

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 22, 2018
7:05 p.m.

BEFORE :

THOMAS GUBITOSA, CHAIRMAN
PETER MULLER, VICE-CHAIRMAN
MICHAEL FERGUSON, BOARD MEMBER
ERIC JASLOW, BOARD MEMBER
PAUL JOACHIM, BOARD MEMBER
EUGENE KRAESE, BOARD MEMBER
JERRY ROGERS, BOARD MEMBER

APPEARANCES :

STEPHEN M. HONAN, ESQ., Special Counsel
MAX STACH, Town Planner
JOHN O'ROURKE, P.L.S., Town Engineer
WILLIAM SHEEHAN, Building Inspector
MARY PAGANO, Clerk to the Planning Board
AMY MELE, ESQ., Attorney for Applicant

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

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CHAIRMAN GUBITOSA: Next item on the agenda is an application, it's Eagle Bay. This is a site plan conditional use located on the north end of Hudson Drive, 600 north of Tomkins Avenue. This is a review of the application.

MS. MELE: Good evening, Members of the Board, members of the public. My name is Amy Mele, 4 Laurel Road, New City, New York. I represent the applicant. Thank you for welcoming us back. We've been here, I believe twice before, last in June and August of last year, presenting this iteration of this project to the Board. And we wanted to come back and just give you an update.

This isn't a public hearing. But it had been a while since we're here, and we wanted to let you and the public know that we've been working very hard behind the scenes to do all of the work that's necessary to complete the EIS, which we all agree is required in connection with this project. We've hired a company called Normandeau

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2 Associates, who has former Army Corps staff
3 on staff to help us with the permitting
4 issues and many of the studies that need to
5 be done as they relate to the river.

6 This -- and we've been back to TAC a
7 couple of times. And I'd like to take this
8 opportunity to thank your technical staff.
9 They've been very, very helpful in helping
10 us, you know, with our questions, especially
11 your Building Inspector has been very
12 generous with his time in meeting with us and
13 answering any questions that we have.

14 So we wanted to come back. We wanted to
15 show you the most recent iteration of the
16 plan. And the big change here is we've still
17 got of same number of units. We still have
18 14,500 feet of commercial space as required
19 under your planned waterfront district.

20 But we've introduced a new concept,
21 which is a boatel. And a boatel, as you
22 might gather from its name, is sort of a
23 hotel for boats. And that changes the plan a
24 little bit. And we wanted to give you a
25 preview of it.

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2 We have presented this at TAC and
3 discussed the various issues as they relate
4 to the introduction of the boatel concept.
5 But with me tonight are Auris Pena and Mark
6 Schulman, our architects who have a
7 presentation and will walk you through the
8 various changes. And we're really just here
9 to give you this update, and we welcome your
10 feedback on this latest version of the plan.
11 Thank you.

12 CHAIRMAN GUBITOSA: Thank you.

13 MR. SCHULMAN: Good evening, folks. My
14 name is Mark Schulman with Design
15 Development. I'm here with Auris Pena. We
16 are the architects and we have done, made a
17 handful of changes on the plan since we
18 presented last time, and we thought this
19 would be a good opportunity to share that
20 with you.

21 So we're going to take you through just
22 real quick, as Amy stated, we haven't
23 changed -- Auris, go ahead -- we haven't
24 changed much on the program since we
25 initially presented. So this was the June

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site plan. So we presented this last year. 290 residential units, 14,500 square feet of commercial space. We have a residents center there between Buildings 3 and 4 on the end. And obviously, we've got quite a bit of waterfront that we were working on.

We then came back in August. And based on a lot of feedback we got, we made a lot -- primarily, the changes were to the whole riverfront and the waterfront. We added a lot more program elements to that, everything from parks and playgrounds. There's a wildlife observatory area. There's a fitness trail.

And all of that, that was primarily the major change in the plan. There were a couple tweaks to the building footprints, but relatively minor.

So with the introduction of the boatel, which we're going to show you now, the introduction of the boatel, which is over here on the left, which is on the south end of the site, there is, with the exception of the boatel, no change to the rest of the

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program. Still 290 residential units, four buildings. But we've reconfigured all of that along the site, and we've still left all of that riverfront available. And all, virtually all of the same amenities are still in that whole waterfront, actually probably better designed. We had more time, more time to look at it and make some adjustments.

So what you see over here in the left here is the boatel. And then attached to it, this little building that's got a little curve on the outside is 12,000 square feet of commercial. And the other 2500 square feet of commercial space is in the red, and it's in the community center.

So we moved the community center from, you know, if you remember before, it was between Buildings 3 and 4. We've moved it now between buildings, so it was all the way over here on the other end. Now we put it closer to essentially this drop off area. And a 2500 square foot fitness center will be available to the public as well. So between that and the 2,000, we meet the 14,500 square

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2 foot, which doesn't include any part of the
3 boatel.

4 The other thing that I would also just
5 point out relative to the program is where
6 these red circles are here, we're proposing
7 that they be kiosks. It could be the hot dog
8 guy and the ice cream guy, and probably
9 somebody seasonal. It's not included in the
10 14,500, either.

11 And how we go about actually making that
12 happen operationally has not been determined.
13 But given the placement of that along the
14 waterfront, we thought they'd be great uses
15 to have seasonally.

16 So with pushing and pulling the
17 buildings and getting the boatel back in, the
18 parking's been reconfigured. So you
19 essentially still come -- no difference,
20 really. You still come in up at the top
21 there into that south lot.

22 We have -- I apologize, I don't have a
23 pointer. But we have, at the top of
24 Building 1 was a gate which is previously
25 proposed as well. The difference in our plan

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2 and in the program is that there's more,
3 let's say there's more public circulation
4 within the residential parking areas.

5 So the public can go to the gate, they
6 can get through the gate, they can go all the
7 way to the north end of the site where all
8 the nature observation is taking place.
9 There are public parking spaces within these,
10 the residential parking allocated for them to
11 park. And, you know, school buses can come
12 here, and get out, and access that north end
13 of the site as well.

14 So it's not blocked off. It's not a
15 gated community. The public will be
16 circulating through it. And all of the
17 riverfront here is also essentially,
18 everybody, anybody, any pedestrian can walk
19 pretty much anywhere you want to go. There
20 are really no issues there.

21 The boatel, I'm not an expert on
22 boatels. As Amy said, it's essentially a
23 building where you can actually store. There
24 are boat slips within the building.

25 And right now, there's about -- right

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now, the proposal is approximately 230 boats can be stored in this building, which leaves about 60 slips that will be provided on the water. So for a total, a grand total of 290. No more than that will be provided as part this project.

This does take place where the beach used to be. And there was a lot of back and forth about what would be more valuable for the site, what would be more valuable for the public. And the fact that there was an existing marina here, the thought was why aren't we developing that and making that a better marina for everybody? The boatel certainly supports that.

And with that, there's going to be -- we will be cleaning up all of the boat slips as well. None of that was being proposed previously. We were keeping the existing marina as is. So it's going to be -- it will be a better waterfront, better marina, better marina facilities as well.

So, go to the next slide. I also -- so this was important. So the developed area's

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about 15.2 acres. The public area, not including the footprint of the boatel, is 5.7 acres. It's actually .2 acres better than our previous proposal. So we're still in that ballpark.

So roughly a third of the site is allocated for the public. What I'm not, what we're not delineating here is the fact that there is, there's access to the neighborhood on the other side of the tracks. They still have access to walk through that, walk through the project and get to the waterfront as well.

So just kind of to summarize the changes, we added the boatel on the south side of the site, 230 boats; reconfigured the residential buildings; relocated the residents center between Buildings One and Two; we expanded the size of the fitness center, made it available to the public; and we reconfigured the public parking and introduced a drop off close to the waterfront. So, I'm just -- we're going to take you through just some renderings so you

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2 get a better picture, better feel for what
3 this looks like with the changes.

4 So here's that drive, Hudson Drive, as
5 you make your way in. I won't spend too much
6 time. I'm happy to go back in the slides if
7 anybody wants to spend more time looking at
8 it. We can make all of this available.

9 This, as you turn right, you go down
10 towards -- proportions are funny, a little
11 funny on this. But what happens is you've
12 got the curved building, and you can see the
13 sailboats on the Hudson. And you've got two
14 stories of commercial, just as we had
15 proposed last time.

16 There are also -- there's a lobby, an
17 elevator lobby that takes you up to the top.
18 The public has access to all of it. There
19 are also utility rooms and public restrooms
20 in that building. That does not make up any
21 part of the 14,500 square feet.

22 Next slide. So as you come down and
23 around, this is -- so this is where we've
24 introduced a drop off. We think this is
25 actually a really neat idea.

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2 So you can come in, you can turn.
3 There's a big traffic circle here,
4 essentially. You can turn in, you can drop
5 people off, and come back out and park. It's
6 great for people that want to drop people off
7 for boating, for the public, for people that,
8 you know, need a ride to get down to the
9 waterfront. And they can come back up.

10 Again, this main road, as we proposed
11 last time, is essentially a service road. So
12 emergency vehicles will have access to it.
13 They're designed to accommodate emergency
14 vehicles.

15 And then what you see here along the
16 waterfront, there's a pavilion that's got
17 some covering, those three sort of silos in
18 the back. They really represent what we hope
19 to be kiosks in the future. And we've got a
20 much more, a lot more landscape. I think a
21 much lusher riverfront than we proposed
22 previously.

23 So here's a different angle, looking in
24 at the boatel. The nice thing about the, all
25 the commercial is that it really sits along

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2 that primary, that north face of the
3 building. It's elevated, so all of that
4 space is up at a higher elevation above the
5 500-year flood plain.

6 Then we step down with -- there's
7 sidewalks, and patios, large steps, and
8 smaller steps, and balconies. So people
9 still have access and views to the
10 riverfront.

11 This is a walk. So a little bit further
12 north, turning around and looking back, this
13 gives you some sense of what it would be like
14 to walk along that path. There are
15 playgrounds and areas that you can pull off
16 and break out off of that primary walkway
17 that takes you up through.

18 So here's a little bit of an elevated
19 view looking south. And here you can start
20 to see, again, little areas, little break
21 away areas where you can use the outdoor
22 seating. There are places for picnics, for
23 playgrounds. Again, there's a fitness trail
24 there.

25 So we have four areas along, I think

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2 it's -- I think if you go all the way up and
3 back, it's a quarter of a mile. And along
4 the way, there are stationary fitness
5 stations. And I think, you know, I think the
6 picture kind of says it all. It gives you
7 some sense of what that will be like.

8 Another shot looking north up the river.
9 And again, there's a fountain proposed. So
10 there's -- I mean, some of that elevation
11 change, we've got some lawn areas that we
12 tier. And between the two tiered lawn areas,
13 we've got some hard scape of the fountain.
14 And again, the idea of the loose furniture,
15 tables, chairs, so that people can go out
16 and, you know, make the space their own, use
17 it as they please.

18 And then this is up, looking up towards
19 that fountain. And that's the last building
20 on the, towards the end of the riverfront.
21 And we do have a little video here to give
22 you a little better idea of what this looks
23 like. Just run this quickly, hopefully.

24 As Amy brought up, I didn't -- I forgot
25 to mention that the public pier is still part

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of the project. That absolutely will remain.
The reality is now all these piers are
getting rebuilt, refurbished, so.

Public up here, maybe put a gazebo on
the end of that or something like that. But
that will also remain in the project. That's
not changing.

That's it. In terms of the graphics,
I've got a plan, a more technical plan, the
same plan that's on this wall back here.
It's a little harder to read. You're better
off looking at the plan or asking us
questions. We're happy to do that.

One of the things that I will say
from a -- we can do a parking analysis. And
that was one of the things that came up.
There's been a lot of discussion about that.
This project, based purely on zoning, on all
the uses, requires 666 parking spaces. We
provide, as part of this plan, 610 parking
spaces, and there's a couple reasons for
that.

One is that we're not taking into
consideration any kind of shared parking

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2 analysis. So for example, it's very likely
3 that a decent percentage of people that live
4 here will also have boat slips here. So no
5 reason to count their parking twice.

6 There are 14 three-bedroom units here.
7 They've been given three parking spaces for
8 those units. It's highly unlikely the
9 three-bedroom requires three parking spaces.

10 But there are a handful of things like
11 that. Even the commercial, in an off setting
12 key residential times and commercial times
13 when parking is available, none of that has
14 been taken into consideration.

15 The other thing that we did do -- just
16 go to that plan, Auris, please. It's very
17 hard for me, but I'll explain it. So on the
18 south end of this lot over here. So it's
19 like designing a parking lot, you know, for a
20 supermarket, and once or twice a year,
21 Thanksgiving, Christmas, the parking lot
22 fills up, but the rest of the time, it never
23 does.

24 So rather than build all of this parking
25 lot and solid surface area, we can reserve

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2 some of that space. There are other ways to
3 deal with potentially larger crowds at
4 certain times. Fourth of July, I would
5 imagine that there might be, you know, you've
6 more people coming to the site.

7 So we have, we've designed this, the top
8 portion of the south lot. And actually, you
9 can be valet parked. You can go valet
10 parking down by the drop off. And we can get
11 an additional 42 parking spaces up there just
12 in that lot, an additional 42, which brings
13 that deficit down to 14. We can easily get
14 14 more parking spaces here, but we just,
15 again, it goes back to do we really need them
16 or not.

17 There will be plenty and conversation
18 and discussion about that moving forward.
19 But we just wanted to give you an update on
20 where we are. And I think that's it.

21 CHAIRMAN GUBITOSA: All right. One
22 quick question. What were the number of
23 three-bedrooms? You said -- the plan says
24 16, you said 14?

25 MR. SCHULMAN: What was it, Auris?

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2 MR. PENA: 16.

3 MR. SCHULMAN: 16. I apologize, 16 is
4 correct. So there are 16 threes, 200
5 two-bedrooms, and the balance, what's that
6 number?

7 CHAIRMAN GUBITOSA: 74.

8 MR. SCHULMAN: Thank you. All right,
9 there are one-bedrooms.

10 CHAIRMAN GUBITOSA: What were the
11 heights of the buildings? Are they all the
12 same height or are they different heights?

13 MR. SCHULMAN: 45 feet, all the same
14 height.

15 CHAIRMAN GUBITOSA: And what about the
16 boatel?

17 MR. SCHULMAN: Same thing, 45 feet.

18 CHAIRMAN GUBITOSA: 45 feet?

19 MR. SCHULMAN: Yup.

20 PUBLIC SPEAKER: And how many public
21 parking spaces are you allowing?

22 MR. SCHULMAN: Well, again, that's --

23 CHAIRMAN GUBITOSA: Guys, it's not a
24 public hearing. I'm sorry, not for this one.
25 Go ahead.

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2 MR. SCHULMAN: But to answer, on the
3 public site, so there's public parking
4 located in several locations in that south
5 lot. Auris, help me out here. What do we
6 have in the south lot?

7 MR. PENA: We have 115 that can easily
8 be converted to 154. We have 15 on the north
9 end, and then we have the -- it's a total of
10 154 parking.

11 MR. SCHULMAN: Right, with the
12 possibility of expansion on the -- if you go
13 to valet parking. So just to clarify that,
14 all that public parking -- let me stand in
15 front of this real quick -- is all located
16 right here. It's located here, and over here
17 on the north end.

18 It's also, as we said, it's not to say
19 that more than likely, we'll have to look at
20 this from an operational standpoint.

21 One-bedroom units, they get one parking
22 space, they get assigned a parking space.
23 Two-bedroom, they get assigned -- they get
24 two parking spaces. They get one assigned
25 and one free floating space. Three-bedrooms,

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2 one assigned and two floating spaces.

3 So they're more than likely, again, to
4 be determined. But one of the concepts is
5 all the residents at least get one assigned
6 parking space. The balance go to a pool that
7 also gets shared by the public.

8 Again, because during the day when
9 people might be out at the observatory, or a
10 bus load of kids down there, that's when
11 people are driving away from the site as
12 residents are going to work. So you get a
13 good share of most of the parking and uses
14 that way. So that's one way to deal with the
15 public parking.

16 CHAIRMAN GUBITOSA: All right. I think
17 Gene had some --

18 BOARD MEMBER KRAESE: Nice plan. I just
19 got a couple of questions. You said you need
20 660 parking spaces?

21 MR. SCHULMAN: 666.

22 BOARD MEMBER KRAESE: 666.

23 MR. SCHULMAN: Yup.

24 BOARD MEMBER KRAESE: Our code is 610?

25 MR. SCHULMAN: Correct.

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2 BOARD MEMBER KRAESE: And there's 230
3 boats in that racked storage boatel building,
4 correct?

5 MR. SCHULMAN: Correct.

6 BOARD MEMBER KRAESE: And you're going
7 to supply 60 slips --

8 MR. SCHULMAN: Correct.

9 BOARD MEMBER KRAESE: -- for them or
10 anybody else?

11 MR. SCHULMAN: Yeah, it's public.

12 BOARD MEMBER KRAESE: So there will be
13 no more than 60 slips.

14 MR. SCHULMAN: No more than 60.

15 BOARD MEMBER KRAESE: Where is your
16 intent to put the walkway for the residents,
17 for the public?

18 MR. SCHULMAN: The public can cut -- so
19 up under the train?

20 BOARD MEMBER KRAESE: No, no, no, no.
21 Into the water. You talked about the pier
22 going out for the public.

23 MR. SCHULMAN: Those details of how the
24 boatel actually operates, I can't tell you.
25 That's also something that there's separate

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2 consultant that's working on that, to figure
3 out. I couldn't tell you how you pull a boat
4 in and up, or how you take it out.

5 BOARD MEMBER KRAESE: I ain't going
6 there with that. I know how that works.

7 MR. SCHULMAN: Okay.

8 BOARD MEMBER KRAESE: I'm talking about
9 on your previous presentation, there was a
10 300-foot floating dock with an L shape to it
11 for public access.

12 MR. SCHULMAN: Right.

13 BOARD MEMBER KRAESE: It's not on the
14 plans now.

15 MR. SCHULMAN: No, it's going to be,
16 it's going to be back -- that's what I was
17 saying earlier and Amy reminded me. That
18 public pier will be in the plan.

19 BOARD MEMBER KRAESE: I just wanted to
20 make sure it wasn't forgotten.

21 MR. SCHULMAN: No, it was not forgotten.
22 Absolutely part of the program. Yeah, and it
23 will be brand new.

24 BOARD MEMBER KRAESE: I was just
25 wondering where it was going to be.

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2 MR. SCHULMAN: So there is a consultant,
3 as Amy said. So there are other consultants
4 being brought on to work on the boatel, how
5 it actually physically works, how it works
6 with the slips. All of that is going to be
7 presented at some point when those folks get
8 a more solid plan in the water.

9 BOARD MEMBER KRAESE: The questions I'm
10 asking, I know the public doesn't have a
11 chance to talk to you tonight. So that's why
12 I'm asking all these questions. There will
13 be no land storage of boats?

14 MR. SCHULMAN: No. You're saying boats
15 that are not inside the boatel?

16 BOARD MEMBER KRAESE: That are outside
17 the boatel.

18 MR. SCHULMAN: No, no. Everything's in
19 the boatel.

20 BOARD MEMBER KRAESE: There will be no
21 launch ramp?

22 MR. SCHULMAN: No launch ramp.

23 BOARD MEMBER KRAESE: No travel lift?

24 MR. SCHULMAN: No.

25 BOARD MEMBER KRAESE: It looks nice. I

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got one more question. On your, on one of your renderings here, where you have the removable bollards, you had a round circle --

MR. SCHULMAN: Yeah, yup.

BOARD MEMBER KRAESE: -- in the middle.

MR. SCHULMAN: Yeah.

BOARD MEMBER KRAESE: And you have, it appears to be not level. It appears to be some sort of a one step -- you just went past it. Go back.

MR. SCHULMAN: There are a couple places where there are potted plants that are serving as bollards. They can be removed.

BOARD MEMBER KRAESE: I'm just bringing that fact up.

MR. SCHULMAN: Yeah, yeah, so.

BOARD MEMBER KRAESE: Let's go back to that picture so the rest of us can see what I'm talking about.

MR. PENA: This one?

BOARD MEMBER KRAESE: No. Keep going to the north one.

MR. SCHULMAN: So I just want to, while we're on here, just to also, I think, address

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one the issues you have is that this area here can be driven right through with emergency vehicles. It's also designed so you can drive around it. But those are temporary. They can all be moved. If there is an event, or the Building Department or the Fire Commissioner doesn't want them there, they're not there. Nothing in this roadway is fixed.

So, but it's not to say that we couldn't -- because most of the time, nothing's going to be happening there. So that we've identified some areas that could have planters or removable bollards.

So now we're going to go to the other area that you're referring to on northern end of the site. Go back. Another one.

BOARD MEMBER KRAESE: Every one but the one you've got.

BOARD MEMBER JOACHIM: I think it was at the end of the video.

CHAIRMAN GUBITOSA: It was in the video.

MR. SCHULMAN: So maybe it's at the end of the video.

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2 MR. PENA: Yeah, that's it. That's in
3 the video.

4 MR. SCHULMAN: That's right. Let's
5 replay that, replay the video. Can you speed
6 through that, Auris? There are a bunch of
7 Adirondack chairs in a circle in the middle
8 of that.

9 BOARD MEMBER KRAESE: Right. But my
10 concern was if you look at it from your
11 rendering, I know this is just the beginning,
12 I understand that. But I just wanted to make
13 you aware that I foresee it, that there's
14 about a one foot step up there. Not to
15 mention the bollards being removed is not a
16 problem.

17 MR. SCHULMAN: Yeah, no. There will be
18 no steps along this --

19 BOARD MEMBER KRAESE: I suggest on your
20 presentation, which the public is seeing, is
21 my concern.

22 MR. SCHULMAN: Okay.

23 BOARD MEMBER KRAESE: In the area of the
24 three umbrellas that he's just going by.

25 MR. SCHULMAN: Can you pause it?

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BOARD MEMBER KRAESE: Keep going.

MR. SCHULMAN: Just get ready to pause it.

BOARD MEMBER KRAESE: Those umbrellas up there, is that going to be open to the public?

MR. SCHULMAN: Yes.

BOARD MEMBER KRAESE: Right there. Now those chairs, what appears to be around that probably pavers, it looks like it's about, maybe could be six inches, seven inches higher.

MR. SCHULMAN: Yeah.

BOARD MEMBER KRAESE: That's going to be a main emergency situation with something to deal with. That's all I'm bringing up. Keep going a little bit further. You stated that when they come all the way up to the north, the public can come around and go to the wildlife observation platform.

MR. SCHULMAN: Correct.

BOARD MEMBER KRAESE: On your rendering, on your blueprints, it says reserved parking, 15 spots. I assume the reserved parking is

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2 for the people.

3 MR. SCHULMAN: For the public.

4 VICE-CHAIRMAN MULLER: Reserved for the
5 public, but less those floaters, is that
6 correct?

7 MR. SCHULMAN: I'm sorry.

8 VICE-CHAIRMAN MULLER: Reserved for the
9 public, but less those floaters, because you
10 talk about units that have only one assigned,
11 but two floaters.

12 MR. SCHULMAN: Nope, nope. Those
13 parking space we discussed are reserved for
14 the public only. They're not even convenient
15 parking spaces for the residents. They just
16 aren't. There not -- it's not that easy to
17 get access back to that building. It's
18 really, it's best for the public. It's a
19 perfect place to put the public parking, and
20 it's right by the observation area.

21 What you saw there, the step in the
22 rendering, was a mistake. We'll correct it.
23 There should be no steps and curbs along that
24 walkway.

25 BOARD MEMBER FERGUSON: Is it open to

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2 the public 24 hours a day?

3 MR. SCHULMAN: That's a great question.
4 I don't know the answer to that. I don't
5 know that you'd want to have the public
6 wandering around after a certain hour. You
7 might not.

8 BOARD MEMBER ROGERS: You would think
9 so, no?

10 MR. SCHULMAN: Yeah, I can't imagine you
11 would want that.

12 MS. MELE: I would imagine what would
13 happen is as we get to the close of this
14 process is that we'll have some discussion
15 with the Town regarding, you know, what the
16 Town's ordinances are with respect to public
17 parks, and trying to come to some sort of an
18 agreement that dovetails with, you know,
19 whatever that is.

20 So for example, we represent another
21 applicant on a project down in Nyack. We're
22 working on an agreement for, you know, to
23 open for a certain time. And then after
24 that, it's, it closes for safety reasons
25 and -- but you know, that's open for

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discussion. And certainly, we would want to do what the Town wants in that regard.

VICE-CHAIRMAN MULLER: How are you addressing truck and trailer parking for people who are bringing the boats in?

MR. SCHULMAN: You can't bring boats in.

VICE-CHAIRMAN MULLER: So nobody drops off a boat into that warehouse, they have to get off the property immediately?

MR. SCHULMAN: Yeah.

BOARD MEMBER KRAESE: There's no launch.

MR. SCHULMAN: There's no launch. You got to bring your boat up from the river, from the river. There's no way to bring boats in.

VICE-CHAIRMAN MULLER: Okay, so there's no launch there.

MR. SCHULMAN: There's no launch.

VICE-CHAIRMAN MULLER: So they get it off in a different way.

MR. SCHULMAN: That's correct.

VICE-CHAIRMAN MULLER: And there's no place, there won't be any place for combination vehicles to bring boats there.

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2 MR. SCHULMAN: Correct.

3 VICE-CHAIRMAN MULLER: Is that correct?

4 MR. SCHULMAN: That's correct.

5 CHAIRMAN GUBITOSA: In the, I guess in
6 the other picture, the seawall going all
7 around this marina, that's going to be
8 rebuilt, right? Because I know --

9 MR. SCHULMAN: Again, I think I would
10 defer to these folks that are working --

11 CHAIRMAN GUBITOSA: Right.

12 MR. SCHULMAN: Yeah, yeah. To be
13 perfectly frank, I'm working up to here. The
14 other guys are working from here out. So I
15 think the intention is to maintain as much of
16 the seawall as they possible can. There may
17 be a reason it needs to be repaired. I
18 really don't know.

19 MR. SHEEHAN: I think if you look at the
20 scope, that wall, the bulkhead's got to be
21 repaired. And where the launch is will be
22 obviously filled in. But I think the, what
23 they call the wave wall, which is out, that's
24 got to be replaced completely.

25 VICE-CHAIRMAN MULLER: Replaced what?

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2 MR. SHEEHAN: Completely.

3 VICE-CHAIRMAN MULLER: Okay, thank you.

4 MR. SHEEHAN: That's the one that's in
5 really bad shape.

6 VICE-CHAIRMAN MULLER: Yes, okay.

7 MR. SHEEHAN: The one that Wayne said he
8 can fix in a weekend, I don't know.

9 MR. STACH: Yeah, well, we discussed a
10 lot of things at the technical meeting that
11 we asked the applicant to look into. I still
12 think that you need to have a pretty robust
13 offering of both commercial and more
14 restaurants at this location in order to
15 bring the public to the waterfront. You
16 know, it's sort of getting pinched down at
17 that south end. And I still want to see as
18 much effort given as possible to make the
19 offerings and commercial and restaurant, you
20 know, draws to the waterfront as inclusive as
21 possible.

22 I have some of the concerns maybe that
23 Gene expressed with these, the idea that some
24 of these spaces, even though they may be open
25 to public, it needs to be signed or made to

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feel like they're open to the public.
Because the public going down to that waterfront can feel like those umbrellas are part of the private development, and feel like they shouldn't be using them. So that has to be incorporated into the plan.

I think there's a little confusion as to what we're calling public parking, because there's the element of parking that's open to the public because it's meant to serve the retail and restaurants and boatel uses. But there's also public parking in terms of parking set aside for use of the public who is only going there to visit the waterfront. And there has to be enough parking to serve the commercial uses, the residential uses, and the public access uses. And I'm not sure that, how that fits into the 666 parking spaces under the code.

I also think that while I agree with you about three-bedrooms not necessarily requiring three parking spaces, we also discussed that one-bedrooms often require more than one parking space. So there should

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2 be some balance between the use of those.

3 I did notice since we last met on this
4 that the esplanade, the length of it, the
5 linear way has come down considerably. I
6 think that used to go all the way up to the
7 wetland buffer.

8 MR. SCHULMAN: It still does. The only
9 place where it would be shortened up is only
10 because of the boatel, but not to the north.

11 MR. STACH: Go bring up the last summer
12 plan.

13 MR. SCHULMAN: I think -- and it's
14 probably the roundabout. Let's go to the
15 August plan.

16 MR. STACH: You see how far north and
17 west around that Building 4 it goes?

18 MR. SCHULMAN: Yes.

19 MR. STACH: And now if you go to the new
20 plan, how far back it's been cut.

21 MR. SCHULMAN: But that's not -- all
22 right, that's only, probably a graphic. The
23 public still has access all the way up to
24 here, and up to the wetland area.

25 MS. MELE: It's probably that, you know,

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2 it looks, it's gray because of now it's
3 accompanied by parking, but it's still part
4 of the walkway.

5 MR. SCHULMAN: Right, yeah. That was
6 one of the issues, yeah. The pedestrians can
7 walk all the way up to the top, all the way
8 to the wetlands. They can walk over to
9 the --

10 MR. STACH: I think you need to figure
11 out a way to make a formal path. I mean, if
12 you want to cut it back to more of a
13 sidewalk-type thing, then you need to put
14 something of interest up there. Because
15 right now, there's no reason to go unless you
16 want to walk in the parking lot. And that's
17 not a recreational experience.

18 So I frankly, and I think I've addressed
19 this to Amy already, is you have a lot of
20 stuff going on on this site now with the
21 boatel. You have a lot of parking demand.
22 You have a lot of recreational demand. And I
23 think you need to start looking at whether or
24 not you have enough space on this site to
25 accomplish everything you want to do here.

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2 I think that you have to figure out a
3 way how to recapture some more surface area
4 to bring back some of that space to the
5 public. Because you've already cut down the
6 public interest retail, as far as I'm
7 concerned.

8 You have a lot of commercial in the
9 boatel. You have the fitness center. But
10 for people who just want to go down to the
11 waterfront and have a waterfront experience,
12 that's dwindled now down to around 8,000
13 square feet, I believe, outside of the
14 fitness center.

15 MR. SCHULMAN: 12,000 square feet.

16 MR. STACH: 12,000, but you're counting
17 the marina offices.

18 MR. SCHULMAN: Well, it's 12,000 square
19 feet of commercial, whatever winds up being
20 in there. It's not to say that --

21 MR. STACH: Right. So you have 12,000
22 square feet. The public is not going to be
23 going to the marina office. And they're not
24 going to be going to the fitness center, the
25 public that wants to have a waterfront

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2 experience. So you're diminishing --

3 MR. SCHULMAN: It's a different public.
4 So some of the public that have access or
5 have -- again, I would imagine membership to
6 the fitness center will be there to utilize
7 that. You know, I think, you know, the
8 market's going to say who ends up occupying
9 that space.

10 I agree with you 100 percent. I think,
11 you know, it would be nice to have a draw
12 down there, and let's get some real
13 excitement down there and get the public down
14 there. To do that, that would be in
15 everybody's best interest, so.

16 MR. STACH: To me, we're at about 8,000
17 square feet of businesses that will be drawn
18 to the public. Because like I said, I think
19 the fitness center is a great idea. But I
20 don't think you're going to have a lot of
21 people going to that fitness center from the
22 general public. I also don't think that
23 you're going to have a lot of people from the
24 general public going to the marina offices.

25 The other thing I think is -- so there's

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2 two things I think you should just be
3 prepared to start looking at is earlier
4 versions of this plan talked about parking
5 underneath the structures. That might be a
6 way to recapture some space here.

7 The other thing that you might want to
8 look at is can you really get the full
9 maximum density on this site. Because this
10 has this -- the purpose of this was to bring
11 the public to the waterfront. That's why you
12 have the ability to do residential down
13 there.

14 And you know, this has gotten pinched
15 back a little bit. I think you improved it
16 when you put back the retail and restaurant.
17 And I'm glad that this space, this commercial
18 space will be open to restaurants. But
19 that's going to affect the parking demand,
20 too.

21 So we just have to be prepared for any
22 eventuality that will bring the public here.
23 So if you're going to use the valet parking,
24 that parking's going to support restaurants.
25 It's not necessarily going to support

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restaurants and the high boating public there.

So you have to look at this from, I think, from a different perspective of how do we get everything we want on here, to what's going to be realistic and practical.

MR. SCHULMAN: Right. We're going to retain the services of a traffic consultant that's going to come in and do that whole breakdown and analysis of the options on the different kinds of commercial uses that could be there, and the shared parking analysis, and all based on standards that are out there today. And provide you with that information.

MS. MELE: If I may just add -- I'm sorry. Max and I have had this discussion. I hear exactly what he's saying. I just wanted to add just a little flavor to this so you understand where I'm coming from.

First of all, we understand we're going to need to do a parking study. We're going to have to put our money where our mouth is, and we're going to have to show you that this

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2 can be supported.

3 Second of all, while we understand and
4 we want the public aspect of this -- I mean,
5 certainly we're putting a lot of money into
6 this public area that takes up 37 percent of
7 the site, and we're doing actually a more
8 expensive project vis-a-vis the water than we
9 were doing before, and we want to draw people
10 down there. But I just want everybody to
11 keep in mind that, you know, the -- any sort
12 of public use down there is going to be a
13 seasonal one.

14 So, you know, that's where we as
15 developers, my client as developers, kind of
16 has to have that balancing test of, you know,
17 how much of it is worth really, you know,
18 making open to the public, you know, that
19 might only get used during certain time
20 periods of the year. I know lot of
21 waterfront restaurants, I looked up a few of
22 them along the river, and a few of them, you
23 go to their website now and they say gone
24 fishing, you know, open in April.

25 So we wanted to provide some, you know,

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2 we want that. We're not saying we're not
3 going to do it. But you know, when we came
4 up with the boatel concept, we knew that we
5 needed to still provide the 14-5. We have
6 the 14-5 and, you know, we hear your
7 concerns.

8 And with respect to, you know, the
9 differentiation between the public spaces and
10 the private spaces, we purposefully, based
11 upon our first meeting -- and Auris, if you
12 go back to, like, the first slide -- you all
13 rightfully, I think, said -- the June one.
14 You all rightfully said, you know, this looks
15 like hey public, you're, like, here and down,
16 and don't come anywhere up here. You know
17 what I mean. And we heard you.

18 And so the current plan, I think, you
19 know, kind of really blurs that line on
20 purpose because we want the public to feel
21 welcome. But we absolutely understand the
22 concept of the signage and all that. And you
23 know, we'll do whatever the Town wants in
24 that regard. But you know, we purposefully
25 wanted to blur that line because we didn't

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2 want to make it seem as though the public
3 wasn't welcome beyond the bush, you know, on
4 the side of the walkway.

5 Any other questions?

6 BOARD MEMBER KRAESE: Yeah, I got one or
7 two more. You're talking about this
8 waterfront being a seasonal situation. And
9 occupation by the residents. But that's what
10 it's all about.

11 Number one, I see the parking when you
12 first come in to be, to me, insufficient. So
13 also let me state I'm not in favor of parking
14 studies. I know we have them. But to me,
15 they can be manipulated in any way they want.
16 It's usually a very thick book that no one
17 can even understand, at least the normal
18 layman here and myself.

19 But during the season is what we have to
20 be concerned about. You're going to have 230
21 racked storage boats in that boatel. I don't
22 think it will ever be full. But if you did,
23 and you had people at the restaurant, no way
24 you can park the cars there.

25 And the average boater, and those boats

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are going to be under 30 feet, probably 28 feet, less. My experience in boating, a lot of times they're going to come with their friends, and family and friends, so it's going to double up the cars.

So I know what the study may say. But in reality, when this gets done, let's just say it gets passed exactly the way it is, during season, I think you're going to have some bottling there. Just something to address.

MS. MELE: Absolutely. And you know, we understand the number is 666, and we're down in the -- what was the number, 610. You know, so, and I think the Planning Board has the option to vary up to 25 percent. I think we're looking for something less than ten. I understand we might not get that.

We get it. I'm hearing your concerns. But, you know, there -- we believe there is enough. But we hear what you're saying, and we'll go back and we'll look at that. And we appreciate this opportunity for you guys to get all these comments because that gives us

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2 something to --

3 BOARD MEMBER KRAESE: Well, the sooner
4 we start, the sooner we get anywhere. Some
5 of us are not comfortable with --

6 MS. MELE: Yeah, no, I --

7 BOARD MEMBER KRAESE: If we address the
8 issues --

9 MS. MELE: That's why we're here.

10 BOARD MEMBER KRAESE: -- and work it out
11 in the TAC meeting.

12 MS. MELE: Absolutely.

13 CHAIRMAN GUBITOSA: I have a question.
14 On Building 4, the corner, what's the
15 distance from that to the seawall?

16 MR. PENA: 60 feet.

17 CHAIRMAN GUBITOSA: What's the distance,
18 like, to that, to the walkway, to that --
19 because I see that's where that, the circle
20 is.

21 MR. PENA: It's about, like, 18 feet.

22 MS. MELE: Didn't we flip those end
23 units, actually? We meant to keep them
24 further away.

25 MR. PENA: We flipped the units also.

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2 Let me see.

3 MS. MELE: If we go to the actual
4 drawing, I think you'll see we -- yeah, we
5 actually pulled them back a little bit on the
6 suggestion of the Building Inspector. Maybe
7 on the physical drawing, yeah.

8 MR. PENA: It was further --

9 MS. MELE: Yeah, so you see that the --
10 on the one you were referring to, the longer
11 building was here. We actually flipped them.
12 So it's actually, it brings the distance a
13 little bit further away from the observation
14 and the seawall.

15 BOARD MEMBER FERGUSON: I have a
16 question on the docks themselves. Is that
17 for the residents only, or can the public
18 rent a slip also?

19 MS. MELE: Oh, anyone. Residents or the
20 public. Same with the boatel.

21 BOARD MEMBER FERGUSON: It's not first
22 right of refusal for the owners?

23 MS. MELE: No. I mean, I haven't
24 discussed it with my client. It's never come
25 up.

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2 BOARD MEMBER FERGUSON: Because if you
3 buy a million dollar condo, say you could
4 also get a boat slip with it, is it an
5 option?

6 MS. MELE: There might be package deals.
7 I don't think they've gotten that far yet.
8 But the idea is this is open to the public
9 and to the residents.

10 BOARD MEMBER FERGUSON: Okay.

11 CHAIRMAN GUBITOSA: John, do you have
12 anything?

13 MR. O'ROURKE: No. Again, they're not
14 real drawings yet.

15 CHAIRMAN GUBITOSA: Right.

16 MR. O'ROURKE: But I would -- the two
17 things I'd point out is the emergency access
18 underneath the railroad. You know, it's got
19 to work.

20 And I'm a little concerned with the
21 tightness. In the one video, there was a
22 shot where you have the boatel, the retail,
23 and the adjoining building. It seems very
24 narrow. We got to get an aerial access
25 ladder up to that fourth story. So you just

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2 may want to look at that as well, what the
3 setbacks are. But I think you're going to be
4 a little tight there.

5 MS. MELE: Okay. We can address that in
6 a workshop and bring the Fire Inspector in,
7 as well as yourself to try and make sure we
8 meet your requirements there. Thank you.

9 CHAIRMAN GUBITOSA: One other question.
10 I know the document that got sent from the
11 environmental consultant, in there they refer
12 to it as The Breakers site plan. Is that --

13 MS. MELE: Yeah, sorry. Just, they just
14 used the old --

15 CHAIRMAN GUBITOSA: They used --

16 MS. MELE: Yeah. It was funny, we were
17 trying to get it to you by yesterday, and I
18 was rushing because I knew probably because
19 of the snow, people were leaving. And after
20 I sent it, I noticed that typo. And I just
21 didn't, wasn't able to catch it beforehand.

22 CHAIRMAN GUBITOSA: Yeah, because -- and
23 the one thing, because I noticed in there,
24 they were talking about the seawall. And
25 they said in part, I think, on Page 2 is

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2 piles broken above the top of the wall can be
3 repaired at the owner's discretion. So what
4 does that mean, they'll be able to, they're
5 only fix certain pylons?

6 MS. MELE: You know, that's -- that
7 question is a little above my pay grade. I'd
8 have to, I'd have to refer to our
9 environmental consultants on that. And
10 obviously, we've got a whole EIS process to
11 go through with a lot of public input coming.

12 It's a good question. I'll pose it to
13 them. But I think they are mostly talking
14 about, like, what is minimally required.
15 Whether or not that's what the developer ends
16 up doing is a different situation.

17 CHAIRMAN GUBITOSA: All right. Yeah, I
18 just want to make sure they updated with the
19 project so, you know, we're not getting
20 confused between Breakers and --

21 MS. MELE: Yeah, I know. The original
22 plan we had given them was the Breakers, so
23 they still used the name. So I apologize.

24 MR. STACH: I would also add that that's
25 going to be subject to, I believe the C

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2 permitting. I think that's something we need
3 to figure out.

4 MS. MELE: Yeah, I think they mentioned
5 that there, yes.

6 MR. STACH: If it's subject to DEC
7 permitting, they may not allow them to just
8 repair things. They may require something
9 completely different.

10 MS. MELE: I've got to tell you, you
11 know, I'm not an engineer. But the firm that
12 we've hired, I'm impressed with them. I've
13 referred them out to other people now.
14 They're staffed with former Army Corps
15 colonels and people who have been doing this
16 for many years.

17 They're very well-versed in this. And
18 when the time comes, we'll get them here to
19 give you testimony and to talk about all
20 these studies that they've done, and the
21 level of permitting required.

22 CHAIRMAN GUBITOSA: All right, thank
23 you.

24 BOARD MEMBER KRAESE: Are you aware that
25 the south end of that property, that there's

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2 a fiberoptic, I believe transcontinental
3 cable, possibly on your lot? Is it off the
4 lot?

5 MR. PENA: It's right here.

6 BOARD MEMBER KRAESE: Not that one.
7 That one.

8 BOARD MEMBER JASLOW: By the railroad.

9 MR. PENA: There's another one that's
10 here.

11 BOARD MEMBER KRAESE: Well, I'm talking
12 about the one on your left goes, that appears
13 to go -- it could be under your building. I
14 don't know. I mean, you can't put a building
15 on it. I'm just wondering if there's a
16 setback.

17 MR. PENA: Yeah, there is a setback.
18 But we're ten feet away from it. It's right
19 here. Goes all the way up. We're ten feet
20 away from it. The building's actually
21 fifteen feet away from it. And then the
22 second one, the one for AT&T, runs along --
23 you can see it here between -- you can drive
24 by. It's a parking lot.

25 BOARD MEMBER KRAESE: All right, as long

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2 as you're aware of it.

3 CHAIRMAN GUBITOSA: Bill, any, do you
4 have any --

5 MR. SHEEHAN: Yeah. I know it's early
6 on and you're here for an update. But I
7 would mention a few things. I don't really
8 need answers to them tonight. But if you can
9 answer them, that would be great. The
10 boatel, obviously as spoken before, you'll
11 access it from another launch to get to it.
12 There's not going to be any entrance in the
13 back of that building, garage door or
14 anything?

15 MS. MELE: No.

16 MR. PENA: There is four exits from the
17 building on the side and the back, but not --

18 MS. MELE: Not for boats.

19 MR. SHEEHAN: So all boats for repairs
20 and so forth will have to be towed down the
21 river or whatever --

22 MR. PENA: Yes.

23 MR. SHEEHAN: -- to be taken out.

24 MR. PENA: Uh-huh.

25 MR. SHEEHAN: So those bollards or

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2 planters, I guess it would be southeast of
3 that roundabout, are permanent?

4 MS. MELE: No. I think Mark said none
5 of the planters --

6 MR. SHEEHAN: I mean, they're not going
7 to be -- well, maybe strike that. Maybe --
8 renderings are great, but I don't really care
9 for them because they're like pie in the sky.
10 They don't mean anything. So my next
11 question would be, again, being early, the
12 landscaping plan, does that rendering reflect
13 what your landscaping plan is going to be?

14 MR. SCHULMAN: No. It's a -- we're
15 going to have a landscaper --

16 MR. SHEEHAN: Well, that's my point.

17 MR. SCHULMAN: -- come on and specify
18 the right flowers, the right trees. You
19 know, that's got to be done by a professional
20 landscaper.

21 MR. SHEEHAN: Right. Well, that's what
22 I'm getting to. That's why renderings are
23 kind of -- you can put anything on a
24 rendering and it would look beautiful. But
25 when you actually come with your landscape

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2 plan and what plants you're planning, just
3 like your hard scape, you're showing
4 concrete, sidewalks, pavers, probably some
5 asphalt. You might be planning on doing
6 everything asphalt.

7 MS. MELE: No, I think --

8 MR. SHEEHAN: So somewhere along the
9 line, sooner than later --

10 MS. MELE: Sure.

11 MR. SHEEHAN: -- we're going to want to
12 see, or I'm going to want to see basically a
13 rendering that's actually what's going to be
14 out there.

15 MS. MELE: Absolutely. We know we're
16 going to have to do a full blown landscaping
17 plan, the lighting plan, specify all the
18 plantings. I think what we were trying to
19 show tonight -- and Mark, correct me if I'm
20 wrong -- is the general idea is to make this
21 a very lush, very nicely landscaped property.

22 Now are, you know, the dogwoods that you
23 see going to be actually dogwoods, or are
24 they going to be hydrangea bushes? Well, you
25 know, that's something to be, you know,

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2 figured out. But the --

3 MR. SHEEHAN: Well, the species I wasn't
4 too concerned about. It was the -- let's
5 face it. You had a lot of money in plants in
6 those renderings. So I'd be very interested
7 in knowing exactly what your plantings are.

8 And again, I know, I think under the,
9 maybe when the other applicant had it, there
10 was big discussions on what type of hard
11 scape along the river because of the wave
12 attenuation and all that type of stuff. So
13 it's easy to show asphalt, concrete, and so
14 forth along the river, but it might not be
15 the right material.

16 So we really need to -- myself, I would
17 just hate to see everything paved. Because
18 then you don't achieve that higher end --

19 MS. MELE: Yeah, I mean, you know, my --

20 MR. SHEEHAN: I'm not saying that you're
21 not going to do it well. But I'm just trying
22 to make a point as far as the renderings.
23 They're kind of -- they look beautiful, but
24 they don't mean too much.

25 MS. MELE: Well, we have to market this.

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2 And these are high end units.

3 MR. SHEEHAN: Yeah, okay.

4 MS. MELE: I think that, you know, I
5 don't think that we're going to be successful
6 in marketing, you know, high end beautiful
7 units with exterior futures and interior
8 design with, you know, substandard exterior
9 treatment.

10 MR. SHEEHAN: Yeah, but I think one of
11 my points is that you might, per se, you want
12 to do concrete along the river. And it looks
13 beautiful. But that might not be the right
14 material to use. So we got to get into that
15 somewhere. Because that might change, you
16 know, what you're looking for.

17 The other things that I'm sure the Fire
18 Inspector will bear me out on is the
19 emergency access can't have any planters in
20 it.

21 MS. MELE: Okay.

22 MR. SHEEHAN: Because they're going to
23 be moved, but they're not going to be moved
24 when there's a fire in the building in the
25 middle of the night.

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2 MS. MELE: Sure.

3 MR. SHEEHAN: So the fire is going to
4 have to get around 360 of this property.

5 MS. MELE: Uh-huh.

6 MR. SHEEHAN: So again, you got a lot of
7 stuff in the rendering which is, in the real
8 world, not going to work.

9 MS. MELE: Right. Point well taken.
10 Thank you.

11 CHAIRMAN GUBITOSA: Thank you. Thanks,
12 Bill. Mr. Larkin, any, or --

13 MR. LARKIN: No.

14 CHAIRMAN GUBITOSA: Concur with Bill.
15 Once we get further down.

16 MR. LARKIN: We're very early in, okay.

17 CHAIRMAN GUBITOSA: Right. All right,
18 thanks, Tom.

19 MR. SHEEHAN: Oh, and that corner
20 building, I think you really need to put a
21 footage on that because, you know, because
22 was that rendering in that video actually to
23 scale?

24 MR. SCHULMAN: Yes.

25 MR. PENA: Yes.

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2 CHAIRMAN GUBITOSA: Which building,
3 Building 4?

4 MR. SHEEHAN: Well, the one you brought
5 up before.

6 CHAIRMAN GUBITOSA: Yeah, Building 4,
7 right.

8 MR. SHEEHAN: We need to know the exact
9 footage on that because again, looking at it
10 in that video, it's hard to tell. It's tight
11 there. I mean, Amy and I discuss this quite
12 often, every time we see each other, that
13 that's kind of a -- it's tight there.

14 MS. MELE: Yes, you've mentioned that.

15 MR. STACH: One more thing is I think
16 one of the things that never got resolved
17 that we still have to figure out moving
18 forward is who ultimately, after this is
19 constructed, would end up owning the public
20 spaces and easement for the public. Would it
21 be ownership by the condominium association?
22 Is it public ownership with a maintenance
23 agreement by the condominium association?

24 MS. MELE: Right.

25 MR. STACH: It has to be nailed down.

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2 MS. MELE: Absolutely. And like I said,
3 I just happen to be working on another
4 waterfront project where we're dealing with
5 those issues now. And certainly, we want the
6 Town Board's feedback as to how they want
7 that structured. But we can -- there's a lot
8 of ways to skin that cat.

9 MR. STACH: Yeah. And I think that was
10 something that Bill had raised earlier, is
11 about the connectivity. We know that the
12 battlefield doesn't want you to connect to
13 the north.

14 MS. MELE: Yeah.

15 MR. STACH: But if other projects come
16 into the south --

17 MS. MELE: Yeah, and actually, we took
18 Bill's suggestion from the last meeting.
19 What we had originally had was back here, we
20 had the parking spaces kind of came up
21 against the building. And so what we did was
22 at his suggestion, we wrapped the walkway all
23 the way around so that in the event that the
24 parcel to the south of the develop, there
25 will be connectivity there. And we're happy

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to, you know, entertain other suggestions
that you have for that as well.

CHAIRMAN GUBITOSA: All right, good.

Any other questions? Steve, anything? All
right, then I guess -- all right.

MS. MELE: Thanks so much for your time.

CHAIRMAN GUBITOSA: We'll see you at the
TAC meeting.


MS. MELE: Okay, take care.

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Jennifer L. Johnson

