

Minutes
Meeting of the Planning Board
Village/Town of Mount Kisco
Tuesday March 13, 2007

Meeting called to order at 7.45, Tuesday March 13, 2007, at the Municipal Building
Mount Kisco, New York.

Members Present: Chairman Joseph Cosentino
Stanley Bernstein
Doug Hertz
Ralph Vigliotti

Members Absent: Vice Chairman Anthony Sturniolo
Sol Gibbons
Joseph Morreale

Staff Present: Whitney Singleton
Nanette Bourne
Anthony Oliveri

Minutes, January 9, 2007 Motion: Stanley Bernstein
Second: Ralph Vigliotti
Aye: Stanley Bernstein
Aye: Ralph Vigliotti
Aye: Chairman Cosentino
Aye: Doug Hertz

FORMAL APPLICATION

Charisma Holding Corp. (Estate Motors Auto Storage Facility)
19 Kensico Drive
Application No: PB2006-23

Members Present: Janet Giris, Delbello, Donnellan
Weingarten, Tartaglia, Wise and
Wiederkehr
Chris Buonanno, Charisma
Diego Vallareale, John Meyer Consultants

Chairman Cosentino: This is a formal application. Why don't you start with the easements?

Janet Giris: I think you are all familiar with the property. We were here back in November for Conceptual Review, and what we're going to do is to store vehicles on the site, Mercedes Benz vehicles. Our application discusses the details of that. We're looking to store approximately 60 vehicles on the property. The property that is the subject of the application is actually only the piece of property with a building on it. There is a property to the north which the applicant is also requiring. That property is about 25 feet. It's a driveway, and it's shown on your plan as a right-of-way. It is encumbered with easements. We do have a title report for it. The title report does not go into who has rights over that right-of-way, so for us to do a search of all of the properties in the general vicinity; we don't know. We do know that others do have rights of ingress and egress over that right-of-way. Those rights of ingress and egress are limited to exactly that; a driveway, ingress and egress, and it does not permit any parking or anything on that site. So, even though they are acquiring the property, they would be able to use it to drive on, but they wouldn't be able to park vehicles.

Chairman Cosentino: But even though, why would somebody else want to use it?

Janet Giris: You can go around the rear, so we think that the property next door, which is 19, is this 15?

Chairman Cosentino: Is that Honda, yes?

Chris Buonanno: Yes, service.

Janet Giris: Right. We believe that they are one property owner that has rights over that, because then it gives them circulation around their site, and back out through ours.

Chairman Cosentino: So, nobody can really close it off?

Janet Giris: That's right. As the building currently exists, there is a garage door on that side of the building. That's something that we're proposing to eliminate. As we discussed when we were here last, what we're proposing to do is just do some exterior work to the building to clean it up. Are we painting or siding?

Chris Buonanno: Yes, re-siding.

Chairman Cosentino: But what about the driveway; weren't you going to do something about that? Pave it or something; clean it up?

Chris Buonanno: Yes, we were going to pave it; resurface.

Chairman Cosentino: The other thing was I read a report from Jannine, she's no longer with us anymore, but she had some things that she wanted addressed. Am I right Anthony?

Anthony Oliveri: Yes. There was a December 12 memo.

Chairman Cosentino: Did you get that memo?

Janet Giris: No.

Anthony Oliveri: She had about eight points on here. One of them was the right-of-way; a number of things.

Whitney Singleton: The memo was to the board in response to the applicant.

Chairman Cosentino: That wasn't too bright. How is the applicant going to do the work if they didn't get a memo?

Janet Giris: I apologize for that.

Chairman Cosentino: It wasn't your fault. Can we get a copy of that?

Whitney Singleton: Sure. I'll go make a copy of that.

Chairman Cosentino: Can we use that in the meantime so counsel can see it? I think its things that we went over, the drainage, things like that. I think we went over all of this already.

Nanette Bourne: She had it the 9th. That's when you were before the board.

Chairman Cosentino: Yes, but they never got a copy of it though.

Nanette Bourne: I think she was reading from it.

Anthony Oliveri: Essentially I think the plan was conceptual, and you don't have any real site engineering issues addressed at all.

Janet Giris: And one of the issues that she reads is here. She says first that a formal site plan be submitted; which we've done, and addressing the right-of-way. Two, with regard to car carrier vehicles, as we've indicated in our application, there will be no deliveries on a truck to that site. Site lighting plan, there are no real changes.

Chairman Cosentino: Wouldn't you want something for security there, lighting?

Chris Buonanno: Yes, we have lighting going on in the front of the building facing Kensico.

Janet Giris: Do you want to point that out on here?

Stanley Bernstein: There is one light.

Chris Buonanno: Yes, one light over the garage entrance.

Nanette Bourne: You still need to provide information on the candles.

Chairman Cosentino: Five candles, that's all; that's not a big deal.

Nanette Bourne: And you need to have closed cut off fixtures; which you would probably do anyway.

Chairman Cosentino: And the only thing I have is that you're going to clean up the cars, the drainage, and what you're going to do. That's it. What else do you have Nannette?

Nanette Bourne: You're frontage is on Kensico, and you're putting in a new awning in. Are you doing landscaping there?

Janet Giris: I don't believe that there is any landscaping proposed there. All of that is currently pavement. There is an existing overhead door, which will stay there, and then the awning is there, but everything is paved.

Nanette Bourne: There is no green?

Janet Giris: There is nothing. Everything is impervious.

Chairman Cosentino: I don't think there is any room for it, is there?

Diego Villareale: I have an aerial photograph, so it shows it pavement.

Chairman Cosentino: Yes, I see its paved right up to the road. You could put a couple of tomato plants there. It is what it is.

Nanette Bourne: When you say that there is inside the building a feature car display area, what is that?

Diego Villareale: It's down in front. I believe that was just intended when a car – after it's finished washing and it's getting ready to be removed and driven back to the other facility, it would just be parked there. That's a car that's going to be sold and taken away.

Janet Giris: And they just take a look at it.

Chairman Cosentino: It's not a showroom, in other words?

Janet Giris: No.

Nanette Bourne: Then you should probably change that. This reads as though that would be a showroom.

Diego Villareale: No, it's just after a car is cleaned up and ready to be driven back to the facility. Absolutely – it will be changed.

Doug Hertz: I had the same question – why are you having a display area?

Janet Giris: They do that to inspect it.

Doug Hertz: That would be a better word; Inspection area.

Chairman Cosentino: And Anthony, you did something with the drainage, did you?

Anthony Oliveri: I remember on the memo from Jannine, there was something about interior drains not being directed to storm. I didn't notice it on this plan; maybe it was on a previous plan?

Janet Giris: There is just one thing that that I wanted to clarify. At the time we made this application we talked about a recycling system, which would collect and store all of the water for the car washes, which would be removed. The applicant is not planning to do that. What they are planning to do is hook up into the sanitary system. We talked about the number of car washes that would occur here. In a busy week it would be ten to fifteen. Each car wash takes about 25 gallons of water, so at a maximum, there would be perhaps 15 a week. But it's not something that would happen on an ongoing regular basis.

Stanley Bernstein: And what would you propose to do when water regulations during your next drought and the Village promulgates water?

Chairman Cosentino: They are exempt – like our carwashes; our own code.

Stanley Bernstein: We should prepare for that.

Chairman Cosentino: But you've got to change the code. Dealers are allowed to wash cars, car washes.

Stanley Bernstein: Recycled.

Chairman Cosentino: Not dealers. Cairns doesn't recycle. TA Byrnes doesn't recycle. No dealership recycles. Lexus is not recycling, I don't think.

Doug Hertz: Yes they are.

Chairman Cosentino: That's because it's new.

Doug Hertz: So is this.

Stanley Bernstein: I don't like that idea.

Diego Villareale: It's a low use car wash system; again, it's 25 and with the minimal amount of cars that they are going to be washing here, you're looking at about 300 galls a week, so it's really a minimal amount of water, really, it doesn't tax the system that's there.

Doug Hertz: What was the reason not to put in a recycling system?

Chris Buonanno: Cost.

Whitney Singleton: But the application itself says that you are going to recycle, and that you were going to remove the effluent off-site.

Janet Giris: That's what I've just explained to the board. At the time we prepared the application that was the intention, but since that time that plan has changed. So, we're happy to send a letter to the board to indicate that that has changed. Mr. Buonanno is the applicant here; I don't know if the board is aware of that, he's the owner of the property or contract vendee of the property.

Chairman Cosentino: I see there is more storage than car wash.

Stanley Bernstein: There are three service bays, though. Those are service bays, aren't they?

Diego Villareale: No, that shows just the typical bay lift. There are no service bays here. Vehicles are not going to be serviced in here.

Stanley Bernstein: What's the lift for?

Diego Villareale: The lift is to store the cars.

Stanley Bernstein: One on top of the other?

Diego Villareale: One on top of the other.

Janet Giris: Right. On one side, where you've got numbers one through twelve, those lifts will be three cars high. On the other side they are two cars high, so altogether there is a possibility of sixty.

Doug Hertz: But this is where you are prepping vehicles for delivery, yes?

Diego Villareale: They wash it and clean it up; I don't know if there is anything else they do to the car. They are all brand new so they are in very good shape; Armour All.

Janet Giris: They are peeling plastic off them.

Ralph Vigliotti: It's interesting that you were originally going to recycle then you just kind of pulled that rug from under us. I was kind of moving favorably on this, but I think the recycling piece is important, and I'm ready to move forward on it, but if we're crossing over into the twenty first century, and we're worried about recycling water usage and so on, this fits it. It doesn't sound like we're talking a major, major investment in recycling of water if there is only that many gallons.

Chairman Cosentino: What are we talking about anyway?

Chris Buonanno: Fifty thousand extra for a re-cycling system. The car wash I'm buying is 25 grand, and to get the recycling system is about a shade under 75. For that amount of cars it just seemed like a lot of money.

Ralph Vigliotti: It does seem like a lot, however, I don't know how the rest of the board feels, I'm not stuck on it, but the sticker price of \$50,000 is – I didn't think it would be that much money.

Chris Buonanno: I thought it was excessive.

Ralph Vigliotti: And you have documentation indicating that you go from 25 to 75,000 by recycling water.

Chris Buonanno: Yes. I was dealing with Hercules Carwash, which is pretty much the car wash around here that everyone uses.

Doug Hertz: Ralph, my feeling is the same way. One of the big issues that this town has is water. We're tapped out. And usage like, right across the street where Lexus just went in, we required them to do recycling. They are doing a slightly higher volume.

Stanley Bernstein: Premier is doing recycling also.

Doug Hertz: Premier as well. So, it's not as if it's unique. Perhaps there are mid-price alternatives or alternate price alternatives. As one board member it certainly seems an important function of this. I have really very little problem with any of the rest of it. I did have one question which is unrelated to this specific thing, but certainly water usage comes up on every application. Mount Kisco is not tapped into the aqueduct, so we're on a filtration plant and our water is finite.

Chairman Cosentino: You're going to have to make it pay for itself; you do more cars.

Chris Buonanno: From your mouth to his ears.

Doug Hertz: Is there parking? How many employees are on site?

Chris Buonanno: Two.

Doug Hertz: And is there parking for them?

Chris Buonanno: That's at the most; I believe it is, two. They come in, drop of a vehicle, pick it up, prepare it, and those two parking spaces are right there, right at the entrance.

Whitney Singleton: Inside the building?

Chris Buonanno: Yes. Everything would be contained inside the building.

Chairman Cosentino: Well, I think everything is okay, except unfortunately the recycling; it's in your application and you've got to make it pay for itself, that's all.

Chris Buonanno: I don't want to hold it up for that.

Chairman Cosentino: If you're going to do ten, you're going to do 30.

Chris Buonanno: Or 40.

Chairman Cosentino: Or 40. I don't want to hold it up for that.

Diego Villareale: Now, the effluent from the car wash system. Occasionally it has to be rinsed out, washed out. That's connected to the sanitary sewer discharge there.

Chairman Cosentino: Okay. Everything else seems to be in order.

Janet Giris: Okay. That's your call. Now what would be the procedure from here?

Chairman Cosentino: We'll put you back on the agenda – check with Nannette.

Nanette Bourne: The outstanding issues are to modify the plan to correct the future car display area. Do you want documentation on the easement?

Whitney Singleton: They provided documentation on the easement; the problem is I can't follow that under any set of circumstances with the survey. It doesn't match the survey at all. I don't think that that's the same easement agreement that governs this property.

Janet Giris: Are you talking about the utility easement?

Whitney Singleton: No. You refer to it as the utility easement. I think it governs a much larger area of the boundaries of the description.

Janet Giris: What I can tell you; when we ran title on the property is that the deed indicates that it is subject to a right-of-way. It doesn't say who has rights over that right-of-way. I can give you a copy of this title report, I can send it to you if you'd like so you can take a look at it. There is nothing that we can tell you about it other than it is encumbered with an easement for others to use. As to who has rights to use it, that we are unable to tell you.

Whitney Singleton: As far as this application goes, I just want to be clear with the board that that area shown has adjacent properties to be acquired as not part of this application.

Janet Giris: That's correct.

Whitney Singleton: There will be no improvement of that area as part of this application.

Chairman Cosentino: No, we didn't expect that.

Whitney Singleton: And there will be no parking.

Chairman Cosentino: No.

Whitney Singleton: Okay. The deed itself and the plan; this conflicts with the survey that was previously provided. There was actually an encroachment of the building in the northeast - northwest -

Janet Giris: We are in the process of getting a new survey for this property. The survey that I provided to you at the conceptual review is something that the seller provided to us, and its thirty odd years old. I know that we ordered a new survey and we're begging them to get it to us. They haven't gotten to us yet. As soon as that comes in -

Chairman Cosentino: Why don't you do that, and Nanette, let them clear everything with you, and then let it come back before this board here so we don't hold them up.

Nanette Bourne: So you are going to remove the featured display area and correct the adjacent property acquired.

Chairman Cosentino: Right, he's going into the carwash business.

Doug Hertz: As long as we're doing this, can we label the temporary parking spaces as employee?

Janet Giris: Sure.

Nanette Bourne: And the lighting.

Janet Giris: Right, got that.

Doug Hertz: We'll need photo metrics.

Janet Giris: That's not a problem.

Chairman Cosentino: So, get that back to us and we can finalize this.

Whitney Singleton: Just so that we don't have a problem later on. I understand that this is a use well-received by the board. Austin wrote a memo on December 6 indicating that the required parking for the site would be significantly higher. So, I think that the application is going to have to reconcile with that.

Janet Giris: What we'd like you to do is consider the parking that's located inside the building as satisfying the parking requirements.

Chairman Cosentino: That's good.

Whitney Singleton: Right, but he's indicating that the parking requirements should be approximately nine spaces.

Janet Giris: We've got sixty.

Whitney Singleton: Exclusive of your inventory, for employees. There an associated parking requirement for every use including the storage of cars that's approximately one per thousand in square footage.

Janet Giris: So if we're indicating that this particular use requires eight parking spaces, then we've got the two in the front which would satisfy two of those, and then we can designate six others.

Chairman Cosentino: Inside.

Whitney Singleton: Alright, so that's storage for fifty four cars.

Janet Giris: Right.

Whitney Singleton: And the only other thing that I just want to make very clear for the records. In the original application, it says that cars are going to be trucked to the site. In this application they say that the cars are going to be driven to the site.

Janet Giris: That's right. When we were before this board and we talked about it at conceptual review, there were some issues with regard to whether or not we could off-load on the site, and once we got into the title issue and the fact that we couldn't park on the right-of-way, and really there is no other place. There is no off-street area for us to off-load. We decided that -

Chairman Cosentino: Well, I don't want to put a fly in the ointment or anything like that, but if Lexus says look you can unload on my property, that's not our business.

Janet Giris: That's fine, and we appreciate that; but we do not intend to off-load anything on Kensico or in the right-of-way or in the front yard or anywhere. Everything will be off-loaded at Golden's Bridge and driven to the site, or if we make an arrangement with somebody else; we can do that as well.

Chairman Cosentino: Right. Can you give him a Mercedes once a year?

Doug Hertz: May I ask in that case that the narrative be expanded to describe the usage of the site more specifically the way you're describing it including how many employees on site at any one time so that we can get that as text?

Janet Giris: I can add the information to -

Doug Hertz: It's been described in the conversations, but I don't see it specifically in the application whether it's just part of the introductory narrative or -

Janet Giris: We can add the information that there will be two to three employees at a time, as far as anything else, we did say that all new vehicles will be delivered to the dealership located in Golden's Bridge, and we also indicated that we do anticipate only three to five trips a day.

Chairman Cosentino: Let's not forget, if they're going to designate more parking spaces, that means they want another employee or something like that they can -
Doug Hertz: Right, what I'd like to do is get their intention of what's going to be. Also, interior space other than - is there any of the second floor space that is going to be given over to office or anything else?

Janet Giris: There is actually mezzanine space which is being eliminated -

Doug Hertz: Right, but is there any that is being kept? Is there any second floor space? Because we only have a first floor plan.

Janet Giris: Yes, there is about six hundred square feet of that mezzanine area, which is going to remain. Storage and I believe the bathroom – is the bathroom up there?

Diego Villareale: Bathroom on the first floor.

Whitney Singleton: In your application also, when you talk about the reduction of the mezzanine area, which is fine, it should also reflect somewhere else in the application what the resulting square footage is going to be. Because it's going to be lower than the 8,900, and that affords to your benefit there with the parking.

Stanley Bernstein: The rear entrance that's existing - that is going to stay?

Doug Hertz: The door entry.

Stanley Bernstein: The door entry. You want a security light over that.

Diego Villareale: Okay, that's not a problem.

Chairman Cosentino: Good though. Okay, is there anything else? Nannette, work with them on this so they can bring it back before us, so we can continue the process.

Janet Giris: Thank you for you time.

FORMAL APPLICATION:

Domino's Pizza
130 North Bedford Road
Application No: PB2007-02

Present: Anthony Maestri

Chairman Cosentino: Let's start with your parking. What size are these parking spaces that you have here?

Anthony Maestri: They are existing nine feet wide by 20 feet.

Chairman Cosentino: We don't have any parking alongside here. What did you create this?

Anthony Maestri: There are lines there.

Chairman Cosentino: I don't care if there are lines, there is no parking there. And how many feet is it from here to here?

Anthony Maestri: I don't have the exact numbers for you on that. That is not to scale, although I did submit everything it was unclear whether I needed a site plan, and then about a week into the process, after everything had been submitted, I have been asked by Nancy that I do need a site plan. I didn't understand exactly why, I'm just dealing with the interior of that location.

Chairman Cosentino: The original site plan probably calls for 25 parking spaces and how you got 30 I don't know.

Anthony Maestri: I went through all the records to try to find the original site plan.

Chairman Cosentino: We have it downstairs, don't we?

Anthony Maestri: When I went through the records and the books they had a problem locating the original site plan. I went back to when it was Sears.

Nanette Bourne: Yes, that's true. We were helping your architect from -

Anthony Maestri: Georgia.

Nanette Bourne: Georgia. The original site plan, approved site plan was not -

Chairman Cosentino: Didn't I just see one downstairs, Whitney?

Nanette Bourne: There was one that was really old, but everybody knows there was one more recent, and as of last week nobody could locate it. So what we told him to do was to bring in a site showing what is on the site right now, so that the board can have a discussion about the adequacy of parking and ingress/egress.

Chairman Cosentino: There are questions - we need to know the footage, since you've got parking here; one, a scale of the parking that is there.

Anthony Maestri: All of this entire paper is to scale except the size of the building. This is all on graph paper.

Nanette Bourne: And all this is what's out there right now?

Anthony Maestri: Yes, I did that myself. I measured every single - the whole parking lot.

Chairman Cosentino: And they are 9 1/2 by 18 1/2?

Anthony Maestri: The spaces, yes.

Ralph Vigliotti: Did you say 9 or 1 1/2?

Anthony Maestri: I said 9, but if you add the space of a line - I measured everything out in the lots compared to the lot size on record, and what was there, and I came up with 9 feet wide, which is ample space for a car and doors to open.

Chairman Cosentino: That's code.

Anthony Maestri: And it was exactly at least double. It was 18 ½.

Chairman Cosentino: Okay, just the space from here to here. I don't know what it is. Should it be 20, 21, 22? The aisle space.

Whitney Singleton: Depends on the number of cars.

Chairman Cosentino: Well, let's let him know now.

Stanley Bernstein: Does the code say 25 feet?

Whitney Singleton: It depends on the number of spaces. Once you exceed a certain threshold it needs to be increased.

Anthony Maestri: On the minimum there are 30 spaces. I did this on the day after the snow storm, so I had issues with actually finding all the lines out there.

Whitney Singleton: That would be 24 feet wide.

Chairman Cosentino: So you need at least 24 feet.

Nanette Bourne: And the width of stall is supposed to be 9 1/2.

Stanley Bernstein: 9 ½ x 18.

Doug Hertz: Center line to center line, and 24 feet for the aisle.

Nanette Bourne: 18 1/2.

Chairman Cosentino: I looked at your interior floor plan, I had some questions but we found them. You do have a grease trap. Backflow preventer – is that on the main line coming in?

Anthony Maestri: I'm not sure exactly, but we always put a back flow going into – do you mean for our refuse?

Chairman Cosentino: No, on the borderline; the domestic borderline.

Anthony Maestri: I'm not sure exactly, but we always put one in on the main that's on the back of the building – the back of the location.

Chairman Cosentino: I don't know if it's in the front or the back, but there should be a backflow on this building if there isn't. I guess we have to check that, Anthony?

Chairman Cosentino: It should have been on already, but we don't know.

Anthony Oliveri: It's on the main line.

Anthony Maestri: I'm sure with the fact that Boston Market's there –

Chairman Cosentino: That's what I'm saying; it might be there, so you'll have to check on that. And you have handicapped parking over here, right?

Anthony Maestri: Yes.

Chairman Cosentino: I don't have any other questions, anybody else?

Ralph Vigliotti: I have some questions now that we're changing the uses, so to speak. I'm concerned about ingress/egress into the site. I've gone to Boston Market and had some difficulty getting in and out of the site because of this parking space. This parking space here, with a car or truck coming out, it's very difficult to navigate through this area. The other issue I have is left-hand turns. It's bad enough with Boston Market, now we have X number that we can count on as far as turns coming out. I'm a bit concerned about a left-hand turn coming out of the site. Those are my two concerns.

Anthony Maestri: Definitely your latter concern is mine as well. That left turn is not the easiest thing in the world though there is that meridian, there is that little lane all throughout Mount Kisco for people to turn, so as long as we are free from the traffic going north, we can always just make that turn up there, let the cars pass as we merge onto regular traffic.

Ralph Vigliotti: How many trips do you anticipate making; ninety a day?

Anthony Maestri: Yes. I didn't bring all that data with me, although it's in my application; that's what we're projecting.

Ralph Vigliotti: So those are the only two issues I have. One is the ingress/egress. I don't know if this parking space was originally in the site plan. I can't see that it would have been approved because it's very difficult to get in and out of the site with this parking space, and the other I have is making left hand turns onto 117. Those are the only two issues.

Anthony Maestri: I agree with you with that space. I'm not sure if many people actually park there; though people can park and I see the lines.

Ralph Vigliotti: It becomes kind of an overflow.

Anthony Maestri: Yes, that's the last resort. It's an overflow.

Ralph Vigliotti: Gentlemen, were you saying that you don't think these spaces were part of the original site plan?

Chairman Cosentino: The one I saw downstairs, I didn't see any.

Whitney Singleton: I think they were just painted off.

Chairman Cosentino: I saw one set downstairs where they are eliminated, they are not there.

Nanette Bourne: May I ask you just a pragmatic question? If you have three uses that have a good deal of parking to get out, and you're trying to get as many parking on the site as you can, I think the reality is that he has to – this is put changed so that it meets our code, you're going to reduce the number of parking spaces on site.

Whitney Singleton: But if those spaces were put on there without approval, do you want them then?

Ralph Vigliotti: I think there is a reason why those spaces were not put there originally, and that was to create enough space to back out and pull forward.

Nanette Bourne: It's not to code.

Ralph Vigliotti: No, it's not. And I know going in and out of here –

Anthony Maestri: I did figure that out also. I reversed all the equations, and I think that's what it is. Besides its based on the size of the building.

Ralph Vigliotti: So, technically you're counting 30 spaces, eight spaces short of that, so there is technically 22 spaces here. These are not part of the original site plan.

Whitney Singleton: Twenty.

Ralph Vigliotti: Twenty are there now?

Whitney Singleton: Right now there are 25 spaces on site. He's double counted where the handicapped spaces are, he's put an extra space on the western most portion of the parallel parking, and he's extra counted a space for two along the side of the building.

Anthony Maestri: Just to interject. Like you stated, that 25 spaces, that's without the sides. I know I underestimated if any, with including the side, there is probably more than 30.

Whitney Singleton: What I'm saying is with the side, there are 25. You counted one extra along on the side there. It's only seven spaces.

Anthony Maestri: Yes, you're right about that.

Whitney Singleton: And where you count along the side of the building, you have included the area that's a snow accumulation area next to the pastry shop, which is not a parking space. That's why it's 30 feet wide.

Anthony Maestri: Okay.

Whitney Singleton: You also counted the space in front of the door to Boston Market. If a car parks there, there is no getting out. And you counted five spaces in front of Boston Market. You counted six, and there are only five. There's actually handicapped there, and on North Bedford Road there are only five spaces, there's not seven or eight.

Chairman Cosentino: You know what puzzles me? I just saw a plan from 1986 that doesn't have those parking spaces. Why are we saying there is something else, from 1986 till now? I mean it was a **Klingers(?)**, the land didn't change. It was Sears and Roebuck before.

Whitney Singleton: The last approved plan that I saw, the **Longines (?)** however you pronounce it, the pastry shop, it's just 20 parking spaces approved.

Chairman Cosentino: Yes. I don't understand why we're saying we don't have an approved plan. I saw an approved plan from 1986. If that's the approved plan -

Nanette Bourne: Maybe that has surfaced. When we were dealing with your architect and Austin and Nancy were looking for the most recently approved plan, everybody knew that there was one.

Chairman Cosentino: Well, who is to say there is another approved plan? 1986 may have been the last one.

Nanette Bourne: Austin felt fairly certain that there was one.

Chairman Cosentino: You feel if there is not one, and then there is not one. Then you go to the one prior to that, which is 1986. The 1986 that I just saw just now doesn't show parking there.

Nanette Bourne: I think it's almost the same question, how many parking spaces can legally be put on here?

Chairman Cosentino: Fine. Then that's an application that's before us, now do we legalize it or change the site plan to comply with 30 or 20, what do we do? I agree, the more parking spaces the better you are, but we have to comply. The isle space - but as far as I'm concerned, the last site plan that I've seen was 1986. I don't know if there is one after that.

Doug Hertz: Who is the owner of the building?

Chairman Cosentino: Martabano.

Doug Hertz: Wouldn't Martabano have a site plan?

Chairman Cosentino: You're kidding, right?

Anthony Maestri: I asked.

Doug Hertz: He just burns them?

Anthony Maestri: Have you seen his office lately?

Ralph Vigliotti: Well, your architect did a nice job on this piece. Rather than having you go out and sketching out what you believe the parking is, I'd like to see this done even more professionally.

Anthony Maestri: I can have it done professionally now that there is no snow on the ground, it could be less; I'm here to tell you the truth.

Ralph Vigliotti: I'd like it to be part of this package. I want to see the handicapped space, the space that is supposed to be in front of Boston Market so you can get in and out of the store, what are the legal spaces that are supposed to be there, the most snow storage area; where is the dumpster site on this?

Chairman Cosentino: The use is not a problem.

Anthony Maestri: I'll just say what I see is potentially going to happen here is that obviously we do make this site – this property to code and everything and the exact spots that there should be, whatever is there now will be minimized, and also my site will not be approved because there is not going to be enough parking. It's as simple as that. That's what I see happening.

Chairman Cosentino: I don't think there is a problem with the use here. I think it's a matter of bringing it back up to where it's supposed to be.

Doug Hertz: My question is, why? He doesn't control the parking lot, why –

Chairman Cosentino: Who doesn't control it?

Doug Hertz: The applicant. Why –

Anthony Maestri: I'm not changing anything.

Doug Hertz: This has to be the owner coming in with a site plan.

Chairman Cosentino: He's sending somebody in, he's renting a spot out, and what he essentially did is say I'm renting a spot out. And we find a problem. Now, it may not be a problem, I don't know. This is in the form of a question.

Doug Hertz: The person who can verify this stuff is not the applicant, but the owner.

Chairman Cosentino: Yes.

Anthony Maestri: I can do this to get it to exactly legal size graph, exact graph to scale, and have him –

Whitney Singleton: Really what this application comes down to is the difference in the parking requirements between LA Weight Loss Center and the food retail use that's being proposed.

Chairman Cosentino: It's probably less than LA Weight Loss.

Whitney Singleton: And as part of that, one of the things that you have to incorporate beyond just the parking requirements for a food retail are the fleet vehicles. He's going to have X number of spaces, X number of cars pulling in and out of the site, and that's for you guys to incorporate into this to determine, as Nannette pointed out, forget for a second whether there are 20 or 30 spaces. Do you feel as though the site's going to work with his delivery vehicles?

Chairman Cosentino: By us doing this - this application right here, and finding the parking the way it is, and not the same as it was as approved in 1986, changes the site plan. If you don't do something like that, he moves out, the next person that comes in and says, well you had a prior site plan and you approved it. This is what I don't want to get into. This is what I don't want to get into.

Anthony Maestri: I could be wrong, there could be less spots, and we'll have no problem submitting something that I could say comply with code, but that's going to –

Chairman Cosentino: I don't think it will be a problem, but I just think we have to –

Doug Hertz: Whitney, the other part of that is, if we're saying nine feet vehicles, bus whatever customer pick up is going to be, I think we're going to discover that his use is higher than LA Weight Loss.

Anthony Maestri: How is this nine car thing - ---- goes back to my conceptual hearing?

Chairman Cosentino: Yes.

Anthony Maestri: Nine would be the most I would have on staff, and they would be continuously rotating, driving throughout Mount Kisco and Katonah, and everywhere else. The second we have like three cars sitting there, people go home. So we're not going to ever have nine. I can't afford it. To crunch the numbers you have to figure out how much I'm going to pay hourly to have nine drivers standing in the back waiting for a delivery to come out of the oven.

Whitney Singleton: I understand that.

Chairman Cosentino: You hope you have nine cars.

Anthony Maestri: Yes, but I want them out there on the road.

Chairman Cosentino: Right, that's what I'm saying.

Whitney Singleton: I don't know where the number of nine came from.

Chairman Cosentino: He did, from him.

Whitney Singleton: But we need to account for a car going into the site, then being able to turn around. Right now you can't turn around because they have all those sites on the northern portion of the property along the property line being able to turn around and get out. And technically those spaces are in addition to the one per one fifty. I think you can make a pretty good argument that you're not going to have nine cars sitting there waiting for pick ups. You're going to have a much smaller number. But that's up to the Board to decide. I just don't even know how the cars are going to turn around.

Anthony Maestri: Well, you can do a K-turn out of there. There are cars parked along the side and you are able to –

Chairman Cosentino: That's why I asked how much width is in between the two.

Anthony Maestri: I'll find out. It's tight.

Chairman Cosentino: I just want to be able to bring the property back up to where it's supposed to be. I hope he's very successful. But if you approve this application, like I said before, somebody else is going to come in and say, hey you know you approved it already with these extra spots over here. And that's where it all starts.

Anthony Maestri: If I'm successful -

Chairman Cosentino: Well, last time they weren't' successful.

Anthony Maestri: I'll be there for 20-30 years at least.

Chairman Cosentino: I hope so. I really do. But the last Domino's – is it Domino's?

Anthony Maestri: Yes, years ago.

Chairman Cosentino: The last Domino's wasn't too successful, and I'm sure you're going to be. You've been proven to be successful already, that's not the point we're up here for. I just want to make sure that if we approved those parking spaces, that's going to be it. If somebody else comes before us, we can't say they weren't approved. They're there, we approved them, and that's it. That's what I want to do. I want to have another set of something in the file saying this is what we approved. Not, oh, I don't have it but it was approved, but I just don't have them. That's not the answer. That's putting a Band-Aid on it.

Whitney Singleton: So you want the Building Department to provide you with the last approved site plan.

Chairman Cosentino: If he doesn't have a copy of the last approved site plan, which he says he might have, then we have to go back to the 1986 plan, and then start from there. I think that's the only way to comply. Whether it's the owner of the property, you have to comply with it.

Anthony Maestri: I'd like to see a copy of that plan as well. Then I can at least, I will do exact to scale.

Chairman Cosentino: I don't know how you members feel about this.

Doug Hertz: Yes, we need to know.

Chairman Cosentino: We need to know how it was because it's the future we have to worry about.

Anthony Maestri: I understand.

Doug Hertz: It's also, who goes into the pastry shop, who goes into Boston Market next.

Anthony Maestri: It will affect me as well.

Ralph Vigliotti: I've been to Boston Market where there is not enough parking. Depends on the night, the time of the year.

Anthony Maestri: Depends on their staffing.

Ralph Vigliotti: I've been there when there wasn't enough parking, and we're talking within the last six months.

Chairman Cosentino: By the way, there is a violation on that property right now. Do you see the sign there? What it is chicken wings? Pig wings? Something wings?

Anthony Maestri: His light is not lit up. It's half lit up.

Chairman Cosentino: I think they have a sign hanging there about wings. Were you there tonight or yesterday?

Anthony Maestri: No, it says Boston Market but only half of that is lit up.

Chairman Cosentino: But I think there is a sign there, something about wings. I have to look at that tomorrow.

Ralph Vigliotti: Well, either way we need an accurate site plan showing where the dumpster is, where the snow storage area would be, where the handicapped parking is.

Anthony Maestri: Yes. I did this in two-three hours. I was told last minute.

Doug Hertz: Hopefully the owner can provide you with at least a survey of the property so you don't have to do that from scratch.

Anthony Maestri: Yes, they'll do it.

Chairman Cosentino: We're not here to give you a hard time. We're just here, actually you're the -

Anthony Maestri: I'm caught in the middle, I understand.

Chairman Cosentino: You're caught in the middle of something we just want to rectify.

Ralph Vigliotti: You want this site to be able to provide everything you need to stay successful and the other businesses meaning they are going to have parking so people aren't backed up on 117 trying to get in. People getting out can wait in the lot to get out if they can't make that left-hand turn, if that's the way they go, but I have a problem if someone is trying to get in and they can't because people are looking, jockeying for spaces. I have been a victim of that, and I just want to make sure that we do everything we can on the site to rectify that if we can.

Doug Hertz: I feel the same way. I love pizza, but my concern is similar. Route 117 is not going to become less traveled as we move forward. It's a difficult lot; the access and egress are existing, but nevertheless taxing that to the fullest, which your proposal would do, will put a strain on - I won't say the overall roadway, but certainly the safety of that section; the number of cars trying to get in and out, and the frequency of that. I'm concerned about the safety aspect of it. You have people who need to get in and out quickly to make money; you have to get your pizzas there warm within a time frame. When it's busy they are going to be under pressure.

Anthony Maestri: We have no time guarantee any longer, so that really relieves some of the pressure.

Doug Hertz: But there is nothing that says the corporate chain isn't going to do that again.

Chairman Cosentino: They don't work like taxis, where they get 50/40.

Anthony Maestri: No. They get more than minimum wage plus mileage plus tips. They do very well actually. I have drivers making 60, 70 thousand a year almost all cash.

Chairman Cosentino: Can you get me an application?

Anthony Maestri: Can I propose that we search, whether together, separately or I'll get Mr. Martabano to get the site plan and can I propose that I, myself, on legal size oversize graph paper propose exactly the scale of what's there? Because I will say yes, there could be 28 – 32 or what is there now, and can I get you all the measurements and show you what the original site plan is and what it is now? I don't know how it got to where it is now, but I can show you what's there.

Doug Hertz: I'd also like to see a survey of the property that shows us that access and ingress.

Nanette Bourne: Why isn't the property owner doing this?

Anthony Maestri: I don't know. It wasn't I guess in our agreement. In the past I've done it myself with Ossining and Cortlandt Manor submitted plans and got approvals, and then moved forward.

Chairman Cosentino: But there may not have been any problems.

Anthony Maestri: No. One was a strip plaza and one is a property that I own, but that actually has 11 spaces.

Nanette Bourne: If there are modifications made to the parking so that it complies, it has to be done with the approval of the property owner.

Doug Hertz: I would think.

Whitney Singleton: And when there is a violation, it is a violation by the property owner, not by the applicant.

Chairman Cosentino: I think somebody is going to have to talk to Mr. Martabano on this.

Stanley Bernstein: Not me.

Anthony Maestri: I'll talk to him on it.

Chairman Cosentino: I think he's going to have to get in touch with you, maybe Nannette.

Nanette Bourne: Yes, and he's going to need – he's got site engineers that work with him, and they don't have to reinvent the wheel.

Anthony Maestri: I've protected myself as far as anything I signed and any agreements I have with him. My only cost is this, and that's all it will be. So the ball will be in his court, and he'll have to do what he has to do.

Whitney Singleton: Just for clarification in reviewing these plans which will be comprehensive, there is no indoor seating.

Anthony Maestri: There may be a two foot wide bench by 6-8 inches for somebody just to sit there while they wait for the pizza. No tables, no restrooms. It's a very small area. As far as the code goes based on square footage, for a 5,000 square feet full retail food use, which now they are proposing that this whole building becomes, isn't that supposed to have automatically 5,000 divided by 150 spaces?

Whitney Singleton: More or less for the restaurant. The rest is 1 per 75.

Anthony Maestri: So in a sense, the most this lot can have is probably – if I do my numbers correctly – around 22. I'm trying to figure out how many spots this space can hold by code based on the size of the building.

Anthony Oliveri: What's required by code based on the square footage?

Whitney Singleton: Probably around 50.

Ralph Vigliotti: Originally it was a Sears, which is retail, not a restaurant, and the cleaners.

Whitney Singleton: If the restaurant were half the building and they're 1 per 75 now?

Nanette Bourne: 1 for 75.

Whitney Singleton: Right, so if they're half the building, that's 30 some odd spaces right there.

Anthony Maestri: Okay, I'll go to Mr. Martabano tomorrow and try to explain to him the situation we're in and I'm sure – can he call Nanette directly?

Ralph Vigliotti: Yes, sure.

Anthony Maestri: Any other questions as far as interior?

Chairman Cosentino: No.

Anthony Maestri: This architect has done hundreds and hundreds of stores throughout the country, he's certified in every state. I only used licensed people.

Chairman Cosentino: No it's good. He did a nice job.

Whitney Singleton: When do you want them back on the agenda?

Chairman Cosentino: When Nannette gives us word that he spoke to Mr. Martabano.

Nanette Bourne: You need to provide the plans 15 days in advance to Nancy.

Whitney Singleton: So you're going to put him on the next regular meeting?

Anthony Maestri: Well, I'll tell you now I'll move forward as fast as I can.

Chairman Cosentino: Nanette, you've got to speak to him before I put him on the agenda.

Anthony Maestri: Thank you for your time again.

COORESPONDENCE:

Chairman Cosentino: Under correspondence we have a letter from John Drake to Dan Coppelman re DeFeo storm water. We have a memo from Austin to Mount Kisco Planning Board Saw Mill. That letter is very interesting.

Stanley Bernstein: Yes, it certainly is.

Whitney Singleton: I have an update for you on that. You asked me about it last time, and I didn't have the answer. You asked when is the Village Board going to authorize the no parking. It's been done a long time ago; they are just waiting for the ground to thaw.

Chairman Cosentino: The ground has been thawed.

Whitney Singleton: I know. I'm just telling you it's been authorized.

Ralph Vigliotti: That should resolve our problem.

Chairman Cosentino: Exactly.

Doug Hertz: It will be a good source of income for the Village.

Chairman Cosentino: It will be. This letter from Robert Davis to myself. We're not message boys over here. If he wants any information on that and there is a public hearing – this is on Bolo Bar. He's got to do what he's got to do. It's a landlord problem. The landlord wants to rent to La China, that's up to him. We have no control on that.

Whitney Singleton: I think what he's saying is given the fact that there's a professional office upstairs and there is a tenant, please keep that in mind and entertain it for future applications. But as Joe points out, the landlord can rent it to who the landlord wants to rent it to.

Chairman Cosentino: Yes, he's got to deal with the landlord, not us. A letter to Andreea Oncioiu to Jeffrey Contelmo dated February 23, 2007 re Mount Kisco Library.

Stanley Bernstein: What's the story with the DEP lately? They got someone to replace Janine, and she disappeared, and now every time you get a letter from somebody else.

Nanette Bourne: Yes, they've had a number of people.

Stanley Bernstein: They can't hold anybody in that job?

Nanette Bourne: Well, they lost three of their key people. Ken Boyd who was Janine's boss, Janine left, and another guy left too, and the woman who came to visit your board.

Stanley Bernstein: Yes, Kelly.

Nanette Bourne: Yes, Penny Kelly. She went down to teach in Yonkers.

Stanley Bernstein: She was only there a few weeks.

Nanette Bourne: She was actually working for the DEP for a long time.

Stanley Bernstein: But that particular job was for a short period of time.

Nanette Bourne: And they brought in a bunch of new people, and every time you call there is a new person that is assigned to this area.

Stanley Bernstein: And they don't have enough time to learn the ins and outs of Mount Kisco.

Whitney Singleton: What's kind of interesting, on the first letter from DEP that you've got on, it says the application for submission is incomplete, and one of the reasons they say for the incompleteness is the lack of determination of significance by virtue of this board not making a determination.

Chairman Cosentino: Two of them were incomplete.

Whitney Singleton: They told us they weren't going to do that.

Nanette Bourne: But in fact, with the library, the SEQRA determination was done a couple of years ago. We provided them the documentation.

Whitney Singleton: But we have to know now. Are they not going to entertain DeFeo's application because the Planning Board hasn't made a Determination of Significance?

Nanette Bourne: Right. That's where we were.

Whitney Singleton: We're back to where we were a year ago.

Chairman Cosentino: Handle it. A letter from Margaret and Frank Randazzo on that sign, they are going to add that bottom piece. Jacobsen and Naranjo; I guess they are coming back before us, do I understand, Whitney?

Whitney Singleton: If they get their application in by March 21.

Chairman Cosentino: If they don't it goes back to court.

Whitney Singleton: That's right.

Chairman Cosentino: Okay. And a letter to Coast to Coast, that's the former repair shop over here across from Bellittizzi's; Zoning Enforcement Notice. I guess Austin gave him to the end of the month, to the 31st, to close it down.

Whitney Singleton: Right.

Chairman Cosentino: And the other thing is, I just want to add on the hospital. I told Nancy today that they are going to be before us and hash over what we met about. And that the Village Board sent a memo to the Planning Board if they want to

attend a meeting or we can have a separate meeting with the Village Board and our board, at their choosing. If the Village Board wants to come and listen to it here, fine, or if they want a separate meeting with the hospital and our board, fine. So I told Nancy to check with the Mayor, what he wants to do to get back to us on that. I had a meeting with the hospital, and they are going to be coming before the board explaining what they want to do. They finished everything they had to finish; Nanette was there and I guess they want to go ahead with the Emergency Room part of it. You can explain a little bit.

Nanette Bourne: We met with them and they talked about where they've been the last three years, and what's changed, what they have evaluated, what they've looked at in terms of the scope and the state of their preliminary draft and vital impact statement. We said we haven't seen you people; you can't expect if you hurry us, that that's going to be good for you. So we requested and they agreed to come before the board, maybe next meeting, 2nd meeting in March, and basically tell all of you what they told us about what they've been doing over the last few years so that you're kind of brought back up to speed to where we left off. And then at the next meeting, that will be when they officially provide you the Preliminary Draft and Vital Impact Statement which you all got copies of.

Whitney Singleton: A lot of us don't have them.

Stanley Bernstein: No, we sent it back.

Chairman Cosentino: Did you get a hernia carrying it?

Stanley Bernstein: No, I didn't. Nancy carried it for me. At that time I couldn't walk.

Nanette Bourne: So the time clock isn't going to start until you're okay with it. The one bureaucratic glitch in this is that everybody wanted the Planning Board to be Lead Agency and in order for you to be Lead Agency there has to be an action that you approve or not approve. And what they had submitted was a specific plan and a requested zoning change. And they don't have site plan documents.

Chairman Cosentino: Explain where the zoning change is, though because that's confusing. Explain where it is.

Nanette Bourne: There is no change to what they are proposing. It is to create a site plan that locks into place, that memorializes the height, the density the location, parking, the landscaping; all of the details. And that becomes the specific zoning plan. So for instance, if there's a building foot print where there parking structure is going to go, that gets approved as part of the zoning. If they want to bury that, if they want to jog it out, if they want to add an awning, that's in violation of the zoning, because the zoning will memorialize exactly what is on their site plan. Does that make sense? It's like what we did for Woodcrest and the access and the light that went in? That became a specific plan that you all adopted. And Balter had to build according to that plan, which he did.

Chairman Cosentino: But we're going to go through this again with the board.

Nanette Bourne: But just to finish this – even though this is the zoning that they are proposing, they don't have an official site plan, so what we've asked them to do is to come in with a site plan for their first real project, which I think is going to be their Emergency Department. So they are going to bring in a site plan application for this Emergency Department which is going to be almost like Phase I A of their Phase I Plan, so that you really do have a site plan that you have the authority you and jurisdiction to grant approval or deny or modify.

Doug Hertz: Let me just see if I get this because this is totally complicated. They don't want to use the existing zoning. They are requiring a change in zoning. Why?

Nanette Bourne: The existing zoning permits much more development than anybody would want on that site. And so they are actually reducing the amount of development that could be put on this site. They are identifying the areas where they want to expand the hospital, where they want to have the height, where they want to put the medical offices.

Doug Hertz: Right. But I'm still not understanding. What do they want to restrict themselves? What is the benefit to them; that they get the Village Board to agree?

Nanette Bourne: It gives them certainty for the future that they can build this out. They don't have to keep coming back in for site plan approval.

Doug Hertz: It will essentially give them a site plan for the entire – we'll they'll have to get site plan approval, but we won't be able to constrain them from being able to develop?

Whitney Singleton: A lot of what they want to do they can't do now. It's plain and simple as that.

Doug Hertz: That's what I was trying to get at. Nanette, you just said that they can do a lot more.

Nanette Bourne: They can get the amount of development they have now, because the height was 12 stories –

Whitney Singleton: They are under special conditions. *Maximum height – except as provided herein after no part of any building shall be erected to a height in excess of 48 feet or 4 stories except for a structure exceeding four stories in height but not exceeding 14 stories or 200 feet in height may be permitted by the Village Board after public hearing and receipt by said Board of a report from the Fire Chief and Village Engineer that the Village has the ability to adequately supply water and appropriate pressure for adequate fire fighting services to the proposed directive. And in addition, no part of any structure which exceeds four stories or 48 feet in height shall be erected within 120 feet from any lot held in ownership separate from that of the subject lot.* So they have to go 120 feet, 240 feet in total direction in order to go above that height. So they are operating under a different set of perimeters now than they would like to operate in the future. I think that's probably the best way to put it. I don't want to say that this is more generous, or this is more restrictive. It's just different.

Nanette Bourne: But they could go up higher if they wanted to.

Doug Hertz: Assuming if the Village Board -

Chairman Cosentino: We don't know whether they want that building or not.

Ralph Vigliotti: Are they still looking at a parking structure?

Nanette Bourne: They are looking at two parking structures.

Ralph Vigliotti: That has not changed.

Nanette Bourne: No; one on the north side and one on the south side.

Anthony Maestri: May I just add some information? I just measured everything and I just have exact numbers of what's there.

Stanley Bernstein: That was fast.

Anthony Maestri: So I do only have 10 spots on the side, 3 in the front with the handicapped, so that's 14, plus 5 that's 19, plus there are 7 so there are only 26 spots.

Whitney Singleton: But you can't count the one where the dumpster door swings out.

Anthony Maestri: No, I didn't count that. And there is 21 feet between the two.

Chairman Cosentino: You need 24.

Anthony Maestri: And that spot that you were talking about, that you were having difficulties, that's 26 feet between where someone could park behind that sign and the meridian and if someone parked there, there's 26 feet width, which I believe is space for two cars to pass.

Chairman Cosentino: That goes to tell you one thing. How could we ever approve parking on the side there with 21 feet? That should tell you something right there.

Ralph Vigliotti: It probably was never approved; they just put the lines in.

Anthony Maestri: So I just wanted to add that.

Chairman Cosentino: Thank you very much. That was kind of you to do that.

Chairman Cosentino: And the last thing I have – are we finished on that?

Doug Hertz: We were starting to say – they do want to build the office building or they don't?

Nanette Bourne: They do.

Chairman Cosentino: They do. We may not want to see it – the Village itself.

Ralph Vigliotti: We still have a zillion questions with regard to the purpose of the office building and the need for parking structures to support the office building.

Nanette Bourne: Of course.

Ralph Vigliotti: And I hope they understand that because they could be here until the cows come home.

Whitney Singleton: Let me throw in my gleaning from the meeting; and Anthony and Nannette and Joe can comment to the contrary, but what I picked up from the meeting was that providing parking for them is very expensive, and they are not looking to provide one spot more than what is necessary. They want to start to eliminate stories on their parking structures. They basically said the cost of building a parking space in a garage is approximately three times the cost of building one outside. And the cost of building one outside isn't cheap either. They are looking at hundreds and hundreds of spaces and like everyone else in the Village, they want to provide building, not parking.

Ralph Vigliotti: So what comes first, the need for parking or the need for the office building?

Chairman Cosentino: Ralph, I think you hit it a couple of meetings ago. I think you're 110% right, there could be a potential of a big traffic impact there also. We all agree on that. I think you hit it right. The other thing is Woodcrest. We're going to set up a meeting, Stan, myself, and Ralph.

Ralph Vigliotti: First I can't make the meeting. I can't make it, but I had indicated that I prefer not to be on it.

Chairman Cosentino: That's right. You gave me a reason and I accept it.

Stanley Bernstein: I'll be there.

Chairman Cosentino: No.

Doug Hertz: I would have just the smallest conflict.

Chairman Cosentino: Stan's enough on this one.

Stanley Bernstein: I'll take him on; he's a shrimp.

Chairman Cosentino: We have to call Doc on this one and solve his problem once and for all. And you have more information on it than we have.

Nanette Bourne: We should try to do it quickly or its going to become another Juan Comacho you're killing me I need my CO.

Chairman Cosentino: You don't know what happened Saturday. I really goofed. I waited down here for half an hour and nobody showed up.

Doug Hertz: Isn't it this Saturday coming?

Stanley Bernstein: Next Saturday is the 17th, that's when it is. You assumed it was the 10th.

Chairman Cosentino: I stayed here. I was back and forth. Then Whitney came checked and said it's the 17th not then.

Ralph Vigliotti: Joe didn't convince you?

Whitney Singleton: No, I was on my way to the office.

Chairman Cosentino: So I waited around guys, nobody showed up. Is there anything else you want to bring before the board?

Nanette Bourne: About the site visit this Saturday. I have spoken with the landscape architect, I don't know if Nick Pouder is going to be there or the woman who works; and I have talked to her about the balloons. I'm not convinced the balloons are going to be that helpful but I told her to bring them anyway, and be prepared to talk to the board about what they can see and the height and strategically placed trees to block the view of the building. I had this conversation with her, I spoke with the attorney, and Mrs. Comacho and Mr. Comacho, and I don't know what else.

Doug Hertz: We also asked that the area on village property be staked out so that we know.

Nanette Bourne: I didn't communicate that to them.

Doug Hertz: Isn't that part of it? They've gotten approval for a specific area for planting on village property.

Chairman Cosentino: Doug is right that should be staked out.

Doug Hertz: I think we mentioned that when they were here, so that they know they are standing on the right piece of land that they are going to plant on.

Stanley Bernstein: I took a walk from HSBC bank to the Village Hall and I went to the church. I don't know why. I just decided to walk on that triangular median. I turned around and I'm looking above the Masonic Hall and there's the building, right above the Masonic Hall. There are no trees in the world that they are going to plant to block that view.

Ralph Vigliotti: I know I said that from day one.

Stanley Bernstein: Ralph mentioned that from day one, we didn't let it sink in that much.

Whitney Singleton: Not only are you not going to be able to show them, they are going to prune the trees if they start to interfere with their view.

Stanley Bernstein: Of course. What we're trying to do may be futile, really. I drive on North Bedford Road, and I look over and you can see something, but it's really not that stark, it's not that terrible.

Ralph Vigliotti: It's the south view.

Stanley Bernstein: But the view from the south standing on that isle, right near the church and looking up; that's the killer view. I don't think there is much you can do about it.

Chairman Cosentino: Alright is there anything else? Do we have a motion to adjourn?

Motion to Adjourn: Ralph Vigliotti

Second: Stanley Bernstein

Aye: Ralph Vigliotti

Aye: Stanley Bernstein

Aye: Doug Hertz

Aye: Chairman Cosentino

Meeting adjourned at 9:10 pm.