

STATE OF NEW YORK : COUNTY OF ROCKLAND
TOWN OF STONY POINT : PLANNING BOARD

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IN THE MATTER
OF
EAGLE BAY

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Town of Stony Point
RHO Building
5 Clubhouse Lane
Stony Point, New York
March 25, 2021
7:08 p.m.
(via Zoom)

BEFORE :

THOMAS GUBITOSA, CHAIRMAN
KERRI ALESSI, BOARD MEMBER
MICHAEL FERGUSON, BOARD MEMBER
ERIC JASLOW, BOARD MEMBER
MARK JOHNSON, BOARD MEMBER
EUGENE KRAESE, BOARD MEMBER
JERRY ROGERS, BOARD MEMBER

ROCKLAND & ORANGE REPORTING
2 Congers Road, Suite 2
New City, New York 10956
(845) 634-4200

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CHAIRMAN GUBITOSA: Next item on the agenda is Eagle Bay, and this is the site plan review. Just continuation from what we talked about last week. And this one, Dave, what were we going over this one? The traffic and the sewer?

MR. ZIGLER: Well, I have, I have Shea on just in case you wanted any questions on, had any questions on that fishing pier. I know how that kind of caught you in a rush. So if you have any questions for Shea, he's on. And then if you don't, we could, we could let him go.

And then we also have Mark and Auris on. They changed the west side of the building, if you want to take a look at that. So that's kind of two items that you looked at last month, and I wasn't too sure if you wanted to get an update on them.

CHAIRMAN GUBITOSA: Yeah, let's -- if the Board doesn't mind, let's get an update on the two items that you talked about. That would be great. And then we can go from

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2 there.

3 MR. ZIGLER: All right. So first would
4 be Shea.

5 CHAIRMAN GUBITOSA: All right. And this
6 is, this is with the pier, right?

7 MR. ZIGLER: I think, yeah. Because it
8 looked like you guys might have had a little
9 more questions on the fishing pier, and where
10 the permits, where the permits are right now
11 for the riprap.

12 CHAIRMAN GUBITOSA: All right, good.
13 All right, where is he?

14 MR. THORVALDSEN: Hi, everybody. I'm
15 Shea Thorvaldsen, here from TMS to give you
16 guys an update on the pier and the riprap.

17 In the past couple weeks, we've been
18 corresponding with the Army Corps and the DEC
19 with regards to several open items, one of
20 which was the SHPO review. The second of
21 which is the NMFS, which is National Marines
22 Fisheries' review. And the third of which is
23 NOAA, which is also a fisheries review, for
24 US fish and wildlife.

25 With regards to three specific subjects.

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Subject number one is a moratorium on construction in the river for the pier and for the riprap. A moratorium on construction due to the bald eagles' nests. And a moratorium in the river due to sturgeon and/or winter flounder.

So where we're at right now is two things the Army Corps has pressed on, as well as DEC, that we've been, we've needed to wrap into our planning, strategic planning. One is that construction looks like it will only be allowed in the water, meaning pile driving in the water, in September and October of next year. And that's at no other in water work. So it necessitates that we do the pile driving for the pier and the work behind the bulkhead in that period.

The second thing that they've insisted on, and what we've been unable to move the dial on is we started off with an eight-foot wide public pier. We've been continuing to respond to their comments and questions about the reason for an eight-foot wide pier. And they are continuing to push us to make it

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2 four-foot wide simply because there's SAV,
3 submerged aquatic vegetation right underneath
4 where that is.

5 Subsequent to that, we've taken six or
6 eight historic photos, historic SAV, and
7 historic marina photos as to where the pier
8 is located compared to the existing floating
9 docks. We've resubmitted that, requested
10 again an eight-foot wide pier. And they have
11 taken that comment and submitted it back to
12 the consulting agencies, meaning NOAA and
13 NMFS for protection of fisheries and SAV.

14 The DEC in the same vein pushed back on
15 us working in the water. So that season is
16 going to be limited from September to
17 October. As well as the limitation on the
18 width of the pier being eight-foot wide. We
19 have just gotten a pier with, approved in
20 Upper Nyack at 6.5-foot wide. And we are now
21 in the process of discussing with the DEC
22 whether a 6.5 or an eight-foot wide pier is
23 more appropriate for a public pier here. So
24 both of those items are still in consultation
25 with the agencies.

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2 And that's it. We've got everything
3 else cleared. We had the clearance for,
4 obviously, the endangered species, for bald
5 eagles. We've set the season for that work.
6 And again, we're waiting -- the SHPO
7 information has been submitted to, through
8 the CRIS system, which is the state system.

9 And we are waiting for the Army Corps of
10 Engineers to finish their Section 106
11 process, which is the historical review
12 process. And their jurisdiction for that
13 will be for the bulkhead out. And we're
14 waiting for the DEC to continue with their
15 review on the upland portion of the review
16 process, and take comments from the
17 consulting parties.

18 And that brings everybody up to date.
19 We do have samples of the light fixtures, the
20 decking, and the railings sitting in our
21 office that we can deliver for review to
22 Stony Point, I assume to the Building
23 Department, if that is so desired.

24 CHAIRMAN GUBITOSA: Right. And I think
25 that -- and I, and I did talk to Dan, the

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2 Chairman of the ARB. And he said next month
3 that they're going to get together to start
4 finishing up on just some of the items that
5 are still on hold.

6 MR. THORVALDSEN: Okay.

7 CHAIRMAN GUBITOSA: Which is good.

8 John, John O'Rourke, I know you got to go at
9 7:30. Do you have any questions with the
10 pier before you have to run out?

11 MR. O'ROURKE: No. We just got to get
12 that resolved before it's final for the site
13 plan, so we have everything on the one plan.
14 But other than that, we're all good with the
15 pier.

16 CHAIRMAN GUBITOSA: All right. All
17 right, I'll go to go Board. The Board have
18 any questions for Shea with the, with the
19 pier right now?

20 BOARD MEMBER ROGERS: Well, not so much
21 for Shea, but maybe for John. At the last
22 workshop, we were talking about whether the
23 decking was concrete or wood.

24 CHAIRMAN GUBITOSA: Right.

25 BOARD MEMBER ROGERS: And there seemed

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2 to be some question about which was correct
3 and which wasn't. Is there any update on
4 that?

5 MR. O'ROURKE: Unfortunately, at this
6 time, no. There was some concrete. And I
7 see, I thought I saw Bill on the line.

8 CHAIRMAN GUBITOSA: I did see him.

9 MR. O'ROURKE: Yeah. So there was
10 discussion with what the decking was going to
11 be. Initially, Bill had wanted the concrete,
12 I guess laminated. And right now, I think
13 they're just proposing wood, if I'm correct.
14 So that still needs to be resolved as part of
15 the final.

16 CHAIRMAN GUBITOSA: All right.

17 BOARD MEMBER ROGERS: Okay. Thanks,
18 John.

19 BOARD MEMBER JASLOW: I have a question,
20 Tom.

21 CHAIRMAN GUBITOSA: Go ahead, Eric.

22 BOARD MEMBER JASLOW: Who's going to be
23 responsible for the maintenance of the pier?

24 MR. THORVALDSEN: Maintenance will be
25 vested in Eagle Bay, and the crews that run

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2 that is not subject to the park.

3 BOARD MEMBER JASLOW: Thank you.

4 CHAIRMAN GUBITOSA: All right. Do we --
5 Dave or Steve, I don't know, do we make that
6 a map note? Or is that something in the,
7 something else for the, for the maintenance
8 of the pier?

9 MR. ZIGLER: That's, that's going to be
10 in the agreement that's being drafted by Amy
11 and Steve right now.

12 CHAIRMAN GUBITOSA: Okay.

13 MR. ZIGLER: It will probably be a
14 reference on the map to a, some kind of
15 covenant filed, or resolution.

16 CHAIRMAN GUBITOSA: Okay. I got you.
17 So Shea, so basically, it's the Army Corps
18 and the DEC that are, like, I guess giving
19 you the requirements or things that have to
20 be done with the, with the pier.

21 MR. THORVALDSEN: Correct. We're on the
22 last little pieces. It's really --

23 CHAIRMAN GUBITOSA: All right.

24 MR. THORVALDSEN: It's really now the
25 width and the SHPO stuff that's holding us

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2 for the last piece here.

3 CHAIRMAN GUBITOSA: Okay. Thank you.
4 Go ahead, Gene. Go ahead, Gene.

5 BOARD MEMBER KRAESE: I really would
6 like to see some kind of writing or decision
7 from the Army Corps of Engineers stating why
8 they want it less than eight feet wide. It
9 doesn't make sense if all the marinas up and
10 down the Hudson Valley have floating docks
11 that -- some of them are ten and twelve feet
12 wide. Why at this point are they restricting
13 that to such a small -- I mean, four feet,
14 six and a half feet. I mean, four feet wide,
15 you might as not even build it. It's, it
16 doesn't even make sense. Unless it goes to a
17 floating, unless we go to a floating pier,
18 which at this point they allow up to ten and
19 twelve feet wide. That's just one, one
20 observation I made.

21 And I agree with Jerry. We have to find
22 out what that deck's going to actually be
23 constructed of.

24 And I think somewhere along the line,
25 not only with this pier, but with the

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underpass and a couple of other issues that are going to come up with the site plan, that we have to have a formal way to make sure that we know who's going to be responsible for the maintenance and upkeep, a.k.a. snow plowing, replacement of landscaping, maintenance of the fishing pier, maintenance of the walkway, whether it be this owner or applicant or future owners. So I think somewhere along the line we're going to have to have some, one piece of paper we can look at that will kind of guide us that, who's in charge of what.

MS. MELE: If I may, Steve and I --

BOARD MEMBER KRAESE: A letter of rejection from the Army Corps of Engineers, what was that about? I made notes, but I don't remember it.

MR. THORVALDSEN: So the Army Corps of Engineers and the DEC have both issued multiple, what they call notices of incomplete, or notices of objection --

CHAIRMAN GUBITOSA: Right.

MR. THORVALDSEN: -- with regards to

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certain portions of the pier. We can put that in a binder and get that over through Amy to the Board with all the information so you could see the, the actual federal and state judgment on the, on the original designs.

BOARD MEMBER KRAESE: I think the Board would be inclined to kind of review that. If not us, then Max or John.

MR. HONAN: Just while we're on that subject, Shea, do you know if one of those notices of objection had to do with the shade covering that was initially proposed for the pier?

MR. THORVALDSEN: You mean the gondola or the canopy?

MR. HONAN: Yeah. It was some kind of covering so people using the shade --

MR. THORVALDSEN: Yeah. Army Corps of Engineers didn't specifically object to that. The DEC did. But it was not necessary as a water dependent use, in that the size of the, the area didn't justify its location in an environmentally sensitive spot.

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MR. LOCKMAN: Shea, am I correct in that the State's reasoning for having differing standards for pier width versus float width is that the piers are there permanently, 365 days a year, and the floats will presumably be taken out half the year?

MR. THORVALDSEN: So there's a lot of, there's a lot of arguments about this now currently, and it has been for several years. Inherently, floatings docks now are limited to four-foot wide. And you have to get special dispensation to make a floating dock wider than four-foot wide. 90 percent of the time, that's based on the stability calculation, you know, floating calculation, and that matter.

From a commercial dock standpoint, they will not let you go wider than eight-foot almost anywhere anymore north of the George Washington Bridge. And that's been in restricted declaration for two or three years now.

The difference between the fixed pier and a floating dock is the floating docks,

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you're actually, they find more detrimental to submerged vegetation and habitat, if the docks start to bottom out on the bottom and wash along that. So it kills portions of that. And it also disrupts fish habitat in, you know, areas where there's foraging.

Piers are better in the fact that they reduce shading. They're higher, they allow more light underneath. However, they've been limiting that to, you know, six and eight-foot wide simply because of the -- in the areas where there is submerged aquatic vegetation, the wider the pier, the less the vegetation will grow.

The studies from the Army Corps and from the DEC are fairly clear on that, and they've been pushing this agenda for a couple years now to make sure that they maintain widths. They've gone so far as to actually take satellite photos and use that data on the existing docks around, up and down the Hudson to rebuke any other owners that want to go wider. And they've been approving smaller and smaller docks years after year here. So

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2 inherently, it's because in this location,
3 submerged aquatic vegetation, sturgeon
4 habitat, flounder habitat, and it's actually
5 a fairly robust ecosystem, so they're
6 protecting this more than anything else.

7 MR. LOCKMAN: Thank you.

8 CHAIRMAN GUBITOSA: All right, thanks.
9 All right. Anyone else have any other
10 questions on the pier?

11 BOARD MEMBER KRAESE: Tom, I hate to say
12 this, but I'm not happy with his answer. I
13 hope we see something in writing. I, you
14 know.

15 CHAIRMAN GUBITOSA: From the D --

16 BOARD MEMBER KRAESE: I mean, from being
17 in the business years ago, and the world has
18 changed, I understand that. But I mean, they
19 seem to be dictating so -- the Army Corps is
20 dictating so much that, you know, it almost,
21 it gets to the point you don't even want to
22 build.

23 CHAIRMAN GUBITOSA: All right. So,
24 like --

25 BOARD MEMBER KRAESE: Unless it's a

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four-foot wide -- a four-foot wide fishing dock is, come on, that's ridiculous. You know. Not to put a canopy over the end. I just don't understand where they're coming from. I just, I personally just find it hard to believe. I'm not saying it's not true. But I would like to see some documentations to the Board.

CHAIRMAN GUBITOSA: Yeah.

MR. THORVALDSEN: I just emailed it to Amy, and Amy should be able to forward it to you. It's pretty clear from them.

BOARD MEMBER KRAESE: Thank you.

CHAIRMAN GUBITOSA: All right, thanks. Thanks, Amy. Thanks, Shea. Thanks, Gene. Yeah, you're right. As long as, if we see something from the Army Corps and the DEC, you know, they're the ones that are, you know, looking at all of this in the water. So we need, we need something from them, something in writing that's I guess guiding them or telling us what they're doing. I agree.

MR. HAGER: Is there any accessibility

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2 issues with the width of that? Can you hear
3 me?

4 MR. THORVALDSEN: There is a significant
5 accessibility issue, which is why we've
6 pushed back so hard. And we've put enough
7 data in to prove that even eight-foot, when
8 you talk about benches or people standing
9 around, that that gets a little tight, which
10 is why we continue to maintain the eight-foot
11 discussion with them. At six-foot-five wide,
12 it's technically the absolute minimum we can
13 do if you want to pass two wheelchairs --

14 CHAIRMAN GUBITOSA: Right.

15 MR. THORVALDSEN: -- didn't have an
16 attendant. So that's, and that's the route
17 of our argument with the Army Corps, that if
18 you're going to insist on something smaller
19 than that, then you're talking about ADA
20 accessibility guidelines that are going to be
21 violated. And at that point, everybody's
22 right. It's worth, it's not even worth
23 building it at that point.

24 CHAIRMAN GUBITOSA: All right. Yeah.
25 John, John Hager, that was you commenting

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2 before, right?

3 MR. HAGER: Yes.

4 CHAIRMAN GUBITOSA: All right, good.

5 Thanks, John.

6 MR. HAGER: You're welcome.

7 CHAIRMAN GUBITOSA: All right. I guess,
8 Gene, once we get that documentation, we can
9 at least, we can review it and see if there's
10 something, if we have to reach out or --
11 thanks. Dave, what was the other thing you
12 said you have?

13 MR. ZIGLER: Mark, Mark and Auris have
14 the west side of the buildings. They revised
15 it and would like to show it to you.

16 CHAIRMAN GUBITOSA: No, that would be
17 good, because I know that was a big point
18 that we talked about on, at the workshop. So
19 if they could show that, that would be great.

20 MR. ZIGLER: You're up, Mark.

21 MR. O'ROURKE: And Tom, this is probably
22 a good time for me to bow out. So John
23 Queenan will be here to answer any questions.
24 But I think for the rest of the presentation,
25 it's mostly for the Board. So I think we're

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2 going to leave it.

3 CHAIRMAN GUBITOSA: Right. All right,
4 good. Thanks, John.

5 MR. O'ROURKE: Good luck tonight. Thank
6 you.

7 CHAIRMAN GUBITOSA: Go ahead, Mark.

8 MR. SCHULMAN: Hi, folks. Auris is
9 going to share his screen. And we can show
10 you based on the meeting we had last week, or
11 workshop, there was some concern about the
12 west elevation of the buildings. So we have
13 developed an alternate design. Can we get
14 permission to --

15 CHAIRMAN GUBITOSA: Steve, who do you
16 have to give permission to? Auri, is that
17 who?

18 MR. SCHULMAN: Auris, yeah.

19 CHAIRMAN GUBITOSA: Auris. I'm sorry, I
20 just saw -- okay, Auris.

21 MR. SCHULMAN: Yeah. A-U-R-I-S.

22 CHAIRMAN GUBITOSA: I see that. My --
23 his S got cut off when I was on the other
24 screen.

25 MR. SCHULMAN: Okay.

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2 CHAIRMAN GUBITOSA: I think Steve's
3 going to give you access.

4 MR. SCHULMAN: All right. Thank you.

5 CHAIRMAN GUBITOSA: All right. Steve,
6 you see Auris, right? I see him over there.
7 Oh, there it is. Thank you. Got you.

8 MR. SCHULMAN: Okay. All right. So if
9 we -- all right. So right now, this was the
10 current building configuration and design.

11 CHAIRMAN GUBITOSA: Right.

12 MR. SCHULMAN: And again, just a real
13 quick history. So this is on the west side
14 of the building, faces the tracks, and faces
15 the neighbors on the other side of the
16 tracks. And there was concern that there
17 was, I guess the elevation, a little bland.
18 Obviously, we're trying to minimize, we've
19 got some sound attenuation issues that we're
20 trying to deal with. And we have -- the only
21 windows up there are in the center of that
22 space that are for the, the exit stair that
23 comes down and exits out onto the sidewalk on
24 that location.

25 So that's, that's where we came from.

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2 And now we, we'll show you what we tried to
3 do here.

4 So essentially what we tried to do is
5 break up that massing a little bit. And I
6 think, very simply, we're trying to take some
7 of the bricks, some of the accent brick that
8 we're using on the, on that north to south
9 elevations. We're wrapping that around on
10 that west elevation, help break up that
11 massing somewhat.

12 Again, store more windows, we've slid
13 the banner centered in that, sort of that
14 base facing to the right. And again, we're
15 maintaining that larger, heavier stone base,
16 but we're bringing that brick all the way
17 down to, basically down to sidewalk.

18 So this is, this is void of any
19 landscaping. We're not showing that right
20 now because this is really about
21 architecture. But again, we've got a coping
22 and a rail on the top that copies the same
23 detail around on that, on that south
24 elevation as well.

25 So we think it's an improvement. We

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2 think it looks better. I'm curious to get
3 some feedback from you all.

4 CHAIRMAN GUBITOSA: All right. The
5 Board, Gene, I know you had, you and I know
6 Mark had some questions over there.

7 BOARD MEMBER KRAESE: Well, the only
8 question I had, and they've kind of addressed
9 it, and I'm kind of liking what I see, I just
10 didn't like the fact that the four buildings
11 from the people, whoever they may be or
12 wherever they may be, would be looking at a
13 drab wall. But this is definitely an
14 improvement. I know we had a comment from
15 some resident that said they should put some
16 pictures of ships or whatever on there, but
17 that's, that will fade away. This is a more
18 permanent, eye pleasing, I would call it. So
19 I'm satisfied with that.

20 CHAIRMAN GUBITOSA: All right. Mark,
21 that brick is the same as the one in front,
22 correct? The one that's --

23 MR. SCHULMAN: That's correct.

24 CHAIRMAN GUBITOSA: Right.

25 MR. SCHULMAN: That's correct.

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2 CHAIRMAN GUBITOSA: The same as that one
3 there.

4 MR. SCHULMAN: Yes, that's correct. And
5 I'll show you. So the buildings have
6 different colors and different accent brick.

7 CHAIRMAN GUBITOSA: Oh, okay, yeah.

8 MR. SCHULMAN: We'll just show you the
9 other building as well.

10 CHAIRMAN GUBITOSA: No, that would be
11 great. Thank you.

12 MR. SCHULMAN: So, that was the other
13 buildings got the lighter gray, dark gray.
14 Then it's got a much richer, almost a cherry
15 red. It's a little bit hard to see in this
16 detail. But again, we've gone through all
17 these colors with the ARB. So this is the
18 alternate side. So it's not the same on
19 every building.

20 CHAIRMAN GUBITOSA: All right. I know
21 it looks -- yeah, Gene's right. It looks a
22 lot more eye pleasing than what we've seen
23 before.

24 MR. SCHULMAN: Yeah, I -- you know what,
25 I think it was a good call. And I think the

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2 building has improved with the, with the
3 change.

4 CHAIRMAN GUBITOSA: All right. What
5 does the rest of the Board think? Mark, I
6 know you had, you had some questions, too.

7 BOARD MEMBER JOHNSON: I think that's
8 much better.

9 CHAIRMAN GUBITOSA: Yeah.

10 BOARD MEMBER JOHNSON: I mean, it adds a
11 little depth to it. I mean, before, it
12 almost looked institutional.

13 CHAIRMAN GUBITOSA: Yeah.

14 BOARD MEMBER JOHNSON: But it's got much
15 more, much more depth and character to it
16 now.

17 CHAIRMAN GUBITOSA: No, I think you are
18 correct.

19 BOARD MEMBER ALESSI: I agree, I think
20 it's an improvement.

21 BOARD MEMBER ROGERS: Yeah, definitely
22 looks good.

23 CHAIRMAN GUBITOSA: And it looks a lot
24 better. Now, Mark, the windows, they're not
25 the one -- they're going to be reflective,

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2 right, that you can see out but not in? I'm
3 just wondering. It's not a big deal, but.

4 MR. SCHULMAN: Yeah. It's a stairwell.

5 CHAIRMAN GUBITOSA: Okay.

6 MR. SCHULMAN: So we don't expect to
7 have anybody, any occupants in there. I
8 think more than anything it might make sense
9 to have a little bit of reflectivity there
10 just so that we don't get a lot of solar gain
11 on that side, on the, you know, on the west.
12 But honestly, I don't -- yeah. I think there
13 will be enough -- it's not a large space.
14 It's a stairwell.

15 CHAIRMAN GUBITOSA: Yeah. No, that's
16 it. It's a lot better than what it was.
17 Yeah.

18 MR. SCHULMAN: Good, good.

19 CHAIRMAN GUBITOSA: Thank you.

20 MR. SCHULMAN: Yeah. And then let's
21 see, what else. We also, I think the other
22 comment is that there was a request for a
23 couple more ground signs. That came out of
24 that meeting as well and --

25 CHAIRMAN GUBITOSA: Yeah, I think to

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2 direct people, like, to the, I think it was,
3 like, to the eagles or where the, I guess
4 people pulling in could go.

5 MR. SCHULMAN: Yeah. And it was coming
6 in. So as you come in under the tunnel
7 there, so we've added a ground sign there.

8 CHAIRMAN GUBITOSA: Right.

9 MR. SCHULMAN: 2B. And that gives
10 people direction on, on which way to go. It
11 was even some, there was some -- yeah. So as
12 you come in, again, off to the -- so we, it
13 was river port before. We've changed the
14 name to riverfront. Yeah, I think it's, I
15 think it's better. Riverfront, marina, pier,
16 and then the observation deck to the left,
17 which takes us over to the, that deck on the
18 north side.

19 CHAIRMAN GUBITOSA: Okay.

20 MR. SCHULMAN: And I think, and quite
21 frankly, I think as we get out there and look
22 around, and if it, you know, again, may be
23 determined down the road that hey, we really
24 could use another sign over here to get
25 people from -- you know, we have almost a

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quarter mile of riverfront there. And it's a, it's a large site, so. I think the concept of what we have here in terms of how we're handling way finding signage is good. And if we need to add another couple here or there down the road, I think, you know, at least we have that, we have the structure for that.

CHAIRMAN GUBITOSA: Oh, good. Thank you. All right. How about the other -- anyone else from the Board or both -- well, I got three Johns. So I'll go John Hager, the Building Inspector. John, any comments on this?

MR. HAGER: On the signs, no.

CHAIRMAN GUBITOSA: All right. How about -- and the, I'll go to Jonathan, too. You're all right with -- I know Max was a big deal with the signs, so.

MR. LOCKMAN: You know, I don't, I don't know what, you know, whether Max, I can't speak for him. But I don't have any comments.

CHAIRMAN GUBITOSA: Yeah, on this one is

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2 good. All right. Eric, Mike, you guys,
3 everything look good from what we went
4 through on the workshop?

5 BOARD MEMBER JASLOW: Looks a lot
6 better.

7 BOARD MEMBER FERGUSON: Yes, the
8 structure does.

9 CHAIRMAN GUBITOSA: Oh, good. All
10 right, good. It looks good, Dave.

11 MR. ZIGLER: I don't know. Did you want
12 to see the commercial building? Because
13 there was changes done to that after the ARB
14 because of the ARB comments.

15 CHAIRMAN GUBITOSA: Yeah, let's see
16 that, let's see that, too.

17 MR. SCHULMAN: That did not change since
18 the workshop last week.

19 CHAIRMAN GUBITOSA: Didn't change since
20 the workshop, okay.

21 MR. SCHULMAN: No, no. That -- but
22 there were, there were significant changes
23 from the original design through our process
24 with the ARB, just for clarification, so.
25 And those were incorporated into what was

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presented last week. But we're happy to show you what we had before and what we came up with. You can, you know, you can see for yourself what the modifications were. It's up to you.

CHAIRMAN GUBITOSA: Yeah, show them.

Let's just refresh our memories. It's always good.

MR. SCHULMAN: Okay. Do you want to -- yeah. Do you want to see the before or --

CHAIRMAN GUBITOSA: Let's see the before and then we'll see the after.

MR. SCHULMAN: All right. So this initial design, so again, we were sort of contrasting, again, a sort of a warehouse type structure and warming it up with a, with a, what was a sort of a wood siding. But I think the Board reacted negatively to essentially what is a corrugated metal facade. It's very, you know, it's very contemporary and used quite a bit these days. But wasn't something that they liked. So they asked us to go back and take a look at essentially a material change on that. And

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2 when we did that, Auris can show the revised,
3 the revised scheme. So essentially --

4 CHAIRMAN GUBITOSA: Much better.

5 MR. SCHULMAN: Yeah, yeah. And that's,
6 again, that's what we presented last week.

7 But that is --

8 CHAIRMAN GUBITOSA: Right, right. Okay,
9 good.

10 MR. SCHULMAN: Yeah, a little bit more
11 refined.

12 CHAIRMAN GUBITOSA: No, I think -- yeah,
13 from the workshop and with these revised, it
14 looks a lot cleaner, a lot more eye pleasing.
15 Yeah, that's good. Thank you.

16 MR. SCHULMAN: Yeah, sure.

17 CHAIRMAN GUBITOSA: All right, thanks.
18 Dave, what's, what do you have next?

19 MR. ZIGLER: Ron, traffic.

20 CHAIRMAN GUBITOSA: Yeah.

21 MR. ZIGLER: Ron's out there, I seen
22 him.

23 MR. RIEMAN: Hi, Dave. I'm here.

24 MR. ZIGLER: All right. I guess you
25 want to put up the intersection.

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2 MR. RIEMAN: Oh, that's -- I wasn't
3 prepared to put the intersection up. Talking
4 about the signal?

5 MR. ZIGLER: We, we have it.

6 MR. RIEMAN: Okay, good.

7 MR. ZIGLER: Somewhere.

8 MR. RIEMAN: Yeah, it's Page 290 of the
9 FEIS, if that helps.

10 MR. ZIGLER: Yeah, I keep missing it.
11 It's right there. All right. Steve, can we
12 share? Can we -- can you see that,
13 Mr. Chairman?

14 MR. HONAN: Yes, we can.

15 MR. ZIGLER: All right. There you go,
16 Ron.

17 MR. RIEMAN: All right, Dave. Thanks.
18 I know Dave has, you know, probably discussed
19 this at some of the workshops and past
20 meetings. But I guess one of the big
21 concerns that, you know, the Board had was
22 the operation of this intersection with the
23 overpass.

24 And while it's not a, quote, you know,
25 capacity problem with traffic, it's more kind

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of a safety issue. So in conjunction with, you know, a review with your, you know, traffic engineers and discussions with the County, we came up with this conceptual design plan to signalize the offset intersections, and that will help with the narrowness of the bridge and improve safety.

So I think that's pretty much it in a nutshell. And like I said, I know this has been discussed by Dave with you guys before. And I think this was, like, the last piece of a puzzle. And it made its way into the findings that the applicant, you know, will be, you know, installing a traffic signal at this location.

CHAIRMAN GUBITOSA: Sorry, I was on mute. So the County's been looking at this, too, right, correct?

MR. RIEMAN: Yes.

CHAIRMAN GUBITOSA: Does the -- now, where is the, the light? I'm just, I'm trying to --

MR. RIEMAN: Yes. It's where the arrows are. You have a light at the --

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2 CHAIRMAN GUBITOSA: Oh, okay.

3 MR. RIEMAN: So it's going to be a set
4 of, series of two lights. They're going to
5 operate off set at the intersection of
6 Hudson, Beach, and Tomkins to the east. And
7 then the intersection to the west, I think
8 that's Depot Place. So on either side of the
9 overpass.

10 CHAIRMAN GUBITOSA: All right. I got it
11 now.

12 MR. RIEMAN: And we've all been through,
13 you know, some of these one way underpasses
14 where there's signals on either end. And you
15 know, instead of stop control, where everyone
16 is, one car goes, another car, you know,
17 proceeds each direction, this is more
18 controlled, obviously. And also considering
19 that there's, you know, a couple of side
20 streets there, you know, Depot Plaza.

21 CHAIRMAN GUBITOSA: I got you. All
22 right. I know the Board had some questions.
23 I'll let them ask. Gene, Mark, I know you
24 guys had questions on this.

25 BOARD MEMBER KRAESE: If no one else is

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2 going to speak up.

3 BOARD MEMBER ROGERS: Go ahead.

4 CHAIRMAN GUBITOSA: No, I'm going to --
5 go ahead.

6 BOARD MEMBER KRAESE: Who is going, me
7 or Jerry?

8 CHAIRMAN GUBITOSA: You can go, Gene.
9 Go ahead.

10 BOARD MEMBER KRAESE: Well, I mean,
11 Jerry brought up most of the questions. I
12 don't want to step on his toes. Let Jerry go
13 first.

14 CHAIRMAN GUBITOSA: All right, Jerry, go
15 ahead.

16 BOARD MEMBER ROGERS: Well, basically,
17 this addresses the concerns I had and the
18 Board had about controlling traffic through
19 things without just signage. And this does
20 speak to a controlled environment where I
21 think the safety of the people coming in and
22 out is primary, and you wouldn't want to have
23 accidents there. So, you know, it's very
24 good that the applicant decided to do this
25 and put this in, you know, to govern that.

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2 So I'm well pleased with that. And I think
3 the rest of the Board, if I can speak for
4 them, probably is, too.

5 CHAIRMAN GUBITOSA: Yeah. Go ahead. Go
6 ahead, Gene.

7 BOARD MEMBER KRAESE: Well, I'm just
8 mirroring what Jerry just said. Yeah, I'm
9 kind of happy that we had something. And let
10 me refresh my memory, that's going to be done
11 after the second building is --

12 BOARD MEMBER ROGERS: No, the first
13 building, I think. Right?

14 MR. ZIGLER: Prior to the second C of O.

15 BOARD MEMBER ROGERS: Right.

16 MR. ZIGLER: That's Note, that's Note
17 15.

18 BOARD MEMBER KRAESE: All right. Prior
19 to second C of O, okay.

20 MR. ZIGLER: Right. Residential C of O,
21 yes.

22 BOARD MEMBER KRAESE: Okay. One of the
23 questions I had, I honestly believe you have
24 a 50-foot right of way coming from your
25 property down Hudson Drive. I would

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personally, I think would make a safety feature would be to have two lanes exiting, one making a right and one making a left, and one lane entering. That would help some of the confusion with everyday life of people exiting or entering your, your property.

And number two, God forbid if there's a serious emergency, we at least have two lanes exiting on Hudson Drive besides the tunnel area. So I think it's something maybe you should consider. I mean, I'm kind of feeling kind of strong because you got 50-foot right of way there. So instead of having, it looks like some sort of a planting for something in the middle, maybe you could do something at the end, if there's a sidewalk or whatever. So it would be something you guys, if you could, could you consider.

MR. ZIGLER: I guess I'll speak up on that. Basically, we have a 50-foot right of way with a 30-foot pavement, which means two lanes at 15. That leaves 10 on each side, usually for plantings and utilities. It could be changed to three lanes at 12. 12 is

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2 a normal width of a lane by state standards,
3 all standards. So you could have three lanes
4 of 12, which is 36. And then, of course,
5 you'd have seven-foot on both sides for
6 utilities and trees.

7 So it's something that could be done. I
8 don't know if you really want to do it the
9 entire length. But I mean, if you did it the
10 last three or 400-foot of the south end of
11 Hudson Drive, it could be made to look nice.

12 MR. RIEMAN: Dave, I'll jump in. You
13 know, this is something as a team we could
14 discuss. But my initial reaction would be
15 it's not necessary for some of the reasons
16 you just mentioned. We have a 30-foot wide
17 roadway. So that, again, two 15-foot lanes,
18 so in case of closure, you do have, like,
19 emergency access, et cetera. Also, there's a
20 thought that -- well, the amount of traffic
21 that we're anticipating coming out, you know,
22 one lane is probably more, you know, it would
23 work. And there's another rule of thought
24 that sometimes one lane is more feasible
25 where you don't have --

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2 PUBLIC SPEAKER: Hi. What are you guys
3 talking about?

4 CHAIRMAN GUBITOSA: Oh. Steve, can you
5 mute people?

6 MR. RIEMAN: Okay. So again, you know,
7 something as a team we could discuss. But
8 there's, you know, some thought where when
9 you have two lanes, somebody making that
10 right turn, their views are obstructed from
11 the person making the left. Less in this
12 case because you have a signal there. But
13 that's something we could discuss, you know,
14 as a team again.

15 CHAIRMAN GUBITOSA: All right. That
16 sounds good. But I think, like Jerry and
17 Gene said, this is -- I know that we talked
18 about this in the very beginning, and to have
19 something like this, which is good. And the
20 County is okay with this, too, correct?

21 MR. RIEMAN: The initial reaction, yes.

22 CHAIRMAN GUBITOSA: Okay.

23 MR. RIEMAN: And they've seen the plan,
24 correct.

25 CHAIRMAN GUBITOSA: All right. What

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2 does the rest of the Board think? Mike,
3 Eric, Kerri, Mark.

4 BOARD MEMBER ALESSI: One concern I
5 have, and I don't know that this is so much
6 an applicant issue, I'm concerned about
7 school bus stops being in this sort of very
8 busy intersection. And that may be more of
9 an issue for, you know, the school district's
10 transportation department. But you know, is
11 the -- are we envisioning school buses going
12 into the property, into the complex? And if
13 so, is there a place for a bus to be able to
14 turn around? Or otherwise, are kids going to
15 have to be standing out in this, you know,
16 sort of congested area where we're going to
17 have a lot of traffic?

18 MR. ZIGLER: We've, we got in touch with
19 North Rockland, and they've changed their
20 protocol on going into a cul-de-sac. So a
21 school bus will be able to enter Hudson Drive
22 and go into the site where there's a
23 cul-de-sac large enough for a school bus or a
24 fire truck to turn around. In addition, we
25 are proposing a bus stop on the right side as

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2 you enter the cul-de-sac.

3 So we've looked into it. And the basic
4 thing is a lot of the kids are now being
5 picked up by the vans, other than a bus stop,
6 a big bus. But no, the school has given
7 permission to other cul-de-sacs, and this
8 exceeds most of the other ones.

9 BOARD MEMBER ALESSI: Okay.

10 MR. ZIGLER: In width.

11 CHAIRMAN GUBITOSA: Oh, thanks, Kerri.
12 Yeah, I think I'm, we're good. I'm trying to
13 think what else.

14 BOARD MEMBER JASLOW: I have a question.
15 Dave, did you say that they're planning on
16 having just the vans coming there? Because I
17 mean, I'm at school --

18 MR. ZIGLER: No, no, no. What I said is
19 most of the kids -- if you go by Zeh's bus
20 garage down in Haverstraw, it used to be if
21 you were older, you would see more buses than
22 vans. The vans are a majority of the pick up
23 now because they're taking kids from
24 different areas to different schools. But
25 this cul-de-sac will allow either a bus or a

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2 van to make a turn in it. So it fits both.

3 BOARD MEMBER JASLOW: Okay. Because I
4 mean, I'm at Farley every other day, and the
5 big buses outnumber the vans four to one.

6 MR. ZIGLER: All right. So I go up to
7 Jay Street, and up there, it's mostly vans.

8 BOARD MEMBER JASLOW: Okay. Thank you.

9 MR. ZIGLER: To each his own.

10 CHAIRMAN GUBITOSA: And I know, I know
11 the Fire Inspector has looked at this, also.
12 Correct, Dave?

13 MR. ZIGLER: Yup, yup. And the Fire
14 Inspectors, and we've also made a turning
15 radius for --

16 CHAIRMAN GUBITOSA: To get the fire
17 trucks.

18 MR. ZIGLER: For them to redo.

19 CHAIRMAN GUBITOSA: All right.

20 MR. ZIGLER: That's on Page 21 and 22.

21 CHAIRMAN GUBITOSA: All right, got you.

22 BOARD MEMBER JOHNSON: As far as the
23 timing of the lights on that, you know, I
24 realize it's, it's a little early to try to
25 figure that out, but are you going to do a

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2 traffic study to try to time those out?

3 Because seasonally, the traffic patterns are
4 going to change drastically at that
5 intersection.

6 MR. RIEMAN: Yes. I'll answer that. So
7 we did run an analysis with, you know,
8 timings for the four conditions we analyze in
9 the report. Typical weekday as well as, you
10 know, summer conditions. So the signal will
11 be actuated. So we'll take into
12 consideration any, you know, seasonal
13 fluctuations, daily fluctuations as well.

14 BOARD MEMBER JOHNSON: Yeah. Because,
15 like, summertime Saturdays are going to be
16 quite, quite busy.

17 MR. RIEMAN: We took that into
18 consideration in our analysis.

19 BOARD MEMBER JOHNSON: All right.

20 CHAIRMAN GUBITOSA: All right. And
21 Mark, I think the one big difference here is
22 that they won't be able to load their boats
23 here or --

24 BOARD MEMBER JOHNSON: Right, right.
25 But there still is, there's still the other

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2 marina on this side of it, yeah.

3 CHAIRMAN GUBITOSA: Yeah. No, you're
4 right. Correct. All right, good.

5 BOARD MEMBER KRAESE: Hey, Tom?

6 CHAIRMAN GUBITOSA: Yeah, Gene.

7 BOARD MEMBER KRAESE: Who's going to --
8 is the County going to or the Town going to
9 maintain that traffic situation, the lights,
10 after the -- I'm in the assumption that the
11 applicant is paying for it, but that doesn't
12 matter to me, either, who pays for it. But
13 who's going to maintain that? Is that going
14 to be the Town, or the County, or -- I don't
15 think it would be the applicant.

16 MR. RIEMAN: No, it would be the Town
17 would maintain it. The County doesn't
18 maintain the traffic signals.

19 BOARD MEMBER KRAESE: All right.

20 CHAIRMAN GUBITOSA: Thanks, Gene. All
21 right. I guess the -- who else? I guess the
22 Johns. John Hager, you have any comments?

23 MR. HAGER: No, I don't have any
24 comments about the traffic signals.

25 CHAIRMAN GUBITOSA: All right, good.

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2 And I know the other Johns, probably we'll
3 wait for Max. But I think we're good from
4 what I see. And, like, same with Jerry and
5 Gene also said that, you know, they were,
6 this was a lot -- this situation, the way
7 they have it planned out, is a lot nicer than
8 what we've looked at before, so. Does any
9 other Members from the Board have any other
10 questions on this part?

11 BOARD MEMBER JOHNSON: Just a real quick
12 question, looking at the map here. Where
13 you've got the traffic light situated, we're
14 looking at, like, a boom that's hanging out
15 across the road, and the arrows are the
16 actual positions of the lights themselves?

17 MR. RIEMAN: Yes. They'll be mast arms,
18 and those arrows are the heads, correct.

19 BOARD MEMBER JOHNSON: Okay.

20 CHAIRMAN GUBITOSA: Oh, good. All
21 right. All right, good. All right, I guess
22 we're good with that. I guess we're good
23 with that part, with the traffic there, just
24 from what we're looking at for now. All
25 right, Dave, what's next? What do you have

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2 on --

3 MR. ZIGLER: We can go, we can go to the
4 site plan, Page One. The first few pages
5 have a lot of details on it. If you want, we
6 could start right here and go over some of
7 the things we're actually talking about.

8 CHAIRMAN GUBITOSA: All right, yeah. I
9 mean, I know we're not going to get through
10 everything tonight. We could start, you
11 know, going through some of the, the pages,
12 and then at least have a starting point.

13 MR. ZIGLER: All right. Well, if you
14 look at the, what's up on the screen, that's
15 actually Page Drawing One. And that's --
16 excuse me.

17 CHAIRMAN GUBITOSA: We still have the
18 traffic up.

19 MR. ZIGLER: Excuse me?

20 CHAIRMAN GUBITOSA: We still have the
21 traffic up.

22 MR. ZIGLER: Hold on. There.

23 MS. MELE: Also, Dave, I'm sorry to
24 interrupt, but were we going to get to
25 offsite before we got to site plan, or we're

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2 going to do that at the next meeting? I was
3 just trying to follow the emails of what was
4 on the agenda.

5 CHAIRMAN GUBITOSA: Were we going to do
6 offsite stuff?

7 MR. ZIGLER: You could do that now,
8 which includes the sewer and the water, or we
9 could do it at the next meeting. Whatever
10 you --

11 CHAIRMAN GUBITOSA: Let's get all this
12 out of the way. Let's do the offsite, like
13 Amy said, because I know we talked about it
14 at the workshop and some of the emails. So
15 we could go, we could do the offsite stuff.

16 MR. ZIGLER: You want it, you want -- so
17 as you know, we've have agreed to do the
18 sewer in three spots where there seems to be
19 a leak. In one spot, there seems to be no
20 pipe. So that's going to be detailed on the
21 plan list.

22 It's called the offsite plan. That's on
23 the bottom right. It's going to show the
24 three areas. One is south of our site. It's
25 a ten-inch main. And one is underneath the

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2 railroad trestle. And then the third one is
3 over on Tomkins where the pipe is gone. The
4 applicant agreed to fix those three areas.

5 The other, the other thing that Jason,
6 who is online here, has been working on is
7 the offsite water. If you want to update on
8 that, I would recommend Jason getting on, and
9 explaining where we are, and why it's taking
10 us so long to get it completed. But Jason?

11 CHAIRMAN GUBITOSA: Yeah, we're good.
12 Jason, go ahead.

13 MR. BUELL: Yes, hi. Hello, Board
14 Members and attendees. You know, there's
15 the -- the offsite run is about 2500 feet of
16 water main that needs to be upgraded due to
17 Suez requirements to make sure you have
18 adequate flows and pressures at the site.

19 I'm nearly done with my design in that
20 case. The delay was due to the fact that
21 there was a stretch of sewer line about
22 300 feet that was missing or unaccounted for
23 that we needed to obviously figure out what
24 was happening to it. We can't really, you
25 know, start designing a water main around a

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2 sewer that is kind of ethereal, let's say.

3 So I'm nearly done with that.

4 And I've spoken to Frank McGlynn over at
5 Suez. And now we're just trying to figure
6 out the tie ins for the parts in which the
7 new water main will exist. And it will be a
8 16-inch main for, as I mentioned, about half
9 a mile.

10 We anticipate that it, the construction
11 of said main will require the use of some
12 sort of MPT, some sort of maintenance and
13 protection of traffic for, to make it to be
14 one, one lane for the process of the
15 construction. But they go through linear
16 feet in an installation process like this
17 pretty quickly. So we don't think it will
18 take very long. But in any case, the actual
19 finalization of the design is being worked
20 out currently with Frank McGlynn at Suez.
21 And that's --

22 CHAIRMAN GUBITOSA: All right. Good.
23 All right. So, Dave --

24 MR. ZIGLER: The second thing Jason can
25 explain to you is where we're at with the

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2 Hunter Place replacement. He -- I'd rather
3 have him discuss that. Jason, would you
4 explain to where we are?

5 MR. BUELL: Yes. So the Hunter Place,
6 you know, we got a couple test pits on either
7 side of the trestle, just to see where the
8 pipe was. If you can imagine it's kind of on
9 the north side of the trestle. The pipe was
10 originally expected to be on the south side,
11 but the actual -- we did the actual test
12 pits. It's on the north side. It's an
13 eight-inch main. It's in good condition.
14 It's a ductile iron pipe. And the depth of
15 which is deep enough such that I believe that
16 there's some anticipation of lowering the,
17 the ground level or the road level to assure,
18 you know, proper clearance.

19 And that clearance, that additional
20 clearance will -- it's deep enough such that
21 site clearance will not require us to install
22 a new main. We'll continue to use the Suez
23 main as is. And it will have enough cover to
24 ensure that water does not freeze when it
25 needs to be, and that will just happen to it

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2 on the east side of the trestle as we
3 expected.

4 CHAIRMAN GUBITOSA: All right, good.

5 MR. BUELL: That's it.

6 CHAIRMAN GUBITOSA: All right. Does the
7 Board have questions for Dave or Jason with
8 the water or sewer? Dave, I know you've been
9 working with the Town Board, right? Dave?

10 MR. ZIGLER: The Town Board with what?

11 CHAIRMAN GUBITOSA: With the, with the
12 sewer.

13 MR. ZIGLER: Yes. Yeah. Actually,
14 Amy's working with Steve right now for the
15 agreement. Amy's online, if you want to.

16 CHAIRMAN GUBITOSA: Oh, there you are,
17 Amy. Go ahead.

18 MS. MELE: Well, I was going to save
19 this kind of for the conclusion, but let me
20 assure everybody now. I'm working with Steve
21 on the sewer improvements, which include the
22 three offsite improvements that Dave and
23 Jason just outlined, as well as the \$40,000
24 contribution to the Town to help fund its
25 sewer study. And Steve and I are talking

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2 about how to memorialize that.

3 And while I'm on the topic, I just want
4 to assure everybody, because I know there's
5 been a lot of questions about this. So let
6 me just explain. The agreement to maintain
7 all of this is going to be set forth in a
8 recordable easement that's going to include a
9 maintenance agreement, that's going to
10 include a provision that it will be the
11 obligation of any successor or assigned to
12 this applicant.

13 And that's going to be approved by the
14 Town Board. And that's going to reference
15 the site plan. In fact, it might even attach
16 the site plan. And then there will be site
17 plan notes, also, that reference it. And
18 those notes will reference the actual
19 materials that you guys approve, and the ARB
20 approve.

21 So there will be a series of checks and
22 balances. So that if plants die, or a bench
23 needs to be replaced, or something like that,
24 it's our obligation. We know what make and
25 model number to replace it with. There will

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be a responsible financial entity who has an income stream to fund that. So, you know, I know that comes up at a lot different meetings. And I just kind of wanted to assure everybody that that was going to be the case.

CHAIRMAN GUBITOSA: Oh, good. Thank you, Amy.

MS. MELE: Sure.

CHAIRMAN GUBITOSA: All right. I know the Board had some questions.

BOARD MEMBER KRAESE: All right, let me ask a couple of questions. Amy, thank you. I mean, when I brought that up earlier today, all I wanted it to be a fact stated that on the record that you were going to do what you just said, you know. I had all confidence that the applicant will do that. But we just wanted to make sure on the record that that was stated.

On the offsite plan with the three sewer pipeline failures, where were they? Were they on -- Dave, were they on Jackson Drive.

MR. ZIGLER: No, no. The offsite -- two

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2 is offsite. One I call on-site. One is
3 underneath the railroad trestle.

4 BOARD MEMBER KRAESE: On Hunter?

5 MR. ZIGLER: Yes. And one -- yes. And
6 one is just south of our site, where the
7 sewer main bends and goes back out to Hudson
8 Drive. That's a 12-inch main. Underneath
9 Hunter, it's ten-inch. And I believe it's
10 either a 10 or 12 in Tomkins.

11 If you go out to, out Hudson and make a
12 right and go up Tomkins, it's about the third
13 house on your left. There used to be a big
14 tree there. And when Lanc and Tully ran
15 their cameras through, there's no pipe there.
16 So that's a pretty serious one.

17 The other two are just transporting
18 water. It's very wet in our area. So I
19 think if we, if we can fix those, that will
20 eliminate a lot of problems with on-site
21 infiltration. And the other one is going to
22 eliminate the dirt that seems to be
23 collecting down in the main line, going to
24 the pump station.

25 BOARD MEMBER KRAESE: So he was saying,

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2 he's saying something about 300 feet of pipe
3 missing, sewer pipe. That's the one on
4 Tomkins, I would assume.

5 MR. ZIGLER: I don't know if it's 300.
6 But it's, it's enough. They couldn't tell
7 exactly. It's probably, it's probably at
8 least 100.

9 BOARD MEMBER KRAESE: Okay. Now, he
10 also mentioned a 16-inch water main. Where
11 is that going to be?

12 MR. BUELL: That's going to be on Main
13 Street. It's going to be going from --

14 MR. ZIGLER: Reservoir.

15 MR. BUELL: -- Reservoir down to past
16 Cricketown, up to Orchard, heading east.

17 BOARD MEMBER KRAESE: That's all the way
18 out at -- okay.

19 MR. BUELL: Yes, yes.

20 BOARD MEMBER KRAESE: Now, Hunter Place,
21 you say you have an eight-inch water main
22 coming through there, and you say how deep is
23 it down, that it won't -- what you're
24 planning on, taking down about two feet, from
25 my understanding.

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2 MR. ZIGLER: About a foot.

3 MR. BUELL: About a foot.

4 BOARD MEMBER KRAESE: You're going to,
5 they're going to do a foot?

6 MR. ZIGLER: Yeah. The finished grade
7 would be a foot. Probably take it down
8 two-foot, then fill it with gravel and pave
9 it. But it has to, it has to meet the
10 clearance when we're finished.

11 MR. BUELL: That's correct.

12 BOARD MEMBER KRAESE: Okay. And is
13 there going to be any drainage there? How
14 are we going to alleviate the water situation
15 there? I mean, if you look at it, only
16 because if you look at it today and you look
17 at the applicant's property, it looks quite
18 high.

19 MR. ZIGLER: It is.

20 BOARD MEMBER KRAESE: I know. I mean,
21 you know, from a layman's point of view.

22 MR. ZIGLER: Basically, when they, when
23 they did the test holes on the south side
24 of -- I'm sorry, the east side. A boy scout
25 that don't know his directions. On the east

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2 side of the railroad, they found a under
3 pipe. In other words, when they put sewer
4 lines through wet areas, they have to drain
5 it first. They can't lay a sewer line in
6 water.

7 So what they do is they put a French
8 drain below the sewer line and hook it up to
9 what they call a sump pump or a well, just
10 like you would have in your basement. Well,
11 that's what they did to lay that pipe from
12 now Eagle Bay out to Hunter. And when they
13 were doing the test holes, they hit that
14 thing and it's, and it just blew water out.

15 I think if we can tap that existing
16 under drain into the drainage line, our
17 directly to the Hudson, we're going to drain
18 a lot of that underground water that seems to
19 be affecting all the pipe. And I would
20 almost bet you we'll find the same thing down
21 at the south end where there's a problem,
22 because that area is wet. I mean, it's part
23 of a swamp. And as the neighbors had said
24 previously that live on the west side of the
25 railroad, the back of their yards are wet.

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2 So I think what would happen is we're going
3 to be able to drain that.

4 BOARD MEMBER KRAESE: Okay.

5 MR. ZIGLER: At about six, seven-foot
6 down. You know, we have drainage, surface
7 drainage. But I'm talking about pulling it
8 out six or seven-foot down, which I think
9 that would be a -- I think that would be
10 great. You know, there's something we found
11 when Jason was up there doing test holes.

12 BOARD MEMBER KRAESE: Okay. Any word on
13 the railroad? They're giving you the right
14 of way to work there?

15 MR. ZIGLER: The railroad has been, as
16 I've said from the beginning, whatever
17 utility's going to be replaced has to be
18 permitted by that, by that company. So if
19 we're replacing the water line, which we
20 thought, that would be Suez. If we're
21 replacing the sewer, the Town makes the
22 permit.

23 And it's a utility permit. It's not a
24 big deal because the utility is there. It's
25 not like you're digging something new.

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2 You're going and replacing and fixing
3 something.

4 So it's just a repair that has to be a
5 permit by the Town. But of course the
6 applicant's contractor can do the work. And
7 when he's doing the work, the railroad will
8 have inspectors out there, and flagmen, and
9 watch the work being done.

10 BOARD MEMBER KRAESE: Okay, very good.
11 Thank you.

12 BOARD MEMBER JOHNSON: Dave, this is
13 Mark. What's, what's the current elevation
14 of the water and the sewer going under that,
15 the Hunter Place underpass there, currently
16 and what's it going to be once you lower the
17 underpass?

18 MR. ZIGLER: Well, if we go to our maps,
19 on Page 15, we have all your answers.

20 CHAIRMAN GUBITOSA: Page 15.

21 MR. ZIGLER: Yup. We're trying to put
22 it up on the screen for you.

23 CHAIRMAN GUBITOSA: All right.

24 MS. RAMANATHAN: Is it visible to
25 everybody?

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2 MR. ZIGLER: Can you see it?

3 CHAIRMAN GUBITOSA: Yeah, we can see it.
4 Just make it a little bigger.

5 MS. RAMANATHAN: Sure.

6 MR. ZIGLER: All right. So if you look,
7 the grade, the grade we're going to is 8.4,
8 elevation 8.4. The current water line is
9 down, down below five. And the current
10 sewer, the sewer line's down at two. So
11 one's four-foot in the ground, and the sewer
12 is six-foot in the ground, underneath the
13 railroad.

14 BOARD MEMBER JOHNSON: All right. And,
15 and you're planning on excavating a foot
16 below current level?

17 MR. ZIGLER: Taking a -- yeah. A foot
18 out of the current grade. And well,
19 actually, more than a foot. Then replace it
20 with pavement. And then the grade goes up at
21 four percent to our existing road. And then
22 we also have drainage there. We have
23 drainage on both sides. And we're going to
24 put a under drain. So it's going to be
25 better than it is, and it's going to meet the

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2 requirements for height as a second access.

3 Alternate access.

4 BOARD MEMBER JOHNSON: And the water
5 line will be at least 12 inches below grade,
6 final?

7 MR. ZIGLER: More than that. About,
8 probably about four, four-foot.

9 BOARD MEMBER JOHNSON: Okay. All right.

10 MR. ZIGLER: Yeah. And that's an
11 eight-inch, eight-inch. You know, in the
12 beginning, we heard it was a four. Then we
13 heard it was a six. So just recently, we
14 heard it was, you know, after Jason went out
15 there and did the test holes with Suez, they
16 found out it's an eight.

17 BOARD MEMBER JOHNSON: Do I hear a ten?
18 All right.

19 CHAIRMAN GUBITOSA: Oh, good. Thanks,
20 Mark. Any other Board Members? Go ahead.

21 MR. ZIGLER: And also on Page 15, down
22 at the bottom left, you'll see that there's
23 a, there is a gate. So this is, this is not
24 going to be a access other than pedestrian.
25 And then that gate would have a knock box on

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2 it and be available for emergency situations.

3 CHAIRMAN GUBITOSA: All right. And I
4 know, like, Tommy, that Tommy's been looking
5 this, too, right? The fire, they've been
6 going through everything, too.

7 MR. ZIGLER: Yeah. You know, I believe
8 this is the gate that Tommy wanted. And of
9 course, they'll put a knock box on it. They,
10 they didn't want it to be a, you know.

11 CHAIRMAN GUBITOSA: Just go down a
12 little further.

13 MR. ZIGLER: It will be a fire gate, not
14 necessarily blocking everybody because you're
15 going to get people that want to bike and
16 everything else, so.

17 CHAIRMAN GUBITOSA: Right. Just go down
18 with the screen just a little bit on the, on
19 the gate there.

20 MR. ZIGLER: Right.

21 CHAIRMAN GUBITOSA: Down, down, down. I
22 know, it's awful. Just a little more.

23 MR. ZIGLER: There you go.

24 CHAIRMAN GUBITOSA: There you go. All
25 right. Oh, I see it over to the left. Okay.

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2 MR. ZIGLER: Yes. Yeah.

3 CHAIRMAN GUBITOSA: And I see it in the
4 plans, but I just wanted to make sure, yeah.

5 MR. ZIGLER: Yeah. We don't have a gate
6 on our side. But I don't know. It's
7 something I was thinking about. Nobody ever
8 said anything. But it's a possibility that
9 we might put a sliding gate or something on
10 our side because we don't want people hanging
11 a left or hanging a right or coming out of
12 the parking lot and go straight through,
13 either.

14 CHAIRMAN GUBITOSA: Straight through
15 because they think it's a tunnel. You're
16 right.

17 MR. ZIGLER: Yeah. Yeah.

18 CHAIRMAN GUBITOSA: All right, got you.
19 All right.

20 MR. ZIGLER: So you want to go back to
21 Page One?

22 CHAIRMAN GUBITOSA: Yeah. If the Board
23 doesn't have any other questions, or if any
24 of the -- if we can go to Page One, we could
25 just get started for now and go over some

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2 things.

3 BOARD MEMBER JOHNSON: One more quick
4 question, Dave.

5 CHAIRMAN GUBITOSA: Go ahead.

6 BOARD MEMBER JOHNSON: Sorry about that.
7 You were talking about missing or
8 unidentified sewer up on Tomkins?

9 MR. ZIGLER: Yes.

10 BOARD MEMBER JOHNSON: About a hundred
11 feet of questionable sewer existence.

12 MR. ZIGLER: Yeah. That's what the
13 cameras found when Lanc and Tully did the
14 sewer report, yes.

15 BOARD MEMBER JOHNSON: A hundred feet.

16 MR. ZIGLER: Well, it's quite a bit.

17 BOARD MEMBER JOHNSON: I mean, and all
18 that's coming down Tomkins toward the site,
19 right? Toward the, toward the underpass.

20 MR. ZIGLER: There's not, there's not
21 that much. Let's, let's prove how old we
22 are, right. When, when Pete Anderson was in,
23 they went up on Jay Street, and they moved
24 some sewer lines so that more sewer went down
25 in the swamp than they did, that went down

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2 Tomkins because they had a problem with
3 Tomkins back when Pete Anderson was in. So
4 there is a big line in there. But there's
5 not as much sewer going through it that, you
6 know, if you analyzed it now, you might make
7 it a smaller line. But it's just not flowing
8 as much as it used to. There's actually more
9 flowing out of Hudson than there is coming
10 down Tomkins, almost.

11 BOARD MEMBER JOHNSON: Okay. But if
12 there's missing pipe or unidentified, I
13 mean --

14 MR. ZIGLER: Yup. Well, it's --

15 BOARD MEMBER JOHNSON: Whatever is
16 coming that down that line is going
17 somewhere.

18 MR. ZIGLER: They ran into a tree, tree
19 roots. So something's gone, something's been
20 squished, something's been broke.

21 BOARD MEMBER JOHNSON: And they're going
22 to replace -- or that's the plan, is to
23 replace the hundred feet of missing line
24 coming down Tomkins?

25 MR. ZIGLER: They're going to replace,

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2 fix whatever's broke there, yes.

3 BOARD MEMBER JOHNSON: In that section,
4 okay.

5 MR. ZIGLER: Yes. That's the agreement.

6 CHAIRMAN GUBITOSA: Oh, good. All
7 right.

8 BOARD MEMBER JOHNSON: That's all I got.

9 CHAIRMAN GUBITOSA: Good. All right,
10 Dave. You're back.

11 MR. ZIGLER: If we go back to Page One,
12 basically this spells out all the details
13 that's going to be on, or within, or in your
14 resolution the day this is finished, if
15 approved. And up at the top, you'll see that
16 we have building sizes and square footages so
17 people understand what size the buildings
18 are, and each floor.

19 To the left of that is the bulk table up
20 on the top, up here. We're trying to get it
21 up there. There you go. That's the bulk
22 table. And just to the right of that you'll
23 see the building square footage.

24 And then if we slide down to the left,
25 you'll see that we have the details for

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2 parking and the parking table. Now, you know
3 a lot of times we hear that we don't have
4 enough parking. But the fact is we have
5 parking for every user. We did not ask for
6 shared parking, or we didn't ask for part
7 time parking because this is a commercial.
8 Maybe these people won't be home.

9 We have enough parking for every user
10 on-site. It meets the code and -- which is
11 611, 611 parking spaces. And we also have
12 areas within the site to gain another 20
13 parking spaces if we want.

14 I really think that before final, we're
15 going to ask for reserved parking along the
16 railroad. And if it's needed, we would build
17 it. But that's something for later on.

18 The parking itself is centered around
19 the user. So what, what we did was we took
20 the front and back doors of the buildings and
21 we made that many parking space be accessible
22 without a long walk. That's why, that's why
23 you'll see between Building One and Two a
24 large parking area because you have the
25 clubhouse there. And then you'll see between

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Buildings Three and Four, we have a large parking area in between the doors, the main doors because behind Building Four on the north side, we don't have that much parking.

And then, of course, down at the commercial building at the south end of site, you'll see that we have direct parking. And we kind of segregated it by putting a curb in, and tried to keep, like, the commercial on one side and then residents on the other.

And then we did face a lot of parking towards the Hudson on the first parking lot. That's the one between the commercial building and Building Number One and the clubhouse, because we figured that's going to be where people want to park to maybe walk or whatever. We also increased the parking on the north end because of Max. He wants people to be able to get access to the eagle deck there.

So on the left, we have the summation of the parking, the units. You have an odd situation with this code, that one bedroom is one space, two bedrooms is two spaces, and

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2 three bedrooms are three spaces. And so we
3 have 24 units with three bedrooms. So that's
4 75 parking spaces.

5 So I believe you're going to see that
6 most of these users are going to be, what do
7 you call it, snow geese. They're going to be
8 like Gene, they go south for the winter. So
9 I think what you'll see is a lot of people
10 that only have one car, and we're going to
11 see that we have too much parking. But too
12 much is better than not enough.

13 If you continue down on the left, we
14 have, besides the owner and all the listing
15 of the tax lots, we have development details,
16 which ends up being 9.1 units per acre, and
17 that's the buildable acreage. The buildable
18 acreage is right above that. And that's the
19 town code. It's the same here as it is
20 everywhere else in the town that we've been
21 doing for the last 25 years, I think, or 30
22 years, where you break down the slope area of
23 water area, area of wetland. And in this
24 case, the water includes the Hudson because
25 the owner owns a track under the Hudson. So

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2 that's how we come up with the unit counts.

3 Then we go to the right, the general
4 notes. The first 14 notes. The last one is,
5 or the one we just had a question on,
6 proposed bus stop locations subject to the
7 North Rockland School District approval. And
8 that bus stop is in our cul-de-sac on our
9 property.

10 Note 15 has to do with the traffic light
11 and the electronic sign for road flooding.
12 It does say SP21, and that's the wrong
13 number. We have to correct that. And
14 somebody just moved my map.

15 MS. RAMANATHAN: Sorry about that.

16 MR. ZIGLER: Okay. The next, the next
17 note, 16, is post construction. The
18 applicant will monitor the 9W as we agreed to
19 do on traffic.

20 17 has the water main improvements on
21 West Main Street. And it tells you what
22 pages that's on. That's on the offsite.
23 That water main has to be approved by Suez,
24 and then it goes to, goes to the Health
25 Department.

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2 And the water main, the water main is
3 not designed just to service this site,
4 because the site is designed for everything
5 to be on at one time. A lot of people don't
6 understand that, but it -- you have to have
7 enough water for every user to be using water
8 in the building, and all the sprinkler
9 systems to go on at the same time, and the
10 fire hydrants.

11 So the water, when you start doing that
12 times two, because you have to hundred
13 percent extra, that's how we got out there on
14 Main Street, and we have to increase the pipe
15 size. So that larger pipe on Main Street's
16 going to fill your new system that you have
17 there on Hunter and Tomkins, and they've been
18 working on for the last two years.

19 Number 18, Note 18 is a Rockland County
20 note because in this zone, you have a right
21 for other uses. You know, other than this.
22 I mean, it could be a full marina, a marina
23 use. And then you have boats coming out.
24 You'll have people getting maintenance of
25 boats. You'll have a possible oil or gas

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2 service. And you'll have a launching of
3 boats. And you'll also have boats and
4 trailers.

5 Well, the County brought that up. So we
6 added this note that none of that's going to
7 happen on this site. That's what agreed to,
8 and that's -- it basically can't be done. So
9 we're, the use that we're proposing and the
10 design of this site is not going to allow
11 maintenance or things that you would normally
12 see in a, in a marina.

13 BOARD MEMBER JOHNSON: And real quick,
14 Dave.

15 MR. ZIGLER: Yes.

16 BOARD MEMBER JOHNSON: I'm sorry.
17 That's, you know, say the current applicant
18 chooses to sell, that goes into effect for,
19 for the subsequent owners as well?

20 MR. ZIGLER: Same as if Shop Rite was
21 sold to another company. It's still under
22 the same site plan approval. That's when
23 your attorney should read that one. But
24 whoever owns this piece of property is under
25 that use because that's what this Planning

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2 Board will approve, if they approve the site
3 plan, is that those items, A through E, will
4 not occur on the site.

5 BOARD MEMBER JOHNSON: All right.

6 CHAIRMAN GUBITOSA: Hey, Dave.

7 MR. ZIGLER: Yes.

8 CHAIRMAN GUBITOSA: Going back to, like,
9 18 again. They use water craft, but then
10 they use boats. Could that be all the same,
11 water crafts? Because then when you say
12 maintenance of repair of boats, what if they
13 have a jet ski, that's a water craft, right?
14 It's not a boat. Is it the same thing?

15 MR. ZIGLER: You know, you know what I
16 would do? I think what I would do is I'll
17 put water craft or boats, and I'll put that
18 on both A and B so it's very clear.

19 CHAIRMAN GUBITOSA: Yeah, I know it's a
20 stickler. But I know someone will say well,
21 it's not a boat, it's a jet ski.

22 MR. ZIGLER: Yeah, I understand.

23 CHAIRMAN GUBITOSA: All right.

24 MR. ZIGLER: We'll cover both of those.
25 We'll just put a slash and cover both.

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2 CHAIRMAN GUBITOSA: No, I'm good.

3 BOARD MEMBER ALESSI: How do they get
4 into the water if there's no launch?

5 MR. ZIGLER: They don't.

6 BOARD MEMBER ROGERS: I was just
7 thinking the same thing.

8 MS. MELE: They have to go to another
9 marina --

10 CHAIRMAN GUBITOSA: They have to go to
11 the other marinas and --

12 MS. MELE: -- for the launch, and then
13 actually navigate the boat over.

14 MR. ZIGLER: Right.

15 MS. MELE: To take it out of the water
16 during the winter.

17 MR. ZIGLER: There is no launching of
18 boats on this site.

19 CHAIRMAN GUBITOSA: The town park has
20 one, right? Clark Park has the -- they can
21 use boats there.

22 MR. ZIGLER: They could go right next
23 door and, you know. They can't keep the --
24 if they want to take the boat out of the
25 water, they'll have to go to another marina

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2 and rent space, so. This is just a parking
3 marina. That's it.

4 MR. HAGER: Dave, can I ask a question?

5 MR. ZIGLER: Sure.

6 MR. HAGER: You know, related to what
7 you're talking about, if there was a future
8 owner, they're all subject to this site plan.
9 I'm just curious about, there's three current
10 tax lots. Is there an intention for these to
11 be combined into a single parcel at some
12 point?

13 MR. ZIGLER: Yeah. That's basically on
14 Page, I think it's on Page Three and Four,
15 yes.

16 MR. HAGER: Okay. Thank you.

17 MR. ZIGLER: I don't know what the tax
18 lot number would be, but they're going to be
19 merged.

20 MR. HAGER: Thank you.

21 MR. ZIGLER: Note 18 is just the, the
22 use datum. That was another County request,
23 which is intelligent. We should have had
24 that on there, anyway.

25 And Number 20 is what we discussed at

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the ARB. It's the actual color of the pavement that's going to be on the promenade. It's not going to be black. It's going to be this gray. And all the details are right there, including the company that makes it.

Note Number 21 has to do with the benches and the trash receptacles. That's the actual numbers, and the company that make it, and the items, and the color. Which, they're both green. I would call them, like, a kelly green or forest green type. And we had those shown on the plan where they'll be.

And then Number 22 has to do with the lead agency's findings and the adoption.

And then Number 23 explains that we actually had more parking available if we take the islands out on the, on the west side.

So any, any other things that come along, like let's say this agreement with the sewer, and we have a resolution, or the agreement with the common area, if we have a resolution, or any other details, they're going to be placed on map notes. And that's

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2 what the, that's what the Building Inspector
3 lives by years down the road, is to come back
4 look at the map notes, and that explains what
5 was the thought was. And if we don't get
6 enough room on this first page, we'll just go
7 to the second page and just continue the map
8 notes.

9 So this, this front page just explains,
10 shows you overall picture. And it shows you
11 what's going to be the use of the property,
12 and hopefully how it's legally explained.

13 Moving on to Page Two. Page Two is
14 nothing. It's just as it exists today. It's
15 not a, you know, usually it's woods we're
16 working with, or a vacant lot.

17 But this is a -- there's a use out there
18 now, so that's all explained. There's
19 easements out there. There's rights. We
20 have dedication information there on Hunter
21 Place.

22 We show the site as it is today, and
23 then the different -- go down to the bottom
24 here -- the different uses and historical
25 permits that the Army Corps have given the

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site. And it also mentions the grant in which this parcel underneath the river was given to the owner back a long time ago and carried through within the deeds. A lot of times that's not carried through. In this case, it's carried through, and it was recognized by the Army Corps.

Going on to Page Three and Four, this is what you're, you're talking about. It's the existing easements that will be abolished or eliminated. And it's also showing the new easements. And it's two pages because we started out at the Beach Road, and we come in off of Hudson Drive. And then we show the easements that we're making, including the public access.

If you look on that middle of the map, that, that worm looking thing is the covering of the promenade. And that continues all the way back, and that's the public access. So the promenade access doesn't cover the riprap. It doesn't cover anything. But let's say the walking area that a person could be on, it doesn't cover anything that,

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2 other than that.

3 And you could see below that to the east
4 is the riprap. And then, of course, we have
5 the easement going out into the river with
6 our fishing dock. And then we have an
7 extension of our promenade by easement all
8 the way to the south line in case that, in
9 case that ever gets changed to the south to a
10 different use and they want to continue that
11 promenade.

12 We also did that on the north, which Max
13 was very much into, is a 50-foot easement off
14 the parking lot going up to the railroad and
15 going north to, I think that's actually the
16 PIP property there. There's three, I think
17 there's, like, three different owners of that
18 area around the battlefield. But whatever.
19 That goes up and it touches that with a
20 50-foot right of way. So those would be a
21 granted use for the public. That's Page
22 Three and Four.

23 And then when you get to Page Five, you
24 start to get into the really detailed stuff
25 of grading. And just to give you a summary

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of that, the buildings are at Elevation 14, the finished floor of the buildings. That's almost a 500-year flood. So it's not a hundred year. It's above the hundred year. In this area, the hundred year has to be, we have to be above it with the structure of the floor.

So our elevation on the floor is 14 on the buildings. So that means the parking lots are around, I'm going to say 12. Some of them are 13, but very few. Most of the parking lots are 12 and 11, with the low areas at 10, all which are above the hundred year. And as I've said before, when you get on the promenade, that breaks down and is very flat at Elevation Eight. So the site is stepped in elevation with the promenade, promenade at eight, and the parking lots will stay at 10.

And then the railroad tracks, which I had a discussion with John O'Rourke and he was correct. So I guess the second John here is correct, too. That's at elevation about 22, 24. So this, this whole thing is stepped

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2 from the river side all the way up through
3 the site.

4 And the drainage is going to be
5 collected in the parking lots in the center.
6 And then each one of the parking lots and the
7 Buildings, One, Two, Three, Four, have their
8 own biofilters. The biofilters are that pool
9 looking thing at the end of the building, in
10 between the building and the river. That's
11 the biofilters.

12 MR. LOCKMAN: Hey, David?

13 MR. ZIGLER: Yeah?

14 MR. LOCKMAN: I have a question. In the
15 corner of the sheet, you've got a diagram
16 about the height of the river with mean
17 higher, high water.

18 MR. ZIGLER: Yes, it's an, it's an --

19 MR. LOCKMAN: So that's the same datum.
20 And you said the promenade -- well, the
21 buildings are at 14. So that would put the
22 buildings at 10 feet above the, of the usual
23 high water.

24 MR. ZIGLER: Yes.

25 MR. LOCKMAN: Am I reading that right,

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2 is that the same datum?

3 MR. ZIGLER: Yeah, the high, the high
4 water in this area at Haverstraw is 3.2, yes.
5 Yes. You're correct.

6 MR. LOCKMAN: Okay. So, and you said
7 the -- it's about the 500-year storm.

8 MR. ZIGLER: The 500 is a little above
9 14. We're very close to it, yes.

10 MR. LOCKMAN: Yeah, because I'm only --
11 I'm not -- I'm a little more familiar with
12 Haverstraw than Stony Point. But I think in
13 Sandy, the river was, like, 10.2 or 10.6. Do
14 you happen to know the Sandy elevation, how
15 bad it got in Stony Point?

16 MR. ZIGLER: It was at least that high.
17 In some aspects, when they had waves, it was
18 up around 11. I think, I actually think that
19 the Stony Point Bay in the area that we're
20 talking about and just, just to the south was
21 hit the hardest. And there's pictures of it
22 coming up through some windows and things
23 which are definitely around 10 or 11. So the
24 waves were intense coming across into this
25 area.

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2 So that's, that's one of the things that
3 we took and we changed because we learned a
4 little bit from Ginsburg down there, the
5 problems he had when they did have a storm
6 come up over the top. And that's, we were
7 explaining two weeks ago how we have a
8 underground retaining wall to hold that
9 esplanade and back up the riprap.

10 So the whole thing is set up to break
11 the waves, then have the waves settle into
12 that biofilter area. They'll never go up
13 under the parking lot. And if they do, it
14 would be just a few inches at most because
15 it -- somehow a wave, a road would go that
16 high.

17 But basically, we're breaking the waves
18 with the riprap and holding it from washing
19 completely back into the river. The
20 promenade is actually tilted inland. So when
21 the water comes washing back, it's going to
22 just return into that biofilter system and be
23 filtered out into the river.

24 MR. LOCKMAN: Thank you.

25 MR. ZIGLER: So this also details the

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2 new breakwater. And it shows the length of
3 the riprap with those pools that Shea was
4 speaking about, the tidal pools. And then it
5 details also the sewer. This site will have
6 a new sewer line along the west side for the
7 buildings, and then a new water line with
8 hydrants.

9 You also have on the, on the west side
10 of each building is a fire zone, so that a
11 fire truck could come in and park. It's
12 either on the north side or the south side.
13 On Drawing One, it's the north side. That's
14 a fire lane. And then matching on Drawing
15 Two so they're facing each other. And then
16 you have the same thing on Building Three and
17 Four. That's, that's about the details of
18 that.

19 And then what happens is further on, as
20 you go into the other pages, it takes it from
21 this very small scale and we go to larger
22 scales. And larger, broken into basically
23 three sections.

24 You'll have the utilities, with the
25 pipes. The dark lines you see there are

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2 drainage pipes. And then you'll see more
3 elevations. Yeah, you can keep going. And
4 that's the center section showing the
5 details. And then, of course, the last
6 section.

7 We also have some improvements that we
8 have on Hudson. That's on Page Nine. Hudson
9 Drive comes in, as you're about halfway in,
10 there's a drainage line underneath there. It
11 goes from -- well, if you're looking at this,
12 you're leaving the site. On your right,
13 there's a, there's a house. We're right
14 next -- just north of that house is actually
15 a drainage retention area. And there's a
16 pipe underneath the ground, underneath the
17 road and going all the way through to the
18 river.

19 And the Town asked us to replace that.
20 Since we're going to put a new road in, we
21 would replace that. And the applicant has
22 agreed to do that, that offsite improvement,
23 which I don't think anybody realized, but
24 it's part of the, what the applicant has
25 agreed whenever asked.

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2 Going to Page Ten, is profile --

3 BOARD MEMBER KRAESE: Can I ask you a
4 question, Dave, before you get any further?

5 MR. ZIGLER: Yes.

6 BOARD MEMBER KRAESE: Two things. The
7 first thing is I'm familiar with that
8 drainage by, from that retention --

9 MR. ZIGLER: Right.

10 BOARD MEMBER KRAESE: -- by the river.
11 Are you just going to improve the area on
12 the, under the roadway? I would assume from
13 the retention pond, the east side of your
14 right of way, you're not going to go beyond
15 that.

16 MR. ZIGLER: No. No. We're going to,
17 we're going to replace the entire pipe.
18 Unless the owner doesn't allow us on the
19 property, the intention is to replace the
20 entire length of pipe from the retention to
21 the Hudson River.

22 BOARD MEMBER KRAESE: Okay. Okay,
23 that's the question I had. Getting back to
24 before that, on the previous map, on the
25 north side of the breakwater, right about

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2 here, what -- the breakwater ends somewhere
3 around the eagles' nest viewing, I assume.

4 MR. ZIGLER: No. It actually goes a
5 little past that, and it would be right where
6 the existing bulkhead stops. We're a little
7 bit west of where the existing bulkhead
8 starts to break down.

9 BOARD MEMBER KRAESE: My question is
10 what's going to -- from where you're stopping
11 the riprap seawall --

12 MR. ZIGLER: Yes.

13 BOARD MEMBER KRAESE: -- or breakwater,
14 whatever you want to call it, going west,
15 what's going to prevent the surge of, from
16 water? Is the elevation there higher?

17 MR. ZIGLER: Yes. If you look, if you
18 look at the end of our riprap and going to
19 the right, you'll see that there's two, four,
20 six, eight, there's at least eight-foot of
21 grade change. And then that's up, that's up
22 where he had parked boats, and he had the
23 fire truck back there. That's a much higher
24 grade. That's why we stopped there.

25 BOARD MEMBER KRAESE: Okay. Okay. I'm

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2 good.

3 MR. ZIGLER: The profiles. These are
4 just a series of plans which,
5 engineering-wise, show that the grades of the
6 pipes and the separation of the pipes,
7 including the sewer and the water and the
8 drainage, and shows the layout within the
9 site. It's engineering mapping for John to
10 review and for the Town to review for sewer.
11 The Health Department will review it for
12 sewer. And the water will be reviewed by
13 Suez and also by the Health Department. So
14 the final say on the improvements really
15 come, for the sewer and water, come out of
16 the Health Departments. The other ones are
17 prior, but the final say is the signature by
18 the Health Department.

19 And again, that's just profiles going
20 through the site. The main road, I call
21 that. That's the road coming in, the
22 cul-de-sac. And then along the west side of
23 the buildings, all the way up to the last
24 parking lot.

25 And that's, that's half. I don't know

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2 if you want to go through the other half or
3 have questions.

4 CHAIRMAN GUBITOSA: I'll see if the
5 Board wants questions. We can probably, you
6 know, go through this, go through that half.
7 And then maybe the next half we move to the
8 next meeting. I don't know if the, how the
9 Board feels, if they want to continue or just
10 want to, you know, digest what we've seen.
11 Any questions, get them together for the next
12 time.

13 BOARD MEMBER KRAESE: I'd kind of like
14 to digest what we got so far.

15 CHAIRMAN GUBITOSA: Yeah.

16 BOARD MEMBER KRAESE: Not that I -- at
17 this point, I really don't have too many
18 issues. I just --

19 CHAIRMAN GUBITOSA: Yeah.

20 BOARD MEMBER KRAESE: -- like to go over
21 my notes and rewrite some of them.

22 MS. MELE: We have a workshop in
23 between, don't we?

24 CHAIRMAN GUBITOSA: We could have one.

25 MS. MELE: We could, if there were

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2 questions on what you've seen already.

3 CHAIRMAN GUBITOSA: Yeah, we could do --

4 MS. MELE: We could attend your next
5 workshop.

6 CHAIRMAN GUBITOSA: Yeah. We can
7 probably put questions.

8 MS. MELE: That's, of course, up to you,
9 if you have questions.

10 CHAIRMAN GUBITOSA: We could do that.

11 BOARD MEMBER KRAESE: Hey, Tom, let me
12 ask you a question. Do we, do we need a
13 workshop, or is there that many issues that
14 we have to deal with, or could we handle this
15 at a TAC meeting?

16 CHAIRMAN GUBITOSA: No, we --

17 BOARD MEMBER KRAESE: I don't like a TAC
18 meeting because we're all not there. That's
19 not fair. I rescind what I just said.

20 MR. ZIGLER: That was quick.

21 CHAIRMAN GUBITOSA: No, maybe you're
22 right. We could probably just digest what
23 you've gone over.

24 MS. MELE: You can let us, you can let
25 us know, you know.

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2 CHAIRMAN GUBITOSA: Well, we could
3 probably -- do we -- Steve, could we
4 tentatively set one up, like, in April, like
5 the 12th or the 19th? Like, Mondays usually
6 work.

7 MR. HONAN: Yeah. I think what we did
8 last time was pretty good. We started a
9 little bit early, and we got a good couple of
10 solid hours in. And I think it really
11 helped. And plus, with the workshop
12 meetings, it tends to make some continuity
13 because we're looking at this on a more
14 regular basis. I think it will ultimately
15 result in a quicker conclusion of the site
16 plan review. So I'm all for that. What we
17 could do is maybe tomorrow circulate a
18 proposed date and time, and set it up.

19 CHAIRMAN GUBITOSA: Yeah, we could do
20 that. Dave, what we'll do is, just like we
21 did last time, we'll go through everyone, see
22 what the -- and I think Mondays were usually
23 good because everyone's usually got something
24 on a Tuesday and Thursday, and then we could
25 just go over things that, so that we have the

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2 whole Board, and we could do, Steve could do
3 the, the webinar again.

4 MR. HONAN: Yes, I could do that.

5 MR. ZIGLER: That's fine.

6 CHAIRMAN GUBITOSA: All right. We could
7 do that for the next one. But Dave, like, I
8 know I'll, you know, just what Gene and Jerry
9 said, you know. One thing we, that was we
10 liked is the map notes. I know we talked
11 about that a lot and getting a lot this stuff
12 in the map notes. And, you know, thanks to
13 the applicant for some of these offsite
14 improvements like that, the one you just did
15 at the end, that drainage for that one pipe
16 going to the Hudson. You know, it wasn't in
17 the plans, but it's something that they're
18 going to do. And something with the sewer
19 line on Hudson, you know. You know, I thank
20 the applicant for that, you know, finding
21 that hundred feet that was missing.

22 MR. ZIGLER: Well, we don't know exactly
23 how many feet, so don't be --

24 CHAIRMAN GUBITOSA: No, we'll say --

25 MR. ZIGLER: A lot of feet.

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2 CHAIRMAN GUBITOSA: A lot of feet. All
3 right. So what we'll do is, you want to do
4 that? We'll just circulate, tomorrow we'll
5 circulate dates for a webinar. And then
6 we'll set something up. And then for the
7 next -- what do you want to do for the next
8 Planning Board meeting, just go over some
9 more reviews?

10 MS. MELE: Well, if I could,
11 Mr. Chairman, just a sec.

12 CHAIRMAN GUBITOSA: Yeah.

13 MS. MELE: I was hoping that at this
14 Planning Board meeting we could set the
15 public hearing for the next Planning Board
16 meeting --

17 CHAIRMAN GUBITOSA: Oh, okay.

18 MS. MELE: -- and get that process
19 started.

20 CHAIRMAN GUBITOSA: All right.

21 MS. MELE: That's one. And then two
22 other just quick housekeeping comments.
23 Number one, I just sent Mary a Dropbox link
24 to all of Shea's correspondence back and
25 forth with the DEC and Army Corps about the

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issues that were raised earlier. So it's a large file. But the meat of it is in the, is in the emails. So I'll ask Mary to circulate it to the Board. But you have that now.

CHAIRMAN GUBITOSA: All right.

MS. MELE: And finally, I just wanted to mention one thing because I just don't want anybody to be under a misapprehension. After the last meeting, you know, there was a little bit of talk about the gate house, and the residents could show, you know, whatever, and go to the eagle observatory. I spoke to the client afterwards. We haven't exactly figured out, like, the mechanics of the gate house. There may be times when it's manned. There may be times when it's not.

But what we will agree to is that if it is not manned, it will certainly be open to members of the public and signed to go forward to the observatory so that they won't be blocked. So, you know, the manning of that is I think more of a resident issue. But in terms of the public, you know, it will be accessible to that north end of the site.

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2 CHAIRMAN GUBITOSA: Oh, okay, good.
3 Thanks, Amy. So I'll go to the Board.
4 Should we -- what do you think about a public
5 hearing for next month, Gene?

6 BOARD MEMBER KRAESE: Well, my opinion
7 is, I mean, things are getting a little
8 easier there. My understanding, there's no
9 more quarantine when you come back from out
10 of state. But it would really be nice if we
11 could have these public hearings in the real
12 world rather than by what we're doing here
13 now with Zoom and webinar.

14 CHAIRMAN GUBITOSA: Right.

15 BOARD MEMBER KRAESE: It would be nice,
16 you know. I don't know if we're going to be
17 done by next month. But things are easing up
18 there in New York. And maybe we could have
19 a --

20 CHAIRMAN GUBITOSA: Yeah.

21 BOARD MEMBER KRAESE: We could have a
22 public -- I mean, this is a big project.
23 It's gone on for years. I mean, I just
24 think, I mean, they've done a fantastic job
25 of getting this act together.

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2 CHAIRMAN GUBITOSA: Right.

3 BOARD MEMBER KRAESE: And getting us
4 everything we wanted, and they have a lot of
5 good clarifications --

6 CHAIRMAN GUBITOSA: Right.

7 BOARD MEMBER KRAESE: -- on what they're
8 doing. And I think the public has a right to
9 hear it.

10 CHAIRMAN GUBITOSA: Right.

11 BOARD MEMBER KRAESE: And to dispel any
12 apprehension that they may have. I mean, it
13 is what it is. If you have a right to do
14 something, and you cross the Ts and dot the
15 Is, so be it.

16 CHAIRMAN GUBITOSA: Right. You know
17 what, Gene? Yeah --

18 BOARD MEMBER KRAESE: -- do everything
19 here with a webinar. That's just my personal
20 opinion.

21 CHAIRMAN GUBITOSA: No, you're right.
22 And what I'll need to do, if we can't do it
23 in April, what I have to do is just check
24 with the Town, with the Town, because I know
25 at one time they were trying to set up the,

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2 the senior room, which is a much larger
3 facility, like, area. But I don't know if
4 they had -- they were setting up with the
5 acoustics and the seating. So I don't --
6 they were working on it. So I don't know if
7 they ever did it.

8 But I can follow up with that to see if
9 that's something if, you know, if it's good
10 for April. If not, we could do it for May.
11 But just so that we have a safe environment
12 for those people that, you know, aren't
13 comfortable. I think an issue is there's
14 some people that are still uncomfortable
15 going out in public. So we might have to do
16 both, you know, like if we do in person and
17 also webinar. So I still have to, I'll have
18 to talk to the Town with that, and Steve.

19 MS. MELE: Can we at least set it?

20 CHAIRMAN GUBITOSA: Yeah, we could
21 probably --

22 MS. MELE: And then logistics. And
23 then, you know, if we have to continue it, we
24 continue it.

25 CHAIRMAN GUBITOSA: Yeah. All right.

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2 Gene, what do you think? How does the Board
3 feel about getting started on the public
4 hearing next month, just to start getting
5 comments?

6 BOARD MEMBER ROGERS: I'm in favor of
7 that.

8 BOARD MEMBER JOHNSON: Yeah, I'm, I'm in
9 favor.

10 CHAIRMAN GUBITOSA: All right. So I'll
11 make a motion. I need a motion to set the
12 public hearing --

13 BOARD MEMBER JOHNSON: I'll make it.

14 CHAIRMAN GUBITOSA: -- for next
15 available, which is April 22nd, correct?

16 BOARD MEMBER JOHNSON: I'll make that
17 motion.

18 CHAIRMAN GUBITOSA: I got a motion. I
19 need a second.

20 BOARD MEMBER ROGERS: I'll second.

21 CHAIRMAN GUBITOSA: All right. Motion,
22 second. All in favor?

23 (Response of aye was given.)

24 CHAIRMAN GUBITOSA: All right. So we'll
25 set the public hearing for the 22nd. As of

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2 now, we'll do it as a webinar. If I can --
3 if we don't do, you know, in person, we'll
4 set it up as a webinar. And once we get that
5 information, you know, we'll post it.

6 And the public hearing will be just like
7 every other public hearing, is that we'll
8 start it off with the site plan. We'll, you
9 know, when people raise their hand, we'll
10 recognize them, put on their mics, their
11 things. And, you know, we'll keep it to
12 three minutes so that we can keep things
13 focused and precise. So we'll do it like
14 that. And then tomorrow, we'll find out,
15 we'll get dates, Amy, for our date for the
16 workshop.

17 MS. MELE: Fabulous. Thank you so much.

18 CHAIRMAN GUBITOSA: All right. So we'll
19 see you next, I guess we'll see you next
20 month for the public hearing.

21 MS. MELE: Great.

22 CHAIRMAN GUBITOSA: Dave, anything else
23 you need, or are you good?

24 MR. ZIGLER: Yeah. We'll see you at the
25 workshop, also.

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2 CHAIRMAN GUBITOSA: Yeah, we'll see you
3 at the workshop. And, you know, thank
4 Mr. Herskowitz, you know, for the map notes
5 and those offsite improvements that, you
6 know, that we were working on, and with the
7 sewer with the Town Board. So thank you.

8 MS. MELE: Thank you.

9 CHAIRMAN GUBITOSA: All right.

10 MR. ZIGLER: We're still waiting for
11 John O'Rourke to finish his review. But
12 that's something we have to address when he
13 gets finished.

14 CHAIRMAN GUBITOSA: All right.

15 MR. ZIGLER: We'll probably have plenty
16 of things to clean up on the map. So thank
17 you.

18 MS. MELE: And we'll try and pop in to
19 the ARB also during that timeframe.

20 CHAIRMAN GUBITOSA: Oh, that's right.
21 And I did speak to Dan this evening. About
22 five, he called me. And he said he was, he
23 was in contact with Mary and the rest of the
24 Board, and they're trying to do some, when
25 they're going to do some meetings next month.

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So they're going to, you know, get through all that to look at some of the items on their agenda, so.

MS. MELE: That would be great. I'd even do it outside if they had a quorum.

CHAIRMAN GUBITOSA: I think he's looking to do it outside, so.

MS. MELE: Fine.

CHAIRMAN GUBITOSA: So be looking for that. So thank you.

MS. MELE: We can do it at the site. We'll bring down a picnic table.

CHAIRMAN GUBITOSA: All right, good. All right. All right, thank you.


(Time noted: 8:48 p.m.)

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THE FOREGOING IS CERTIFIED to be a true
and correct transcription of the original
stenographic minutes to the best of my ability.



Jennifer L. Johnson

