulate
7	Understood, and we will adjust that so that	7	after the meeting tonight, to submit them as
8	it continues to maintain access.	8	-- prior to April 30th to be included in the
9	CHAIRMAN CORALLO: To the same	9	Final Environmental Impact Statement.
10	token: On the right side of the road going	10	And just a reminder: Once SEQRA is
11	in, somewhere along there -- I don't have it	11	complete, we will still have to go through
12	in front of me, you're going to put a pond	12	the site plan review process. So there is
13	in there; right?	13	-- there will be other opportunities for the
14	MR. VILLAREALE: On the right side.	14	Board to review and comment on this plan.
15	Yes, there's a stormwater basin.	15	What we're focusing on in the
16	CHAIRMAN CORALLO: Water basin.	16	function of this review is more of the, the
17	And that would be on the	17	global environmental issues like
18	applicant's watch, that he has to put a	18	Mr. Villareale was discussing earlier,
19	fence around it and all that kind of stuff?	19	traffic, stormwater, zoning, municipal
20	MR. VILLAREALE: Correct. That	20	services, those types of large-scale issues.
21	would be as part of the site plan, as we do	21	And then obviously, when we get to
22	with all the stormwater basins.	22	the site plan review, we will talk about
23	CHAIRMAN CORALLO: Okay. That's	23	that in greater detail.
24	all I want to say at this time.	24	CHAIRMAN CORALLO: And you will
25	MR. VILLAREALE: Understood.	25	discuss with the County stop signs or
Page 44		Page 45	
1	Proceedings	1	Proceedings
2	traffic lights at the intersection of Ridge	2	Let me see my notes. I made some
3	Road and Letchworth Village Road, whichever	3	notes here.
4	you choose. I have no --	4	You're going to put some retaining
5	MR. VILLAREALE: Any improvements	5	walls around this, the property?
6	constructed within the County right of way	6	MR. VILLAREALE: There are a few
7	would be subject to their approval and	7	retaining walls on the east side.
8	permit.	8	CHAIRMAN CORALLO: East side,
9	CHAIRMAN CORALLO: Did you do an	9	right.
10	analysis going down Letchworth Village Road	10	MR. VILLAREALE: That's where the
11	to the new roundabout that's being built on	11	topography starts to drop off. Again, we
12	that road, because that's going to be an	12	utilized the buildings as those step-downs
13	important road?	13	with the tuck-unders with the garages in the
14	MR. VILLAREALE: Yes.	14	back.
15	Between us and the roundabout?	15	And -- but you still have some
16	Absolutely.	16	retaining walls to make up the grade there
17	CHAIRMAN CORALLO: The roundabout	17	so we don't have to continue going down the
18	MR. VILLAREALE: Yeah, that was	18	hillside.
19	part of the, the roadways in that area down	19	CHAIRMAN CORALLO: Are you going to
20	and the intersection, yes, that was all	20	put a fence on those walls?
21	included in the traffic analysis.	21	MR. VILLAREALE: Yeah. Any
22	CHAIRMAN CORALLO: Okay. You	22	retaining wall that has access to pedestrian
23	answered a lot of my questions about inside	23	areas, everything will have fall protection
24	the area right now, about fire trucks and	24	in accordance with state codes.
25	fire hydrants and so on at this time, so.	25	CHAIRMAN CORALLO: And if they're

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2 over a certain height, you're going to have

3 engineering --

4 MR. VILLAREALE: All, all of the

5 walls will have structural engineers --

6 CHAIRMAN CORALLO: For designs.

7 MR. VILLAREALE: 100 percent, yeah.

8 CHAIRMAN CORALLO: Okay. All

9 right. Then we can get into all the

10 landscaping at a later date. I know you

11 have everything on there, so.

12 MR. VILLAREALE: I didn't even

13 mention too much about that. I mean,

14 obviously you see the rendering that's

15 there. But there is a robust landscaping

16 plan that was included as part of the DEIS

17 package that will be further developed as

18 part of the site plan.

19 CHAIRMAN CORALLO: And it's our new

20 modern age. Are you going to put some

21 charges around there for cars, because we're

22 going electric, I guess, and so we need to

23 have that?

24 MR. VILLAREALE: Yes. Electric

25 charging stations would be included as part

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2 bedrooms. All the units are one and two

3 bedrooms.

4 MS. PERROTTO: Thank you.

5 CHAIRMAN CORALLO: Thank you.

6 Do you have a question?

7 Yeah, come on up.

8 MR. CASTRO: Jose Castro. I'm a

9 representative of CrossLife Church.

10 So we have some questions and

11 concerns with the project overall. We are

12 in favor of it, we do like it, we think it's

13 going to be positive for the area.

14 And I think we're the most affected

15 by it, so. I think we're probably your only

16 neighbors right now.

17 So some of the concerns are:

18 One is visibility concerns with the

19 proposed trees along Letchworth Village

20 Road. It's harder to tell from the design,

21 but how much is it really going to mess with

22 our visibility to the parking lot. Maybe

23 not so much the church but it looks like

24 you're buffering the parking lot off a

25 little bit. So that's one of the concerns.

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2 of the project.

3 CHAIRMAN CORALLO: I don't have any

4 other questions other than that. Anybody?

5 What's that? Public?

6 Anybody in the public would like to

7 submit a comment?

8 Come on up, please.

9 MS. PERROTTO: I do have a quick

10 question.

11 CHAIRMAN CORALLO: Give the young

12 lady your name.

13 MS. PERROTTO: Darla Perrotto, 5

14 Balsam Road.

15 I just want to know how many

16 bedrooms are going to be in each of these

17 units? What's the intended?

18 CHAIRMAN CORALLO: Excuse me. I

19 didn't hear the question.

20 MS. PERROTTO: How many bedrooms

21 are going to be in the units? What are they

22 --

23 CHAIRMAN CORALLO: I'll let you

24 answer. Yeah, it's fine.

25 MR. VILLAREALE: It's one and two

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2 Another one would be additional

3 signage, right. So now we're restructuring,

4 we're changing the entry to the church, now

5 you have to go in a separate road that looks

6 like you're entering a community as opposed

7 to the church, to a roundabout. So I think

8 we would benefit from additional signage on

9 Letchworth Village Road to the roundabout,

10 at the roundabout to direct anybody that's

11 visiting, congregants, or new people,

12 whomever it is. Like, it's going to look

13 like a church that's tucked away in a field

14 with no access, you know. So we want to

15 really stress the fact I think there should

16 be additional signage in place for that.

17 Right now, I think with the newest

18 configuration with the roundabout, with that

19 proposal, the parking lot will -- we feel

20 will be impacted by the loss of Ridge Road.

21 Currently you have a lot of dog walkers,

22 constituents from the community that park

23 along Ridge Road and actually utilize the

24 parking lot currently.

25 Not really a big deal, right,

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2 because the church is minimal use, you know,

3 so, but. We're blocking -- eliminating

4 Ridge Road, now they're going to come into

5 the roundabout and use up more parking

6 spaces, and I think it could have a negative

7 impact as far as we're concerned with the

8 elimination of Ridge Road.

9 So our concerns are obviously with

10 the -- and then also it, it kind of -- the

11 new design's going to landlock the parking

12 lot. Right now we kind of -- the

13 functionality changes with -- by landlocking

14 it as opposed to having Ridge Road. So the

15 functionality of it now, you know, although

16 Ridge Road is on the east side of the

17 parking lot, people that are parking are

18 able to pull in and out, and in and out

19 without utilizing it on one side of the

20 parking lot. And now you're landlocking it,

21 so it's going to kind of make it a little

22 tighter, little bit more cumbersome to

23 utilize the parking lot with the new

24 configuration.

25 We do have some space, the green

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2 they take the circle, they go into the

3 church parking lot. So I think it could

4 create a potential for more traffic. You

5 know, how bad would it be?

6 We don't know, right. But I think

7 there's definitely that potential. So there

8 should -- on the east side of the lot, there

9 should be some additional lighting in place

10 to kind of light up the lot for any of that.

11 Drainage concerns: With the new

12 roadway, would there be additional drainage

13 on the east side of the parking lot? And

14 you know, I'm not sure what the pitch of the

15 roadway would be at the circle going towards

16 the church parking lot.

17 Right now the church is currently

18 on well water. Will the construction affect

19 the well? You know, contamination, dry it

20 out, because now you're installing so much

21 more drainage, so now you're capturing a lot

22 of the groundwater. So would you -- was

23 there a risk of hitting the vein in the

24 ground that feeds that well or/and you know

25 running it dry, you know, so. And obviously

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2 area where the, where the retention pond is.

3 So maybe we could integrate, enlarge the

4 parking lot to the benefit of the church to

5 kind of ease that and make it more

6 beneficial, you know.

7 And like I said, the dog walkers --

8 at times, you could have five, ten, fifteen,

9 even twenty cars at times of dog walkers and

10 just residents on a nice Sunday, Saturday

11 walking, even more at times. So I think

12 it's really going to change the whole

13 dynamic with the, with the proposal. So

14 it's something that should be addressed.

15 Lighting concerns. So now with

16 landlocking the parking lot and eliminating

17 Ridge Road, there's going to be -- I think

18 it's going to limit the lighting on the east

19 -- more importantly on the east side of the

20 parking lot. So I think you've got to kind

21 of come up with something for lighting.

22 Because now you have people that come to the

23 roundabout: Oh, they missed the turn to go

24 into the development or whatever, just

25 people driving around just taking a drive,

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2 contamination is a big one, from all the

3 construction.

4 And where would the main water

5 supply be coming in from? Maybe we could

6 get city water at that point. I'm not sure

7 if that's an option.

8 Considerations for -- and I'm sure

9 it's all in your contingencies that you're

10 going to make accommodations for the church

11 throughout the construction phases of this,

12 and access, so that way the parking lot's

13 not fully disturbed. We're willing to be

14 good neighbors and help out throughout the

15 process and the construction as long as

16 we're able to have access and maintain our

17 schedule and do what we have to do.

18 And then also a big one was

19 actually the impact to the existing parking

20 lot by the overall construction,

21 construction vehicles. You know, as much as

22 we could say you're going to avoid it as

23 much as possible, the parking lot's there,

24 it's a big parking lot. I drive trucks,

25 I've driven trucks. You know,

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2	tractor-trailers are going to be pulling in	2	everybody into the parking lot, they're
3	and out, dump trucks are going to be pulling	3	going to park on the northern end of the
4	in and out, they're going to be turning	4	parking lot, and create their own little
5	around in there, it's an easy enough parking	5	trail into Letchworth Village Road --
6	lot to whip trucks around in. So it's going	6	Letchworth Village.
7	to get beat up. It's not in the best of	7	I think that's everything I have,
8	condition right now. So how can we address	8	so.
9	those concerns?	9	CHAIRMAN CORALLO: Thank you.
10	And will the church address remain	10	MR. CASTRO: Thank you.
11	the same being that that part of Ridge Road	11	CHAIRMAN CORALLO: Does anyone else
12	is going to be eliminated? Is it still	12	have anything from the public? Anyone on
13	going to remain 2 Ridge Road? I'm sure it	13	the Board? Consultants? Attorney?
14	would, but just one of the questions that	14	Okay. So we'll, we'll leave this
15	came up.	15	part of the -- open to continue the public
16	And the last one would be the	16	hearing in the future for --
17	access to the remainder of Letchworth	17	MS. TOMM ADDONA: No. The, the
18	Village Road. You come around the circle,	18	public hearing process is intended to be
19	you have the road to the community, the road	19	closed tonight with written comments to be
20	to the church, and nothing accessing the	20	received by the Board until April 30.
21	remainder of Letchworth Village to the	21	CHAIRMAN CORALLO: By April 30th.
22	north. A: Right, for fire truck access,	22	MS. TOMM ADDONA: That was the way
23	emergency vehicles, as well as the dog	23	it was noticed. And if the Board feels
24	walkers. If we don't have an access road	24	differently --
25	from the circle, that's going to lead	25	CHAIRMAN CORALLO: We haven't heard
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2	too much about -- I don't know what our	2	I'm sure they'll start before then, but that
3	engineers will come up with.	3	will be the deadline for submissions for
4	MS. TOMM ADDONA: Well, like I	4	them to start preparing the Final
5	said, all of your consultants are going to	5	Environmental Impact Statement, which is
6	submit written comments by April 30th. So	6	going to address substantively all of those
7	they will be included in the record to be	7	comments. And then once they've done that,
8	responded to by the applicant.	8	then they'll come back to the Planning Board
9	CHAIRMAN CORALLO: And then our	9	and we will have to review that document.
10	next meeting will be -- we will know what	10	So after tonight, unless the Board
11	they say?	11	decides you want to keep it open, the public
12	MS. TOMM ADDONA: Absolutely. With	12	hearing, even though that's not how it was
13	everything that's --	13	noticed and discussed last month, we
14	CHAIRMAN CORALLO: -- have that in	14	probably won't see applicant until, I would
15	the public hearing -- I mean, public	15	say, July, August, optimistically.
16	comment?	16	MR. VILLAREALE: He's going to tell
17	MS. TOMM ADDONA: Everything that's	17	me earlier. We'll be back as quickly as we
18	prepared by the consultants will be provided	18	possibly can.
19	to the Planning Board. But the objective	19	MR. McCREEDY: I have a procedural
20	is, once all of the comments that you've	20	question.
21	heard tonight and that the consultants and	21	MS. TOMM ADDONA: Yeah.
22	if any of the Planning Board members or any	22	MR. McCREEDY: Just to be clear,
23	other members of the public that want to	23	this is not the last public hearing for this
24	submit anything before April 30th submit it,	24	project; correct?
25	then that's when the applicant will start --	25	MR. PANTIRER: No, no.

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1 Proceedings 2 MS. TOMM ADDONA: No. 3 MR. McCREEDY: I think that was the 4 point that you were trying to drive to, that 5 this is not the last public hearing. 6 MS. TOMM ADDONA: No. Sorry. I 7 mentioned that earlier. We're still going 8 to have to -- there will be public review of 9 the Final Environmental Impact Statement, 10 and then there's still site plan review. So 11 there's going to be the opportunity for 12 public comment at that point as well. 13 CHAIRMAN CORALLO: Now I feel 14 better. 15 MS. TOMM ADDONA: I'm sorry. I 16 thought I said that. 17 MR. PANTIRER: You did. 18 CHAIRMAN CORALLO: So, accept 19 the -- 20 MS. TOMM ADDONA: Just motion to 21 close the public hearing and leave written 22 comment open until 4 p.m. on April 30, 2025. 23 CHAIRMAN CORALLO: Okay. 24 MR. WIDMER: I'll move that. 25 CHAIRMAN CORALLO: Moved by	1 Proceedings 2 Mr. Widmer. 3 MR. RICCALDO: Second. 4 CHAIRMAN CORALLO: Second by 5 Mr. Riccaldo. 6 All those in favor signify by 7 saying "Aye." 8 (Whereupon, all the Board members 9 responded "Aye.") 10 CHAIRMAN CORALLO: Very good. 11 Thank you very much. 12 Thank you, gentlemen. 13 MR. VILLAREALE: Thank you. 14 (Pause in proceedings.) 15 CHAIRMAN CORALLO: Next item on the 16 agenda is 130 West Ramapo Road - (Old 17 Lavinia's) (Garnerville). Section: 25.16, 18 Block: 03; Lot(s) 40. 19 Site plan approval: Two-story 20 office building utilized as professional 21 office space. 12,000 square foot building 22 with on-site parking (4,000 square foot of 23 which is to be used as ancillary basement 24 space for existing tenants.) 25 Okay. So, any --
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1 Proceedings 2 MS. TOMM ADDONA: This is noticed 3 for a public hearing this evening so I'll 4 just read for the record the public hearing 5 notice. 6 Please take notice that the Town of 7 Haverstraw Planning Board does hereby 8 schedule a Public Hearing to consider the 9 application of Artur Kondov, 130 West Ramapo 10 Road, Garnerville for Site Plan Approval to 11 construct a two-story, 12,000-square-foot 12 professional office building - 4,000 square 13 feet of which will be used as ancillary 14 basement space for existing tenants. 15 Said property being located on the 16 north side of West Ramapo Road and zero feet 17 west of Balsam Road. 18 Said property is located on the 19 Town of Haverstraw Tax Map as Section 25.16, 20 Block 03, Lot 40. 21 Said Public Hearing shall be held 22 on Wednesday, April 9, 2025 at 7:30 p.m. in 23 the large meeting room of Haverstraw Town 24 Hall, One Rosman Road, Garnerville. 25 All interested parties are invited	1 Proceedings 2 to attend and will be heard by the Board. 3 By Order of the Planning Board of 4 the Town Of Haverstraw. 5 Sal Corallo, Chairman. 6 CHAIRMAN CORALLO: Thank you. Hand 7 over the paper with the information. Okay. 8 All right. Thank you. 9 You're the representative? Okay. 10 Does she have your name? No? 11 Okay. 12 MR. BEHRENS: Good evening. Matt 13 Behrens from Zarin & Steinmetz for the 14 record. Good evening. 15 CHAIRMAN CORALLO: Can I? 16 MR. BEHRENS: Sure. 17 CHAIRMAN CORALLO: Normally, when 18 we start a public hearing, I have the 19 applicant explain everything that's going 20 on. But this application to me has been 21 very confusing. 22 We started out with an 23 8,000-square-foot building when we had a 24 meeting, all right, workshop meeting. We 25 had a couple of questions about some parking

Page 62 1 Proceedings 2 spots, variance, and so on which was no 3 problem. 4 Then when you came to the Planning 5 Board meeting, which unfortunately I wasn't 6 here because I was sick and Mr. Widmer here 7 was handling it, that whole meeting was all 8 discussed about an 8,000-square-foot 9 building. 10 And then we didn't have the next 11 meeting because the applicant decided to 12 come back to the workshop. At that 13 workshop, we discussed a -- you discussed a 14 10,000-square-foot building, 5,000 and 15 5,000. So at that point we said, you know, 16 we're not in favor. We'll come back to an 17 8,000-square-foot building. 18 You're going to come here for that 19 meeting. So when we came to this meeting 20 here and I sat in the back room and you're 21 in front of the ZBA and I'm listening, and 22 we're talking about 12,000 square feet, that 23 totally confused me. 24 I said: Wait. Where we going? 25 Are we going 8? Then it was 10. Then it	Page 63 1 Proceedings 2 wasn't 10, it was 12 because now we have a 3 basement. 4 At the meeting that Mr. Widmer was 5 at and we still discussed 8,000 square foot, 6 there was never a mention of a basement at 7 that point either. That's why I'm confused. 8 MR. BEHRENS: Totally understood. 9 CHAIRMAN CORALLO: If I'm wrong -- 10 MR. BEHRENS: Totally understood. 11 CHAIRMAN CORALLO: -- I won't say 12 I'm wrong, maybe I didn't have it. 13 So it kept on going. And at the 14 last meeting, we discussed, again -- because 15 you went to ZBA first because you have to 16 get variances from them. 17 And so we listened to you about 18 going -- the building inspector came in, you 19 had to have outside exits, you sent us 20 another plan. So just, am I up to -- 21 MR. BEHRENS: Totally up-to-date. 22 And that's why we're here. We want to 23 confirm everything, make sure we're all 24 completely on the same page. 25 CHAIRMAN CORALLO: That's what I
Page 64 1 Proceedings 2 want to get to. 3 MS. TOMM ADDONA: Let's just talk 4 one at a time so that the stenographer can 5 get what everyone's saying. 6 CHAIRMAN CORALLO: So now -- 7 MR. BEHRENS: Totally understand. 8 CHAIRMAN CORALLO: -- and you sent 9 us a plan. You got to remember that last 10 meeting, we did not -- this Board did not 11 have any indication that we were going to go 12 to 12,000 square feet. We came in cold. 13 Normally I would say to you: We 14 don't have the plans, we're not discussing 15 it tonight, you got to come back the next 16 meeting because we have -- now you sent us 17 the plans. I have a copy, I assume 18 everybody has. So, okay. I just want you 19 to -- 20 MR. BEHRENS: Totally understood. 21 CHAIRMAN CORALLO: -- understand 22 where we are. And so, tell us what you want 23 and where we're going to go. 24 MR. BEHRENS: This is the same 25 8,000 first two floors, we've just added now	Page 65 1 Proceedings 2 4,000 of ancillary basement space. The 3 footprint of the building has not changed, 4 we're just adding going down as ancillary 5 basement space. 6 So totally -- and that's why we're 7 here tonight, to help clarify, confirm 8 everything. 9 CHAIRMAN CORALLO: Yes. That's 10 what I need. 11 MR. BEHRENS: So thank you, 12 Mr. Chairman, Members of the Board. 13 Let me just introduce briefly our 14 applicant team. Aaron Machlis from BILD 15 Architecture is here; he's going to walk 16 through the basement space because I know 17 this is the first time we're presenting on 18 the interior layout of the basement space. 19 So we'll make sure we're all comfortable and 20 the Board has the opportunity to ask any 21 questions there. 22 Justin Lim from Weinberg 23 Engineering is here as well to talk about 24 any engineering, landscaping details, things 25 like that.

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1 Proceedings 2 Joseph Muccin from Colliers 3 Engineering and Design is here. If there's 4 any traffic or parking study related 5 questions. We did commission a parking and 6 traffic study, which Stonefield, the Town's 7 traffic engineer did review and did concur 8 with our findings as well. That was 9 circulated, I believe, on Tuesday or Monday. 10 And Dan Richmond from the law firm 11 Zarin & Steinmetz. 12 So first, again, just to reiterate, 13 to confirm the plan. This is a 14 12,000-square-foot total building, 8,000 15 square feet of which will be the first two 16 floors of leasable square feet. Two floors 17 of leasable square feet, 4,000 each. 18 The bottom basement 4,000 will be 19 ancillary -- will be additional amenity 20 space for the tenants, interior tenants of 21 the building. 22 This is a small building to begin 23 with, the common corridors, the common areas 24 take up a large size of the leasable -- of 25 the actual square footage. So when you	1 Proceedings 2 reduce down what's actually leasable, what's 3 going to generate tenants, it's actually 4 much smaller than we would have liked. 5 Therefore we're adding additional amenity 6 space to the basement that wouldn't have 7 otherwise been provided. 8 So we're putting a kitchenette, 9 storage room, mechanicals down there, a yoga 10 workout room. Those are all things that we 11 wouldn't have otherwise provided if not for 12 this basement space. So that's why we're 13 calling it ancillary amenity space. 14 Like I said, we commissioned a 15 traffic and parking report off of the 16 12,000, so off of the total amount which is 17 required under code and required -- you 18 know, industry standard. 19 And what the traffic consultant 20 from Colliers -- and what was confirmed with 21 Stonefield -- found, was that with the 22 12,000-square-foot office building, the 48 23 spaces we're providing is more than enough 24 for the anticipated traffic demand, even at 25 peak hours.
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1 Proceedings 2 So what Colliers found and what 3 Stonefield reviewed and concurred with, was 4 that, quote, "The proposed development would 5 be expected to generate a peak parking 6 demand of 36 vehicles." And park -- the 7 peak park demand -- "Peak demand would be 8 satisfied by the parking supply of 48 spaces 9 that is proposed." 10 So that's what Stonefield concurred 11 with in their traffic memo dated April 7th, 12 No. 4 and 5. 13 We've said this all along, we'll 14 say it again. We are willing to restrict 15 the use of this building to professional, 16 general office. No medical, no retail, no 17 dental. This would be professional office 18 use. And we are -- you know, the applicant 19 is willing to put that in any condition of 20 site plan as we so get there. 21 Just to take a step back, because I 22 don't know if we really touched on it 23 before. But we do feel like there is some 24 positive overall benefits to the neighboring 25 community with this.	1 Proceedings 2 The current -- this is a very key 3 location for the town. It's almost a 4 marquee, if you will, in the 202 corridor, 5 with the shopping center right nearby. So 6 with this proposed plan, we do feel like we 7 are enhancing that gateway corridor, making 8 it more attractive, providing landscape -- 9 manicured landscaping in the back where the 10 single-family homes are and making it more 11 appealing in the 202 corridor. So we do 12 feel that this is an overall positive for 13 the community. 14 And it also provides a responsible 15 owner/operator of this building who has an 16 incentive to take care of it, to landscape 17 it, to keep it cleaned, to keep it 18 maintained well, to make sure there's no 19 trash. So we do feel like -- taking a step 20 back -- there are many community and 21 planning positives that come from this, this 22 development. 23 With that, I'll turn it over to 24 Aaron who is going to walk through the 25 interior, starting with the basement as well

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1 Proceedings 2 as the first two floors, like I said just 3 because we want to make sure we get on 4 board. 5 CHAIRMAN CORALLO: Thank you, thank 6 you. 7 MR. MACHLIS: Good evening. Aaron 8 Machlis from BILD Architecture. Thank you. 9 So I'll -- if it's okay, I will walk you 10 through. 11 I'm just going to start from the 12 top down, because that's very important in 13 terms of how we planned the egress -- 14 (Stenographer clarification.) 15 MR. MACHLIS: So I'm going to walk 16 through the building from the top down 17 because that's how we planned the egress. 18 Essentially we're providing two means of 19 egress for the building. We're providing an 20 elevator, some common areas. 21 So as Matt mentioned, that area, 22 the corridor and the two means of egress, 23 takes away, as common area, from the 24 leasable space of the building. We're 25 providing three suites per floor, so a total	1 Proceedings 2 of six suites in the building. 3 Each suite is between 800 and 4 1,000 square feet, which is not, not large 5 at all to any extent. So there's a very big 6 loss factor that we have. 7 Now the building is also going to 8 be fully sprinklered, it's going to be fully 9 up to code. 10 Downstairs on the first floor, we 11 also have a lobby, that entrance, which is 12 facing the parking area which also takes up 13 additional space. The two egresses, one is 14 going to exit directly out at grade; the 15 other, the other stair also is going to exit 16 directly out at grade. 17 And then we have a lobby area, just 18 for, you know, patrons of the building to 19 enter and to, to just be able to access all 20 of the spaces. 21 In terms of the basement area -- 22 In terms of the basement area, 23 besides for the two means of egress that we 24 have from the space, which is up to code in 25 terms of travel distances -- and like I
Page 72	Page 73
1 Proceedings 2 mentioned -- is fully, the building is fully 3 sprinklered, we're also providing a third 4 means of egress, which is an exterior stair 5 that's egressing directly outside at grade. 6 So it's more than the required for the 7 space. Because we do need to provide two 8 means of egress, which the travel distance 9 between the two complies. We're also 10 providing this third egress there, which is 11 directly outside. 12 In terms of the spaces themselves, 13 like Matt mentioned, we have such a large 14 loss factor; we're providing 5,800 square 15 feet of leasable space in the building out 16 of the 8,000 square feet that we're 17 providing for the first floor and second 18 floor. So we're trying to regain some of 19 that loss by providing, in the basement, 20 some storage areas and amenity spaces. So 21 this way the offices themselves, the suites 22 themselves, which are between 800 and 1,000 23 square feet, can maximize the amount of 24 space that they have there by providing any 25 secondary uses, whatever they have in terms	1 Proceedings 2 of storage, to be used here in the basement. 3 So most of the basement -- besides 4 for the storage areas, we have -- we're 5 going to have electric and low-voltage room, 6 we have an IT space, and we have a 7 sprinkler, water meter room. About 800 8 square feet of the basement itself is going 9 to be just utilities. 10 And then we're providing this 11 kitchen seating area with direct access to 12 grade, just for anybody -- it's an amenity 13 space, something nice provided for people in 14 the building. This way they don't have to 15 sit by their desk and sit and eat; they can 16 come down here and use the space just to 17 take a break. 18 CHAIRMAN CORALLO: That space is 19 going to be used during the day while we -- 20 the tenants are in there? Is that how -- 21 MR. MACHLIS: Yes. 22 CHAIRMAN CORALLO: I have a 23 question though. On the note right there 24 where you have it -- I'm going to look at my 25 attorney's -- it says, capacity, I saw, 45

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1 Proceedings 2 people. 3 MR. MACHLIS: Yeah, correct. 4 CHAIRMAN CORALLO: So if you could 5 put 45 people in there and they're coming 6 from -- they're working and you say you're 7 going to give us 48 parking spots, but you 8 only need 36, that don't jive. Is everybody 9 going to be down there? 10 I think that's too large. That 11 room is not necessary -- people don't eat 12 lunch -- all 45 -- all the tenants are going 13 to go downstairs at twelve o'clock or eleven 14 o'clock -- 15 MR. MACHLIS: Correct. 16 CHAIRMAN CORALLO: -- time. So you 17 don't need anything as large as that. I 18 mean, you have a kitchen there, but. 19 MR. MACHLIS: Correct. So this -- 20 sorry. This is based on providing 15 square 21 feet per person, which is per code. But 22 it's never going to be used by that many 23 people. 24 CHAIRMAN CORALLO: I see -- there's 25 an occupancy outside this room here, it	1 Proceedings 2 tells you you could put so many people in 3 the room -- 4 MR. MACHLIS: Right. So 5 actually -- 6 CHAIRMAN CORALLO: I'm just 7 questioning that, that you have that and 8 that can be a smaller room. You set up two, 9 four, six -- I think for four, five, six -- 10 six times four is 24, plus you got a booth 11 on the side where you can put another four 12 people. You're set for 28 people, I think, 13 already without even -- 14 MR. MACHLIS: Right. Correct. 15 So just as an example, so the 16 occupancy sign outside says for the 17 building, the maximum occupancy is 64 18 people. But obviously the space is much 19 larger, it can hold a lot more people. 20 CHAIRMAN CORALLO: -- more than 64 21 in here at a time, so I know that it's not 22 -- out there. That's not what I'm saying. 23 But that's at different times. 24 MR. MACHLIS: Correct. 25 CHAIRMAN CORALLO: Is this going to
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1 Proceedings 2 be used at any time other than when the 3 office is open? You're not going to rent it 4 out or anything like that? 5 MR. MACHLIS: No, no. We could put 6 a note on that. No. 7 CHAIRMAN CORALLO: Anybody have -- 8 on the Board have any questions? 9 MR. WIDMER: Does each office get a 10 space there? Is that how you're doing that? 11 MR. MACHLIS: Yeah. Each office 12 will have a storage space, which is only -- 13 each one is below 200 square feet. 14 CHAIRMAN CORALLO: All right. The 15 building is going to be sprinklered; is that 16 correct? 17 MR. MACHLIS: Yes. 18 CHAIRMAN CORALLO: The basement and 19 the two -- all three floors are going to be? 20 MR. MACHLIS: Correct. 21 CHAIRMAN CORALLO: All going to be 22 sprinklered. 23 You're going to have the mechanical 24 room -- the mechanical room is downstairs? 25 Yeah.	1 Proceedings 2 MR. MACHLIS: And they're going to 3 have fire-rated doors, so it's going to be 4 fully compliant. 5 CHAIRMAN CORALLO: Well, all right. 6 Anything else? 7 MR. SAMBRATO: There's only going 8 to be one entrance -- there's only going to 9 be one entrance in and one entrance out? 10 MR. MACHLIS: To? 11 MR. SAMBRATO: To get to the 12 street. 13 MR. MACHLIS: No. So here we have 14 the exterior stair, which is leading 15 directly at grade. This stair goes up and 16 exits -- Stair B exits directly at grade 17 over here, and then Stair A exits out the 18 back in the parking directly at grade. And 19 then we have the lobby which is at the 20 corner. 21 MR. SAMBRATO: Is all the parking 22 behind the building? 23 MR. MACHLIS: The parking is all 24 behind the building, correct. 25 MR. SAMBRATO: So to get out of the

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1 Proceedings 2 parking lot, there's only going to be one 3 way out? 4 MR. MACHLIS: Yes. Right, it 5 currently exists. 6 CHAIRMAN CORALLO: It's the same 7 entrance and exit that exists right now in 8 the same spot. 9 MR. MACHLIS: Correct, correct. 10 MR. WIDMER: I thought you had said 11 you're going to make that curb cut wider, in 12 the same location but wider? 13 MR. MACHLIS: Yes. And I could let 14 Justin speak on that, but we're going to 15 keep it in the same location, we're just 16 going to modify as per what's needed. 17 MR. WIDMER: I mean, like -- I 18 think at the first meeting you came to us 19 as, like, it seems awful big for -- even 20 before the basement, the building seems 21 awful big for that lot. You know, then you 22 add in all this parking space, there's no 23 lawn or greenery left. I mean, it's all 24 going to be structure or parking lot. 25 That's one of my concerns. Then --	1 Proceedings 2 MR. MACHLIS: I'll show the 3 rendering. 4 MR. WIDMER: The other concern is 5 the parking. I don't think you have enough 6 parking. And I think I've said it before, 7 you're running the parking lot right up 8 against the motel property. There's -- 9 what? -- five feet distance. 10 MR. MACHLIS: Right. The motel, 11 though, is a lot higher. 12 MR. WIDMER: I know where it is but 13 you're still -- it's still not your 14 property. You're going to be five feet away 15 from somebody else's property. 16 You know, then the other thing is, 17 you're coming out on Balsam Road. And I 18 don't know if you looked into if you could 19 turn Balsam Road, which is one-way 20 in/one-way out into a -- make it a left and 21 a right-hand turn onto 202. I don't know if 22 it's wide enough, if anybody looked at that. 23 Because I mean, Balsam Road's not a 24 real long -- if you have a bunch of cars 25 leaving at the same time, it's going to get
Page 80	Page 81
1 Proceedings 2 stacked up. There's a lot of issues on 3 this. 4 MR. BEHRENS: We can certainly look 5 at that. Remember, the motel property is 6 fairly steep up there, very wooded. So we 7 would -- we're pushing that out to get only 8 five feet more than is allowed in code to 9 maximize the parking. 10 In terms of the building size, 11 totally understand that that's the gut 12 reaction, which is why we studied it with 13 Colliers Engineering -- Colliers, if you 14 want to speak more to the traffic study, 15 which, again, was reviewed by Stonefield, 16 the Town's own consulting engineer, who did 17 conclude that what we're proposing is 18 sufficient for even park -- peak demand for 19 this full 12,000-sized building. 20 MS. TOMM ADDONA: I don't think 21 Mr. Widmer was talking about parking, he was 22 talking more ingress and egress and access. 23 MR. WIDMER: Also about parking. I 24 don't think there's enough parking and I 25 think the building's just going to dwarf	1 Proceedings 2 that property. I mean if you look at the 3 photos right there, it's all going -- not 4 even going to be able to put any trees or 5 anything in front or -- 6 MR. BEHRENS: So we'll talk to 7 landscaping -- your question about the 8 landscaping. Justin, if you want to talk 9 about the landscaping, especially towards 10 the back and what that will... 11 MR. LIM: Good evening, 12 Mr. Chairman and members of the Board. My 13 name is Justin Lim from WeinbergLim 14 Engineering. 15 So I just want to touch on the 16 driveway where you mentioned that the -- the 17 location, which we're widening it. We're 18 using the same -- roughly the same location, 19 the center line, widen it to 25 feet. 20 (Stenographer clarification). 21 MR. LIM: So 25 feet, within the 22 town code. We put it in the location where 23 the existing driveway is already there so 24 that the traffic in that location is 25 realized, maybe not to full extent of the

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1 Proceedings 2 new parking lot. But traffic in and out is 3 there already so there's a pattern there, so 4 we're going to maintain that. 5 Now as far as the stacking to Route 6 202 where there's a traffic light there, I 7 don't know -- traffic engineer, do you have 8 any comments on that -- 9 MR. MUCCIN: Sure. 10 MR. LIM: -- the stacking? Just 11 want to get this out of the way first. 12 MR. MUCCIN: Good evening. Joe 13 Muccin, Colliers Engineering. 14 So our office prepared the parking 15 study for this redevelopment here. And I'll 16 just speak to the question of trips 17 generated from it, because I know that that 18 was something that the Board had asked 19 about. 20 So in the peak a.m. hour, were 21 expected between 18 to 27 trips; and during 22 the peak p.m. hour, it's expected 17 to 29 23 trips. 24 And in our memo that we put 25 together, we had noted that DOT, they	1 Proceedings 2 quantify anything below 100 peak-hour 3 vehicle trips to be something where -- 4 sorry. Let me say that again. 5 Anything north of 100 vehicle trips 6 is something where adverse impacts may 7 occur. So we're below the DOT requirements 8 for trip generation. So in total here, in 9 short, the expected impact to this is going 10 to be insignificant based on traffic. 11 And I can speak to parking. I know 12 it was kind of summarized already. But 13 we're anticipating between 23 to 36 parking 14 spaces, is the demand. And our site plan 15 here shows 48 spaces, so the supply -- 16 supply exceeds the demand for this 17 redevelopment. 18 MR. BEHRENS: Justin, can you, 19 again, touch on the landscaping -- because I 20 know that was mentioned -- on the back about 21 the single-family homes. 22 MR. LIM: Yeah, sure. 23 So we haven't done the full 24 engineering, full engineering design on the 25 plan yet but we have the concept of what
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1 Proceedings 2 we're going to do there just by looking at 3 the topo -- the topo and the site in 4 general. 5 We realize that there are 6 residential neighbors, one, two, three, 7 four, abutting the project. And my thought 8 is that we're going to create a berm, a 9 25-foot -- in the 25-foot buffer area in two 10 ways. 11 First we lower the parking lot. 12 The grade that we have right now in the 13 parking lot, we can lower it by at least a 14 couple of feet. And at the same time, build 15 a berm along the backyard -- not the 16 backyard, but the buffer area so that you 17 can effectively get possibly -- I don't, I 18 don't know yet their design -- say, about, 19 like, seven-foot berm. And effectively the 20 parking is not, you know -- hopefully make 21 it not visible. 22 I've done similar project off 23 College Road, Yeshiva of Spring Valley, 24 where we've done a berm, and the berm's only 25 five feet. And with landscaping, you drive	1 Proceedings 2 along College Road and look at the site, you 3 can't see it. You can see the top of the 4 building but not the cars. So we'd like to 5 have the same effect so that there will be 6 no glaring and hopefully we will mitigate 7 some noise from the parking lot to the 8 residential neighbors. 9 So again, the 25-foot area is going 10 to create a berm, and we're going to enhance 11 the effect of the berm by lowering the 12 parking lot. So that will be the goal. 13 Elsewhere -- 14 CHAIRMAN CORALLO: I'm a little 15 confused what you're saying here. 16 The parking lot that exists right 17 now behind the building that's there -- in 18 the front, when you go up the little -- from 19 Balsam going up, that's kind of flat, the 20 whole area going towards the back, which 21 would be north. 22 Back there now, the grade starts 23 going up. When you go up that parking lot, 24 as you go into where the motel is, that 25 parking lot starts -- the road -- the

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1 Proceedings 2 elevation goes up; right? 3 MR. LIM: Correct. 4 CHAIRMAN CORALLO: So you -- to 5 level that lawn, you're going to take a lot 6 of that dirt out; is that what you're 7 saying? 8 MR. LIM: Yeah. We're going to 9 lower it. 10 CHAIRMAN CORALLO: Take the dirt 11 out so now you -- you have to show us what 12 you're doing with the grades. 13 MR. LIM: I know. 14 CHAIRMAN CORALLO: I don't see -- 15 MR. LIM: As I said -- 16 CHAIRMAN CORALLO: The elevation 17 and grades and so on. I understand that, 18 but I'm just saying. 19 How the parking is going to work? 20 When you lower that all out, what happens to 21 the building? There's no -- the elevations 22 and the building -- is the basement still 23 going to be a basement or is it partially -- 24 I don't know. I can't visualize that right 25 now.	1 Proceedings 2 MR. LIM: Well, the grade, the 3 grade, we're going to limit it to about five 4 percent because anything greater than five 5 percent is a hazard in the parking lot. 6 That's No. 1. 7 So by doing that, I kind of roughly 8 figure out that we can actually lower it a 9 couple of feet at the point furthest away 10 from the driveway. 11 CHAIRMAN CORALLO: All that parking 12 lot where you need a five-foot variance, 13 where you're going to park the cars? 14 MR. LIM: Yeah. 15 CHAIRMAN CORALLO: You're going to 16 have to dig that all out because that's all 17 going up. The grade's going up; doesn't it? 18 MR. LIM: Yes. 19 CHAIRMAN CORALLO: So you're going 20 to have to dig that out to make it level or 21 else you're going to have the cars parked 22 like this. 23 MR. LIM: No. We can create 24 retaining walls. 25 CHAIRMAN CORALLO: You're going to
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1 Proceedings 2 put a wall up there? 3 MR. LIM: Yeah. If we run out of 4 room there, we can create a retaining wall. 5 All I'm saying is the 25-foot buffer area, 6 that area is kind of wide and -- 7 CHAIRMAN CORALLO: 25 foot is wide. 8 That's what I said, the other place is only 9 five. You don't need a variance on that 10 side, you need a variance on the other side. 11 MR. LIM: When we design those 12 things that I mentioned, which will be on 13 the plan, and we'll provide cross section, 14 you'll see it. We haven't designed it. 15 It's just the thought that we put in when we 16 did the layout. I mean, usually I like to 17 do the grading too, to visualize how the 18 grade's going to work. And therefore the 19 plan, when it comes later, the detail builds 20 in, it's doable. So that's it. I can only 21 describe to you what I can -- 22 CHAIRMAN CORALLO: Go ahead. 23 MR. WIDMER: The parking lot's 24 going to go five feet to the boundary line. 25 MR. LIM: Yes.	1 Proceedings 2 MR. WIDMER: So in between the end 3 of the parking lot and the lot line, you're 4 going to have a retaining wall? 5 MR. LIM: Yes. 6 MR. WIDMER: So that retaining wall 7 is going to be right on that lot line 8 basically? 9 MR. LIM: Well, we have five feet. 10 We have calculated the retaining wall so 11 that the foundation of it is underneath the 12 parking, not towards the neighbor -- sorry? 13 MR. WIDMER: Continue. 14 MR. LIM: Just to continue on the 15 landscaping. Along 202 and along Balsam 16 Road, we have an idea of creating a 17 landscaping, again berming is going to be 18 the key, you know, build up some grade, 19 build grade, and put some significant 20 landscaping there. So the -- along the 21 perimeter of the project, you have -- 22 CHAIRMAN CORALLO: You have to see 23 what I'm looking at. I'm looking at that 24 it's a flat piece of property. From here, 25 that looks like it's flat. That's why I'm

Page 90 1 Proceedings 2 saying: Grade goes up, there's no -- I 3 don't know -- I don't remember seeing a site 4 plan with any kind of grades -- 5 MR. McCREEDY: Chair, if you don't 6 mind me asking. 7 I think at this point, the 8 questions that are being asked are being 9 directly relative to the materials that have 10 been submitted to date. So we have yet to 11 see a fully-engineered set of plans. 12 And a lot of the questions that 13 you're getting are questions that could be 14 resolved with a full set of plans. So I 15 think it's more than appropriate at this 16 point in time that the applicant needs to 17 start showing how this is going to work, and 18 how you're going to satisfy some of the 19 questions that the Board has. 20 MR. LIM: Absolutely. 21 MR. McCREEDY: Because all we've 22 seen to date is a layout plan. And we're 23 into the SEQRA process at this point and 24 there's no way to provide an evaluation any 25 further than what we've done. And I know	Page 91 1 Proceedings 2 there's been questions about the logistics 3 of the building footprint and the dynamics 4 of the use of the building. I think that 5 you've done, you know, a good enough job 6 tonight to present the philosophies behind 7 the architectural design, enough for the 8 Board to consume that and digest that for 9 the next meeting. 10 But there's not much further that 11 we can really evaluate this project until 12 the site plan is developed and the EAF has 13 some merit, in order to produce a Part 2. 14 We can't even do a Part 2 because 15 there's nothing to found it on. We have no 16 design. 17 So a lot of the questions about 18 traffic -- yes, you have your professionals 19 here, but the queuing, the grading, the 20 entranceway, landscaping, the grading of the 21 berm, all of these things could be addressed 22 with a comprehensive evaluation by your 23 engineer. So at this point, I turn it back 24 to you, Justin, to do your job. 25 MR. RICHMOND: For the record,
Page 92 1 Proceedings 2 Mr. Chair: Dan Richmond, Zarin & Steinmetz. 3 Glenn, I appreciate your -- can you 4 hear me? 5 Glenn, I appreciate your comments. 6 I think that's what we're here for, is we 7 wanted to get feedback from the Board to 8 understand that we're heading in the 9 direction that the Board's comfortable with. 10 The last time we were here, the 11 Board had some questions about the basement. 12 I think we've answered your questions about 13 the basement, if there are any further 14 questions. But I would -- again, it's 15 amenity space that wouldn't otherwise be 16 provided. 17 But in any event, I think the most 18 important thing or one of the key things 19 that's come out of this meeting is the Board 20 had questions about the 12,000-square-foot 21 building, about the parking, and the traffic 22 related to that, the impacts. And our 23 consultant showed and your Board's 24 consultant concurred that even if this were 25 considered a fully -- you know, a	Page 93 1 Proceedings 2 12,000-square-foot office building, it would 3 only need 36 spaces; we're providing 48. 4 And that the traffic impacts are, you know, 5 not significant. 6 But again, I think to Glenn's 7 point, I understand, yes. But I think 8 that's why we're here, to get feedback from 9 you on landscaping, and the like, to hear 10 what your Board's concerns are so that we 11 can address them. 12 MS. PERROTTO: Can I speak? 13 CHAIRMAN CORALLO: Yeah, sure. 14 MS. PERROTTO: 5 Balsam Road. I 15 sit behind the building. 16 I'm 5 Balsam Road. 17 CHAIRMAN CORALLO: You have her 18 name; right? Okay. Thank you. 19 MS. PERROTTO: So does anybody have 20 roughly an idea -- I don't know how this 21 goes in here -- how big Lavinia's is 22 currently? That property, how many square 23 feet is Lavinia's? Does anybody have a 24 clue? 25 CHAIRMAN CORALLO: How many square

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1 Proceedings 2 feet is the house? 3 MS. PERROTTO: Yeah. 4 CHAIRMAN CORALLO: The existing -- 5 MS. PERROTTO: Maybe 2000? 6 So you want to put something that's 7 -- what? -- six times as big? 8 CHAIRMAN CORALLO: Yeah. 9 MR. McCREEDY: I think the 10 footprint's probably about half the 11 footprint, if I had to guess. 12 MS. PERROTTO: I have a big 13 objection. 14 MS. TOMM ADDONA: Let's not guess. 15 I mean, they have building department 16 records on file. So we can certainly take a 17 look at that. 18 MS. PERROTTO: Here's my point. I 19 object to the reduction with regard to the 20 parking. 21 CHAIRMAN CORALLO: Does that house 22 have a basement now? 23 MS. PERROTTO: What's that? 24 CHAIRMAN CORALLO: Does that house 25 have a basement now?	1 Proceedings 2 MS. PERROTTO: I have no idea -- 3 (Overlapping speakers.) 4 THE STENOGRAPHER: One at a time. 5 One at a time. 6 MS. PERROTTO: Obviously based on 7 the square footage of the property, the 8 parking is consistent with that, right. So 9 you'd have to reduce the size of the project 10 in order to have added parking there. 11 I live at 5 Balsam Road. I can 12 show you a video of what happens at my house 13 with people going up and down that street. 14 If you'd like to see it, I can show it to 15 you right now. 16 I can't get in or out of my 17 driveway, it is a dead stop. There are cars 18 just sitting waiting for other cars to pass 19 them. Whoever's doing the traffic study, 20 I'll show you the video too. 21 When I came home in April from 22 vacation, I had a car parked across my 23 driveway. Other occasions, I have cars 24 parked on my driveway. I don't know how 25 long the owner of the building has had it.
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1 Proceedings 2 But since Lavinia has left, there's been 3 absolute disrespect for me as a resident and 4 my property. 5 I find hubcaps on my property, I 6 find parts from people's cars on my lawn. I 7 understand you're saying it will be office 8 space, but the reality is the basement and 9 the nature of the basement doesn't sound 10 like ancillary, ancillary extra space to me. 11 It sounds like a meeting space, it sounds 12 like a gathering space. 13 So I at this point would say I 14 would not agree to any of the variances that 15 are required for this size of the building 16 on that property. 17 MS. TOMM ADDONA: So what I would 18 say in terms of the videos that you have or 19 the photographs, please submit those. The 20 public hearing -- 21 MS. PERROTTO: Who can I send them 22 to? Because what happens on my property is 23 insane. 24 MS. TOMM ADDONA: That's what I'm 25 saying. Please -- you're saying you have	1 Proceedings 2 them -- 3 MS. PERROTTO: I have them right 4 here. 5 MS. TOMM ADDONA: I'm saying, 6 submit them. Please call the building 7 department, coordinate with Annette to 8 provide them and make them part of the 9 record. 10 MS. PERROTTO: I spoke with George 11 yesterday. So if somebody gives me an 12 email, I will certainly send them. 13 MS. TOMM ADDONA: So please call 14 the building -- 15 MS. PERROTTO: But I would be very 16 hesitant to say reduce the parking required 17 by -- what is it? -- 80 spaces required, and 18 you want to reduce it by 40 percent? 19 MR. RICHMOND: I'll respond if 20 you're done. 21 MS. PERROTTO: I just want to 22 make -- I mean, again, I just want to make 23 sure that's all in. 24 Oh, and by the way, there's fencing 25 in between my property and this property

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1 Proceedings 2 that was put up when Lavinia's was put there 3 and I was told it was -- and I think Gene 4 Barnum was the inspector at the time -- and 5 I was told it was for my privacy as well as 6 a sound barrier. And I was also told the 7 depth of the parking lot between me and them 8 was also privacy and sound barrier. 9 That fence is in such disarray. 10 And I've spoken to George through the years 11 and he's had somebody -- he's called the 12 homeowner and had somebody come out and 13 repair it. 14 And when I spoke to the gentleman 15 last time, probably about two years ago, 16 they said they don't want to put any money 17 into repairing this fence. 18 I mean, literally the fence between 19 me and them is waving. And I have a pool in 20 the yard so I am required to have a fence 21 there. So I was actually going to call 22 somebody this year and have them just put a 23 chain link between me and them because they 24 have not maintained that fence as they were 25 supposed to.	1 Proceedings 2 So I'm sorry to whoever owns the 3 property, but the reality is, since 4 Lavinia's been gone, my property has not 5 been respected and I as an owner have not 6 been respected. 7 So I would be very very -- it would 8 be a hard press for me to give them any 9 okays or any variances to reduce off-street 10 parking or to limit the space required 11 between me and -- or go from the ten foot to 12 the five foot for the parking space -- for 13 the parking lot. 14 And just another note: 6 Balsam 15 Road, which is within 500 feet, did not get 16 any kind of certified notice regarding this 17 meeting tonight. 18 CHAIRMAN CORALLO: You did not? 19 MS. PERROTTO: I did. I'm 5 20 Balsam, but 6 did not. Yeah, 6 did not. 21 MS. TOMM ADDONA: The way the code 22 is drafted, it's only abutting properties. 23 MS. PERROTTO: Just want to make 24 sure. 25 All right. Thank you.
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1 Proceedings 2 MR. KAUKER: Just for the Board's 3 information: The footprint of the existing 4 building is approximately 1,500 square feet. 5 That's measured, that's measured from 6 Nearmap, which is a software program that we 7 can evaluate that. It's not exact but it's 8 approximate. 9 MS. PERROTTO: So we're going from 10 15 to 12,000. 11 MR. McCREEDY: Well, it's 4,000. 12 Footprint, footprint. 13 MS. PERROTTO: Okay. To the. 14 MR. McCREEDY: That's three floors 15 of 4,000. 16 CHAIRMAN CORALLO: Going from 15 to 16 17 4,000. 18 MS. PERROTTO: Well, still. It's 19 pretty sizeable. And again, the basement 20 concerns me, the nature of the basement 21 space concerns me. 22 I don't know who owns the property, 23 I don't know who did own the property. But 24 obviously the prior use was not a proper use 25 of the property and it impacted my property	1 Proceedings 2 greatly. So I do have my concerns. 3 MR. KONDOV: Thank you so much. 4 Hi. 5 CHAIRMAN CORALLO: Give her your 6 name. 7 MR. KONDOV: Sure. Ariel Kondov, 8 applicant. 9 So Mrs. -- 10 CHAIRMAN CORALLO: Can you address 11 us? And she can hear you. Address us. 12 You want to complain, whatever you 13 want to do but look at us; all right? 14 MR. KONDOV: Sure. 15 CHAIRMAN CORALLO: Okay. Tell us 16 what you want to say. 17 MR. KONDOV: I just wanted to 18 respond to her comments. 19 CHAIRMAN CORALLO: Okay. All 20 right. That's all. 21 MR. KONDOV: First of all: I 22 wanted to thank you all for being here 23 today. I know it's not the first time that 24 we're meeting about this particular project, 25 and it's been some of a -- somewhat of a

Page 102 1 Proceedings 2 journey as me being the applicant for the 3 first time. I'm definitely learning a lot 4 about the process, about different 5 challenges and concerns people may have, be 6 it the Board members, be it the consultants, 7 be it the neighbors. And I'm happy to take 8 on this challenge and to take it to the 9 finish line. 10 So as far as the concern from the 11 neighbor -- I'm sorry, I didn't -- 12 MS. PERROTTO: Perrotto. 13 MR. KONDOV: Ms. Perrotto. So I am 14 the applicant, I am the current owner of 15 this property. I cannot speak for the 16 previous tenants, how it was used or how you 17 were treated by them. I do want to 18 apologize for that. 19 But now that I'm the owner of the 20 property, it will be much different. So 21 whatever concerns you have, I can give you 22 my number, you could reach out to me. We 23 will handle those. I can promise you that 24 whatever happened in the past is history, 25 and let's just kind of start the page clean.	Page 103 1 Proceedings 2 Let's move forward, you know. Let's start 3 fresh. 4 In terms of the -- you had 5 mentioned that the size of the building is 6 -- right? You also have to understand that 7 this is a one-acre property. So the fact 8 that it was small until now, for whatever 9 reason it was built this way, right, doesn't 10 mean it has to stay that way. 11 And the way it currently looks in 12 the neighborhood and when you drive on the 13 202, it's not the most appealing view. We 14 must agree on that. 15 As a matter of fact, someone made a 16 comment to me, I felt very offended by it, 17 "This is a knock-down." When I paid a lot 18 of money for it. 19 So obviously it's not -- it doesn't 20 give the look that the town would like, 21 especially now in 2025. We would definitely 22 -- it's due for an upgrade. So I guess, 23 Dan, take it. 24 MR. RICHMOND: Again. I want to 25 thank the speaker for coming out.
Page 104 1 Proceedings 2 Just, I think, to add to what Ariel 3 said. Again, the project, I would concur 4 with the speaker is dilapidated now. And 5 the aim of this is to improve the site, to 6 make it much more improved, and make it less 7 of an eyesore, far less. 8 In terms of -- I don't know what 9 the current traffic situation or what 10 happened in the past. But again, this is a 11 different use than -- what is being 12 proposed. And again, we've got the 13 empirical analysis, as verified by the 14 Board's own consultant that shows that we're 15 providing adequate parking and so that 16 should not be an issue. 17 Again, we're looking forward to 18 continuing this dialogue with your Board and 19 looking for direction on -- 20 CHAIRMAN CORALLO: I have a 21 question though. 22 MR. RICHMOND: Yes, sir. 23 CHAIRMAN CORALLO: You keep on 24 bringing up our consultant. 25 In the letter they have, on page 2,	Page 105 1 Proceedings 2 Item No. 5. I'll read it to you. 3 It says: "It is noted that the 4 peak parking demand projection provided by 5 the applicant of 36 spaces is based on 6 12,000 square feet of office space, 7 inclusive of the proposed 4,000-square-foot 8 basement as general office space." 9 MR. RICHMOND: Yes, sir. 10 CHAIRMAN CORALLO: The basement is 11 not general office space. 12 MR. RICHMOND: No. What they're 13 saying -- 14 CHAIRMAN CORALLO: Tell me what 15 they're saying. Because I'm reading it that 16 it could be office space. 17 MR. RICHMOND: I think what they're 18 saying is that our consultant -- and they 19 based it on -- took the most conservative 20 analysis, assuming that the basement was 21 office space. 22 It's not going to be, if you want 23 to note it on the plan or whatever that it's 24 not going to be. 25 But their point is: Even if you

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1 Proceedings 2 assume that the entire 12-foot 1,000 -- 3 12,000-square-foot building was going to be 4 leasable office space, the peak parking 5 demand would be 38 -- 36 spaces. 6 If you look at Paragraph 4 7 immediately before it -- 8 CHAIRMAN CORALLO: Is that based on 9 our code? The town code? 10 MR. RICHMOND: Your code requires 11 -- yeah. One space per 150 square feet of 12 gross floor area. 13 CHAIRMAN CORALLO: Floor area. So 14 150 and 12,000 is -- what's that? Sorry? 15 150 square feet for 12,000 square 16 foot of space, how many parking spots would 17 that be? 18 MS. TOMM ADDONA: 80. 19 MR. RICHMOND: That's 80 spaces. 20 That's the variance. 80 spaces, that's the 21 variance. 22 CHAIRMAN CORALLO: 80 spaces? 23 MR. RICHMOND: Yes. 24 CHAIRMAN CORALLO: All right. So 25 now we're down to -- you're saying -- he's	1 Proceedings 2 saying 36 and you're saying you're giving us 3 48. So the numbers are all -- 4 MR. RICHMOND: No, no. We're -- 5 they're -- 6 CHAIRMAN CORALLO: You're using a 7 different formula. 8 You're using the -- do you have it? 9 MR. RICHMOND: I'm going to read 10 from the Board's consultant's memo, where it 11 says, based on -- again, the parking and 12 trip evaluation memo from our -- Colliers, 13 "The proposed development would be expected 14 to generate a peak parking demand of 36 15 spaces; and the peak demand would be 16 satisfied by a parking supply of 48 spaces 17 that is proposed. Stonefield agrees with 18 this finding." 19 I mean, that's the empirical 20 analysis. 21 CHAIRMAN CORALLO: Because you're 22 using -- 23 MR. RICHMOND: I could tell you 24 about what substantial evidence means in 25 terms of the land-use board. But
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1 Proceedings 2 ultimately, your decision needs to be based 3 on empirical, not a gut, not neighborhood 4 opposition, but what the facts show. 5 MR. McCREEDY: Mr. Chairman -- 6 CHAIRMAN CORALLO: He's using an 7 ITE fact and we have a town code. 8 MR. McCREEDY: I don't think the 9 applicant's refuting what our code requires. 10 They documented that thoroughly in their 11 bulk table. I think the justification of 12 the analysis is to assist in their argument 13 that the 48 parking spaces they're proposing 14 is justifiable based upon historical data 15 that's, I think, founded in the ITE formula. 16 So it's being used as an argument, not 17 necessarily as a benchmark that we have to 18 hold to. 19 And that really is really more for 20 the Zoning Board than I think it is for this 21 Board to justify. 22 MR. RICHMOND: I mean, we 23 understand that the Zoning Board granted a 24 similar variance for the Eastgate office 25 complex based on the same type of analysis.	1 Proceedings 2 MR. BEHRENS: And that didn't have 3 a basement. 4 MR. RICHMOND: And that didn't -- 5 CHAIRMAN CORALLO: What did the 6 Zoning Board do? Which one? 7 MR. BEHRENS: Eastgate in Pomona. 8 CHAIRMAN CORALLO: Where was it? 9 MR. BEHRENS: Eastgate. It's in 10 one of the cover letters. 11 CHAIRMAN CORALLO: The one in Mount 12 Ivy? 13 MR. BEHRENS: Right. 14 MR. WIDMER: I mean, it seems to me 15 a lot of these problems, if you reduce the 16 size of the building, it would relieve a lot 17 of these problems that you're encountering. 18 MR. RICHMOND: Again -- 19 MR. WIDMER: I know you've gone up, 20 I don't know if you've ever gone down and 21 took a look at it that way. 22 MR. RICHMOND: I think reducing the 23 project size makes it an unfeasible project. 24 I mean, ultimately to improve the site, 25 someone's going to need to invest money to

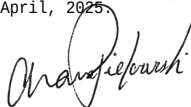
Page 110 1 Proceedings 2 make something that's marketable and has a 3 profit. 4 I think if you reduce it to the 5 size that it's unfeasible, I mean. 6 MR. WIDMER: If you look at it 7 here, it's all building or parking lot. 8 MR. RICHMOND: Well, again -- 9 MR. WIDMER: -- there is no 10 greenery, no -- except for the berm between 11 the houses in the back. 12 MR. RICHMOND: Again, as we 13 discussed with the Town in the workshop with 14 the Town Board, the idea is to include this 15 as part -- similar to the shopping center 16 across the street, that's the type of 17 development. I think the Board is 18 anticipating a certain gateway to the town 19 in this area. 20 MS. TOMM ADDONA: Speaking of the 21 Town Board, you know, I don't think the Town 22 Board has seen this proposal either with the 23 basement with the 12,000 square feet; 24 correct? 25 I mean, I think you guys went to	Page 111 1 Proceedings 2 them last year. And this does require a 3 discretionary zone text amendment -- zone 4 change from the C -- from the P-O to the C. 5 So it may behoove you guys to go 6 back to the Town Board to update them on 7 what you're proposing, because they may feel 8 differently with this additional square 9 footage. 10 MR. RICHMOND: We'd be happy to 11 present to the Town Board. I mean, I think 12 they were enthusiastic about the project 13 when we originally supposed. 14 We don't -- I think -- the 15 basement, in our mind, doesn't add much to 16 the project in terms of impact, doesn't add 17 to it visually, doesn't add to it in terms 18 of parking impacts or the traffic impacts. 19 So we'd be happy to meet with the Town 20 Board. 21 MR. KAUKER: One other thing that 22 you should do: Since you submitted the 23 initial application, it's still -- the 24 initial application and the EAF Part 1 still 25 indicate that there's an 8,000-square-foot
Page 112 1 Proceedings 2 building. So if you could update that, that 3 would be helpful as well. 4 MS. HENDRIE: I did send Matt an 5 email asking him to update the application. 6 CHAIRMAN CORALLO: And as far as 7 basement is concerned, sir, the basement is 8 concerned, I think that the kitchenette room 9 is too large. You don't need to have it 10 that big. You can make another storage room 11 down there. 12 MS. TOMM ADDONA: It just seems 13 like -- to have a two-to-one ratio of office 14 space to amenity space -- I don't know. I'm 15 not a commercial realtor but that just seems 16 like a very high amount of amenity space. 17 MR. RICHMOND: Again, I could have 18 the architect speak to why that's a rational 19 amount of amenity space. There's another -- 20 CHAIRMAN CORALLO: Sure. 21 MR. RICHMOND: -- person that's 22 indicating he wants to speak. 23 CHAIRMAN CORALLO: We listen to 24 everybody. 25 MR. ARYEH: Good evening,	Page 113 1 Proceedings 2 gentlemen. 3 CHAIRMAN CORALLO: Good evening. 4 Please give her your name. She has to get 5 your name. 6 MR. ARYEH: My name is Raphael 7 Aryeh. And I just wanted to say my friend 8 Ariel, he's a great guy. We all like him in 9 the community. He's a very fine person, 10 very kind to other people. 11 And I think it's a good place over 12 here, modern place instead of looking the 13 way it looks. It would add a lot of dignity 14 to this place. And I really feel it's 15 important to have something -- especially in 16 such a way, because if not for this way, 17 maybe someone will make it into retail or 18 something more. 19 If I'm not mistaken, the code 20 allows it. So it would be nice to have it 21 this way. And all I can do is -- 22 CHAIRMAN CORALLO: Listen. We're 23 trying to work with him. It's a P-O zone, 24 they want to go to a C zone. The C zone 25 makes it a little bit better for them to

Page 114 1 Proceedings 2 operate with boundaries and so on. And 3 we're working with them, so we're not -- 4 that we're against it. We were trying to 5 work, and then we kind of got out of -- 6 8,000, and the 10,00, and 12,000, basement, 7 no basement, and so on and so forth. So it 8 got a little confusing here. 9 So we have to try to get this all 10 put together. I think what our engineer 11 said: You have to continue getting the 12 work, with grades and so on, and show us 13 exactly what you're going to do. 14 Because you're looking at a plan 15 like that, I look at it as a flat piece of 16 property and it's not. It loops up, you're 17 going to cut down or you're going to -- all 18 those parking spots, if you don't cut it 19 down, cars are going to be parked on the 20 slope and you don't want to have that. 21 MR. BEHRENS: We'll certainly 22 develop those details. I think as Dan said, 23 we wanted to get -- 24 CHAIRMAN CORALLO: I have one 25 question, something else.	Page 115 1 Proceedings 2 MR. BEHRENS: Sure. 3 CHAIRMAN CORALLO: Go ahead. Say 4 what you have to say. 5 MR. BEHRENS: What the applicant 6 told me: Potentially reducing the 7 kitchenette, maybe putting an office 8 conference area for people to do Teams calls 9 and things like that might be more 10 appropriate, a low-impact use as well. 11 Just to again reiterate so we're 12 all on the same page. The initial concept 13 was 8,000. We've just -- from that initial 14 concept, just dropped 4,000 for that 15 basement space. 16 MS. TOMM ADDONA: You did go up to 17 10. 18 MR. BEHRENS: We proposed 10 to 19 discuss at a workshop, which we heard the 20 Board -- 21 CHAIRMAN CORALLO: And there was no 22 basement at the point. 23 MR. BEHRENS: There was no 24 discussion of the basement then. So we 25 understand --
Page 116 1 Proceedings 2 CHAIRMAN CORALLO: That's what 3 happening. There was no basement, all of 4 the sudden there's a basement. 5 MR. BEHRENS: So we went back to 6 that 8,000, we just added an additional 7 basement. 8 MR. KAUKER: I'm sorry. You were 9 just talking about converting a portion of 10 the basement into a conference room? 11 MR. BEHRENS: A conference area -- 12 Ariel? -- just like in a normal conference 13 room -- 14 MR. KAUKER: I think that's going 15 in the opposite direction. I think because 16 then you're providing more office use in the 17 basement. What you're proposing -- 18 MR. KONDOV: It's not leasable. 19 MR. KAUKER: -- storage. 20 MR. BEHRENS: -- additional -- 21 (Overlapping speakers.) 22 THE STENOGRAPHER: One at a time 23 MR. BEHRENS: It wouldn't be 24 additional users. It would be -- 25 MR. KAUKER: I understand that, but	Page 117 1 Proceedings 2 that's just -- 3 MR. BEHRENS: A Zoom, a Zoom area 4 or something -- 5 MR. KAUKER: It's more, it's more 6 of an office use. 7 MR. KONDOV: Mr. Kauker, I find 8 that you're just trying to nitpick this 9 project. It's not that complicated. I was 10 trying to make this place -- 11 MR. KAUKER: Excuse me. I need -- 12 MR. KONDOV: I was trying to make 13 this place useable. 14 MR. KAUKER: I made one comment. 15 MR. KONDOV: If you have -- I'm 16 trying to find -- make this place useable. 17 I'm trying to get creative. All you're 18 doing is trying to pop my bubbles here. 19 Don't do that; okay? 20 This is going to be a place where 21 people can have a professional office space. 22 And I'm trying to make it -- give amenities 23 that they have, otherwise they wouldn't have 24 -- 25 MR. KAUKER: Excuse me.

Page 118 1 Proceedings 2 How do you think I'm nitpicking if 3 I made one comment? 4 (Overlapping speakers.) 5 THE STENOGRAPHER: One at a time. 6 CHAIRMAN CORALLO: Slow down, slow 7 down. 8 MR. WIDMER: Excuse me. Maybe it'd 9 be best if you guys came back with a full 10 set of plans, then we could take a hard look 11 at this. 12 MR. KONDOV: We've given you -- 13 MR. WIDMER: You don't have 14 grading, you don't have landscaping -- 15 MR. KONDOV: We've given you -- 16 MR. WIDMER: You don't have a full 17 set of plans. 18 MR. KONDOV: Mr. Widmer, we have 19 given you what you've asked for us to bring 20 today. Every time we come, you need more 21 stuff and more stuff. We can never come 22 prepared like that. You have to understand 23 that. 24 MR. WIDMER: Do we have a grading 25 plan?	Page 119 1 Proceedings 2 MR. KAUKER: No. 3 MR. WIDMER: But have you asked for 4 it? But have you asked for it -- 5 MS. TOMM ADDONA: That is part of a 6 site plan application. 7 (Overlapping speakers.) 8 THE STENOGRAPHER: One at a time. 9 Thank you. 10 MR. KONDOV: All I was just saying: 11 In terms of the -- Mr. Kauker -- office 12 space, conference room, it is normal in 13 nowadays and age, modern offices have 14 conference rooms because each suite cannot 15 afford to have a conference room within it. 16 So what you do is you offer a common area 17 for tenants to use as a conference room. 18 That's all I wanted to say. And I don't 19 think it's outrageous. I don't think we 20 have to nitpick it. 21 Mr. Chairman had a concern that the 22 lunchroom was too big? Okay. Fine. So 23 let's find other ways to use the space that 24 could benefit the tenants. 25 MR. McCREEDY: You've made your
Page 120 1 Proceedings 2 point. You've made your point. We 3 understand what you're trying to say. Thank 4 you very much. 5 CHAIRMAN CORALLO: I have one more 6 thing. Totally different than what we've 7 been discussing. 8 But go ahead. I'll let you go. 9 You want to hear what I have to 10 say? 11 MR. RICHMOND: Always. 12 CHAIRMAN CORALLO: Who is your 13 architect? 14 MR. RICHMOND: What's that? 15 CHAIRMAN CORALLO: Who is your 16 architect? You? 17 Go by the plan here. The entrance 18 to the building is on the northeast corner; 19 right? 20 MR. MACHLIS: Yeah, correct. 21 CHAIRMAN CORALLO: You see that? 22 Now let me see your elevations. 23 MR. MACHLIS: So the rendering -- 24 we actually switched it. Because in terms 25 of convenience, we didn't want to have	Page 121 1 Proceedings 2 people walking from the parking lot all the 3 way around to the corner. 4 CHAIRMAN CORALLO: So that drawing 5 of the building shows it on 202. 6 MR. MACHLIS: Correct. This is 7 old. 8 CHAIRMAN CORALLO: I just want you 9 to -- you agree with me? 10 MR. MACHLIS: Yeah, yeah. I 11 apologize we're going to update the 12 rendering. 13 CHAIRMAN CORALLO: I thought maybe 14 I was looking at something one way and then 15 something else the other way. 16 MR. MACHLIS: The rendering -- 17 CHAIRMAN CORALLO: So that drawing, 18 that elevation is not proper. 19 MR. MACHLIS: Yeah. 20 CHAIRMAN CORALLO: And then you 21 don't show, you don't show the doors also 22 coming off the road for that new doorway 23 there. 24 MR. MACHLIS: Correct. 25 CHAIRMAN CORALLO: I'm just saying,

Page 122 1 Proceedings 2 when you're going to do something, fix it 3 all up together. 4 MR. MACHLIS: 100 percent. But 5 what we really wanted to provide, first of 6 all: This was to give context for the 7 project. And we've had this ever since Day 8 1. But we wanted to understand that we're 9 in the right direction. 10 Now that we're in the right 11 direction, of course, we're going to update 12 everything to be as per the plan. 13 CHAIRMAN CORALLO: Just wanted to 14 know what I was looking at. 15 MR. MACHLIS: It's just in terms of 16 safety, this didn't make sense because 17 everybody's pulling into the lot. We wanted 18 the main entrance to be from the parking 19 lot. 20 CHAIRMAN CORALLO: Thank you. 21 Go ahead, sir. 22 MR. RICHMOND: No. Again, we thank 23 your Board for the time. I think -- again, 24 as I said several minutes ago in response to 25 Glenn's comments, we hear you, you need more	Page 123 1 Proceedings 2 detailed plans. 3 Of course, before we developed 4 those, what we wanted was understanding that 5 we're on the same page. I think we all 6 understand now we're looking at a 7 12,000-square-foot building. 8 CHAIRMAN CORALLO: Well, I don't 9 know about that. 10 MR. RICHMOND: Well, that's what 11 we're -- again, that's what we're proposing. 12 CHAIRMAN CORALLO: That's what 13 you're proposing. So I'm not going to tell 14 you that I'm agreeable to that right now. 15 I'm not sure. 16 Because I thought 8,000 was what I 17 was going to go with. And then at 10,000, I 18 said "Absolutely not." And then I turned 19 around, I came into a room, and you were at 20 12,000. So that kind of annoyed me, that 21 you went from 8, I told you "Not 10," and 22 then you're at 12. 23 You said: Well, he didn't say he 24 didn't want 12; he just said he didn't want 25 10. And if I knew you're going to have a
Page 124 1 Proceedings 2 basement at 10 -- I mean, that's 5,000 and 3 then another 5,000, you would have had 4 15,000. 5 MR. RICHMOND: Well, I don't think 6 -- again, I think the idea that came for the 7 basement was the idea because we were boxed 8 in at 8,000. We understood your Board 9 wanting that as the maximum leasable space, 10 which we understood was based on parking. 11 So that was the idea to come up with that. 12 But I understand you need -- you're 13 asking for more plans to show how that 14 works, and I think we can provide that to 15 your Board. 16 MS. TOMM ADDONA: That's not how 17 that conversation went. You came to the 18 workshop proposing 10,000, we told you that 19 that was not feasible. And then at the end 20 of the conversation, the existence of the 21 basement came out. 22 So it wasn't that after the 10,000, 23 you went into the basement. That's not my 24 recollection from the February workshop. I 25 just want to make the record clear on that.	Page 125 1 Proceedings 2 MS. PERROTTO: And the basement 3 doesn't drive any more revenue. So it's not 4 -- 5 MR. WIDMER: At our first meeting, 6 when you came in, you were 8,000, you said 7 we were amenable to it. We never said yes 8 or no to it. I mean, that doesn't mean 9 we're giving you 8,000. Personally, I think 10 it's too big. 11 But, you know -- but don't say 12 that, you know, we, we agreed to 8,000 as a 13 maximum, because we never did. At least, 14 not in any meetings I was at. 15 MR. RICHMOND: I guess we're 16 looking for some constructive direction from 17 the Board. That's why we're here tonight. 18 And I think that the primary concern we 19 heard from your Board at the last meeting 20 was about parking and traffic. 21 So this plan was referred at 12,000 22 feet -- 12,000 square feet to your 23 consultant, and I think we've shown that 24 parking and traffic aren't the concern here. 25 Your Board may have other concerns. But

Page 126 1 Proceedings 2 again, based on our consultant, your 3 consultant, the only empirical analysis 4 here, that's not the issue. 5 But again, we're happy to work with 6 your Board. We hear you about landscaping, 7 we think we can come in with more detailed 8 plans that should satisfy you. Other 9 issues, you know, you're concerned about -- 10 again, landscaping I think is the primary 11 one and how the project looks visually. 12 We're happy to work with your Board on that, 13 and I think we can come up with plans that I 14 think you'll be comfortable with. 15 CHAIRMAN CORALLO: Anybody else 16 have any questions right now? 17 MS. PERROTTO: Can I just make one 18 more comment? 19 CHAIRMAN CORALLO: Yes. Sure. 20 Come on up. Everybody else -- 21 MS. PERROTTO: Because mine is not 22 necessarily a visual concern. Mine is not 23 necessarily a visual concern, mine is more a 24 safety concern with the traffic on Balsam 25 Road.	Page 127 1 Proceedings 2 And I had suggested or maybe 3 thought about yesterday: Is there any way 4 to put an island at the beginning of Balsam 5 Road? I don't know if that's the Town or 6 that's the builder but -- to prohibit cars 7 from going up and down at excessive speeds. 8 CHAIRMAN CORALLO: Well, I think 9 Balsam -- that's not my neighborhood. I 10 think Balsam Road's too narrow to put an 11 island in between to separate going north 12 and south there. I don't think so. I'm 13 not, I'm not a highway guy but it's kind of 14 narrow. 15 I think what Mr. Widmer had -- he 16 would like to see with -- coming out of this 17 development there, when you came out, if you 18 want to make a right turn, you can get over 19 to the right side of the road and make a 20 turn. 21 MR. WIDMER: Make a right and left 22 exit and that would help the flow of 23 traffic. 24 MS. PERROTTO: It's been incredibly 25 dangerous.
Page 128 1 Proceedings 2 CHAIRMAN CORALLO: The first car 3 wants to make a left-hand turn and he can't 4 make it for some reason, it backs up on the 5 road. That's a normal thing. But I don't 6 think -- that would be the Town would have 7 to decide to do that. I mean, it's a town 8 road. 9 MS. PERROTTO: Yeah, okay. 10 CHAIRMAN CORALLO: Put a island 11 there. 12 MS. PERROTTO: It was just a 13 thought. Because I'm not trying to prohibit 14 somebody from doing what they want with 15 their land. But obviously, I have a 16 property on the street and I need to 17 maintain safety. 18 CHAIRMAN CORALLO: Were they 19 parking in that street at the time? Did you 20 have a lot of parking on the street? 21 Because they're not supposed to be -- 22 MS. PERROTTO: I could show you 23 they had cars on both sides of the road and 24 cars going either way up and down the road 25 with people walking.	Page 129 1 Proceedings 2 CHAIRMAN CORALLO: It's a different 3 use. 4 MS. PERROTTO: And again, that's 5 with Lavinia's at the size it's at 6 currently. So it concerns me obviously, and 7 then the debris and things of that nature. 8 CHAIRMAN CORALLO: Well, Lavinia's 9 and whatever they were before that, that was 10 a smaller-use type thing, Lavinia's -- 11 MS. PERROTTO: I mean, cars all 12 over the road. Cars everywhere. 13 And that's -- sorry for the bad 14 history there but it reflects now. But all 15 right. That's all I have to say. And I 16 don't know how to get your mic back in. 17 MR. RICHMOND: Mr. Widmer, if you 18 could clarify the traffic concern you had 19 or. 20 MR. WIDMER: Well, what I was 21 saying was, I don't know if it's wide 22 enough, but Balsam Road is fairly wide where 23 it intersects with 202. So I don't know if 24 you could make a left-hand turn and a 25 right-hand turn leaving Balsam Road onto 202

Page 130 1 Proceedings 2 with the -- 3 MR. RICHMOND: You're saying to see 4 if it's possible to restripe it? 5 MR. WIDMER: Make it three lanes. 6 So I don't know if it's possible -- 7 (Overlapping speakers.) 8 THE STENOGRAPHER: One at a time. 9 MR. WIDMER: -- to tell you the 10 truth. 11 MR. RICHMOND: All right. We can 12 look into that. 13 CHAIRMAN CORALLO: Do you have 14 anything? Anyone else from the public want 15 to say anything? 16 Okay. We're going to keep this 17 public hearing open. 18 MS. TOMM ADDONA: May 14th. 19 CHAIRMAN CORALLO: May 14th will be 20 our next meeting, okay. 21 Can I have a motion that we're 22 going to keep the public hearing open until 23 May 14th? 24 MR. GIZZI: I'll make a motion. 25 CHAIRMAN CORALLO: Make that	Page 131 1 Proceedings 2 motion, Mr. Gizzi. 3 MR. WIDMER: Second. 4 CHAIRMAN CORALLO: Second by 5 Mr. Widmer. 6 We're going to keep it open. 7 MR. RICHMOND: Thank you very much. 8 CHAIRMAN CORALLO: May 14th. 9 MR. RICHMOND: Thank you very much. 10 CHAIRMAN CORALLO: Do we have 11 anything else? 12 MR. WIDMER: Motion to adjourn? 13 CHAIRMAN CORALLO: You're doing my 14 job. 15 Adjourn, Mr. Widmer. 16 MR. SAMBRATO: I'll second. 17 CHAIRMAN CORALLO: Second by 18 Mr. Sambrato. 19 All those in favor signify by 20 saying "Aye." 21 (Whereupon, all the Board members 22 responded "Aye.") 23 CHAIRMAN CORALLO: Opposed? 24 So carried. 25 (Time noted: 9:24 p.m.)
Page 132 1 CERTIFICATION 2 3 STATE OF NEW YORK) 4) ss 5 COUNTY OF KINGS) 6 7 I, CHANA PIEKARSKI, a Shorthand Reporter 8 and Notary Public within and for the State of New 9 York, do hereby certify: 10 THAT the foregoing transcript is a true 11 and accurate transcript of my original stenographic 12 notes. 13 IN WITNESS WHEREOF, I have hereunto set 14 my hand this 24th day of April, 2025. 15  16 17 CHANA PIEKARSKI 18 19 20 21 22 23 24 25	Page 133 1 Errata Sheet 2 3 NAME OF CASE: In Re: TOWN OF HAVERSTRAW PLANNING BOARD MEETING 4 DATE OF DEPOSITION: 04/09/2025 5 NAME OF WITNESS: 6 Reason Codes: 7 1. To clarify the record. 8 2. To conform to the facts. 9 3. To correct transcription errors. 10 Page ____ Line ____ Reason ____ 11 From ____ to ____ 12 Page ____ Line ____ Reason ____ 13 From ____ to ____ 14 Page ____ Line ____ Reason ____ 15 From ____ to ____ 16 Page ____ Line ____ Reason ____ 17 From ____ to ____ 18 Page ____ Line ____ Reason ____ 19 From ____ to ____ 20 Page ____ Line ____ Reason ____ 21 From ____ to ____ 22 Page ____ Line ____ Reason ____ 23 From ____ to ____ 24 25

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FEIS APPENDIX A – CORRESPONDENCE

APPENDIX A-6

CIVIL DESIGN WORKS LLC



Glenn McCreedy, P.E., C.M.E.
Stuart Strow, P.E., C.F.M.

April 29, 2025

Town of Haverstraw Building Department
One Rosman Road
Garnerville, New York 10923

Attn: Annette Hendrie – Planning Board Secretary

Re: DEIS Technical Review
Letchworth Road Residential Development
Haverstraw, New York
Portion of Tax Lot 19.16-1-14
CDW #THAV23-602

Ms. Hendrie,

We are in receipt of the following submission documents for review:

- Draft Environmental Impact Statement Letchworth Road Residential Development, prepared by Haverstraw Group, LLC, dated January 24, 2025.
- Draft Environmental Impact Statement Letchworth Road Residential Development, Appendix C-1 Stormwater Pollution Prevention Plan (SWPPP), prepared by Haverstraw Group, LLC, last revised February 28, 2025.
- Plan Set:
 - C-000 – Cover Sheet – Last revised 1/24/2024
 - C-010 – Existing Conditions Map – Last revised 1/24/2025
 - C-100 – Site Layout Plan – Last revised 2/28/2025
 - C-200 – Site Grading Plan – Dated 1/24/2025
 - C-220 – Cross Sections – Dated 1/24/2025
 - C-300 – Site Utilities Plan – Last revised 2/28/2025
 - C-400 – Site Erosion & Sediment Control Plan – Dated 1/24/2025
 - C-900 – Construction Details – Dated 1/24/2025
 - C-901 – Construction Details – Dated 1/24/2025
 - C-902 – Construction Details – Dated 1/24/2025
 - C-903 – Construction Details – Dated 1/24/2025
 - L-100 – Overall Landscape Plan – Dated 1/24/2025
 - L-110 – Typical Unit Landscape Plan – Dated 1/24/2025

It should be first noted that the submitted materials have been reflecting this property as tax lot ID 19.11-1-1. The current tax map records and County GIS reflect the property as 19.16-1-14. This should be resolved with the Tax Assessor prior to the next submission.

Our office has reviewed the referenced materials for an evaluation of project impacts for the following areas of significance:

- III.C. Soils, Topography and Steep Slopes
- III.E. Stormwater Management
- III.F. Water Supply and Sanitary Sewerage
- III.M. Construction Impacts

This evaluation is not a comprehensive site plan review. It should be noted however that modifications to the site plan may further resolve several critical points that are identified.

This project is the first project that is being entertained by the Town of Haverstraw for the revitalization of the Letchworth Property. As discussed earlier in the initial workshop meetings, this project will be visual to the public and should be the cornerstone of potential future development of the large 154.6-acre property.

The elements outlined in the DEIS Scope provide the necessary environmental components that should set the standard for any remaining development of this property.

One critical component that must be fully evaluated is the entrance to the property. Through workshop discussions, the applicant has proposed a “Boulevard” entrance with round-about traffic infrastructure which will create the main entrance to the entire campus property. Although this could be considered a site plan evaluation, it does pose some integral components that should be further evaluated (and may address further SEQRA related issues).

“Ridge Road” currently is a driveway access on Town owner property that leads to the intersection of the Steward Road east/east access roads. The applicant has proposed upgrading Ridge Road to a boulevard to provide access to the new development, the existing church property as well as to the existing access roads of the remaining Letchworth northern property. This upgrade will be improved to meet Town standards and should be dedicated as a public road *within a public right of way*. The dedication as a public road and within a public right of way (as opposed to just Town owned property) will open an opportunity for public utilities to access this area without requiring dedicated/individual easements. This will also allow direct vehicular access to the development and cross life church since the right of way along this land will become frontage and an access easement will not be required.

It should be noted that the location of Cross Life Church access is depicted incorrectly based on the final site plan approval. We will provide an updated location for integration.

All public utilities, water, sewer, gas, electric, etc. should be proposed to enter from the boulevard right of way or provide infrastructure within the boulevard for future extension to the northern property area.

III.C. Soils, Topography and Steep Slopes

- 1 | The project will require extensive earthwork to manipulate the topography to achieve the target elevations as identified on the Site Grading Plan. It is understood that the current grading proposed can be considered “preliminary” at this stage of plan development but well within practical target goals.
- 2 | The cut and fill identified on III.C-10 (and II-8) does not match the cut and fill analysis map provided. This should be corrected.
- 3 | As a result of the extensive earthwork that is involved, it may be difficult to achieve this amount of disturbance without exceeding the 5-acre threshold per NYSDEC. This should be further expanded upon and if necessary, phasing plans fully developed to illustrate the ability to manage the earthwork without excessive import/export of material offsite temporarily.
- 4 | The soil movement analysis should also fully expand on the materials that will be imported. It is noted that portions of that fill material will be for the installation of specific infrastructure, utility bedding materials, asphalt paving, landscaping materials, etc. A further evaluation of the fill materials should be detailed and if additional materials outside of base infrastructure are necessary, the points of origin should be provided. A manifest for all imported soil will be required.
- 5 | Infiltration testing was performed (Table III.C-1) as part of the geotechnical work for the stormwater system however, it does not appear that the elevations of the testing were fully coordinated with the design proposals. The infiltration results can be accepted for conceptual or preliminary design purposes, but further testing will be required within the tolerances of the NYS Stormwater Manual (and must be witnessed by the Town) prior to any design being accepted.
- 6 | For retaining walls in excess of 4’ in height (III.C-11) , all walls must be engineered as well as inspected and certified after installation by a NYS Licensed Professional Engineer.

III.E. Stormwater Management

Corrections to be noted to the DEIS

- 7 | • Page I-6, III.E-4 and App C-1 page 12 identify five stormwater management basins while only (4) are proposed.
- 8 | • Naming conventions for existing and proposed drainage areas are inconsistent throughout the text, mapping and modeling.
- 9 | • III.E-4 2024 Stormwater Manual must be utilized
- 10 | • App C-1 page 1 – Update Introduction
- 11 | • App C-1 page 1,9,36 - Update reference for SPDES General Permit and Stormwater Manual.
- 12 | • App C-1 page 9 – Type III storm distribution is no longer permitted. In addition to the precipitation data update (which should be included as an appendix of the SWPPP), the rainfall distribution curve must be established from the NRCC website. Guidance is offered in Section 4.9 of the Stormwater Manual.
- 13 | • App C-1 page 35 – Remove reference to Westchester County Code

Drainage areas of report text do not match drainage area map. Page 17 references a Proposed Drainage Area 1-G that does not match the drainage area map. Entire analysis must be revised to be consistent throughout.

14

The stormwater evaluation as presented does not meet the objectives of the 2024 Stormwater Manual or the Town of Haverstraw Code.

15 The applicant has attempted to justify the use of the “project boundary” as the point of evaluation however this does not address impacts directly to properties/areas offsite and direct points of influence. Zero net increase is specific to a point of interest (or location) that is based on topography. Since the project is on a ridge (or peak) of the surrounding area, a broader evaluation needs to be conducted to evaluate the impacts as the runoff leaves the project site at the specific discharge points presented for proposed conditions based on the existing contributions to those locations. If areas cannot be resolved at specific location, then a broader analysis needs to be provided and potentially offsite stormwater improvements considered to justify the evaluation results.

For example, the impacts associated with the runoff from EDA-1A (discharging toward Hammond Road and Letchworth Village Road) have no relevance to EDA-1B (which ultimately discharges to a drainage ditch along the north side of the property and to the stream passing through the North Rockland High School Campus). Combining those results has no basis for mitigative efforts and does not achieve the goals required to meet zero net increase.

16 For proposed conditions, direct impacts must be evaluated for contributions at the discharge points. The use of level spreaders will be evaluated as a point of discharge location and must be compared to the direct watershed contribution that would be directed along the same path during current conditions.

The project has also presented a stormwater mitigation basin on Town property along the boulevard. This will not be permitted. There is sufficient opportunity on the project site to collect and manage the stormwater infrastructure.

17

18 We recommend that a workshop be set up to further discuss the stormwater analysis/evaluation as well as the impacts of offsite stormwater contribution.

Further review of the critical components of the stormwater design manual (i.e. WQv, RRV, CPv, Qp, Qf) will be assessed once the established points of evaluation have been resolved.

19

III.F. Water Supply and Sanitary Sewerage

20 Initial references from section I-6 identify that the project site is within the service area and operated by Veolia Water New York. Veolia Water does not currently have any infrastructure in the immediate area of the project site. The existing water system that is onsite is reported as out of service and was independent from the Veolia operating system.

The project will require an extensive off-site improvement to bring new water supply to the project location. A copy of the willingness to service application was provided in Appendix B of the DEIS but was incomplete and

21

appears unsubmitted. No flow data was provided, references to the number of hydrants proposed do not match the proposed plans.

21

22 | Veolia Water must provide documentation that it can support this project in its entirety. A full Engineers Report evaluation shall be prepared and included in accordance with the Recommended Standards for Water Works 2022 Edition. It is important to note that sections 1.1.6 and section 1.1.16 must be addressed.

Ownership of the on-site water mains shall be resolved. It may impact the current layout of the water main infrastructure.

23

24 | The number and location of hydrants shall be coordinated with my office, the Fire Inspector and the Fire Chief. Provisions for additional hydrants may be requested along Letchworth Road along the project frontage.

The plans identify an offsite sewer improvement in addition to an on-site collection system. A willingness to serve from Joint Regional is required. A hydraulic capacity analysis of the existing and proposed system shall be provided to justify the acceptance of the additional flow into the system for average and peak flow demands.

25

26 | Both the new water and sewer systems must be aligned and established to enter the project location through the new boulevard. This is to better serve the new development but also to provide potential connection for future development of the remaining Letchworth property.

III.M. Construction Impacts

The project states it will be a single-phase construction. As a result of the size and impacts of the construction, further soil erosion methods must be deployed such as sedimentation areas/basins, construction ditches, diversions, etc. Note that infiltration practices cannot be used for sedimentation storage or be impacted by material storage or soil staging. A construction plan shall be fully developed to deploy runoff diversion and sediment entrapment to mitigate impacts to those locations as well as offsite runoff impacts associated with the reduction in ground cover/vegetation.

27

28 | Impacts for earthwork disturbance levels should be further evaluated as identified above in III.C.

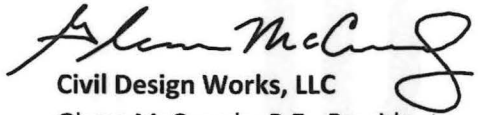
Site safety and security will be a factor since the Letchworth property will continue to be an active recreational area and the church property will continue to operate. A full site safety plan must be prepared and presented.

29

30 | Offsite work may be required within the public roadway system for sewer and water (at a minimum). Appropriate traffic control plans must be prepared to address traffic impacts during construction. Note that the sequencing of major earthwork operations, material import/export shall be avoided during any significant traffic impacts offsite to avoid additional traffic delays.

Our office will require additional information/evaluations to resolve open issues identified. We have no objection to meeting directly with the applicant's engineers to discuss items openly if necessary to avoid unnecessary revisions and submission cycles.

Very truly yours,

A handwritten signature in black ink, appearing to read "Glenn McCreedy", is written over the typed name and title.

Civil Design Works, LLC
Glenn McCreedy, P.E., President
Town of Haverstraw Consulting Engineer

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FEIS APPENDIX A – CORRESPONDENCE

APPENDIX A-7

LABELLA

April 18, 2025

Town of Haverstraw Planning Board
One Rosman Road
Garnerville, NY 10923
Attn: Salvatore Corallo, Chairperson

**RE: Traffic Review #2 – DEIS Technical Review
Letchworth Road Residential Development
Letchworth Village Road, Town of Haverstraw, Rockland County, New York
LaBella Project No.: 2243683**

Dear Chairperson Corallo and Board Members:

On behalf of the Town of Haverstraw, LaBella Associates DPC (LaBella) has performed a Technical Review of the Draft Environmental Impact Statement (DEIS) for the Letchworth Road Residential Development, prepared by JMC Planning, Engineering, Landscape Architecture & Land Surveying, PLLC (JMC), last revised February 28, 2025. LaBella reviewed the following documents:

1. Section III.H Traffic, Transportation, and Parking Study of the DEIS
2. Appendix C-2 Traffic Data of the DEIS
3. Appendix D Detailed Site Plans of the DEIS

Based on our Technical Review, we offer the following comments:

- | | | |
|----------|--|----------|
| 1 | <ol style="list-style-type: none">1. LaBella finds Section 1. Existing Roadway Inventory & Transportation Data Collection complete and accurate. | |
| | <ol style="list-style-type: none">2. Existing Volumes: LaBella finds the existing volumes to be accurate following the considerations taken into account for the detour in place during the count periods. LaBella understands that JMC will conduct additional counts of select intersections once the detour is no longer in place to validate the existing condition volumes developed for this traffic analysis that were reviewed and approved by LaBella. LaBella recommends that the following intersections be included:<ul style="list-style-type: none">• Intersection No. 5 – Letchworth Village Road and Ridge Road• Intersection No. 6 – Suffern Lane/Letchworth Village Road and Thiells-Mount Ivy Road/Hammond Road• Intersection No. 12 – Thiells-Mount Ivy Road and Ridge Road• Intersection No. 13 – Thiells-Mount Ivy Road and Rosman Road | 2 |
| 3 | <ol style="list-style-type: none">3. Accident Analysis: LaBella finds the Accident Analysis to be accurate. LaBella notes the following based on the analysis:<ul style="list-style-type: none">• There were no reported collisions at the Letchworth Village Road and Ridge Road intersection. This is the location of the proposed access. | |



3

- At the US Route 202 and NYS Route 45/Old Country Road intersection, there was one collision involving a pedestrian with the pedestrian being outside of the designated crosswalk. The analysis also indicated a predominance of rear collisions at the intersection with descriptions including vehicles in the process of performing a right turn on red from the northbound NYS Route 45 approach. JMC evaluated a scenario in the Build condition that considered a right turn on red prohibition for this approach. The findings indicate that the prohibition will have deleterious impacts to the operations of the approach; however, there are safety benefits to the proposed improvement. As noted in the study, the intersection is under the jurisdiction of the NYSDOT, thus any improvements are subject to its review and approval.
- JMC conducted a signal warrant analysis for the Thiells-Mount Ivy Road and Palisades Interstate Parkway Northbound Off Ramp intersection based on MUTCD Warrant 7, Crash Experience. LaBella agrees with the findings that a signal is not warranted based on the studied warrant. JMC is proposing that Intersection Warning (W2-2) signs be installed on the Thiells-Mount Ivy Road approaches. LaBella agrees with the sign selection and location as shown by JMC. As noted in the study, the roadway is under the jurisdiction of the RCDPW, thus any improvements are subject to its review and approval.
- The study indicated that there were two collisions involving pedestrians along Thiells-Mount Ivy Road with one resulting in a pedestrian fatality. This event occurred in proximity to the roadway's intersection with Charles Lane. As noted in the study, the proposed project will represent a marginal increase (less than 10%) in traffic along the roadway. However, it is recommended that pedestrian safety countermeasures on Thiells-Mount Ivy Road be investigated by the Village and County for the roadway in proximity to The Garden at Palisades residential development.

4. Sight Distance Analysis: LaBella agrees with the sight distance analysis conducted for the Letchworth Village Road and Ridge Road intersection following the realignment of Ridge Road under the proposed conditions. The analysis indicates that there are adequate sight lines for all approaches with the intersection operating under all-way stop control, which is the existing as well as the proposed intersection control.

4

5

5. Vehicular Trip Generation: LaBella agrees with the projected site-generated trips based on the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition, and Land Use Code (LUC) 220 – "Multifamily Housing (Low Rise)" – Not Close to Rail Transit – General Urban/Suburban.

6. Multi-Modal Trip Generation: LaBella agrees with the projected walk trips based on LUC 220 – "Multifamily Housing (Low Rise)" – Not Close to Rail Transit – General Urban/Suburban. As noted in the study, the applicant will coordinate with North Rockland Central School District to provide a centralized school bus stop on-site as a designated area for the drop-off and pick-up of school children. Coordination with the school district as well as the drop-off and pick-up location and any accommodations (shelter, loading zone, etc.) for the drop-off and pick-up location should be provided during review of the site plan.

6



7

7. No-Build Volumes: LaBella agrees with the +0.5% growth rate compounded annually for five (5) years to calculate background traffic volume growth. LaBella also agrees with the inclusion of the Oak Tree Apartments in the traffic forecasting.

8. Build Volumes: LaBella agrees with the distribution of site-generated trips developed by JMC. LaBella also agrees with the findings of the Build condition operations analysis as well as the mitigation proposed by JMC to address operational and safety concerns. LaBella notes that the Build condition analysis shall be updated based on the turning movement counts collected at select intersections following the complete removal of the detour.

8

9. Transportation Mitigation:

- Intersection 4 – Letchworth Village Road and Storrs Road: LaBella agrees that the existing configuration with stop-control only on the southbound Letchworth Village Road approach is atypical and not preferred given driver expectations based on similar intersection types. JMC explored two options: A) stop-control on Storrs Road with both Letchworth Village Road approaches operating freely, B) all-way stop control.

9

The operations analysis of Option A indicates that LOS for the Storrs Road will degrade from a LOS A to LOS D; however, the LOS F on the southbound Letchworth Village Road approach will be mitigated. LaBella agrees with the findings of this analysis. It should be noted that the LOS reports indicate that the queueing during the School Dismissal peak hour for the Storrs Road approach will be approximately five (5) vehicles. This amount of queueing should not obstruct the driveways of the schools located west of the intersections.

The operations analysis of Option B indicates that the approaches will operate at a LOS D or better. LaBella agrees with the findings of this analysis. It should be noted that the LOS reports indicate that the queueing during the School Dismissal peak hour for the Storrs Road approach will be approximately one (1) vehicle. This amount of queueing should not obstruct the driveways of the schools located west of the intersections.

As noted in the study, the intersection is under the joint jurisdiction of the Town of Haverstraw and RCDPW, thus any improvements are subject to their review and approval. However, the applicant is prepared to fund and install the improvements pending said approval.

- Intersection 5 – Letchworth Village Road and Ridge Road: LaBella agrees with the proposed realignment of Ridge Road to achieve a more perpendicular approach to Letchworth Village Road. LaBella also agrees with the addition of the supplemental All-Way (R1-3P) plaques below the Stop (R1-1) signs. As noted in the study, the intersection is under the joint jurisdiction of the Town of Haverstraw and RCDPW, thus any improvements are subject to their review and approval. However, the applicant is prepared to fund and install the improvements pending said approval.

10



11

- Intersection 9 – US Route 202 and Thiells-Mount Ivy Road: JMC indicates that using the Weekday AM timing plans for the Weekday PM plan results in the overall intersection operating with less delay than the No-Build conditions. LaBella notes that the southbound Thiells-Mount Ivy Road left-turn movement currently operates at a LOS F during all study periods and the delay will be exacerbated in the No-Build and Build conditions. The delay in this movement can be attributed to the intersection being "clustered" with the US Route 202 and NYS Route 45/Old Country Road intersection to the east and priority being given to the mainline (US Route 202) movements. LaBella agrees that the timing modifications proposed by JMC will result in more favorable operating conditions. As noted in the study, the intersection is under the jurisdiction of the NYSDOT, thus any improvements are subject to its review and approval.

12

- Intersection 10 – US Route 202 and NYS Route 45/Old Country Road: LaBella agrees with the proposed implementation of a No Right Turn on Road for the northbound NYS Route 45 approach to address the pattern of rear end collisions identified in the Accident Analysis. As noted in the study, the intersection is under the jurisdiction of the NYSDOT, thus any improvements are subject to its review and approval. It is possible that a span wire analysis will be necessary to ensure that the existing infrastructure can accommodate the addition of the No Turn on Red (R10-11) sign as shown.

13

- Intersection 11 – Thiells-Mount Ivy Road and Palisades Interstate Parkway Northbound Off Ramp: As noted earlier, LaBella agrees with the findings that a signal is not warranted based on the studied warrant. JMC is proposing that Intersection Warning (MUTCD Code W2-2) signs be installed on the Thiells-Mount Ivy Road approaches. LaBella agrees with the sign selection and location as shown by JMC. As noted in the study, the roadway is under the jurisdiction of the RCDPW, thus any improvements are subject to its review and approval.

14

- Thiells-Mount Ivy Road: JMC proposes the installation of Advance Warning for Deer (W11-3) signs along the roadway. LaBella agrees with the installation of these signs. As noted in the study, the roadway is under the jurisdiction of the RCDPW, thus any improvements are subject to its review and approval. Furthermore, it is recommended that pedestrian safety countermeasures on Thiells-Mount Ivy Road be investigated by the Village and County for the roadway in proximity to The Garden at Palisades residential development.

15

- Intersection 13 – Thiells-Mount Ivy Road and Rosman Road: LaBella agrees that this intersection should be re-studied following the collection of turning movement counts with the detour removed. Mitigation should be explored if operational concerns remain evident based on that forthcoming analysis.



10. Circulation: For review of the DEIS, LaBella finds the site plan acceptable in terms of internal circulation. Approval from the appropriate fire department and other emergency services should be provided to ensure they agree with the access and circulation plan. LaBella recommends that consideration for extending the pedestrian accommodations to the church property located to the west of the proposed roundabout.

16

17

11. Parking: LaBella understands that the required number of parking spaces is 2 spaces/unit, which equates to the 600 parking spaces for the proposed project. As noted by JMC, ITE data indicates that the 85th percentile peak parking demand for the proposed project is 482 spaces. The project proposes 667 parking spaces comprised of:

- 399 General Surface Spaces
- 134 Garage Spaces
- 134 Tandem (In front of Garage) Spaces

The proposed number of spaces exceeds the requirement by 67 spaces and the estimated ITE peak demand by 185 spaces. To reduce the impervious surface area of the project and increase the potential for green space, LaBella recommends that the applicant consider reducing the number of General Surface Spaces to 332.

Please contact me at shipp@labellapc.com or at (914 269-5604 if there are any questions regarding the comments provided.

Respectfully submitted,
LaBella Associates

Starke W. Hipp, PE
Traffic Engineer

Frank A. Filicotto, PE
Principal Traffic Engineer

FEIS APPENDIX A – CORRESPONDENCE

APPENDIX A-8

LABELLA

November 7, 2025

Town of Haverstraw Planning Board
One Rosman Road
Garnerville, NY 10923
Attn: Salvatore Corallo, Chairperson

**RE: Traffic Review #3 – FEIS Technical Review
Letchworth Road Residential Development
Letchworth Village Road, Town of Haverstraw, Rockland County, New York
LaBella Project No.: 2243683**

Dear Chairperson Corallo and Board Members:

On behalf of the Town of Haverstraw, LaBella Associates DPC (LaBella) has performed a Technical Review of the following documents prepared by JMC Planning, Engineering, Landscape Architecture & Land Surveying, PLLC (JMC) for the Letchworth Road Residential Redevelopment application:

1. Section III.C.9 "Traffic Transportation and Parking" of the Final Environmental Impact Statement, dated August 15, 2025
2. Supplemental Traffic Analysis Memorandum, dated October 28, 2025

Upon review of these document, LaBella notes that the comments contained in its Traffic Review #2, dated April 18, 2025, have been addressed. LaBella offers the following additional comments:

1

1. As requested in LaBella's Traffic Review #2, JMC conducted additional counts at the recommended intersections following the completion of the roundabout and removal of the associated detour. The weekday counts were conducted while schools were in regular session. LaBella agrees with JMC's conclusions that the most recent traffic count data showing volumes lower than the estimated volumes utilized in the analysis for the DEIS provided conservative results; thus, no revisions to the analysis are necessary.
2. Since the completion of the DEIS and LaBella's technical review of the traffic study therein, the Institute of Transportation Engineers (ITE) has published the 12th Edition of its *Trip Generation Manual*. Table 1 compares the trip generation for the proposed project based on the 11th Edition and 12th Edition datasets.

2

Table 1 – Comparison of Peak Hour Trip Generation ITE 11th Edition vs 12th Edition

Edition	Weekday AM Peak Hour			Weekday School Peak Hour			Weekday PM Peak Hour			Saturday Peak Hour		
	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
11 th	28	88	116	100	61	161	95	55	150	62	61	123
12 th	28	90	118	111	74	185	94	57	151	56	91	147
<i>Delta</i>	0	+2	+2	+11	+13	+24	-1	+2	+1	-6	+30	+24



As shown in Table 1, the volume of site-generated trips is similar in the weekday AM and weekday PM peak hours between the 11th and 12th Editions, while the volume of site-generated trips is higher in the weekday school peak hour and Saturday peak hour. In this situation LaBella would typically recommend that the analysis be updated for the weekday school and Saturday peak hours; however, the recently collected data indicates that traffic volumes are lower than previously modeled indicating that the analysis contained in the DEIS was conservative and these additional site-generated trips will not result in additional impacts.

3

3. In Response No. 9-11, JMC states that the applicant has recommended the installation of Option B, an all-way stop, at the intersection of Letchworth Village Road and Storrs Road. JMC requests input from the Town of Haverstraw on the desired option for proposed improvements at the intersection.

For the Board's edification, Option A consisted of stop-control on Storrs Road with both Letchworth Village Road approaches operating freely. Both options result in more favorable levels of service in comparison to the existing conditions as well as a more typical intersection configuration in comparison to the existing conditions. As detailed in the DEIS prepared by JMC, dated February 28, 2025, the warrant criteria provided in the Manual on Uniform Traffic Control Devices (MUTCD) for implementing an all-way stop control were either not met or required additional studies, such as the evaluation of the available sight distances for the Storrs Road approach. It is recommended that JMC conduct the sight distance evaluation and the results provided for review prior to the Town opining on its preferred option.

Finally, as noted in the DEIS and LaBella's prior comment letter, the intersection is also under the jurisdiction of Rockland County Department of Public Works (RCDPW); thus, any improvements are subject to their review and approval.

4. An analysis of the Thiells-Mount Ivy Road and Rosman Road intersection that was based on observed turning movement counts in lieu of estimated counts as done in the DEIS, indicates that the intersection will continue to operate at a Build level of service commensurate with the No-Build level of service. The analysis indicates that the approaches will not operate below a LOS E and the V/C ratios indicate that the approaches are operating with capacity. LaBella agrees with JMC's conclusion that mitigation is not necessary at this intersection.

4

Please contact me at shipp@labellapc.com or at (914) 269-5604 if there are any questions regarding the comments provided.

Respectfully submitted,
LaBella Associates

Starke W. Hipp, PE
Traffic Engineer

Frank A. Filicotto, PE
Principal Traffic Engineer

FEIS APPENDIX A – CORRESPONDENCE

APPENDIX A-9

COMMENT KEY

COMMENT KEY

The table below notes the source of each comment from the correspondence within Appendix A and the corresponding FEIS Comment Response Number in the FEIS which contains the responses. Transcript from the public hearing on April 9, 2025 is also included within Appendix A.

<u>COMMENT DOCUMENT/APPENDIX/KEY</u>			<u>COMMENTER</u>	<u>FEIS RESPONSE SUBSECTION</u>	<u>FEIS COMMENT RESPONSE NUMBER</u>
Memorandum	A-1	1	Kauker & Kauker, LLC, Michael D. Kauker, PP, AICP	Land Use and Zoning	III.C.2-1
Memorandum	A-1	2	Kauker & Kauker, LLC, Michael D. Kauker, PP, AICP	Land Use and Zoning	III.C.2-2
Memorandum	A-1	3	Kauker & Kauker, LLC, Michael D. Kauker, PP, AICP	Land Use and Zoning	III.C.2-3
Memorandum	A-1	4 & 5	Kauker & Kauker, LLC, Michael D. Kauker, PP, AICP	Land Use and Zoning	III.C.2-4
Memorandum	A-1	6	Kauker & Kauker, LLC, Michael D. Kauker, PP, AICP	Land Use and Zoning	III.C.2-5
Memorandum	A-1	7	Kauker & Kauker, LLC, Michael D. Kauker, PP, AICP	Land Use and Zoning	III.C.2-6

<u>COMMENT DOCUMENT/APPENDIX/KEY</u>			<u>COMMENTER</u>	<u>FEIS RESPONSE SUBSECTION</u>	<u>FEIS COMMENT RESPONSE NUMBER</u>
Memorandum	A-1	8	Kauker & Kauker, LLC, Michael D. Kauker, PP, AICP	Visual Resources and Community Character	III.C.3-1
Memorandum	A-1	9	Kauker & Kauker, LLC, Michael D. Kauker, PP, AICP	Community Demographics, Facilities and Services	III.C.10-1
Memorandum	A-1	10	Kauker & Kauker, LLC, Michael D. Kauker, PP, AICP	Community Demographics, Facilities and Services	III.C.10-2
Memorandum	A-1	11	Kauker & Kauker, LLC, Michael D. Kauker, PP, AICP	Community Demographics, Facilities and Services	III.C.10-3
Memorandum	A-1	12	Kauker & Kauker, LLC, Michael D. Kauker, PP, AICP	Community Demographics, Facilities and Services	III.C.10-4
Memorandum	A-1	13	Kauker & Kauker, LLC, Michael D. Kauker, PP, AICP	Historic and Cultural Resources	III.C.13-1
Memorandum	A-2	1	Rockland County Planning Department, Douglas J. Schuetz, Acting Commissioner of Planning	Comments Regarding DEIS Project	III.C.1B-1

<u>COMMENT DOCUMENT/APPENDIX/KEY</u>			<u>COMMENTER</u>	<u>FEIS RESPONSE SUBSECTION</u>	<u>FEIS COMMENT RESPONSE NUMBER</u>
Memorandum	A-2	2	Rockland County Planning Department, Douglas J. Schuetz, Acting Commissioner of Planning	Comments Regarding DEIS Project	III.C.1B-2
Memorandum	A-2	3	Rockland County Planning Department, Douglas J. Schuetz, Acting Commissioner of Planning	Comments Regarding DEIS Executive Summary	III.C.1A-2
Memorandum	A-2	4	Rockland County Planning Department, Douglas J. Schuetz, Acting Commissioner of Planning	Comments Regarding DEIS Executive Summary	III.C.1A-3
Memorandum	A-2	5	Rockland County Planning Department, Douglas J. Schuetz, Acting Commissioner of Planning	Comments Regarding DEIS Executive Summary	III.C.1A-4
Memorandum	A-2	6	Rockland County Planning Department, Douglas J. Schuetz, Acting Commissioner of Planning	Land Use and Zoning	III.C.2-7
Memorandum	A-2	7	Rockland County Planning Department, Douglas J. Schuetz, Acting Commissioner of Planning	Land Use and Zoning	III.C.2-3

<u>COMMENT DOCUMENT/APPENDIX/KEY</u>			<u>COMMENTER</u>	<u>FEIS RESPONSE SUBSECTION</u>	<u>FEIS COMMENT RESPONSE NUMBER</u>
Memorandum	A-2	8	Rockland County Planning Department, Douglas J. Schuetz, Acting Commissioner of Planning	Soils, Topography and Steep Slopes	III.C.4-7
Memorandum	A-2	9	Rockland County Planning Department, Douglas J. Schuetz, Acting Commissioner of Planning	Flora and Fauna	III.C.5-1
Memorandum	A-2	10	Rockland County Planning Department, Douglas J. Schuetz, Acting Commissioner of Planning	Flora and Fauna	III.C.5-2
Memorandum	A-2	11	Rockland County Planning Department, Douglas J. Schuetz, Acting Commissioner of Planning	Flora and Fauna	III.C.5-3
Memorandum	A-2	12	Rockland County Planning Department, Douglas J. Schuetz, Acting Commissioner of Planning	Stormwater Management	III.C.6-14
Memorandum	A-2	13	Rockland County Planning Department, Douglas J. Schuetz, Acting Commissioner of Planning	Stormwater Management	III.C.6-15

<u>COMMENT DOCUMENT/APPENDIX/KEY</u>			<u>COMMENTER</u>	<u>FEIS RESPONSE SUBSECTION</u>	<u>FEIS COMMENT RESPONSE NUMBER</u>
Memorandum	A-2	14	Rockland County Planning Department, Douglas J. Schuetz, Acting Commissioner of Planning	Traffic, Transportation, and Parking	III.C.9-1
Memorandum	A-2	15	Rockland County Planning Department, Douglas J. Schuetz, Acting Commissioner of Planning	Traffic, Transportation, and Parking	III.C.9-2
Memorandum	A-2	16	Rockland County Planning Department, Douglas J. Schuetz, Acting Commissioner of Planning	Community Demographics, Facilities and Services	III.C.10-2
Memorandum	A-2	17	Rockland County Planning Department, Douglas J. Schuetz, Acting Commissioner of Planning	Noise and Air Quality	III.C.12-1
Memorandum	A-2	18	Rockland County Planning Department, Douglas J. Schuetz, Acting Commissioner of Planning	Historic and Cultural Resources	III.C.13-2
Memorandum	A-2	19	Rockland County Planning Department, Douglas J. Schuetz, Acting Commissioner of Planning	Effects on the Use and Conservation of Energy Resources	III.C.19-1

<u>COMMENT DOCUMENT/APPENDIX/KEY</u>			<u>COMMENTER</u>	<u>FEIS RESPONSE SUBSECTION</u>	<u>FEIS COMMENT RESPONSE NUMBER</u>
Memorandum	A-2	20	Rockland County Planning Department, Douglas J. Schuetz, Acting Commissioner of Planning	Effects on the Use and Conservation of Energy Resources	III.C.19-2
Memorandum	A-2	21	Rockland County Planning Department, Douglas J. Schuetz, Acting Commissioner of Planning	Effects on the Use and Conservation of Energy Resources	III.C.19-3
Memorandum	A-3	1	Silverberg Zalantis, LLC, Christie Addona, Town Land Use and Zoning Attorney	Comments Regarding DEIS Project	III.C.1B-3
Memorandum	A-3	2	Silverberg Zalantis, LLC, Christie Addona, Town Land Use and Zoning Attorney	Comments Regarding DEIS Project	III.C.1B-4
Memorandum	A-3	3	Silverberg Zalantis, LLC, Christie Addona, Town Land Use and Zoning Attorney	Comments Regarding DEIS Project	III.C.1B-5
Memorandum	A-3	4	Silverberg Zalantis, LLC, Christie Addona, Town Land Use and Zoning Attorney	Comments Regarding DEIS Project	III.C.1B-6

<u>COMMENT DOCUMENT/APPENDIX/KEY</u>			<u>COMMENTER</u>	<u>FEIS RESPONSE SUBSECTION</u>	<u>FEIS COMMENT RESPONSE NUMBER</u>
Memorandum	A-3	5	Silverberg Zalantis, LLC, Christie Addona, Town Land Use and Zoning Attorney	Other Utilities and Services	III.C.8-1
Memorandum	A-3	6	Silverberg Zalantis, LLC, Christie Addona, Town Land Use and Zoning Attorney	Other Utilities and Services	III.C.8-2
Memorandum	A-3	7	Silverberg Zalantis, LLC, Christie Addona, Town Land Use and Zoning Attorney	Fiscal and Economic Conditions	III.C.11-1
Memorandum	A-3	8	Silverberg Zalantis, LLC, Christie Addona, Town Land Use and Zoning Attorney	Comments Regarding DEIS Project	III.C.1B-7
Memorandum	A-3	9	Silverberg Zalantis, LLC, Christie Addona, Town Land Use and Zoning Attorney	Historic and Cultural Resources	III.C.13-3
Memorandum	A-3	10	Silverberg Zalantis, LLC, Christie Addona, Town Land Use and Zoning Attorney	Historic and Cultural Resources	III.C.13-4
Memorandum	A-3	11	Silverberg Zalantis, LLC, Christie Addona, Town Land Use and Zoning Attorney	Community Demographics, Facilities and Services	III.C.10-5

<u>COMMENT DOCUMENT/APPENDIX/KEY</u>			<u>COMMENTER</u>	<u>FEIS RESPONSE SUBSECTION</u>	<u>FEIS COMMENT RESPONSE NUMBER</u>
Memorandum	A-3	12	Silverberg Zalantis, LLC, Christie Addona, Town Land Use and Zoning Attorney	Community Demographics, Facilities and Services	III.C.10-6
Memorandum	A-3	13	Silverberg Zalantis, LLC, Christie Addona, Town Land Use and Zoning Attorney	Fiscal and Economic Conditions	III.C.11-2
Memorandum	A-3	14	Silverberg Zalantis, LLC, Christie Addona, Town Land Use and Zoning Attorney	Construction	III.C.14-5
Memorandum	A-4	1	NYS Office of General Services, Mark McGlynn, State Asset and Land Management	Comments Regarding DEIS Project	III.C.1B-8
Memorandum	A-4	2	NYS Office of General Services, Mark McGlynn, State Asset and Land Management	Stormwater Management	III.C.6-16
Public Hearing Transcript	A-5	1	Town of Haverstraw Planning Board, Chairman Corallo	Stormwater Management	III.C.6-17
Public Hearing Transcript	A-5	2	Town of Haverstraw Planning Board, Chairman Corallo	Stormwater Management	III.C.6-18

<u>COMMENT DOCUMENT/APPENDIX/KEY</u>			<u>COMMENTER</u>	<u>FEIS RESPONSE SUBSECTION</u>	<u>FEIS COMMENT RESPONSE NUMBER</u>
Public Hearing Transcript	A-5	3	Town of Haverstraw Planning Board, Chairman Corallo	Stormwater Management	III.C.6-19
Public Hearing Transcript	A-5	4	Town of Haverstraw Planning Board, Chairman Corallo	Traffic, Transportation, and Parking	III.C.9-20
Public Hearing Transcript	A-5	5	Town of Haverstraw Planning Board, Chairman Corallo	Soils, Topography and Steep Slopes	III.C.4-8
Public Hearing Transcript	A-5	6	Town of Haverstraw Planning Board, Chairman Corallo	Soils, Topography and Steep Slopes	III.C.4-9
Public Hearing Transcript	A-5	7	Town of Haverstraw Planning Board, Chairman Corallo	Comments Regarding DEIS Project	III.C.1B-9
Public Hearing Transcript	A-5	8	Darla Perrotto, 5 Balsam Road	Comments Regarding DEIS Project	III.C.1B-10
Public Hearing Transcript	A-5	9	Darla Perrotto, 5 Balsam Road	Comments Regarding DEIS Project	III.C.1B-11
Public Hearing Transcript	A-5	10	Jose Castro, Representative of CrossLife Church	Visual Resources and Community Character	III.C.3-2
Public Hearing Transcript	A-5	11	Jose Castro, Representative of CrossLife Church	Visual Resources and Community Character	III.C.3-3

<u>COMMENT DOCUMENT/APPENDIX/KEY</u>			<u>COMMENTER</u>	<u>FEIS RESPONSE SUBSECTION</u>	<u>FEIS COMMENT RESPONSE NUMBER</u>
Public Hearing Transcript	A-5	12	Jose Castro, Representative of CrossLife Church	Comments Regarding DEIS Project	III.C.1B-12
Public Hearing Transcript	A-5	13	Jose Castro, Representative of CrossLife Church	Comments Regarding DEIS Project	III.C.1B-13
Public Hearing Transcript	A-5	14	Jose Castro, Representative of CrossLife Church	Comments Regarding DEIS Project	III.C.1B-14
Public Hearing Transcript	A-5	15	Jose Castro, Representative of CrossLife Church	Visual Resources and Community Character	III.C.3-4
Public Hearing Transcript	A-5	16	Jose Castro, Representative of CrossLife Church	Stormwater Management	III.C.6-17
Public Hearing Transcript	A-5	17	Jose Castro, Representative of CrossLife Church	Water Supply and Sanitary Sewerage	III.C.7-8
Public Hearing Transcript	A-5	18	Jose Castro, Representative of CrossLife Church	Water Supply and Sanitary Sewerage	III.C.7-9
Public Hearing Transcript	A-5	19	Jose Castro, Representative of CrossLife Church	Construction	III.C.14-6
Public Hearing Transcript	A-5	20	Jose Castro, Representative of CrossLife Church	Comments Regarding DEIS Project	III.C.1B-15
Public Hearing Transcript	A-5	21	Jose Castro, Representative of CrossLife Church	Comments Regarding DEIS Project	III.C.1B-16

<u>COMMENT DOCUMENT/APPENDIX/KEY</u>			<u>COMMENTER</u>	<u>FEIS RESPONSE SUBSECTION</u>	<u>FEIS COMMENT RESPONSE NUMBER</u>
Memorandum	A-6	1	Civil Design Works, LLC, Glenn Mccreedy, P.E.	Soils, Topography & Steep Slopes	III.C.4-1
Memorandum	A-6	2	Civil Design Works, LLC, Glenn Mccreedy, P.E.	Soils, Topography & Steep Slopes	III.C.4-2
Memorandum	A-6	3	Civil Design Works, LLC, Glenn Mccreedy, P.E.	Soils, Topography & Steep Slopes	III.C.4-3
Memorandum	A-6	4	Civil Design Works, LLC, Glenn Mccreedy, P.E.	Soils, Topography & Steep Slopes	III.C.4-4
Memorandum	A-6	5	Civil Design Works, LLC, Glenn Mccreedy, P.E.	Soils, Topography & Steep Slopes	III.C.4-5
Memorandum	A-6	6	Civil Design Works, LLC, Glenn Mccreedy, P.E.	Soils, Topography & Steep Slopes	III.C.4-6
Memorandum	A-6	7	Civil Design Works, LLC, Glenn Mccreedy, P.E.	Stormwater Management	III.C.6-1
Memorandum	A-6	8	Civil Design Works, LLC, Glenn Mccreedy, P.E.	Stormwater Management	III.C.6-2
Memorandum	A-6	9	Civil Design Works, LLC, Glenn Mccreedy, P.E.	Stormwater Management	III.C.6-3
Memorandum	A-6	10	Civil Design Works, LLC, Glenn Mccreedy, P.E.	Stormwater Management	III.C.6-4

<u>COMMENT DOCUMENT/APPENDIX/KEY</u>			<u>COMMENTER</u>	<u>FEIS RESPONSE SUBSECTION</u>	<u>FEIS COMMENT RESPONSE NUMBER</u>
Memorandum	A-6	11	Civil Design Works, LLC, Glenn Mccreedy, P.E.	Stormwater Management	III.C.6-5
Memorandum	A-6	12	Civil Design Works, LLC, Glenn Mccreedy, P.E.	Stormwater Management	III.C.6-6
Memorandum	A-6	13	Civil Design Works, LLC, Glenn Mccreedy, P.E.	Stormwater Management	III.C.6-7
Memorandum	A-6	14	Civil Design Works, LLC, Glenn Mccreedy, P.E.	Stormwater Management	III.C.6-8
Memorandum	A-6	15	Civil Design Works, LLC, Glenn Mccreedy, P.E.	Stormwater Management	III.C.6-9
Memorandum	A-6	16	Civil Design Works, LLC, Glenn Mccreedy, P.E.	Stormwater Management	III.C.6-10
Memorandum	A-6	17	Civil Design Works, LLC, Glenn Mccreedy, P.E.	Stormwater Management	III.C.6-11
Memorandum	A-6	18	Civil Design Works, LLC, Glenn Mccreedy, P.E.	Stormwater Management	III.C.6-12
Memorandum	A-6	19	Civil Design Works, LLC, Glenn Mccreedy, P.E.	Stormwater Management	III.C.6-13
Memorandum	A-6	20	Civil Design Works, LLC, Glenn Mccreedy, P.E.	Water Supply and Sanitary Sewerage	III.C.7-1

<u>COMMENT DOCUMENT/APPENDIX/KEY</u>			<u>COMMENTS</u>	<u>FEIS RESPONSE SUBSECTION</u>	<u>FEIS COMMENT RESPONSE NUMBER</u>
Memorandum	A-6	21	Civil Design Works, LLC, Glenn Mccreedy, P.E.	Water Supply and Sanitary Sewerage	III.C.7-2
Memorandum	A-6	22	Civil Design Works, LLC, Glenn Mccreedy, P.E.	Water Supply and Sanitary Sewerage	III.C.7-3
Memorandum	A-6	23	Civil Design Works, LLC, Glenn Mccreedy, P.E.	Water Supply and Sanitary Sewerage	III.C.7-4
Memorandum	A-6	24	Civil Design Works, LLC, Glenn Mccreedy, P.E.	Water Supply and Sanitary Sewerage	III.C.7-5
Memorandum	A-6	25	Civil Design Works, LLC, Glenn Mccreedy, P.E.	Water Supply and Sanitary Sewerage	III.C.7-6
Memorandum	A-6	26	Civil Design Works, LLC, Glenn Mccreedy, P.E.	Water Supply and Sanitary Sewerage	III.C.7-7
Memorandum	A-6	27	Civil Design Works, LLC, Glenn Mccreedy, P.E.	Construction	III.C.14-1
Memorandum	A-6	28	Civil Design Works, LLC, Glenn Mccreedy, P.E.	Construction	III.C.14-2
Memorandum	A-6	29	Civil Design Works, LLC, Glenn Mccreedy, P.E.	Construction	III.C.14-3
Memorandum	A-6	30	Civil Design Works, LLC, Glenn Mccreedy, P.E.	Construction	III.C.14-4

<u>COMMENT DOCUMENT/APPENDIX/KEY</u>			<u>COMMENTS</u>	<u>FEIS RESPONSE SUBSECTION</u>	<u>FEIS COMMENT RESPONSE NUMBER</u>
Memorandum	A-7	1	LaBella, Starke W. Hipp, PE, and Frank A. Filicotto, PE	Traffic, Transportation, and Parking	III.C.9-3
Memorandum	A-7	2	LaBella, Starke W. Hipp, PE, and Frank A. Filicotto, PE	Traffic, Transportation, and Parking	III.C.9-4
Memorandum	A-7	3	LaBella, Starke W. Hipp, PE, and Frank A. Filicotto, PE	Traffic, Transportation, and Parking	III.C.9-5
Memorandum	A-7	4	LaBella, Starke W. Hipp, PE, and Frank A. Filicotto, PE	Traffic, Transportation, and Parking	III.C.9-6
Memorandum	A-7	5	LaBella, Starke W. Hipp, PE, and Frank A. Filicotto, PE	Traffic, Transportation, and Parking	III.C.9-7
Memorandum	A-7	6	LaBella, Starke W. Hipp, PE, and Frank A. Filicotto, PE	Traffic, Transportation, and Parking	III.C.9-8
Memorandum	A-7	7	LaBella, Starke W. Hipp, PE, and Frank A. Filicotto, PE	Traffic, Transportation, and Parking	III.C.9-9
Memorandum	A-7	8	LaBella, Starke W. Hipp, PE, and Frank A. Filicotto, PE	Traffic, Transportation, and Parking	III.C.9-10
Memorandum	A-7	9	LaBella, Starke W. Hipp, PE, and Frank A. Filicotto, PE	Traffic, Transportation, and Parking	III.C.9-11
Memorandum	A-7	10	LaBella, Starke W. Hipp, PE, and Frank A. Filicotto, PE	Traffic, Transportation, and Parking	III.C.9-12

<u>COMMENT DOCUMENT/APPENDIX/KEY</u>			<u>COMMENTS</u>	<u>FEIS RESPONSE SUBSECTION</u>	<u>FEIS COMMENT RESPONSE NUMBER</u>
Memorandum	A-7	11	LaBella, Starke W. Hipp, PE, and Frank A. Filicotto, PE	Traffic, Transportation, and Parking	III.C.9-13
Memorandum	A-7	12	LaBella, Starke W. Hipp, PE, and Frank A. Filicotto, PE	Traffic, Transportation, and Parking	III.C.9-14
Memorandum	A-7	13	LaBella, Starke W. Hipp, PE, and Frank A. Filicotto, PE	Traffic, Transportation, and Parking	III.C.9-15
Memorandum	A-7	14	LaBella, Starke W. Hipp, PE, and Frank A. Filicotto, PE	Traffic, Transportation, and Parking	III.C.9-16
Memorandum	A-7	15	LaBella, Starke W. Hipp, PE, and Frank A. Filicotto, PE	Traffic, Transportation, and Parking	III.C.9-17
Memorandum	A-7	16	LaBella, Starke W. Hipp, PE, and Frank A. Filicotto, PE	Traffic, Transportation, and Parking	III.C.9-18
Memorandum	A-7	17	LaBella, Starke W. Hipp, PE, and Frank A. Filicotto, PE	Traffic, Transportation, and Parking	III.C.9-19
Memorandum	A-8	1	LaBella, Starke W. Hipp, PE, and Frank A. Filicotto, PE	Traffic, Transportation, and Parking	III.C.9-21
Memorandum	A-8	2	LaBella, Starke W. Hipp, PE, and Frank A. Filicotto, PE	Traffic, Transportation, and Parking	III.C.9-22

<u>COMMENT DOCUMENT/APPENDIX/KEY</u>			<u>COMMENTER</u>	<u>FEIS RESPONSE SUBSECTION</u>	<u>FEIS COMMENT RESPONSE NUMBER</u>
Memorandum	A-8	3	LaBella, Starke W. Hipp, PE, and Frank A. Filicotto, PE	Traffic, Transportation, and Parking	III.C.9-23
Memorandum	A-8	4	LaBella, Starke W. Hipp, PE, and Frank A. Filicotto, PE	Traffic, Transportation, and Parking	III.C.9-24