

Minutes  
Work Session of the Planning Board  
Village/Town of Mount Kisco  
Tuesday, March 25, 2008

Meeting called to order at 8:00 p.m. on Tuesday, March 25, 2008, at the Municipal Building Mount Kisco, New York.

**Members Present:**     **Chairman Joseph Cosentino**  
                              **Vice Chairman Anthony Sturniolo**  
                              **Stanley Bernstein**  
                              **Sol Gibbons**  
                              **Doug Hertz**  
                              **Joseph Morreale**  
                              **Ralph Vigliotti**

**Staff Present:**         **Nanette Bourne**  
                              **Anthony Oliveri**  
                              **Whitney Singleton**

**Public Hearing:**

**The Park at Mount Kisco**  
**333 North Bedford Road**  
**PB2008-03**

**Recused:**

**Doug Hertz**

**Present:**

**Michael Gallin, AIA, Gallin Design Studio**  
**James Diamond, Diamond Properties**  
**Adam Strum, Chairman, The Wine Enthusiast Companies**  
**John Collins, John Collins Engineers, PC**

Vice Chairman Sturniolo: Again, this is a continuation of a public hearing.

Michael Gallin: The last time we met there were some questions about the operations of The Wine Enthusiast Company, and Adam has been kind enough to join us tonight. There were also questions regarding the inclusion of the traffic generated from the soccer field. John Collins Engineers has modified that memorandum and made some adjustments to incorporate the soccer field traffic and also to provide some clarification or to put into writing what we've been discussing in terms of the upcoming traffic counts. Finally there was a request from F.B. Clarke Associates that we add a note on the drawing clarifying how the parking numbers were generated for the office uses for the multi tenant building. We've submitted to Austin Cassidy, Building Inspector, a memorandum outlining the tenants within the property that have an accessory ancillary consumer sales function associated with the primary business, and asked that Austin provide a determination of the use in terms of it's appropriateness in terms of zoning and whether or not it constituted a retail use which could be considered ancillary and incidental to the

primary uses. I am hoping Adam can answer any questions and put any concerns you may have at ease in terms of the operation.

Vice Chairman Sturniolo: The concern this Board is the level of the retail component of your operation. We have a copy of the memo from the building inspect and we have read the presentation that the property owner, Mr. Diamond, has provided.

Adam Strum: Our business is multi-faceted, wine related. The principal aspects of our business relate to direct marketing. We're a catalog company and we ship wine related products all over the world. We do most of our volume with wine refrigerators. These are large, temperature controlled cellars that people own. As it relates to our usage, 99.7% of our business is shipped out of our distribution center. So .027% of our volume might be picked up at our showroom. The purpose of our showroom is firstly to educate our staff about our products. We do not have someone who manages the showroom, because we get virtually zero traffic in there. The people that do come to our showroom; we have a business to business function where we sell to people like Macy's, Target, Foriso, our brands. So it's a wholesale showroom. Also, we sell wine cellars. We build wine cellars for restaurants and also for contractors and builders who might want to put wine cellars in their homes. That's the sort of traffic that would come in, it's very few and far between. Predominantly our showroom is for our staff to see our products and orient and acquaint themselves. To that end, you may have noticed the showroom is in. It's not off the street, so I think that should allay any concerns that you might have it being anything other than a wholesale showroom. It is also a showroom that we would sell these large, multi-thousand dollar, prestigious luxury goods like wine cellars.

Stanley Bernstein: Based on Austin's report and everything else I've read and logic, I don't think there is going to be a line up of customers waiting to get in to purchase items from the floor. As an ancillary use, I don't think there is going to be a problem.

Joseph Morreale: Do you have a picture of the display area that you're talking about?

Adam Strum: As you may notice, in our catalog we don't even have a mention of the showroom, which is our greatest form of selling things. There isn't even a picture of it on our website.

Jim Diamond: There was a rendering we did of the showroom in the new proposed offices at 333. We left it here at previous meeting. I was intrigued by your accuracy of the 99.7%. how did you do that?

Adam Strum: We took our volume and we identified the amount of sales. We have a showroom code in our software and figured out the exact percentage of the business for your benefit, because I knew it was a concern here. I will be happy to share the data with you.

Joseph Morreale: Is it dollars or items?

Adam Strum: It's dollars.

Joseph Morreale: And the big ticket items are the refrigerators. So, 1%, 3% of wine, could be a lot of wine.

Adam Strum: There's no wine. These are wine cellars. We don't sell wine in that space.

Jim Diamond: There is no retail sales of wine at all at the facility. There is a catalog business called Wine Express, which is purely a warehousing function, and wine is shipped from the premises, but there is no retail wine sales. So the percentage that Adam gave was a percentage of sales from the showroom of wine cellars, refrigerators and accessories out of their total sales as a company.

Ralph Vigliotti: There was discussion about two cash registers.

Adam Strum: Those are not cash registers. Those are computers.

Ralph Vigliotti: That's what threw all of us off. Two cash registers to serve a very small amount of retail. Then we got down to one cash register.

Adam Strum: There is one cash register.

Ralph Vigliotti: Okay, certainly not two.

Adam Strum: Yes, one. But I welcome anyone to visit our current facilities, and if you spend time there you will see days go by when no one walks into the facility.

Joseph Morreale: We were concerned about any kind of retail business having to do with wine and alcohol. That's why I kept coming back to that.

Adam Strum: Of course.

Joseph Morreale: So, you're assuring us that you don't see wine retail. You only sell it wholesale and it's only to large entities. Otherwise people come in and buy these wine cellars and wine accessories.

Adam Strum: That's correct.

Joseph Morreale: Okay, fine.

Sol Gibbons: So this is an internet business, is that correct?

Adam Strum: Partially. Catalog and internet. More and more people are buying on the web today. It's morphing, our business is changing.

Sol Gibbons: And it is shipped out from this warehouse?

Adam Strum: That's correct.

Lester Steinman: The memo that you referred to that Austin had done; I don't think he's responded to the description of not only The Wine Enthusiast but the further description of a lot of the other uses that are on the site, and I guess the issue is that there appears to be a wholesale component of this and several others. Wholesale is permitted, and as part of the definition of wholesale, you could approve a small element of retail. From a labeling point of view, the plans probably should reflect the fact that not only warehouse but also wholesale, not only for this use but for other uses as well. I hope to review with Austin and confirm that

correct interpretation is wholesale so that the use is properly shown on the plan.

Vice Chairman Sturniolo: So as we go forward with permitted uses, the terms really should be wholesale/element.

Lester Steinman: It should be a labeled as a wholesale element to it, as opposed to just warehouse or storage.

Adam Strum: That would be accurate. We also publish The Wine Enthusiast magazine, so it all revolves around wine.

Vice Chairman Sturniolo: Les, we're keeping the public hearing open pending a response from Westchester County Planning Board.

Lester Steinman: Correct.

Vice Chairman Sturniolo: I understand there is a letter that has been drafted to the Westchester County Planning Board seeking comment. I would like to get this letter signed tomorrow and set up appropriate plans which represent the amended site plan application. If the applicant can arrange for it to be hand-delivered tomorrow to the Westchester County Planning Board, that would help everybody. Michael, if you could talk to David Stolman tomorrow and explain to him where this is. I'd like him to make a telephone call to the Planning Board bringing them up to speed where we are and what is being hand-delivered tomorrow. Keeping this moving forward, the next set of traffic counts we are looking at needs to be advanced so we could move forward on heading toward the finalization of this application. Specifically, the Resolution of Approval calls out for items on certain days of certain weeks and times, and the Bedford Central School District is closed from April 19 - 27. It is in your best interest to get this traffic thing going.

John Collins: The machines are due to be put out next Thursday, which is April 3.

Vice Chairman Sturniolo: And you are going to work off the guidelines of the Resolution of Approval?

John Collins: Yes.

Lester Steinman: The only missing element at this point is the fact that because of the lateness of the submission that was made by the applicant, Frederic B. Clark and David Stolman did not have an opportunity to review the traffic and parking data. So, they are going to be doing that immediately after this meeting in the next day or so, and if they see any issues they will obviously contact John and hopefully work those things out. If the traffic data falls within the purview of that ten percent flexibility, the application can continue to move forward. I would suggest it being set on the April 8 Planning Board meeting and hopefully that traffic issue will be resolved in the interim. If the county cooperates, we could be in a position at that time to move the application forward.

John Collins: We will schedule manual counts for peak hours as well for Thursday to make sure we get them in.

Vice Chairman Sturniolo: Please get in touch with David Stolman tomorrow so we could collectively agree on a shopping list. Jim, what is the size of The Wine Enthusiast?

Jim Diamond: Approximately 130,000 square feet.

Adam Strum: I would like to say to everyone in the room that as the founder of The Wine Enthusiast Companies. My wife and I started this business in 1979 out of an attic about a mile and a half from here in Mount Kisco. Next year is our 30th year living with you as neighbors. It's ironic that we're ending up back here. My children were raised in this community. I can't tell you how thrilled and excited I am to bring our business here. It's really touching, and I want to thank everyone. We are really excited to be in Mount Kisco. It was our home and is now a great place to bring our business.

Vice Chairman Sturniolo: Thank you.

At this point, a discussion was held regarding super Tuscan wines.

**Westchester Residence and Club  
Kisco Avenue  
PB2006-19**

**Present:**

**Kory Salomone, Attorney at Law, Veneziano & Associates  
Richard S. Rosen, AIA, Perkins Eastman  
John J. Saccardi, AICP, Principal Saccardi & Schiff  
Michael Finan, CMX  
Patrick Hewes, Saccardi & Schiff**

**From the Public:**

**Brian Parker, Mount Kisco Resident  
Robert Liebman, Conservation Advisory Council  
James Gimellen, Conservation Advisory Council  
Marian H. Rose, PhD, President emeritus, Croton Watershed  
Clean Water Coalition, Inc.  
Andrew Oncioiu, Department of Environmental Protection**

John J. Saccardi: Saccardi and Schiff is the principal author of the Environmental Impact Statement that is the subject of this public hearing tonight. We would like to present and highlight the proposed plan for Westchester Residence and Club and some of the key impacts of the plan as well, and respond to comments through this Power Point presentation. The comments will all of course be responded to in the final Environmental Impact Statement, and we do have a stenographer with us so that we will have an accurate record of all the comments that will be made tonight.

Patrick Hewes: This presentation is a summary of the accepted DEIS with the Village Planning Board as the lead agency and the applicant, of course the Westchester Residence and Club.

Vice Chairman Sturniolo: Just for everyone in the audience's edification, this is not a final vote, this is not a final presentation; this is just a first look at; that's all. Nothing is etched in stone, and there will be changes down the road to what you are first looking at here tonight.

Patrick Hewes: The site is located between Kisco Avenue running north/south and the Saw Mill River Parkway in the northwestern sector of the Village, with the village boundary comprising part of the site's boundary here. Holiday Inn Drive is here, and it T intersects with Kisco Avenue at this location. Here is view of the site and the entrance to the site, which will be at this point. The access driveway would extend west and up this hill in a zigzag direction up to the majority of the construction site area. This is a general view of the portions of the site. The photograph is taken from Holiday Inn Drive. It extends and looks west and intersects with Kisco Avenue which is running perpendicular to Holiday Inn Drive. On the north side of Holiday Inn Drive is the existing Volvo Dealership, and on the south side of Holiday Inn Drive is the almost, as I understand, the complete new Lexus Auto Dealership.

Mr. Hewes then explained the actual position of the site.

The proposed development is for 129 units of housing for seniors. It is defined in the marketplace as Independent Living with amenities, such as full dining services, entertainment, recreation, education and social interaction. It is designed for residents who would be able to carry on in their lives in a fairly independent manner. The site sits on an approximately 18 acre vacant site. The building that will be occupied by the residents is one building with a one-story public area in the center with two residential wings on either side. The building generally extends east to west. The 18 acre site will be largely landscaped with a great deal of vegetation plantings which are reflective of the Kisco Mountain area and this part of the country. The access is singularly only from this design from Kisco Avenue. Finally, an important feature of the design is that is proposed to be constructed in accordance with the U.S. Green Building Council's Leadership in Energy and Environmental Design environmental standards. Kisco Avenue is on the east, the access driveway is leading up the hill to a looping driveway around the building itself. The residential wings are on the east and west sides and the public dining area entrance portion is in the center. There is underground parking access from the east and west side in addition to exterior surface parking. Throughout the site we are proposing a great deal of landscaping of various kinds within the walking areas and the exterior area for recreation, including a tennis court. This entire area on the southwest corner of the parcel is undisturbed, existing, treed, wooded sloped area that will not be disturbed at all by the project. The north to south view of the building shows the center area to be a public entrance for dining and functions, and the housing units in two wings extending to the north. These are contours meant to depict the slope upwards further south towards the open space that the Town owns to itself. Looking north to south, the public entry welcome, dining and public functions area with housing on either side. An important component of the proposal as described in the DEIS are zoning actions. The first is a petition to the Village to re-zone the approximately 18 acre site from the current CD Conservation Development Zoning District to the existing elsewhere in

the Village, PRD (Planned Residential Development) District. In addition, we propose amendments to the zoning code to allow for a longer maximum building length than is currently described in the code for this PRD zone, and also to modify how the number of parking spaces is required. Currently it's a ration broken out by a number of units; number of visitors and number of employees. This would be a strict ratio of housing units alone. The existing site today in terms of tax and ownership maps is a parcel of approximately 18 acres adjacent to the Saw Mill River Parkway. On the west, Kisco Avenue, on the east, the existing BMW dealership fronting also on Kisco Avenue, and to the south, an approximate 30 acre parcel owned by the Village and used for open space with an existing in holding also owned by the Village which has a water department facility and a wireless telecommunications facility. The proposed action is to take place on the northern of the two parcels, which again is approximately 18 acres and is also described in this tax map as having an easement for hiking access to and from this open space that is owned by the Village. A very important and exciting feature of the project is a project goal of receiving the United States Green Building Council Silver Certification for Leadership in Energy and Environmental Design. LEED promotes not just the construction of the building, but also the operation of the building as meeting certain environmental standards. Among the ways that the green building council looks at a project and grades it with potential certification are among such things as sustainable site development, a counting of how water is used, both for drinking and landscape needs and watering needs. Energy efficiency in terms of power usage, selection of materials, access to materials and indoor environmental quality; air quality, materials, woods, and rugs. An important fact of this project and any project that is proposed to receive a LEED Certification is that the certification occurs after construction is completed and after a period when the building is entirely in operation, so that the running of the building (water usage, power usage), can be accounted for. An important way of thinking of this is that the certification cannot occur until the building is fully operational. This DEIS examines impacts of the proposed project in a standard manner that DEIS's always do with these thirteen categories of impacts. All of these individual categories are examined from the standpoint that each would suggest. For example, utilities; how much water and power is used, land use zoning and public policy, what would be the implications of changing zoning. What are the implications of a building being operated there. In each of these cases there is an analysis, sometimes involving specialized technical analysis and an assessment of the potential impacts. For tonight's presentation we wanted to take just a few moments to look closely at some of those categories that might be considered at having to do most with site disturbance. Generally speaking, site disturbance for this project can start out in terms of what areas are disturbed. This first bullet describes an area in total that is not disturbed on the approximately 18 acre site. There is a total of 4.4 acres of contiguous non-disturbed area. I should add that added up elsewhere on the site are another 2.2 acres of non-contiguous, non-disturbed areas. Upon completion of the project, there would be 15.4 acres of landscaped open space. There is a small wetlands on the subject site of approximately 2,200 square feet. It sits on the boundary of the BMW dealership in the northeastern corner of that box that the BMW dealership parcel cuts out there. The necessity of accessing and preparing the site for construction, of preparing and building storm water detention basins is such that trees and vegetation has to be removed for the project to be completed. Those would be site disturbances. Finally, the topography, the geology of the site with rocks running underneath the soil in some few places cropping

out, there was be the necessity of blasting to remove the rock and also chipping of rock. This is a graphic generally of the areas that are not disturbed and this is the area that makes up the 4.4 acres here. Other areas of dark green are the 2.2 additional acres of non-disturbed area. The yellow-ish, camel color is the area that is disturbed in preparation for example for the access driveway for these storm water detention basins, for the building itself, the exterior parking, the loop driveway, the tennis court. At this point, we would like to focus in on describing some of the visual analysis that our team went into, and I'll pass this on to Richard Rosen.

Richard Rosen: What you're seeing is a computer-generated view based on the existing topography placing our building into the existing topography where it's going to be located, and also placing in trees in designated areas according to our planting. This gives you a sense of the way the building sits in the hillside as well as the effect of the trees screening the views from Kisco Avenue. The views that you are seeing here with the building inserted at the appropriate location and topography were views that were given to us by the Planning Board. These were based on actual photographs taken from designated spots that have been indicated on key plans that are part of the submission for the DEIS. As you can see, that is the location of the existing BMW dealership and that is the rough position of our building right there. This is off of Bedford Road, and the position of the building is right there. These are some night shots that we took with projected lighting levels that we would imagine would be relatively normal for a residential building at that time of night. This is a more detailed view of the site and planting plan again access from the entrance road here. The landscape architect is not here, but in terms of the conception of the planting plan, the idea was to provide as much screening as possible from Kisco Avenue up alternating areas of trees with storm water detention areas on the uphill side of the slopes, again integrating that into the landscape. As Patrick pointed out, there is an existing grove of mature trees which were indicated in the green area on one of the previous slides, and those are being preserved. Just to amplify what Patrick said, at this point, entry to the building is actually on the uphill side, and the main entrance is there. The piece here in the middle which he described as the social dining and program areas is open to the views out to the site. On the floor below, the terrace level, there is outdoor walking spaces and gardens. These are actual site sections that show the progression of the grade up through the site from Kisco Avenue at the various points where the road switches back and shows the effect of the planting and the screening on the actual building, which is there, and then the slope of the hill continues up way beyond the building. One thing we tried to do in locating the building was to use the natural grade, and in walking the site at the beginning of the project, when we were first looking at it, the ground does level out here. We tried to place the building as closely as possible onto the existing contours. This is another cross section running from the parkway through the building and then back down. This is a view that you've seen before, but this is looking up as you're getting to the top of the winding entry road. This is a view of the major dining area, pool area here and the residential wings. In keeping with the goals of LEED certification, we're using natural materials, many of which are found on the site and trying to emulate the colors of the site. This view of the exterior of the building looking up from when you get to the top of the entry road indicates the personality of the building using natural materials reflecting those materials found on the site, including stone at the base of the terrace and different kinds of wood as well as stone for chimneys. The piece in the



middle here reflects the major dining areas and social gathering areas and a fitness pool on the lower level. I'll now turn this over to Mike Finan.

Michael Finan: I am going to talk about site access and storm water management together, as they kind of go together. This is an insert of the plan, and as you can see, we are going to access the site from Kisco Avenue since this our only available frontage. We are accessing from the west side of Kisco Avenue and switch backing up the site to take advantage of an increased length in roadway so that we can get up to the top of the site without cutting too much. The other thing the switchback does for us is allow areas where we can put storm water management facilities to pick up the impervious areas from the roadway and from the building. You can see that we have larger storm water basins between the entry road and the loop road to pick up a majority of the building, tennis facility, parking area, etc. All these basins have design in accordance with New York City DEP and DEC rules and regulations for both quantity and water quality and for matching the post-development rates of discharge back to pre-development rates of discharge providing little to no impact on the existing storm water system within Kisco Avenue. The next topic I'd like to talk about is water availability. To assess this site in addition to other construction projects currently going on in the Village and those planned to be built in the future, we've taken Mr. Parker's report plus the three engineering studies that were done in the past and correlated that data into a safe yield number consistent with Mr. Parker's number. Not exactly his number, but consistent to his number. We believe that our project, with the addition of the projects currently under construction, or those to be constructed, fall within that safe yield. We plan to discuss this with the Engineering and Building Department and staff to go through our approach and make sure everyone is comfortable with what we've done. We will provide further information in the FEIS.

Richard Rosen: Based on previous discussion in earlier hearings, the Board did request that we look at other ways of configuring the building to perhaps reduce it's visual impact. What you are about to see are various studies that were made using the same amount of program, which means the same amount of space on the inside both for residential and for social and support spaces to see how it can be reconfigured on the site. The simplest reflects if this were single-family houses, how the site would be broken up. A different kind of organization with the building as more of a box, off to one side of the site, but again sort of a drawback is a large amount of surface parking and a lot of site disturbance. This is based on the 129 units and the square footage to support it. Again, looking at one of the drawbacks of doing a smaller foot print is that in order to get the same amount of area the building becomes much taller, and we fell, violates your zoning ordinance and would be much more visible from many different areas. A different strategy was instead of making it longer, was to take that length and turn it in on itself, but again, for programmatic reasons and for walking distances for senior residents, it doesn't really work too well. Again, in order to get that kind of a shape to work we would have to flatten a lot more of the site affect more of the landscape. Again, this is another configuration. This is with two arms to make the building a little bit more of on "L" shape, but again, we would have to cut way into the hillside in order to provide that kind of surface parking to reduce the impact of the building there, which we feel would be pretty damaging and work against the hill. This is another U-shape, but again, because of how you access the building; larger parking area, having to enter the building along here,

creates very long walking distances and does not really work for the program. Again, having to create that kind of a larger plateau as opposed to the step plateau that we were suggesting. This is an "X" shaped building. Again, we think this would probably be a little bit more visible on the site. Then there was a suggestion to maybe have separate buildings, but in terms of that, it really does not work for a program in which you're trying to provide all weather access for all residents to reach all the amenities; whether it's meals or exercise or rooms or the library. People would have to go outside to get from one building to the other. Also, we would have to move these buildings a little bit further down the site, again which we think would make it a little bit more visible from Kisco Avenue. Finally, this last view was to invert the building and have it go back up into the hill, which shortens the perceived length, but again, it creates some very long walking distances and also starts to eat into the hillside, also orienting more views back into the hill; almost as many views as out.

John J. Saccardi: That concludes our presentation, and we can answer questions if you like.

Richard Rosen: Patrick amplified about the LEED certification, and that was all part of our design process, just to sort of bring the Board up-to-date; we are working with NYSERTA in order to develop energy savings for the building, and through NYSERTA we are working in conjunction with a LEED energy consultant. We've also begun to study geothermal heating and cooling and are about to do some testing for the wells. We are also engaging in energy modeling for the building in order to understand peak usage times for all the various activities, whether it's dining or some of the other social activities. We are in that phase of design where we are tuning up those studies which will then affect our heating and cooling systems. We are well along into that process. A LEED file has been opened up for three or four months with the USGBC (U.S. Green Building Council). You apply for LEED certification. LEED certification begins the moment you open a file. It not only involves review of the drawings that we produce, but whatever contractor builds the building has to keep careful site records, site management; in terms of moving materials on and off the site, waste disposal and sorting. Recycling is all part of that, and that all has to be documented. Materials used in the project have to be certified by various wood associations; we have to keep records on distances that materials are transported, all of which goes into the energy account, if you will. A weighing of which materials you use, how far you transport them; all that goes into the case that you build for LEED certification. Then the final step after construction is completed is that all this paperwork from the contractor has to be submitted for review, and then a period called commissioning, where an engineer that was not involved in the design of the building has to be hired in order to evaluate the heating, cooling, electrical and water systems and then instruct the facility staff on how to use it and make sure that it's being used the way it's designed so that the energy benefits are obtained. Once that is all done and certified, that goes to USGBC. Upon their review, they can award the certification to the building. It is a process that continues from design, past construction and into operation.

James Gimellen: James Gimellen, Member of the Conservation Advisory Council. We are going to be submitting on behalf of the Conservation Council written comments. I just want to touch on some of the highlights of it. Addressing the first item which is the visual resources and community character; it is obvious this project would occupy a unique

and prominent position on Kisco Mountain. To those people who have grown up in this town or have passed through, know it is an important focal point for the area. The CAC recognizes that a lot of work went into this DEIS. I think they should be proud of what they have done so far, but there are some improvements that we think can be made such as: under Landscape Plan and Tree Buffering, we would recommend wherever possible that significant screening would include taller, mature trees to visually soften the silhouette of the building and its façade at varying setbacks. I believe 18 or 1,900 trees are to be removed from the 21 or 2,220 that are there now. Keeping in mind that some of these mature trees, which are going to remain there, not only would they provide a good visual buffer, but most of them are deep rooted and would lend to the prevention of soil erosion and non-destruction of the habitat. If the number of those mature trees could be increased, or in addition to that they be strategically placed, and we recommend that there be an increase in the overall mix of taller deciduous trees. They are listed on the DEIS as 10 to 15 plus feet. We call for the applicant's commitment to protecting as many existing trees as possible. We point out that the character of the project's immediate surrounding area on Kisco Mountain is better characterized as wooded than as light industrial commercial and heavy commercial uses. That is listed under III B-18, as seen on the avenues below Kisco Avenue. We ask that the applicant use its best efforts to blend the project into the adjacent wooded environment. We note that there is nothing mentioned with respect to a color scheme, although the rendering showed some browns, we recommend that the exterior be finished exclusively in muted earth tone colors and stonework as best as that could be done, so that when you're looking in that westerly direction it doesn't stand out, which leads me into my next comment on the lighting plan. The proposed project's exterior lighting plan, as illustrated on Exhibit III B-11 & 12 shows that the site is lit by a quantity of 199 50-watt, 10 foot pole mounted down lights, meeting the standards of the Village's proposed lighting guidelines. Due to the prominence of the project location on Kisco Mountain, we urge the applicant to closely adhere to both the letter and the spirit of the guidelines. We are concerned that, in the exhibit, III B-13, the photo simulation of the night view of the project during the leafless season may not be representative of the actual intensity of the site's lighting. Given the known intensity of the lighting for the Curtis Building, which is right next door, it appears that the simulated lighting for the BMW auto dealership and the proposed Westchester Residence and Club is too low. We request a reevaluation of this photo simulation. Finally, on the building height, we see the applicant's efforts and applaud their efforts to shield the cooling towers on the roof. We ask the roof lines of the structure be kept as low as possible, taking full advantage of the contours of the topography. As an added note, I believe somewhere in the DEIS it is referred to the Manufacturer's Outlet Center. We all know it is now known as the Mount Kisco Commons. I'd like to touch on the subject of natural resources briefly. On Page 8 of the scoping document, it is stated, "an onsite investigation should be completed and discussed in this section." However, it is admitted later on in III C-34 acknowledged that a quantitative field inventory for wildlife was not undertaken for the project site. Therefore, this section relies on an assessment of species habitat requirements and regional databases documenting past wildlife species occurrences. We find a reliance on databases is insufficient. The property should be walked and onsite investigation should be done. I personally walked the property and been on the property on occasions hunting in the past, so I know there is wildlife on that property. An onsite investigation should be done. On March 26, 2007 a letter from the

New York State DEC concludes, "if this proposed project is still under development one year from now, we recommend that you contact us again so that we may update this response with the most current information. That one year anniversary will be tomorrow. This references the project's request for an Environmental Impact Assessment. Interestingly, the letter also states, "this information should not be substituted for on-site surveys that may be required for environment impact assessment. We believe that those on-site investigations should be done. Turn to Water Resources and Wetlands; a wetlands delineation was conducted on December 19, 2006. There is no indication any other inspection or test was administered. Inspections done in December are almost useless. They have to be done in the spring. I've consulted other towns around and when they do require an assessment of a wetland, it's done in the spring when the reptiles and amphibians are running around so an accurate and sufficient analysis can be done at that time. It was not done here, and we recommend it be done. No reptiles or amphibians are listed anywhere, and if you want to find any critter that is going to be representative of pollution in the area, it certainly is the amphibians that could be found on the site. The DEIS concludes that since both wetlands and the buffer have already been disturbed, additional disturbance by this project shouldn't require mitigation. The slide before said that the wetland would not be disturbed. It did not say anything about the buffer. The proposed project is in the Draft Environmental Impact Statement in III E-59 says "the proposed project would result in permanent disturbance to a 100 foot adjacent wetland buffer. A letter from the Westchester County Planning Board on August 28, 2006 states, "EAF estimates that the proposed development would disturb approximately 11 acres including 66,000 square feet of disturbance to a New York State DEC regulated wetland buffer, and the removal of numerous mature trees. The environmental review will need to address alternatives and mitigation including wetland buffer enhancement, the use of pervious surfaces and possibly site layout and development intensity revisions. I would like to comment on two things we applaud. Tree preservation and protection plan utilizing a professional arborist on a regular basis is more than adequate. We think that's a good decision. Also to be noted and applauded under the storm water section is a system that they're going to utilize to capture water from the roof run-off and use it for irrigation on the site. I think that's a very wise decision. Finally, just to comment on the natural resources and the use and the reason why it's important to find out any disturbance to wildlife. As many of you know, our surrounding areas have been conducting biotic inventories. Mount Kisco has not done that as yet to my knowledge. It should be done at some point. Point being, our animals, once they are disturbed, have to go somewhere. The way they distribute themselves is almost like water running in a flood. It goes out and finds a way to get from one point to another. We would recommend in the landscaping that the wildlife be considered so that adequate corridors be made for these animals to go from Point A to Point B.

Robert Liebman: (also a member of the CAC) I will be talking about greenhouse gas emissions. The first calculation. It is calculated in the DEIS that an estimated total of 21,099 tons of the greenhouse gas carbon dioxide will be emitted during construction operations. This is based on 72 trucks using 50 gallons a day of diesel fuel per day for 6 days a week for 88 weeks. The second calculation is that an estimated total of 4,741 tons of carbon dioxide that is sequestered in 1,926 trees that would be removed will be emitted when the wood is either combusted or during the natural decomposition process of the wood. Thirdly, it is additionally

calculated in the DEIS that an estimated total of 1,304 tons of carbon dioxide will be emitted annually for electricity consumption for the project. This was calculated on the basis of an electricity consumption rate of 2,828,887 kilowatt-hours per year and an estimated carbon dioxide emission rate of 922 pounds/megawatt-hour. These numbers on emissions need to be put into a local context. The village government of Mount Kisco has signed the U.S. Mayors Climate Protection Agreement which contains a pledge to reduce greenhouse gas emissions in this community to at least 7% below 1990 levels by 2012. Also, Westchester County government recently released the *Westchester Action Plan for Climate Change and Sustainable Development* which set a target for the whole county of a 20% reduction in greenhouse gas emissions below 2005 levels by 2015. It was determined in a greenhouse gas emissions inventory that for 2005 the total emissions for Westchester County was 12,954,000 tons of carbon dioxide equivalents (all greenhouse gas emissions converted to carbon dioxide). From that number we determined that on a per capita basis residents of Westchester County emitted about 13.6 tons carbon dioxide equivalents during 2005. If we assume that Mount Kisco has a population of about 10,000 and the emissions on a per capita basis is similar to that of the county as a whole then in 2005 the total greenhouse gas emissions for Mount Kisco was about 136,000 tons of carbon dioxide equivalents. We estimated that the total of 21,099 tons of carbon dioxide that would be emitted from construction operations represents about 15.4% of Mount Kisco's annual emissions of carbon dioxide equivalents. If only 52 weeks of construction activity is counted then the emissions from construction still represents 9% of Mount Kisco's annual emissions. We estimated that the total of 4,741 tons of carbon dioxide emitted from tree removal represents 3.5% of Mount Kisco's annual emissions of carbon dioxide equivalents. We estimated that the total of 1,304 tons of carbon dioxide emitted annually from electricity consumption represents 0.96% of Mount Kisco's annual emissions of carbon dioxide equivalents. The estimated greenhouse gas emissions associated with the proposed project raises the question of how can Mount Kisco reduce its emissions in accordance with the U.S. Mayor's Climate Protection Agreement. In other words, how can these emissions be mitigated? One possibility for mitigations for the applicant to purchase carbon offset credits. This means that money, based on the amount of emissions, would be paid by the applicant to a company to reduce an equivalent amount of greenhouse gas emissions somewhere in the world by financing projects such as planting trees building wind farms, building solar power installations, etc. In the case of tree removal associated with project the landscape plan which involves planting trees (about 600 mature trees are in the landscape plan) could partially mitigate the trees removed and the remainder of the trees removed could be mitigated by planting trees elsewhere in Mount Kisco.

Whitney Singleton: I have one question for clarification on both yours and Jim's comments. I presume that those are on behalf of the CAC.

Robert Liebman: Yes.

Brian Parker: I am concerned about an ambiguity in the Visual Impact and Community Character Section of the DEIS. The ambiguity concerns the color of the proposed building. For example in the March 2008 DEIS, Exhibit III. B-9 D the building is colored brown. Yet in the October 2007 DEIS, just following Page III. B-39 there is an artist's impression of the site which shows a building with a white facade and a white roof. We have seen this at least twice this evening, so there is

a conflict there. A rather misty version of the same illustration also appears on the front cover of the March 2008 DEIS. Now, the importance of the dominant prospect of Kisco Mountain, especially when viewed from Village side, has been understated in the DEIS. That panorama is part of the heart and soul of our village, and it must be preserved. Developments thereon must be as unobtrusive as possible, and this can be achieved by careful design. For example the Curtis Headquarters Building, which is on the mountain side at about the same elevation as this proposed building was designed with such a care for the community that it is practically invisible at all times of the year. In fact, of all the slides they showed, you couldn't see the Curtis Headquarters building. They made it fade into the scenery, and you can get as close as you like, and you can hardly see it. It is essential that the proposed building equally blend in with the background of the mountain. Some have argued in the past that color is strictly a matter for the Architectural Review Board, but this is not so, the ARB does not generate environmental impact statements, and there is precedent in prior DEIS's that you produced for including building color and appearance in a DEIS. The FEIS should emphasize that the building should blend into the background terrain. In closing let me say that this appearance and color should appear on the plans. We have them in DEIS and FEIS before, and somehow they got lost between the Environmental Impact Statement and the site plan. So the color of the building should be stated in the site plan or stated in the Planning Board's Resolution of Approval for the site plan. Thank you for listening.

Marian H. Rose: Good evening. My name is Marion H. Rose. I am a resident of Bedford, however, I live in the Croton Watershed, and that's why I'm here tonight. I am representing and submitting these comments on behalf of the Croton Watershed Clean Water Coalition, Inc. (CWCWC), a not-for-profit organization of over fifty groups religious, environmental, housing and community. Our purpose is to protect and enhance the high quality of the waters of the 380 square-mile Croton Watershed; its streams, wetlands, groundwater and reservoirs - that includes large areas here in northern Westchester, the eastern half of Putnam County and a small portion of Connecticut. In times of drought, up to 30% of the Croton Waters supply New York City and the region. Mt. Kisco lies 100% in the Croton Watershed, and that is why we are concerned with this development. The Kisco River that flows through Mt. Kisco, is a major tributary of the new Croton Reservoir (NCR), which is the terminal reservoir of the watershed prior to Croton waters flowing thorough a 25-mile long aqueduct to New York City. The Kisco River is fed by a network of tributaries, one of which lies very close to this development, and we are concerned that run off of pollution from this development would get into this tributary and effect the Croton Reservoir. I would like to make a couple of comments of a general nature. This is for elderly residents, and the average age of the residence at entry is expected to be 80 years. Among the natural resources, there are 2, 256 trees on site, of which 1,926 will be removed. There is one small wetland and the buffer will be ninety percent disturbed. I'd like to make my first comments on the suitability on this site for senior housing. In order to access this site, it is very, very steep, so they are putting in three hair pin turns in order to reduce the steepness. There appears to be just one accessible site. This raises concerns in my opinion as to what could happen in case of emergencies, and people my age and people 80 and over will experience many more emergencies than normal. With just one access, if a tree falls down and the roads get icy, what would happen then? I think there

should be another access available in case of emergencies. Also it is very difficult for older people to drive up and down these hairpin curves. It's a real challenge. Not a very good place, I would think, for older people. For these reasons, we would consider this site in its present configuration not to be very good for older people. I would like to make a few comments on the impacts of water quality. The pollutant we are most concerned with is phosphorous because phosphorous has the ability to stimulate the growth of algae in the reservoirs. As a matter of fact, just one pound of phosphorous can stimulate the growth of 115 pounds of algae, and algae is really very detrimental to water quality for a whole bunch of reasons I don't want to get into now. On a report entitled Nonpoint Source Implementation of the Phase II TMDLs, April, 2001, DEP and NYS Department of Environmental Conservation (DEC) issued findings based on several years of study of the source of phosphorus pollution in the Croton reservoirs. They assigned to each municipality in the Croton Watershed the amount of phosphorus that had to be removed in order to attain the required water quality in the reservoirs. The study assigned to Mt. Kisco a load reduction of 438 pounds per year for the New Croton Reservoirs. However, according to Table III G-5 (Summary of Pollutant Loadings) in the applicant's report, there will be an increase of 2.4% in phosphorus coming off the site post development, even with all the treatment devices in place (calculations provided in Appendix C). In other words there will be an increase in phosphorous from this development, not a decrease. As a matter of fact there will be an increase of over 20% of biological oxygen demand. This is unacceptable. The applicant should be required to reduce the phosphorus by using a better design for the project - for example, by reducing the amount of impervious surface. Otherwise, the burden of reducing this extra phosphorus will be shifted to the Town to accomplish through its Phase II storm water program. In addition to the increase in phosphorus, a 24% increase in Biological Oxygen Demand is projected. Another concern is the real possibility of large amounts of sediment being carried off the site by storm water during the construction phase. The site is overwhelmingly forested; its thin soils, on steep slopes, are presently stabilized by the roots of the trees. Removing the vast majority of those trees, as is being proposed, will leave the site vulnerable to erosion even during a moderate storm. The US Environmental Protection Agency (EPA) warns that: "Sediment runoff rates from construction sites are typically 10 to 20 times greater than those of agricultural lands, and 1,000 to 2,000 times greater than for those of forest lands, which is what you have on site. During a short period of time, construction sites can contribute more sediment to streams than can be deposited naturally during several decades." So this is a very real concern during construction. And finally, our opinion is that the environmental obstacles of this site, very steep slopes, erode-able soils, difficult access, make it unsuitable for the intended development that is being proposed. At most, there should be only a few homes, ideally it should not be developed at all. Thank you for listening.

Andrew Oncioiu: I just want to let CMX know that the Department of Environmental Protection did not receive the storm water pollution prevention plan, so obviously that would probably extend our comments.

Chairman Cosentino: Yes it would.

Whitney Singleton: We will continue this public hearing.

Andrew Oncioiu: Right, I figured it would be open for awhile. I wanted to let you guys know that we do not have a storm water pollution prevention plan. Obviously that affects a lot of things, some of the items that the public addressed as far as pollutant calculations. We are obviously very concerned about the erosions given the location of the project, the steep slope, it's proximity to Kisco Avenue and we want to address fully these concerns.

Nanette Bourne: For the record, a representative from DEP called me yesterday saying that the packet that was delivered to them by the applicant was incomplete, and I notified the applicant yesterday and we asked that full set be delivered to them as soon as possible so the representative is accurate. We have to make sure there is enough time for DEP to adequately respond.

Chairman Cosentino: I have no more from the public here.

Richard Rosen, responding to the comments on color: As we're developing the full building enclosure, we are identifying materials that will conform with again the LEED construction systems that we are going to be using, and we will be prepared to bring actual samples with actual colors in subsequent hearings to give a more accurate representation of the building. We were given an idea of what our intention has been, colors that will blend into the hillside and the forest. Those are the palettes of colors that we are looking at. In terms of the lighting, based on our LEED strategy and investigations, we are working with a lighting consultant. All site lighting will be directed away from Kisco Avenue rapid cut off for safety on the roads. There is no up-lighting planned for the building at all, and we are going to adhere to dark sky principals in terms of the building. Only lighting behind the building near the front entrance so the door can be seen and just for safety, but the building itself will not be lit.

Doug Hertz: Just a comment, Mr. Chairman, all of these documents are available on line and at the Planning Board Office.

Chairman Cosentino: There is also a model on this table you may view, which will stay here.

Whitney Singleton: The public hearing associated with some of the other components of this site, not just the EIS but the special use permit, the zoning changes, the site plan approval will be conducted on April 22. We will have a public hearing on the steep slopes and wetland encroachments and everything else on April 22, and this public hearing will be carried over to April 22, so that it will co-inside with the public hearings. So you will have an opportunity to come back and examine some of this information.

Doug Hertz: The applicant is required to respond to public comments, either written or oral.

Chairman Cosentino: We will continue this public hearing on the 22nd. Thank you for coming, and we appreciate your input.



**Continuing Review:**

**Northern Westchester Hospital Center  
400 Main Street  
PB2003-02C**

**Present:**

**John Partenza, Northern Westchester Hospital Center  
Michael Caruso, Northern Westchester Hospital Center  
Warren Gellar, Northern Westchester Hospital Center  
Stephen R. Doherty, AIA, The SLAM Collaborative  
Douglas Mayne, AIA The SLAM Collaborative  
Eric O. Roise, The SLAM Collaborative  
Robert J. Buckley, Turner Construction  
Scott Blakely, Insight Engineering**

Nanette Bourne: In your packet are three letters that were included in the last packet that I asked be brought into this packet. There is a review letter from Anthony regarding engineering issues, a review letter from my office regarding site plan issues and a comment letter from DEP regarding Lead Agency. They have no objection to the Planning Board being Lead Agency. At the last meeting, so much time had been spent on the parking structure that the Emergency Department was not addressed. You requested this meeting be focused on the Emergency Department and given the same attention as the parking structure.

At this time, Doug Mayne began his presentation by showing slides of the Emergency Department proper at the site itself, streetscapes, and an eye level pedestrian view looking back towards the Wallis building from the street.

Doug Mayne: This is the site plan of the south end of the campus. The lighter tone is the existing hospital, the tower basically hugs this boomerang shape. The darker tower is the foot print of the new addition, which is comprised of the new Emergency Department on the first floor and up above a shell space which is going to be dedicated to potential new ICU or a cardiac type function in the future. This is the existing drop off loop here at the existing front entrance. Tying into that will be a new loop road system that wraps around the hospital itself and provide a new drop off point here. This is a revised version of the parking area to the south which connects around to the backside all the way down through and out towards the north end of the campus. This portion back here is the new ambulance drop off area. We are trying to create as much of a separation from the pedestrian entrance and drop off zone, which is here, versus the ambulance zone to try to alleviate some of the congestion and traffic concerns that exist at the hospital right now in that particular area. This shows a new configuration of surface parking. This is prior to a garage proposal type of layout that we're looking at. The "L" shaped parking here basically would be dedicated parking for the hospital and the parking down here is for the retail component down in the lower corner of the image.

Steven Doherty: Another element of that slide is the generator building that is also part of the project.

Doug Mayne: Walking along the west portion of the new addition we have a technology dock, where the imaging tractor trailers pull up to dock in

and provide access to the back of the hospital. This square footage shown here is a new enclosed generator facility which is abutting the existing loading dock area. This slide features a lot of the things we are trying to do from an architectural standpoint with the loop road is trying to capture some dedicated green space in a zone that can be against the building and can be rendered in such a way as to be permanent and be a built in aspect of this project, and not be at risk of future renovations of future projects. It's intended to be a permanent green zone. In this zone here we have the pedestrian vehicular drop off, the walk in entry and the public waiting area of the over floor plan and penetrating through a pair of doors here, we get in into the clinic proper, which is where the Emergency Department itself exists. That's where all the exam bays, nursing support and other functions occur. Back over here in another cover drop off situation is the ambulance drop off. Continuing on up here, this is showing how that technology dock is functioning and farther up is the generator foot print that you saw in the site plan. These are three of the main elevations of the new addition. The middle is the south long elevation that was running alongside one of the garden areas. These are just mapping out basically the architectural composition and the basic distinction between masonry and some of the metal work that we have on the project. The upper elevation shows how the new addition ties into and abuts the Wallace Building. In these next series of slides you are going to see we are introducing the material palette. Here is the ground floor, the drop off area for the walk in folks, this is the shell space up above and up on top a green roof that we are providing for the facility. There is a partially enclosed mechanical penthouse and corral depending on what type of mechanical devices are being located. Nonetheless it is all behind a contiguous and relatively innocuous architectural rapport of aluminum louvers painted to match some of the Wallace Building color scheme. The green roof itself is a system that is built up on top of the normal roofing for the project. It is comprised of a ceiling mix of plants which are drought resistant and relatively tough plants; they keep a relatively low profile too, and a green roof can help to mitigate some of the storm water run off for the overall project. Even some of our pruned gardens are actually tied into addressing some storm water issues. It's also going to create a nice appearance for the rooftop for the folks who are going to be in the tower. It actually has an aesthetic quality as well. There are mechanical benefits with green roof also. It provides a little bit more insulation value, and it can also help to reduce the heat load on the roof again having a benefit of the mechanical system. This is a view of the front entrance of the building, again it shows a basic composition of the building with a mix of a stone veneer and a buffed brick combined with some light metal panel work on the upper portions of the building that are going to help to introduce a natural, more architecturally welcoming palette of materials, and also provide somewhat of a color palette that can tie back to the Wallace Building to some degree so we don't just create another project that just adds to the mix of buildings that we have on campus. We are trying to tie back and very slowly introduce a new, much more friendly architectural rapport on the south end of the campus.

Vice Chairman Sturniolo: Will the green roof be totally visible from St Mark's Place?

Doug Mayne: No. The sedum plants that are used up on top are a very low profile plant. They grow in a four inch matrix.

Steven Doherty: It's called a tray system. A tray system is maybe four or six inches deep, and the plants themselves are basically just scrub plants that will be six inches tall at the height.

Doug Mayne: Here is another view, getting in closer to the building. I hope you notice as you get closer and as you approach the building our mechanical penthouse, as large as it is, begins to disappear and doesn't really take away from the lower scale and more intimate architecture we are trying to create around the south end of the campus. This is a view of the west side showing the ambulance area and stair tower which is tying our floors, technology dock and elevator shaft together. The ambulance area itself is covered very much like the drop off at the pedestrian walk in area. In addition to that we've provided these "stone blinders" on either side so that we have this ambulance drop off area enclosed as much as practically possible so that all the hub bub and view into that operation is shielded as much as possible from the people on campus and homes nearby.

Vice Chairman Sturniolo: Is the technology dock for a traveling MRI unit?

Warren Geller: That's for when we replace an MRI or a CT we bring that in while we do the replacement, but everything is permanent in the hospital right now. From time to time you need to change the technology. They drop off the trailer, the cab pulls away and it stays for the amount of weeks it takes you to do the renovation.

Vice Chairman Sturniolo: So it's not like the traditional MRI unit that went from hospital to hospital?

Warren Geller: There will be nothing there.

Michael Caruso: It is close to the building to serve the in-patients.

Doug Mayne: Some of the elements you've seen in other places have some of the water tight enclosures that are flapping in the breeze off the building. This project will actually have all the undesirable aesthetic type items tucked behind a rolled door with a canopy which will create a better than usual appearance than you are accustomed to seeing with an element like that.

Chairman Cosentino: I see two pods on the unloading area for the ambulance. Do you feel two pods are adequate?

Steven Doherty: There are two shown but it can accommodate up to five easily.

Chairman Cosentino: Approximately how many feet do you have from the unloading point and the row itself on the outside.

Doug Mayne: Here is a 20 foot long ambulance shown here. We have another 10 or 12 feet before you get to the drive proper, which is a regular 24 foot wide aisle. We have the ability to perform the K turns into the back up position. So a total of 36 feet in addition to the depth of the ambulance when it's in it's parked position. It is striped for four and has room for five. Another reason this is enclosed the way it is because it is rigged up with some drop down weather type curtains that can actually enclose that whole area to become a mass decontamination

area, which is a larger and more appropriate sized version of the decontamination trailer that sits back there now.

Michael Caruso: Currently we have an NBC (Nuclear Biological Chemical) trailer that sits outside. We are doing away with that trailer and are incorporating it into that entrance over there. It will be equipped with showers, and a tank that is buried to capture any type of waste while hosing someone off.

Joseph Morreale: Just to get a sense of perspective, what kind of expansion are we talking about footage wise relative to what you have now, and if you're replacing the present Emergency Room, what are you going to then use the old one for?

Doug Mayne: Our new foot print exists basically down to the south here and accounting for some of the square footage up here is around 20,000 square feet of foot print plus another 18,000 square feet of a second floor shell above that. The color tones here that exist back into the boundary of the existing facility, which is above this line represents all the renovation area that we're looking at. That is overall part of the new Emergency Department but existing within the foot print of the current Emergency Department. They are being turned over to some existing back up and support functions, which support the Emergency Department.

Steven Doherty: For example, if they need to get a CT on a patient, they have to transport that patient through public corridors back to the Radiology Department to finish the exam. Those functions are going to be located in the foot print of the existing Emergency Department in the Wallace Pavilion with a separate corridor, so you have a separate patient transport corridor directly into those services and they stay out of the public circulation paths that are inside the existing Wallace Pavilion.

Joseph Morreale: So is it fair to say, since you have a two story building, that you're doubling the space?

Steven Doherty: No. The first floor is dedicated to the Emergency Department. The second floor is shell space for future fit out. One of the things being talked about right now is the potential ICU, which alleviates the existing ICU, which is on the second floor of the Wallace Pavilion. It will be able to right size that department and make room for future renovations and expansions for the Department of Surgery, which is also on that floor. So it's trying to think ahead to both right-size the department and provide future expansion.

Chairman Cosentino: It's cheaper to do it now.

Joseph Morreale: Absolutely, but I'm interested to see those. How much expansion are we talking about, or are we talking about simply moving the department to a new wing.

Steven Doherty: You're absolutely correct. The existing Emergency Department is about 12,000 square feet in the existing Wallace Pavilion, and the new foot print total is about 20,000 square feet if you take out the transport corridor and the mobile imaging dock, it's probably about 18,000 square feet. So there is a net increase in square footage. Right now, the existing Emergency Department, because they are short on bays, they end up stacking patients in corridors, not even in a dedicated

bay. So this department, while it provides 24 patient treatment spaces, is really just right sizing for the existing patient volume that they have and getting people out of the public spaces into beds and reduce the amount of time the patients need to spend in the waiting room and get them directly into a clinical.

Joseph Morreale: So we cut down the wait time and use the space more efficiently. There is no ability for growth, is that right?

Steven Doherty: There is ability for growth. If you look at long term plans, we have done some studies where back in the existing Wallace Pavilion where we have support spaces right now, staff locker rooms, staff lounges, those types of functions.

Doug Mayne: If you can imagine this corridor with this array of rooms along it, can flip into the space that we provided here which is now made of locker rooms and some toilet rooms, they can be relocated or go farther downstream as more rooms need to come on line. Actually you can see the vestiges of the corridor.

Steven Doherty: So the way it's planned right now is that dimension is equivalent to the dimension of a typical exam room, so your circulation paths are in place and you can do that renovation at those rooms without disturbing the other functions that are in there. Basically an ED room accommodates about 1300 annual visits per room. Another swath of six rooms gives you a significant increase of patient volume.

Warren Geller: As you get to the 1300 visits, we currently only see 27,000 visits per year. With 25 private treatment rooms we are able to accommodate more than our current volume, and we are not anticipating huge growth. Our community is not growing rapidly.

Joseph Morreale: But the community is aging. That's what I'm thinking ahead about. We are starting to set up these senior citizen communities. The result is, I would assume that the need for ambulance service is going to rise over time.

Chairman Cosentino: I think Dr. Morreale has something there, because our ambulance calls were 140 calls more than last year.

Warren Geller: Two things on that. One, everyone of those treatment rooms is 145 square feet. 25% of our volume is pediatrics, but let's say one day 10% of our volume is pediatrics for the day. That's okay, every exam room is universal. We're built to accommodate any patient population, especially an aging population. In addition, we are a designated stroke center by the New York State Department of Health, so putting a CAT scan directly adjacent to our Emergency Department is very important, especially in a stroke protocol. We are meeting our standards right now, but it takes a lot of work and effort to make sure you meet that standard.

Michael Caruso: It is also key to note that these rooms are being built for surge capacity. If there is an event, these rooms are able to surge up to become two patients in each room. We are putting additional med gases on another wall that is going to be covered up by a picture so that if there was an event that's in the area, all we'd have to do is move the picture up, the medical gasses are there, and we can put two patients in there.

Vice Chairman Sturniolo: Does the 27,000 patients you currently service in the Emergency Room per year exclude the diversions or is that built in?

Warren Geller: When a hospital goes on diversion it's for ambulances, but the ambulance drivers still have the right to bring a patient to that hospital which is emergent, which often happens. When we're on diversion, it's up to the discretion of the ambulance drivers, so it's very few patients that don't make it to our hospital.

Joseph Morreale: How do the five bays for the ambulance compare to the demand by the number of ambulances that come through now?

Doug Mayne: Right now the existing canopy fits three and is dedicated to the ambulance function only. If you were to park ambulances without the walk in traffic, you could probably fit four or five.

Joseph Morreale: I'm not so concerned about capacity as I am utilization.

Warren Geller: We receive anywhere from 10 to 12 ambulances in a 24 hour period, so we average less than one per hour. We have built in the capacity to serve a surge; four or five at a time.

Joseph Morreale: I notice you have shifted where they will be. What is to the left now, of those bays? There is a street there with homes. The old way had a buffer with a parking lot. Now there is not. I am concerned about noise.

Steven Doherty: One thing you are not seeing in this diagram. Right now there is a parking lot there, but that parking lot is at an elevation that is similar to the elevation to the backyards of Boltis in terms of grade. We are doing a significant amount of rock removal back here to lower that elevation. The topography goes up into the backyards and then drops down to grade where the ambulance entrance is. If you are standing at the highpoint you will only see the tops of the ambulances.

Doug Mayne: There is already an existing berm there that screens the height of the existing Emergency Department, so that plus our dropping down is creating quite a bit of a swell.

Chairman Cosentino: You're going to need to go up a little more with the berm itself with trees to cover it from Boltis.

Scott Blakely: This is taken almost through the center of the new ambulance bay right out to Boltis. We show Boltis on here, which goes through the residential lot. That portion of that residential lot just happens to be vacant. The dash line is the existing grade. We've shown the right-of-way lines, the property lines between the residential and the hospital, the rock cut slope. It's about an 11 foot cut in that section, so we are lowering that grade about 11 feet, maintaining an elevation at the property line and implanting on top of that rock cut. There is about a 10 to 12 foot wide swap. We've indicated a 7 to 8 foot evergreen on this section.

Joseph Morreale: My question still comes around to noise at 3:00 AM when the ambulances are coming in swinging around the bend with their sirens going.

John Partenza: They are never on the property with their sirens on.

Joseph Morreale: How long will it take you to construct all this?

Robert J. Buckley: The loop road is in two phases with the parking lot, it will probably be about a three to four month period. The project is about a 22 month total.

Warren Geller: The 22 months includes the renovation. Around the 16 to 18 month mark, we move into the new and then renovate the old.

Vice Chairman Sturniolo: In that year and a half time, does that also include the 450 parking garage structure?

John Partenza: No.

Joseph Morreale: Why isn't there an analysis of the increased traffic if you've expanded the facility?

John Partenza: We are not anticipating more traffic. The ER naturally grows every year, incrementally. We don't think the ER will drive any more traffic.

Nanette Bourne: What you're getting at is really a function of three things. One, it is taking away a substantial amount of parking space for the Emergency Department itself. Second, there is insufficient parking supply now on the site and they are trying to address the existing needs, and third is some small room for growth. That makes up the demand for the 450 space parking structure.

Vice Chairman Sturniolo: I'd like to go back to our site visit on March 15. Do you have the documentation and the agreement between the hospital and the Town of New Castle and the current property owners of the Reader's Digest property that is going to allow you to temporarily use their facilities?

Warren Geller: We have a current draft lease with Summit Development. We do not have a finalized lease yet.

Vice Chairman Sturniolo: What about the Town of New Castle?

John Partenza: We have a lease with the landlord that allows us to rent certain square footage, and that also comes with parking. The owner believes that is allowable in the existing zoning, and there is nothing we need from the Town at this point.

Chairman Cosentino: When the medical group wanted to rent space there, the town went against that because they rented no space within the building. It was a site plan violation for them to rent space and not rent space from the present building. I think the hospital is renting space within the building so that allows you to have space outside.

Warren Geller: Absolutely. We are renting between 25,000 and 40,000 square feet which entitles us.

Vice Chairman Sturniolo: And you're saying the Town of New Castle has no involvement on blessing the lease arrangement?

John Partenza: I can't speak everybody, but we are dealing with the landlord, and I think it's his responsibility for local approvals. I don't

think it's up to us to approach the town. As I've said before here, we will have a two-piece document that's a plan for a long term space there and allow us to rent interim parking space that will allow us during construction to shuttle people back and forth. We can only go by what the owner tells us.

Nanette Bourne: It is common knowledge that there is a very contentious land use issue going on with Reader's Digest. How that is going to play out, regardless what the property owner may want is complicated. I don't think we have a read on what is going to be the Town of New Castle's position on that.

Vice Chairman Sturniolo: I agree with you, but I was also under the impression that the hospital was going to go to the town fathers as well as the current property owners of Reader's Digest.

Whitney Singleton: I think Tony wants to make sure it is viable.

John Partenza: We do too, and we have a vested interest because we need to park our employees. We will do whatever we have to do to have it happen.

Chairman Cosentino: I thought the landlord for the hospital was going to meet with the town and find out if that was okay.

John Partenza: We met with our land use attorney in January, and he's working on a lease for us. We will have a workable parking plan before we begin.

Vice Chairman Sturniolo: Several Planning Board meetings ago and highlighted at the site visit, we asked for renderings of what the parking structure is going to look like from various viewpoints currently. Do we have those to look at tonight?

Michael Caruso: We have a photometric done.

Vice Chairman Sturniolo: Not so much the photometric, but we want to see color photographs plus the superimposition of what the parking structure at the south end is going to look like currently from the various viewpoints. We are also looking to see what the parking structure looks like in White Plains. Do we have those photographs tonight too?

Michael Caruso: We have photographs that is going to give you a depiction of what it looks like looking out from the point of standing on 117 at the corner of St. Mark's Place with Conte's in the foot. We also dropped in a rendering of what the parking structure could look like. Mind you, they just did that. We have not looked at it, we have not priced it. We have not had a chance to incorporate other images into it. I know that the Planning Board requested that we have at least this photometric one, because I know the Planning Board requested that we have at least this photometric one. If you look at it, I'm sure the picture will explain where we could get to the point of what I heard on that Saturday walk through to have that rendering at least for your to see.

Vice Chairman Sturniolo: Whitney and Nannette, am I correct in saying that the overall approval process of this expansion of this Emergency Room and everything associated with it also has to encapsulate the parking structure?



Nanette Bourne: That has been your position and supported by staff.

Whitney Singleton: When we discussed the concept of what phasing was, it has been consistently the position of your board that it was the phasing of construction that would have to be an approved parking structure to support the additional square footage of the building, but it could be built separately.

Nanette Bourne: And the basis of that goes back to parking. They are taking away parking, and there is a small growth. It's not a structure for the sake of the structure, but there is a legitimate need to accommodate a substantial amount of parking on this site that alternatively what they originally proposed was valet parking. The option is to immortalize valet parking on the site. The problem is if you say valet parking is okay and you make it work, what is the trigger that is going to enforce the garage?

Vice Chairman Sturniolo: Speaking of parking, is there a signed agreement between the hospital and the church for those 50 spaces?

John Partenza: I don't know where the documents are as far as being signed, I have to talk to Whitney about that.

Whitney Singleton: I was on vacation, I owed him a phone call.

Vice Chairman Sturniolo: To my fellow Planning Board members, do we want to discuss our thoughts and observations of what we saw at the balloon test and the size of the garage and the location, why the garage can't be sunk down into the ground, is the strip stores necessary? Could that accommodate some parking? If so, could it be easily screened? Could that have an impact on reducing the height of the parking structure?

Chairman Cosentino: There are a lot of possibilities. They flying of the balloons told us that the building is too high and massive on Main Street. That is totally unacceptable. There are a lot of possibilities right now that this Board and the Village fathers really have to wrok out. The Village fathers have to be part of it.

Ralph Vigliotti: I think the word unacceptable is a fair statement. I shared with a couple of Board members on site that I think the Village would be wise to hire as a consultant an engineering company that specializes in parking structures and has a track record of managing and dealing with that. This is our first one. It may be our last. I do not want this to be the benchmark for the second, third and fourth to say we got better at it. I want to be better at it the first time. We've gone through experiences of the first condominium in town to the best one. The first high rise to the seventh and we got better at it. I don't want to have to get better at what may be the only parking structure in this town. This is too important to this Village not to have someone on staff to represent us.

Vice Chairman Sturniolo: I agree with Mr. Vigliotti on that. Also, this to underscore one point; this has to be a home run at the first swing of the bat.

Michael Caruso: We feel the same way. The SLAM Collaborative is the architect designing our Emergency Room, Walker Parking is a world renown parking structure firm, they are consulting with us.

Ralph Vigliotti: We need to have on staff someone who is looking at the parking structure specialist that you have to make sure that everything we have in mind is being detailed out.

John Partenza: I think we are all interested in having the right size and location of the parking garage, but we are also very concerned with getting an Emergency Room started here. Costs are escalating every day. Is there a way we can just move on the ER with an agreement on the trigger?

Chairman Cosentino: I think we agreed on the process.

John Partenza: I am trying to satisfy your needs to have the garage in the right place and not rush it.

Chairman Cosentino: By no means do we want to stop the process for the Emergency Room. We all know the Village needs it and we want to go forward with it.

Doug Hertz: I personally think we are closer than maybe Joe thinks we are. We have already done some exploration for parking on other parts of the site. I for one think you are probably in the right location. From the balloon test we did the parking structure is well sheltered from Boltis and is certainly even more screen-able. It is certainly screened from the north side because the building is there. Part of the structure is screened by that rise of terrain where the pine trees are, so we're really dealing with the question of part of St. Mark's and part of the corner of Main, over the retail space. You might have to go down subsurface a little bit, or you might have to tier it back in some way, or you might have to break it up architecturally; and we talked about some greenery. So I don't think we are as far away from making it work. I am against breaking this up into multiple approvals. We lose the ability to make any change, and to have a viable understanding of the project as a whole the minute we break it up. If we work hard and fast you can get the Emergency Department going probably as quickly as possible. We have to get this parking structure figured out and figured out quickly. I don't think we have to start from scratch.

John Partenza: I'm hearing the north and south is unacceptable.

Doug Hertz: If we can solve the issues in that location, it would be doable for me.

Chairman Cosentino: You need to solve the massive on the southern side on Main Street. That is the part that is unacceptable.

Vice Chairman Sturniolo: And whether you eliminate the strip stores or go down and dig and put parking levels below ground to help reduce the height, some combination of those thoughts need to take place. When the comprehensive plan was before us, we said we were not going to break it out. The approval has to be a combined operation and not broken up.

Doug Hertz: We are approving an open second floor; 18,000 square feet of something at this point, so we are approving more than an Emergency Department. We are already in a bit of a question mark space. We can't quantify the parking usage for that, because we don't know what it's going to be used for yet. So, how that is going to impact this Master Plan is still open ended. I think we are willing to do that because it is the hospital, but I think we have to get enough of it understood and comprehensible so that we are comfortable and not putting our stamp on something that is not going to make sense. I'd rather work harder and do it faster than break it up into multiple approvals.

Vice Chairman Sturniolo: Absolutely.

Ralph Vigliotti: At the site visit, one balloon that indicated the corner of the structure which I was in the grade level parking area, I honestly believe that balloon was eliminated, and where the existing retaining wall is now in that corner of the parking structure, and that remaining area is still level parking as we see it now. That may be the answer. Obviously you are going to lose some parking spaces, and you probably have this set back 75 feet from St. Mark's and the visibility now is not that massive.

John Partenza: How do you want us to work; with staff between meetings or presentations here at the Board meetings?

Chairman Cosentino: I think you have a lot of homework to do now with your architects and designers in bringing us back something we could look at.

John Partenza: There's the massing piece and then the architectural piece.

Chairman Cosentino: I think you need to work on that and work on it quite quickly.

John Partenza: So we will set up a meeting with staff.

Chairman Cosentino: Good. Start the ball rolling. We would like to see the rendering as soon as possible.

Joseph Morreale: When do you hope to get started with the construction?

Michael Caruso: We were hoping to break ground at least in 2008.

John Partenza: We were hoping to start the loop road this summer.

Chairman Cosentino: Nannette, I think you know what we're looking for, and that is something that should be brought before us to save time and money.

Nanette Bourne: Just for clarification, the strip center that's on the corner is a double edged sword. It creates a demand for more parking, at the same time it's a neighborhood strip center that hides the building. If you take that down, you reduce the need for parking, but you also then expose the parking structure.

Vice Chairman Sturniolo: These are things the architect will be able to articulate a lot better than we can. Maybe the best way is to blast down

even deeper to lower the height of the building and leave the strip stores there.

Doug Hertz: Maybe the best way is to put two-thirds of the parking demand in a slightly smaller parking structure there and locate an extra 100 spaces somewhere else.

Chairman Cosentino: You have homework to do.

John Partenza: We will meet with Nannette tomorrow.

Doug Hertz: Did you have a slide you wanted to show us?

John Partenza: The only caveat is that I saw it yesterday for the first time and I don't think the depths are correct.

Chairman Cosentino: So you don't want to show it?

Doug Mayne: We will show it. It is very speculative and it is based on what we know at this point in time which isn't everything, obviously. It is based on not knowing what the feasibility is of going down lower, and it's based on this particular foot print here, which is a bare minimum foot print in terms of getting a functioning ramp and getting an adequate floor plate for parking. It looks large, but it's actually a very minimal layout. The overall length of a box is dictated by the ramp that we need to have, which is a park-able ramp that connects one level, which would be up here that's plus 11 foot 4 from a lower level which is down at the end of the ramp and then head it occur in a minimum of that length. We can't compress it another 12 inches, let alone another 12, 24, 48 feet to be able to accomplish that ramping from the one level below to the level above, so that is a limitation in terms of the way this garage has been worked out by our parking consultant, The Walker Group. The bays working in the short direction are the bays that are required to get the double loaded parking that you see in any of the three slots on the garage, so that is not included in any sense in the up and down or left and right direction with this particular type of garage. Going to the site plan here, that's the edge of St. Mark's, we have a 20 foot buffer because its 20 foot from the property line. Before I even get to the box proper, there is this low tray with creates the beginning of the stepping effect that will enhance some of the architecture. Beginning with the saddle bay parking that occurs outside of the box, and then once you get past this zone here you get to the basic rectangle and that constitutes the garage itself. Here we have the ground level, which is the first level of the hospital parking entering in a single location and doubling back and circulating back out and split with a eight foot high wall. Here is where we get into retail parking swap which has been enlarged since our last meeting. This is a set of elevations that you saw from a previous scheme which is one that is the basic garage. We are looking at trying to characterize it with a scheme like this, and this now begins to take on building like qualities and a much more welcoming and approachable architecture.

Chairman Cosentino: So the top is what you are going to see on Main Street?

Doug Mayne: Correct. This is the zone of the on grade parking which is 40 feet.

Chairman Cosentino: Yes, it's massive.

At this time, Mr. Mayne continued to describe the property plans.

Doug Mayne: Another given with these studies here is the quantity of parking that we were dealing with, and it's just a function of trying to accommodate the 500 cars more or less on the south end of the campus and this is what it looks like.

Mr. Mayne showed the view from East Main, and the view of the swath of the retail stores.

Doug Mayne: This is the green zone, which is hard to perceive in the sketch but the green zone that I was trying to map out and describe in the plan, in this low angled perspective view that we have. We will take some other views to be able to get a sense of that. We haven't got that far in the study yet.

Slide show continued.

Chairman Cosentino: How many parking spaces have you left for the stores in the back?

Doug Mayne: 51.

Chairman Cosentino: Right now in the afternoon you can't get a parking space back there.

Doug Mayne: That swath of parking right now used to be made of the office building and the retail together which was a count of 62 spaces. We're deleting the office building function and now rededicating the 51 to the retail only. What we can do with the big garages is to be very careful and creative with the architecture that we use to try to help to scale it down.

Chairman Cosentino: So you need to meet with Nannette. For the sake of the Emergency Room part, we will keep you on as many agendas as we can.

Ralph Vigliotti: I know there have been discussions about finances, but unless you grade the site to put one level below grade, we are still dealing with the same height and massiveness.

Doug Mayne: That's hard to look at until we know more from our contractor about going down below. That is another unknown that we need to account for.

Doug Hertz: Just to make sure Scott has enough room to put in big enough screening, we don't want to feel like there is a huge structure right adjacent to the cemetery. I know it's set back. I know there is a 20 foot buffer and then there's the on grade parking, but we have to be able to use that space creatively. Not only the corner of Main Street, but as you go up and down St. Mark's it's still a residential street. We have to find a way to break up that feeling of this very long structure.

Joseph Morreale: How tall is the elevator shaft building on the right there in the slide of the north view?

Doug Mayne: Up around 44 or 45 feet.

Joseph Morreale: So it's actually taller than the hospital's extension on the right then?

Doug Mayne: Yes.

Joseph Morreale: That gets back to the point of taking this whole unit and dropping it.

Doug Mayne: Right. We don't know enough about the feasibility of that to get into what we can and can't do and what it will look like.

John Partenza: I am looking to Nannette for a little clarity on working on proceeding with the Emergency Department.

Chairman Cosentino: Staff is clear on what we're looking for, and once we get our guy, you'll know more. There is not much what Nannette can do for you right now not knowing what kind of design you are going to come up with.

Nanette Bourne: I think John was asking you the need for a public hearing and there is no need for a public hearing for the Emergency Department. The public hearing is necessary for the special permit and the natural resource disturbance permit that would involve the parking structure.

Chairman Cosentino: Even though you want to go with the Emergency Department and we agree, Nanette is going to have to find that person and somebody from your staff is going to have to work with them.

Michael Caruso: What about moving further along with the ARB? We went to them last week.

Chairman Cosentino: You can go to the ARB with the Emergency Department, but not the garage because we don't know what it's going to be.

Steven Doherty: Their basic comment was that everything looked okay and we should come back to them when we are at a point with you that we are talking about resolution. They were aware that there will be a parking garage also.

Vice Chairman Sturniolo: Can we get color copies of that layover rendition?

Doug Mayne: I have some for you tonight.

Doug Hertz: So the question is, forgetting the parking structure, are there other outstanding issues with regard to the Emergency Department that we need to resolve?

Anthony Oliveri: There are a number of technical issues. Scott, do you have a copy of it?

Steven Doherty: Yes. We had a chance to review it and I agree that there are technical issues that we will work through with Anthony.

Doug Hertz: May I have a brief description of this shell space on the second floor? What are you envisioning?

John Partenza: It would be an expansion of our ICU and possibly surgical service suites in the future.

Doug Hertz: What would happen to the current ICU?

John Partenza: More than likely it would merge into here. It's not a new service that generates more parking.

Steven Doherty: If that ends up an expansion of operating rooms, when you program basically today, and you start with operating rooms and you said we are going to take that 9,000 square feet and put OR's in it, departmental growth square footage per OR is up around some 1600 square feet per room by the time you get circulation, scrub alcoves, sterile processing, etc that goes with it. So, 9,000 square feet gets eaten up pretty quickly by just a few OR's.

Doug Hertz: Would that then equate to more beds or more staff?

John Partenza: It could but it's not anticipated to be a growth. It's to accommodate services we are providing today.

Doug Hertz: What would you imagine the time frame for the fit out of that?

John Partenza: We really don't have one at this point that I'm aware of. All I will say is we will be back before you at that time when we do want to fit it out.

Ralph Vigliotti: So this will not be space that will be leased out to doctors or anything like that?

John Partenza: No. This is hospital space.

Chairman Cosentino: Goodnight gentlemen and thank you for coming.

### **Report on Results of HASMAT Consultation at 134 Main Street:**

Nanette Bourne: In the area of the old filling island, there was a strong odor of petroleum. The first team was a disaster, the second team did a really good job. They had the right people and equipment and went out and contained it, dug it up, tested it, and it was 150 cubic yards of very contaminated material. It is still out there, it's covered and there are some pictures for you to look at the back. There are shopping for material to see where they can dispose of it. They hope to do the disposal tomorrow or Thursday. We made two site visits to make sure it was stable. The soil testing was done, and when they test they do some end point testing to make sure that all the end points are clean and the material is being dissipated. The issue of the stream has come up a couple of times in the plume, and the relationship of any hazardous materials heading to the plume, and there are some well monitors already out there. It is recommended that those stay in place to be monitored post construction for awhile just to make sure that it is contained. There was a DE spill notice taken out and DEC is aware of it. We had the protocols in place to have this dealt with properly, which prior to the Board really enforcing what was in the conditions of approval,

there would not have been a protocol and there would not have been the right team from Izzy's group.

Chairman Cosentino: What did they do with the contaminated soil?

Nanette Bourne: It's out there. They are going to take it away.

Vice Chairman Sturniolo: What was in the soil?

Nanette Bourne: Petroleum.

Vice Chairman Sturniolo: Who discovered it?

Nanette Bourne: Someone smelled it. The odor was really strong. You could smell it here in the building.

Vice Chairman Sturniolo: Then did Mr. Albanese's HASMAT specialist come in?

Nanette Bourne: Yes. Someone alerted the construction crew of the odor and they called the right people. Quest, who had actually been part of their team earlier, but they had an asbestos person who was doing the monitoring.

Vice Chairman Sturniolo: And now they have a HASMAT guy.

Nanette Bourne: Yes. A soil person that has the equipment to test it. You didn't even need to test it because the odor was so strong.

Vice Chairman Sturniolo: My concern is resolution conditions 21, 23 and 24. I focused on the HASMAT specialist being there, and now you're saying the company has the right person in their employ who is a HASMAT specialist. He reported his findings to Brian and to you?

Nanette Bourne: Yes. As soon as it was identified they called our office and Brian from my office was out there the next morning and they stopped work on the site and were digging it out.

Vice Chairman Sturniolo: Are they still allowed to continue working now on the site?

Nanette Bourne: We discussed that.

Anthony Oliveri: Brian seemed to think the only way to stop them was to put monitoring wells in, but he thought it would have to be done around the perimeter of course to find where the plume would be going, and it wouldn't be necessary within the foot print of the building. Initially he didn't think it was necessary to stop them. I don't know if his views have been changed on that.

Chairman Cosentino: Have they poured the footings?

Nanette Bourne: They haven't poured the slab.

Vice Chairman Sturniolo: Who makes the recommendation to Austin to let them continue or don't continue?



Anthony Oliveri: We have it set up that I get a recommendation from AKRF, and then I would relay that to Austin. Since it's an environmental issue I would rely upon their recommendation on this. Initially Brian felt it was not necessary to issue a stop work order.

Nanette Bourne: We will follow up on that tomorrow. The good thing was that the system was in place, and it worked, and it's a good thing we had it.

Anthony Oliveri: As it stands right now, I am not going to recommend a stop work order. If they are following the right protocol, we don't need to wait for the remedial action report.

Vice Chairman Sturniolo: As one member of the Planning Board I want to see that the Resolution of Approval be followed to the letter of the law. That is why I was insistent upon this. Over and above the Bond Issue, these three points on this resolution was totally ignored.

Meeting adjourned at 11:30.

dm