

Appendix E
Comments Received on DEIS

Christopher Taormina, RA
Chairman

Ed Lachterman
Town Supervisor

TOWN OF YORKTOWN

ADVISORY BOARD ON ARCHITECTURE & COMMUNITY APPEARANCE (*ABACA*)

Albert A. Capellini Community and Cultural Center, 1974 Commerce Street, Yorktown Heights, New York 10598, Phone (914) 962-6565

To: Diana Quast, Town Clerk *for the Town Board*
From: ABACA
Date: August 7, 2024
Subject: Town Board Referral – AMS LLC - 800 E. Main Street; 5.19-1-15
DEIS referral for proposed rezone of 35.53 acres in the OB zone to RSP-2 for an active adult residential community consisting of 250-units including a mix of rental and for-sale townhomes with related infrastructure on a 35.53-acre parcel.

Documents Received and Reviewed:

Title:	Produced By:
Town Board Referral dated 7/11/2024 with associated documents	Diana Quast, Town Clerk

The Advisory Board on Architecture and Community Appearance reviewed the above referenced subject at their meeting held on Tuesday, August 6, 2024. The ABACA has no comments.

Christopher Taormina

Christopher Taormina, RA
Chairman

/nc

cc: Planning Department
Planning Board
Supervisor Ed Lachterman
Town Board
Applicant

TOWN OF YORKTOWN CONSERVATION BOARD

Town of Yorktown Town Hall, Yorktown Heights, New York 10598, Phone (914) 962-5722

To: Town Board
From: Conservation Board
Date: August 9, 2024
Subject: AMS, LLC – 800 E. Main Street; 5.19-1-15
Town Board Referral – Petition for Rezone

At the August 7, 2024 Conservation Board meeting, Joseph Riina of Site Design Consultants; Diana Kolev, Esq. of DelBello, Donnellan, Weingarten, Wise & Wiederkehr; and Peter Feroe of AKRF Inc. appeared before the Board to discuss their petition for rezoning the former Contractor's Register property from OB to RSP-2 zoning to accommodate an active adult residential community. Aspects of the DEIS were discussed including traffic, stormwater, and tree removal. Overall the Board is in favor of the rezone provided that a closer look at the alternate site layout is undertaken. The proposed layout does not adequately address the stormwater and has a very large footprint on the mostly undisturbed site. The Board is concerned that the four-story buildings will be visible from the Taconic State Parkway, a recognized scenic byway. The alternate site layout reduces the number of proposed units, keeping more of the site in a natural state, leading to overall less disturbance, and more adequately addresses the stormwater needs.

The Conservation Board continues to be concerned with the number of proposed developments along the East Main Street (6N) and Route 6 corridor, which are being reviewed in a piecemeal fashion. The Board reiterates that the Jefferson Valley Hamlet is experiencing development pressure from many sides. Taking each proposal independently without considering the total impact of all the proposals combined does not allow for the overall environmental impacts to this area to be considered.

Respectfully submitted,

Phyllis Bock

Phyllis Bock
Conservation Board Co-chair

cc: Conservation Board Members
Planning Department/Planning Board
Applicant

TOWN OF YORKTOWN PLANNING DEPARTMENT

Albert A. Capellini Community and Cultural Center, 1974 Commerce Street, Yorktown Heights, New York 10598, Phone (914) 962-6565, Fax (914) 962-3986

To: Town Board
From: Planning Board
Date: August 30
Subject: AMS, LLC
SBL: 5.19-1-15

At its meeting on August 12, the Planning Board discussed the subject Town Board Referral. The Board had the following Planning concerns that should be addressed prior to the Town Board's decision. These concerns are enumerated below:

1. The traffic and access location for the site are of the utmost importance. While the DEIS does a very thorough review of the potential traffic impacts in the area, the entrance location should be discussed thoroughly as egress and ingress on to East Main Street may carry significant impacts on the intersection of Route 6 and East Main Street. While the DEIS presents a well-designed intersection improvement, the Board should scrutinize it fully.
2. The Department of Transportation has yet to respond to the subject referral. The Planning Board recommends that the Town Board wait for their response prior to making their final decision.
3. The Planning Board requests that the rezoning resolution written by the Town Board leave room for the Planning Board to conduct their normal site plan review as to not hinder the review process.

Respectfully submitted,



Ian Richey
Assistant Planner

Comments on the DEIS for 800 East Main Street From Councilwoman Susan Siegel

Submitted at the September 3, 2024 public hearing

Chapters 1 & 7: Project Description and Socioeconomic Impacts

1. Clarify certain terms
 - a. What is the difference between a “townhouse” and a “cottage.”
 - b. What is a “villa” and how do its rental units differ from non villa units.
2. Clarify 310 population projection
 - a. The projection is based on the 2006 Rutgers model, although in Chapter 17 the DEIS uses the 2018 Rutgers model to calculate population for the non age restricted alternative. Why the difference?
 - b. In Chapter 17, the population projection is based on 1 and 2 bedroom unit counts. But the 310 projection doesn’t distinguish between 1 & 2 bedroom units. Why the difference?
3. Demand for senior housing
 - a. The DEIS makes the assumption that there is a need for age restricted housing “in the area.”
 - i. Based on what data?
 - ii. How is “in the area” defined?
 1. Is there any data showing need for existing Yorktown seniors?
 - iii. The DEIS should differentiate between the housing needs of different senior age categories, e.g., the Westchester County Housing Assessment discusses the need for assisted living facilities, not rental housing, for the growing 85+ senior age group.
 - b. What data shows the need for senior rental as opposed to senior purchase?
 - i. How many units in Jefferson Village are rented?
4. Why senior housing and not non age restricted multi-family housing
 - a. The DEIS states that the Westchester County Housing Needs Assessment says that Yorktown needs 1,085 affordable units.
 - i. What is source of data?
 - ii. Does the 1,085 distinguish between senior and non age restricted or between rental and purchase?
 - b. How does the development address that need?
 - c. How does your plan address the Comprehensive Plan goal for a diversity of housing for all demographic groups?
5. Where will the seniors be coming from
 - a. The DEIS assumes that some will be current Yorktown seniors who are downsizing and others who will find Yorktown desirable.
 - i. What is the basis for this assumption? What data?

- ii. Quantify how many seniors are projected from each group
 - iii. For downsizing, provide data on number of annual sales in Jefferson village and the number of rental units
- 6. Rents and for sale prices
 - a. What are projected rents and townhouse purchase prices
 - i. These figures must be known as rental income and townhouse values are factored into DEIS tax revenue analysis
 - ii. Also, rents figure into income projections used to show overall economic benefits
- 7. Affordability
 - a. Update the discussion of Yorktown's past affordable housing initiatives to include the 2010/2011 set aside law that was repealed in 2016 and repeated calls to adopt a new set aside law that have been ignored.
 - b. The DEIS states that 49.9% of renters and 36.5% of homeowners in Yorktown are cost burdened or extremely cost burdened. How does your plan address that?
 - c. Compare and contrast the development's estimated rents and purchase price with HUD's 2024 median Westchester income guidelines for rental and homeownership and how the rents and purchase price correlate with the 30% housing cost standard.
 - d. How does your plan further the 2010 Comprehensive Plan goal of providing affordable work force housing?
 - e. What is the median income of Yorktown seniors, using the same age categories used in census?
 - f. How many Yorktown seniors have qualified for the RP-467 senior tax exemption?
 - g. Provide data on the waiting lists for affordable senior housing at Beaveridge and Wynwood Oaks.
- 8. Ability to absorb 250 additional housing units
 - a. What is the basis for the DEIS assumption that the "Low homeowner vacancy rate" is an indication of town's ability to absorb additional housing units?
 - b. What, if any, is the correlation between homeowner vacancy rates and the need for rental units?
- 9. Municipal benefits
 - a. Clarify the total assessed value figure used to calculate future tax revenue
 - i. The letter from the town assessor in Appendix D estimates the total assessed value at \$894,250. But Table 7-18 in the DEIS shows a total assessed value of \$2,208,446.
 - 1. The town assessor's calculations should be included in the FEIS.
 - b. The DEIS projects an increase of \$170,443 in revenue to the town over what the site currently generates.

- i. To put that number in perspective for the typical homeowner, the DEIS should note that based on 2023 tax rates and with everything else unchanged, that additional revenue would result in tax decrease of just \$12.99 for house with \$10k assessed value
- c. Provide a table showing the INCREASE in tax revenue over current revenue for the 250, 185 and 142 (same footprint) unit plans that compares tax impact on homeowner with a \$10,000 assessed value.
- d. Explain comment about stabilized value based on alternate site plan.
 - i. What does “stabilized value” mean?
 - ii. Is the \$170,443 additional town tax revenue based in 250 or 185 units.

10. Lakeland School District

- a. The DEIS makes many references to the proposed development being similar to Trump Park, also zoned RSP-2.
- b. According to anecdotal information, school buses from Lakeland School District service Trump Park.
 - i. Confirm or deny the above, based on written data, from the school district
 - ii. If there are school aged children, explain how this is possible in an RSP-2 zone.
- c. How would the additional assessed value for Yorktown impact the equalization rate, which in turn, would impact the tax rate for Yorktown property owners in the school district.

11. General economic benefits

- a. The DEIS states that new residents will generate \$442,854 in economic benefits.
 - i. How many of the 310 residents are “new” as opposed to existing Yorktown residents who will be downsizing?
- b. Does the annualized spending data include purchases from some of the 310 residents will be snowbirds?
- c. What model was used to calculate projected spending by 310 seniors
 - i. IMPLAN or Bureau of Labor Statistics
 - ii. BLS shows that, with the exception of health care, spending by age group in higher for non seniors.
 - iii. Show a revised economic benefit calculation based on BLS model and reflecting a percentage of snowbirds.

12. The proposed 250 unit plan has a 0.50 FAR which is more than double the 0.23 maximum FAR for the town’s R-3 multi family zone and 30% more than the existing FAR in the current RSP-2 zone.

- a. Provide a table comparing the FAR and number of units for the three RSP-2 site plans: 250, 185 and 142 and the R-3 multi family zone.
- b. Other than generating more tax revenue, explain how the higher FAR benefits the town and its residents.

13. Show how the density of 250 units was calculated

Chapter 17 – Alternatives

Non age restricted

1. Explain why the 310 population projection for the proposed development uses the 2006 Rutgers multiplier, but the 520 population projection for the non age restricted plan uses the 2018 Rutgers multiplier.
2. Explain why the 310 population projection is not broken down into 1 & 2 bedroom units, but the 530 non age restricted projection is.
3. For an equal comparison, discuss impacts for a 185 unit or 142 unit non age restricted development,
4. As the absence of school children is a major reason for proposing an age restricted development, explain in greater detail the following
 - a. How the 2018 Rutgers model differs from other school children projections done for similar Westchester developments.
 - b. Does IMPLAN have a model for projecting school children that differs from the Rutgers model?
 - c. Explain in Table 17-8 why there are two sets of multipliers for the one and two bedroom rental units.
 - d. What are the Lakeland School District's historic and current enrollment and future enrollment projections?
 - i. When was the last enrollment projection study done?
 - ii. Are there any plans for an updated enrollment projection study?
 - e. Data from the most recent facilities utilization study.
 - i. If there was an increase in enrollment, would more classroom space be needed?
 - f. Cost per child
 - i. Clarify what your \$17,911 per student figure includes/excludes
 - ii. If no additional teachers will have to be hired due to the additional students, why would each additional student cost district an extra \$17,911?
 - g. Show the number of projected school children with a 142 unit non age restricted plan, or, more appropriately, a density based on R-3 guidelines.
5. Explain in greater detail, and quantify citing methodologies, the statement in D.2b that a non age restricted project would generate "slightly greater economic benefits to the town."

185 unit age restricted

1. Address how the above comments regarding the demand for senior housing, including affordable senior housing, apply also to this reduced density alternative.

2. Explain if and how the 185 unit plan meets or does not meet the developer's objectives.

142 age restricted units using same footprint

1. Address how the above comments regarding the demand for senior housing, including affordable senior housing, apply also to this reduced density alternative.
2. Explain if and how the 142 unit plan, using the same footprint as the 185 unit plan, meets or does not meet the developer's objectives.

142 non age restricted plan

1. Discuss a straight R-3 alternative using the same footprint.

Chapter 12 – Traffic

1. The DEIS acknowledges a decrease in the level of service to F and lists potential mitigation measures, including signalization and road widening.
 - a. Provide details on the estimated cost of these improvements and who would pay for them
2. The DEIS states that although the 142 unit site plan would increase traffic, no improvements would be made or required.
 - a. Explain why the Planning Board could not still require improvements as a condition of site plan approval.
3. The DEIS acknowledges that there is no feasible second emergency access and that the only way an emergency access can be provided is by widening the existing entrance driveway.
 - a. Does this plan, even with the center divider strip, meet Fire Code requirements for emergency access?
 - b. Does the traffic study include the traffic impact from the proposed recycling/transfer station and 254 unit mixed use development, both accessing Navajo Road from Route 6?
 - i. If not, will the FEIS update the traffic study?

Chapter 8 – Community facilities

Police

1. The DEIS acknowledges that senior developments make greater demands on police than non senior developments. While the police chief stated that the proposed development “will” increase demand, the DEIS states that the development “may” lead to an increase in demand.
 - a. On what basis, and based on what data, was “will” changed to “may”?

- b. DEIS minimizes the increase in the number of calls on the assumption that many are from the town's assisted living facilities.
 - i. What data supports that assumption?
 - ii. Do police records distinguish between assisting living facilities and age restricted communities like Jefferson Village, Trump Park, Wynwood Oaks and Beaveridge?
 - c. How does the DEIS justify the assumption that this increased demand will not result in a need for increased staff, meaning, increased cost to taxpayers, given that the police chief said additional staff would be needed for both emergency calls and traffic control.
2. The DEIS states that the increased tax revenue from the site, e.g., \$170,000, would exceed any possible incremental cost in police services.
 - a. Explain what the cost of an additional police officer (not at starting salary) with benefits, and car would be.

Fire/volunteer ambulance

1. Like the police department, the DEIS acknowledges there will be more calls for medical emergencies for a senior development.
2. What is your response to the comment in the DEIS from the Mohegan Fire Chief that the additional tax revenue to the fire district would cover only about half the added anticipated additional expense.

EMS

1. The DEIS acknowledges an increase in calls for service but needs to provide data on the location of the calls, e.g., age restricted or non age restricted developments or neighborhoods, commercial properties, assisted living facilities, etc.
2. The DEIS needs to eliminate references that compare calls to assisted living facilities with projected calls from its proposed development.

Chapter 19 – Water & Sewer

1. There is no discussion of mitigation that would be required to reduce I&I in the Peekskill system despite the fact that since 2010, it has been the policy of the county's Department of Environmental Facilities that municipal governments require development applications to identify mitigation measures that would offset the projected increase in flow at a three for one ratio one for market rate units.

George Latimer
County Executive

September 3, 2024

Diana L. Quast, Town Clerk
Town of Yorktown
363 Underhill Avenue
Yorktown Heights, NY 10598

**County Planning Board Referral File YTN 24-008 – 800 East Main Street
Site Plan Approval; Zoning Map and Zoning Text Amendments
Draft Environmental Impact Statement**

Dear Ms. Quast:

The Westchester County Planning Board has received a Draft Environmental Impact Statement (DEIS) for an application to amend the Yorktown Zoning Map to rezone a 35.5-acre site located at 800 East Main Street (SBL 5.19-1-15) in the OB – Research Laboratory and Office zone to the RSP-2 – Senior Citizens Development district. The site is located on the north side of East Main Street (US Route 6) near the Jefferson Valley hamlet center, between the Taconic State Parkway and Donald Trump State Park. The northern boundary of the site is the Town and County municipal border. The site currently hosts two vacant office buildings and associated parking lots, which would be demolished.

Should the rezoning be approved, the applicant proposes to construct 250 age-restricted (55+) housing units (96 one-bedroom and 154 two-bedroom) contained within 24 buildings. Twelve townhouse buildings of two stories would host a total of 50 units for sale. The remaining 200 residences would be rental units, split amongst 12 buildings. Four four-story buildings of villa-style residences would host 96 units. Seven two-story buildings of flat-style residences would host 32 units. One four-story building would host 72 apartment units. A clubhouse building would provide amenities for the community, and various auxiliary structures would be placed around the site, such as a gazebo, an amphitheater, a pool, and recreational facilities. Walking and biking paths would also be provided within the property. 6.25 acres of the northern portion of the site would remain undeveloped, and 9.4 acres of the site would remain open space for resident usage. 383 parking spaces would be provided on the site, spread amongst various parking lots around the site and within private garages. An interior street network would connect the various parking lots and buildings, and lead to East Main Street following the existing entrance drive to the site. New traffic signalization would be provided at the corners of East Main Street and Route 6, and East Main Street and Old Route 6.

In addition to rezoning the site, the petitioner is also requesting amendments to the RSP-2 district regulations to permit the development as proposed. Specifically, amendments are requested to increase the permitted floor area ratio from 0.35 to 0.55 on sites greater than 25 acres, and to increase the maximum building height from 45 feet to 55 feet on sites greater than 25 acres.

We have previously reviewed a preliminary petition and the EIS Draft Scope under the provisions of Section 239 L, M and N of the General Municipal Law and Section 277.61 of the County Administrative

Code and responded in letters dated November 28, 2022 and April 14, 2023. We have now reviewed the DEIS and offer the following comments:

1. Consistency with County Planning Board policies.

The County Planning Board’s long-range planning policies are set forth in *Westchester 2025—Context for County and Municipal Planning and Policies to Guide County Planning*, adopted by the Board on May 6, 2008, amended January 5, 2010, and its recommended strategies are set forth in *Patterns for Westchester: The Land and the People*, adopted December 5, 1995. We appreciate that the proposed development would align with aspects of these policies, as it would redevelop a vacant office site with new multi-family housing that is within walking distance to public amenities and the Jefferson Valley commercial center.

However, while the petition discusses a number of different housing types proposed for this site, the requested zoning map amendment would only permit housing for seniors. We note that the Jefferson Village development, across the Sprain Brook Parkway from the site, is also currently age restricted. As is mentioned in the DEIS, a critical need for housing for all ages has been documented in the County’s *Housing Needs Assessment*. We appreciate that an alternative in the DEIS analyzes a development that is not age restricted. We recommend the Town consider this alternative where the site is rezoned to a multi-family district that would permit residency for all household types, including seniors, to ensure that sufficient housing is being provided within the town for all potential resident needs.

2. Affirmatively furthering fair housing (AFFH).

We note that the DEIS includes a discussion of the acute shortage of affordable housing in Westchester County that has been documented in the County’s *Housing Needs Assessment*. It is critical for all of Westchester’s municipalities to play a role in meeting this need, particularly since the economic and social impacts of this affordable housing shortage are spread throughout the county. Due to this County-wide need, the EIS should also include a discussion regarding Westchester County’s affordable housing policies, and the Model Ordinance provision requiring:

Within all residential developments of 10 or more units created by subdivision or site plan approval, no less than 10% of the total number of units must be created as affordable AFFH units. In residential developments of five to nine units, at least one affordable AFFH unit shall be created.

We continue to urge the Town to re-adopt this portion of the Model Ordinance to ensure that any development on this site and elsewhere in Yorktown contributes towards meeting the need for affordable AFFH as documented in the *Housing Needs Assessment*. Approving this development without including a provision for a minimum set-aside of 10% for affordable affirmatively furthering fair housing would run contrary to County affordable housing policies.

3. Pedestrian and bicycle infrastructure.

We appreciate that the applicant has proposed an internal pedestrian pathway system within the site to connect the various residential buildings to each other and to the amenity areas. However, the DEIS states that sidewalk and bicycle connections are not proposed due to the slope of the access driveway.

While terrain may be a factor in the usability of sidewalks and bike paths, we note that providing multiple means of transportation is an important factor in balancing the needs of residents, employees, and visitors. By requiring all persons to access the site via an automobile, those who do not own a car or cannot drive are denied safe access or are excluded. As the site is to be age-restricted, providing multiple means of access is of great importance, as many elderly residents either cannot or choose not to drive. We recommend that the applicant considers alternative means of transportation, including the utilization of a shuttle to access the Jefferson Valley hamlet center and mall, and perhaps including a means for electric bicycle rental or storage, as these vehicles have become a popular mode of transportation for older residents.

The *Town of Yorktown Comprehensive Plan* discusses the Jefferson Valley hamlet in detail, and notes its “eclectic mix of retail, office (and) recreational” uses that are surrounded by residential areas. As part of that discussion, *Policy 5-47* states specifically: “*provide sidewalk connections along East Main Street to the shopping areas with crosswalks at Hill Boulevard and Lee Boulevard.*” Since the redevelopment of this site with residential uses would be the closest multifamily residential development to the hamlet center constructed since the Comprehensive Plan was adopted in 2010, the EIS should include a discussion on contributions the petitioner can include towards implementing the Town’s goal of making the Jefferson Valley hamlet more walkable.

4. Transportation demand management.

Ensuring that the transportation needs of new residents are accommodated through means other than private automobiles is an important factor in reducing the dependency on cars and encouraging dense residential growth without overburdening the street network and existing parking supply. Furthermore, the cost of constructing and maintaining parking in residential developments can add to housing costs, resulting in fewer housing options that are affordable to people who live and work in Westchester. The County’s *Transportation Demand Management Toolkits* provide strategies for municipalities, employers, and developers to reduce the need for single-occupancy vehicle travel, which could help future tenants avoid the need to park private vehicles.

We further encourage the Town to consider the *TDM Toolkits* in an effort to reduce the environmental impacts of parking, which can include excessive land disturbance as well as increased stormwater runoff and flooding. We encourage the Town to consider these impacts and implement TDM practices that would help avoid the impacts of excessive parking. Such practices could include landbanking, setting parking maximums (instead of minimums), unbundling the cost of parking from housing costs (except for any affordable units), and other strategies included in the *Toolkits*.

5. NYS DOT review.

We note that the applicant intends to add a traffic signal to the intersections of Route 6 and East Main Street, and Old Route 6 and East Main Street. As Route 6 is a State Highway, the Town and applicant will need to coordinate with NYS DOT on design and permitting, as well as to evaluate potential traffic impacts to Route 6. Due to the limited length of the connection between Route 6 and East Main Street, the design and timing of these traffic signals is of great importance to ensure vehicles do not back up onto Route 6.

6. County sewer impacts.

Since 2010, it has been the policy of the County Department of Environmental Facilities (WCDEF) that municipal governments require development applicants to identify mitigation measures that will offset the projected increase in sewer flows to County operated wastewater facilities. The best means to do so is through the reduction of inflow and infiltration (I&I) at a ratio of three for one for market rate housing units and at a ratio of one for one for affordable affirmatively furthering fair housing (AFFH) units.

We recommend this mitigation policy be discussed in the EIS, with specific details on how the implementation of I&I mitigation is to be accomplished in response to the development. For example, will the applicant be required to place funds into a dedicated account for I&I work based on a per gallon cost of removal of flow through I&I? How will I&I projects be identified? Who will conduct the work and in what timeframe?

7. Stormwater Management.

We note that the DEIS include a discussion regarding the use of aboveground stormwater management solutions that treat runoff on-site, such as using pervious paving, green roofs, or rainwater harvesting. We recommend that the EIS also include a discussion of vegetative rain gardens within the landscaped areas. In regards to underground stormwater management systems, we point out that subsurface methods of stormwater management can be of diminishing effectiveness over time if not properly cleaned and maintained. To ensure the continued operability of underground stormwater management systems, the applicant should include an enforceable maintenance program to prevent the system from being clogged with sediment, and in turn force a higher amount of stormwater runoff offsite.

8. Recycling provisions.

We note that the DEIS indicates that private carting companies would collect solid waste from the property. The Town should require the applicant to verify that there is sufficient space to accommodate the storage needs for recyclables under the County's recycling program. County regulations for recycling may be found at: <https://environment.westchestergov.com/recycling>.

9. Green building technology.

We appreciate the applicant for proposing a mix of green building technologies throughout the development, including electric vehicle charging stations, sustainable construction practices, and the consideration of solar arrays. We encourage the applicant to include as much additional sustainable building technology as possible within the proposed development.

10. Tree removal remediation.

While we appreciate that a portion of the property would be maintained as woodland under the proposed plan, 1,320 trees would be removed from the heavily wooded site. The DEIS discusses the Town's requirements for tree removal mitigation. The applicant and the Town should work to ensure that the greatest number of trees as possible are protected, and that new landscaping include a variety of native plantings.

11. Universal Design.

As the proposed residences would be age-restricted, we encourage the applicant to review the principles of universal design in this development. Universal Design standards allow all residents and visitors to fully engage in our public and residential spaces. Universal Design is also an important means of allowing household residents to age in place as well as to provide access for persons with mobility issues.

Thank you for calling this matter to our attention. The County Planning Board looks forward to continuing our review of this matter as it moves forward.

Respectfully,
WESTCHESTER COUNTY PLANNING BOARD



Richard Hyman
Chair, Westchester County Planning Board

RH/mv

cc: Blanca Lopez, Commissioner, Westchester County Department of Planning
Anne Darelus, NYS Department of Transportation, Region 8
Christopher Lee, NYS Department of Transportation, Region 8

MEMORANDUM

September 3, 2024

To: Town Board, Town of Yorktown

From: Ken Belfer, Member, Yorktown Community Housing Board



Subject: Comments for 800 E. Main Street Public Hearing

It is generally accepted that there is a shortage of housing in Yorktown and the surrounding area, as well as in New York State as a whole, that contributes to driving up housing prices. The addition of housing units in a hamlet area where there is shopping and other services is therefore a desirable step toward meeting housing needs.

In meeting housing needs, the Town should be looking at both the demographics of the community and the impact of a development on the diverse housing needs. The Town's demographics appear to support the need for senior housing. The proposal appears to be for high end or "luxury" units for a 55-and-older population.

According to Table 7-5 of the DEIS for the project dated July 10, 2024, 17.7% of Yorktown households have annual incomes below \$50,000. According to Table 7-10 of the DEIS, 88.6% of Yorktown's owner-occupied housing costs \$300,000 or more. In Section B.3 of Chapter 7 of the DEIS, data from the Westchester County Housing Needs Assessment is cited, which included the projected need for 2,085 affordable housing units for renters and homeowners in Yorktown, citing that 44.9 % of Yorktown renters are cost-burdened or extremely cost-burdened, as are 36.5% of Yorktown homeowners.

The County Planning Board letter about this project dated April 14, 2023 made two significant points regarding the proposed housing. It indicated that there is a critical need for housing for all ages, not just for seniors. Second, it indicated that "Approving the subdivision without including a provision for a minimum set-aside of 10% for affordable affirmatively furthering fair housing would run contrary to County affordable housing policies."

The mix of rental and townhouse units proposed contributes to the diversity of housing types in Yorktown. However, there is no attempt to address the needs for a diverse range of housing sizes and prices to meet the needs of all Yorktowners. **Not all seniors wishing or needing to downsize can afford "luxury" housing. Incorporating smaller, more affordable units as part of the housing mix would better meet Yorktown's housing needs. Incorporating a requirement that 5 to 10% of the units are affordable under Yorktown's guidelines would also address an important Yorktown housing need.**

From: [Diana Quast](#)
To: [Maura Weissleder](#)
Subject: FW: AMS Proposal for 800 Main Street
Date: Tuesday, August 6, 2024 9:27:25 AM

From: Walt Daniels <wjd2802@gmail.com>
Sent: Tuesday, August 6, 2024 8:37 AM
To: Ed Lachterman <elachterman@yorktownny.org>; Diana Quast <dquast@yorktownny.org>
Subject: AMS Proposal for 800 Main Street

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

We would like AMS to consider making smaller units in their proposed development. There are many retirees in Yorktown who do not want to live in a 2500-3000 square ft house with three or four bedrooms now that their children have grown and left the area. One floor with two or maybe three bedrooms with 1200-1500 square feet would suit them just fine. Purchasing a larger unit likely means they are transferring the equity in their current home to a unit that is about the same value but smaller.

Many of these retirees have enough income that they do not qualify for the Affordable Housing units. These retirees want housing that they can afford and not compromise the equity that they have accumulated.

Making smaller units means that instead of one unit of 3000 square feet, there would be two units of 1500 square feet. We realize that there will be more cars and more traffic, which will impact the surrounding area but a reasonable trade off for us, personally

Jane and Walt Daniels
2802 Deer Street, Mohegan Lake, NY 10547

From: [Diana Quast](#)
To: [Maura Weissleder](#)
Subject: FW: AMS plans for 800 East Main Street
Date: Tuesday, August 6, 2024 9:21:07 AM

From: Jane Daniels <wjdhikes@gmail.com>
Sent: Tuesday, August 6, 2024 8:01 AM
To: Ed Lachterman <elachterman@yorktownny.org>; Diana Quast <dquast@yorktownny.org>
Cc: Felicity Arengo <felarengo@gmail.com>; Michael MacDonald <mjmacdon@gmail.com>
Subject: AMS plans for 800 East Main Street

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Walt and I are away and unable to make comments at the Town Board meeting this evening.

As advocates of places to walk in Yorktown, we would encourage AMS to include at least one hiking trail into the Indian Hill section of Trump State Park, just north of their proposed development. They have included plans for sidewalks, but not nothing that goes into the woods.

I have corresponded with Linda Cooper, Regional Director of the Taconic Region of NY State Parks. She approves the idea in hopes that illegal ATV use of the area will be curtailed.

If AMS approves the concept, volunteers from the NY-NJ Trail Conference can work with them to design and build the trails. Both FDR and French Hill section of Trump State Park have neighborhood entrances.

Having an amenity such as trails makes that development a desirable place to live.

Jane and Walt Daniels

1 STATE OF NEW YORK
2 TOWN OF YORKTOWN

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3 TRANSCRIPT OF THE
4 PUBLIC HEARING FOR

5 800 MAIN STREET YORKTOWN DEV AMS, LLC

6 PETITION FOR AMENDMENTS TO THE ZONING CODE AND AN
7 AMENDMENT TO THE ZONING MAP FROM OB RESEARCH LABORATORY
8 AND OFFICE DISTRICT TO RSP-2 SENIOR CITIZENS DISTRICT

9 HELD BEFORE THE TOWN BOARD OF
10 THE TOWN OF YORKTOWN

11 SEPTEMBER 4, 2024 - 12:04 A.M.

12 at

13 ALBERT A. CAPELLINI COMMUNITY AND CULTURAL CENTER
14 1974 COMMERCE STREET
15 YORKTOWN, NEW YORK

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16 B E F O R E:

17 EDWARD A. LACHTERMAN, TOWN SUPERVISOR
18 SERGIO ESPOSITO, COUNCILMAN
19 LUCIANA HAUGHWOUT, COUNCILWOMAN
20 PATRICK J. MURPHY, COUNCILMAN
21 SUSAN SIEGEL, COUNCILWOMAN

22 P R E S E N T:

23 DAVID CHEN, ESQ., TOWN ATTORNEY
24 DIANA L. QUAST, TOWN CLERK
25 MAURA WEISSLEDER, DEPUTY TOWN CLERK

1 MR. LACHTERMAN: All right, ladies and
2 gentlemen, we're going to get started now. We're
3 going to convene a public hearing for 800 East Main
4 Street, Yorktown Development AMS, LLC, petition for
5 amendments to the Zoning Code and an amendment to the
6 Zoning Map from OB, Research Laboratory and Office,
7 District, to RSP-2, Senior Citizens District.

8 Mark.

9 MR. WEINGARTEN: I will say that,
10 abnormally, I'm going to say good morning, Mr.
11 Supervisor and members of the Board. And we
12 appreciate everyone who is hanging in there with us.

13 My name is Mark Weingarten, I'm a partner
14 with the law firm DeBello Donnellan Weingarten Wise &
15 Wiederkehr. It is my pleasure to be here representing
16 AMS Acquisitions, LLC in connection with this proposal
17 to redevelop the 35-and-a-half acre site located at
18 800 East Main Street, Yorktown, New York formerly
19 known as the Contractors Register site.

20 We're joined tonight by the principal of
21 AMS, Michael Mitnick together with Ryan Sullivan, our
22 Director of Design and Development. You'll hear
23 shortly from our Planner from AKRF, Peter Feroe, who
24 is the author of the Draft Environmental Impact
25 Statement, which is the subject of tonight's public

1 hearing.

2 We have a proposed action for the 35-acre
3 site which consists of demolishing the office
4 buildings on the site, which are 63,000 square feet,
5 and replacing them with approximately 250 luxury
6 multifamily residences restricted to owners 55 years
7 of age and over, approximately 200 rental units and 50
8 for sale town homes. We seek to create a beautiful
9 new neighborhood with plenty of office space and
10 luxury amenities included.

11 Currently, the site is zoned OB, Research
12 Lab and Office, District. The vacant site, just
13 like numerous vacant, or partially occupied, office
14 parks in our region, is in the need of repurposing in
15 the face of a very weak office market.

16 This type of repurposing is happening
17 throughout Westchester County, and I have been
18 personally involved in the necessary repurposing of
19 millions of square feet of un-utilized commercial
20 space throughout Westchester.

21 Some may consider this unfortunate, but it
22 is a fact of the times. Moreover, as the Supervisor
23 mentioned this evening, and as you've been reading in
24 the newspapers repeatedly, our state and our region is
25 currently suffering from a critical housing shortage.

1 We believe that this site on an isolated hilltop is an
2 excellent location that sorely needed housing could be
3 put in to fill in the need for the growing over 55
4 market.

5 This is especially in light of the fact that
6 our project is essentially a rental project. And
7 there is not, and we think this is the sweet spot,
8 rental 55 and over housing that's available in your
9 community. And we think that's a very important
10 differentiator from some of the other projects you
11 heard about this evening.

12 The good news is, also, that this site,
13 unlike some other sites that may have been before you,
14 is a site that's already been developed, it has office
15 space on there now and office buildings. And this
16 site primarily will be developed in the areas that are
17 already developed, which will allow us to lessen the
18 impacts of what we're doing, that we're not going into
19 a green site and cutting off trees to go ahead and
20 create it. We're putting it in an already developed
21 area for the roadway network that was there, you'll
22 see more when we go through it a little bit later, the
23 number of parking spaces, and I'm kind of cutting to
24 the chase because I'll get there in a moment.

25 When we met with you earlier and we had site

1 visits with you, and we had public discussions, I'll
2 go through a little bit of this process, it was
3 decided, or it was discussed, that we should even do
4 more to make the site more compact and get away from
5 our original proposal, which was to go on a certain
6 acreage. And we'll show it to you pictorially. We
7 now have a proposal that's an alternative that's being
8 studied, which is actually 185 units, or -- 185, I get
9 the numbers a little wrong, it's a little late, 185
10 units, so, it's a little bit smaller. But we
11 essentially located almost all of the housing now
12 where it's already been developed as office, so we
13 really cut down on the number of trees that have to
14 come out, the areas of the buffer, leaving
15 large buffer areas with the neighbors around the site,
16 etcetera.

17 And when you finish the project and you take
18 a look at it, for example, the number of parking
19 spaces that would be required by the zoning for the
20 alternative proposal that we have is less parking
21 spaces than for the office. And if you just think of
22 it intuitively with anything else, you have the
23 offices, and you have a certain number of parking
24 spaces. And those people came in, basically, all at
25 once, and they, basically, left all at once. Well,

1 this is going to be a slightly less number of parking
2 spaces, and people are going to be coming in and out
3 during the day. So, it is a much less traffic impact.

4 More importantly, when you look at it, and
5 we'll go through a little bit, I'll talk process in a
6 moment, because traffic is so important to the people
7 who are here, we've heard it all evening, we also,
8 because we went through a Draft Environmental Impact
9 Statement and have our own traffic study, we are
10 proposing two traffic lights to help fix it.

11 So, we have significant traffic improvements
12 that are part of what this project, and we believe,
13 again, because we've studied our project as the last
14 one in with all of these other projects that you've
15 heard about, in our traffic study, the Trader Joe's,
16 all of the things that have happened in your
17 community, the Toll Brothers project, all of those
18 that have preceded us, they're in our traffic study,
19 we've considered them and, therefore, we recognize the
20 need for traffic mitigation measures, and it's part of
21 our plan that's in there. So, we like to believe we've
22 thought this through.

23 And one of the reasons we've done that is we
24 went from -- and our request from the zoning is to go
25 to RSP-2 to allow the senior housing. What we

1 currently have is office zoning, so that clearly
2 doesn't work for residential, we have to change it.

3 There are two other things that we asked for
4 in addition to the change of use, there were two
5 things in the zoning. The first one was that we asked
6 to change the FAR, essentially how many units you
7 could build, the amount of square footage, from point
8 35 to point 55.

9 If you don't go with our proposed action, we
10 don't even need that for the alternative proposal,
11 because the alternative proposal, because it's
12 less units, doesn't need that change. So, if we go
13 with the proposed ask of 250, we need that change. If
14 you go with the alternative proposal of 185 units, we
15 no longer need that change. So, I wanted to point
16 that out.

17 So, the one change at the end, which is
18 likely where we're turning out, that we will need your
19 help is that the height of the office buildings,
20 because of the floor, the ceiling heights, and the
21 things we need in the building, that we're asking to
22 go up 10 feet. We're asking the zone, which allows up
23 to 45 feet, to go up to 55 feet. We've limited that
24 to RSP-2 sites that are more than 25 acres, so it will
25 not have much of an impact anywhere else in the

1 community because you have to have a very large track.

2 And we will also show you that in our Draft
3 Environmental Impact Statement, which is this thick
4 (Indicating), we have a chapter that's devoted to
5 visual impact. And the fact of the matter is that
6 because this is a very isolated site on a hilltop with
7 the Taconic Parkway out there that we had a study
8 from, and because of the tree canopy that goes all
9 through the site and all around the site, you really
10 won't be able to see it, very few times, and it won't
11 be much of a change at all. You don't see that office
12 park when you drive by unless you're really staring
13 and looking for it. It's the same thing here, we're
14 not changing anything.

15 So, changing the height to allow us,
16 essentially, what that's letting us do is create the
17 185 units on the already developed property so we
18 don't have to go cut down the trees and go onto the
19 other area, because we have a lot of open space on
20 this plan now, on the alternative plan.

21 Just briefly, for the record, we filed the
22 petition for these amendments on March 7th of this
23 year. The Town Board declared itself lead agency
24 for the environmental review process under SEQRA.
25 We've heard a lot of discussion about that tonight.

1 We are under the most stringent standard of
2 environmental review permitted under New York State
3 law. You have a positive declaration, you're the lead
4 agency. We had to create a Draft Environmental Impact
5 Statement. Nobody can criticize you for the process
6 that you've followed here. There is no stronger
7 process than the one that we've gone through.

8 On May 2nd, 2024, after there were two
9 Town Board meetings, a Planning Board meeting, a
10 Yorktown Board on Architecture and Community
11 Appearance meeting, a Yorktown Conservation Board
12 meeting, and after the solicitation of public comments
13 in a public meeting, a scoping document for the DEIS
14 was drafted. Again, that is the most that can be
15 considered under New York State law.

16 The scope was adopted. We studied
17 everything that's in that scope, and you'll hear
18 briefly from Peter shortly as to how that's going to
19 work.

20 We'll also mention that we reached out to
21 the community, we met with Jefferson Village. I don't
22 think it was the Board, it was all of the presidents
23 of the individual we asked to meet, and we did. We
24 had a very good back and forth and we took their
25 comments. And I'm going to state publicly that we're

1 also willing to meet with whatever other neighbors
2 want to meet with us. We have nothing to hide in this
3 property. We are out there, we're telling you exactly
4 what we want to do, and we're willing to listen to
5 suggestions that the public has for us.

6 During the public comment period and
7 relating back to the site visit I mentioned to you, we
8 developed this alternative. And while it is a
9 significant change in the number of the units, we are
10 willing to go with that if that is what the Town is
11 looking for us to do.

12 I mentioned the spaces, I mentioned the
13 traffic lights. I'm going to try to go through this a
14 little more quickly today. So, before we move on to
15 the most important part of the evening, which is
16 actually what it's for, which is the public comments,
17 I want to mention, we also, because of New York State
18 law and because of the requirement of the process, we
19 have a Court Stenographer here with us taking down
20 every word tonight. So, it's very important if you do
21 get up, you must state your name, she may even ask you
22 to spell it. Because what we're required to do by law
23 is every comment and question that's asked tonight
24 gets recorded. And because we then get the
25 transcript, and we are required by law to answer in

1 writing in a Final Environmental Impact Statement.

2 So, every question that gets asked this evening will
3 be answered by us, and the only way we can do that is
4 if we have a proper record.

5 So, I'm going to ask Peter Feroe to come up,
6 give you a little bit of the shortened version of our
7 presentation, considering the hour, but he'll just
8 walk you through a couple of the highlights and the
9 things, some of those that were raised.

10 We'll also mention that there's a sign-up
11 sheet here that if you do come up, please put your
12 name and spell your name properly so the Court
13 Stenographer spells your name properly in the
14 transcript.

15 Thank you.

16 MR. LACHTERMAN: Thank you.

17 MR. FEROE: Good morning. I'm will try not
18 to take the hour Mark said. I'm just kidding.

19 So, I would run through this a little more
20 quickly than I would have otherwise. Just to orient
21 everyone to the site, you can see the site outlined in
22 red: The Taconic State Parkway to the left, to the
23 west; the State Park to the north and east; to the
24 south, Route 6; and to the southeast, you can see the
25 mall. Just a quick orientation.

1 This is the project site, it's about 35-and-
2 a-half acres. Approximately 27 of those acres are
3 currently forested. Most of that is in the north of
4 the site although, as you can see, there is some along
5 the east and west of the site, as well, currently
6 improved, as Mark said, with two three-story office
7 buildings, approximately 63,000 square feet.

8 And one of the important things to note, as
9 Mark said, is that the site is pretty secluded. And
10 we'll go into that in a little bit.

11 The proposed project Mark went through; age
12 restricted, residential community, one- and two-
13 bedroom units, a clubhouse, outdoor amenities, walking
14 paths. We mentioned the rezoning. And, as part of
15 the project, improvements at the intersection of Route
16 6 and East Main Street.

17 This is a site plan of the proposed project
18 flipped on its side, north is to the left in this.
19 So, it will maintain the existing alignment of the
20 entrance drive from East Main Street. You'd come up,
21 and this site would be improved with the residential
22 buildings in the north and the south of the site, and
23 the common facilities within the center of the site in
24 that light purple color.

25 As Mark said, we did develop an alternative

1 site layout for the project, one of the five or six
2 alternatives that were studied in the EIS. The
3 alternative site layout is also an age restricted
4 residential community, 185 dwelling units consisting
5 of 165 multifamily units and 20 cottages. It would
6 also have onsite amenities, which I'll go through in a
7 second.

8 The existing multifamily buildings would be
9 constructed within the existing ring road. So,
10 basically, in the place where the two existing office
11 buildings are. And this is a site plan, again,
12 showing the alternative site layout, north to the
13 left. It would, again, maintain the same alignment as
14 the current entry road. But what it wouldn't do is it
15 wouldn't cut off to the west, or page down, on this
16 site as the alternative would.

17 MR. ESPOSITO: What would be the ratio here
18 as to rental to sale?

19 MR. FEROE: This would likely be an all
20 rental product.

21 MR. ESPOSITO: Okay.

22 MR. MURPHY: How big are the cottages?

23 MR. FEROE: The cottages are approximately,
24 I want to say about 2,000 square feet.

25 MR. MURPHY: Okay.

1 MR. FEROE: I can go back to my book.

2 Roughly.

3 The alternative site layout would also
4 contain amenities and landscaping, but it would be of
5 a slightly different variety than the proposed
6 project. We'd really work within the existing site to
7 create wooded landscaped walking trails. We'd improve
8 what is the existing kind of northern parking lot just
9 outside of the ring road with pickleball courts, a
10 gazebo, and those other types of uses. And then
11 within the quadrangle created by the two new
12 multifamily buildings, you would have your pool, your
13 outdoor seating, et cetera.

14 So, it would still have a lot of amenities
15 and site landscaping, but it would be, again, a
16 slightly different character.

17 This is a rendering looking south, so from
18 the northern most building looking south of the multi-
19 family building.

20 So, as Mark said, we prepared a Draft
21 Environmental Impact Statement, or DEIS. This is the
22 table of contents for the DEIS. I will not go through
23 every chapter tonight, but I do want to focus on a
24 couple of things that we've heard a lot of about
25 tonight and we've heard in previous meetings.

1 So, first is the visual character of the
2 site. And, as Mark said, you know, the site is
3 relatively secluded. This is a topographical map with
4 the darker colors being higher elevations, and the
5 lighter greens being lower elevations.

6 The southern most building is approximately
7 100 feet taller in elevation -- I'm sorry -- the
8 ground floor of the southern most building is at
9 approximately 100 feet higher elevation than Route 6.
10 It then slopes down a little bit towards the Taconic
11 as you get towards the project site boundary. And
12 then it really slopes off as you get down to the
13 Taconic.

14 And what this really looks like is this, and
15 I think this really captures it really well. The site
16 is very visually secluded with all of the trees
17 basically surrounding the entire site.

18 We did a number of visual studies in the
19 DEIS. I will not run through them all. I'm going to
20 do it relatively quickly tonight, just a couple of
21 highlights. This is a section view with the Taconic
22 on the left working up the site with the proposed
23 project to the right. And what you can see is that
24 the existing vegetation, the existing topography
25 really limits views into the site and would

1 drastically minimize vies of the project.

2 Here's another section a little further
3 north where the Taconic kind of starts to gain
4 elevation. As you go to the north, again, even with
5 that gain in elevation, the existing topography, the
6 existing vegetation both on and off the site really
7 occludes views of the interior of the site.

8 We then did photo simulations from seven
9 different vantage points, as the DEIS required. What
10 you see on the left, there's a little white outline.
11 I'm sorry, it doesn't show up as well on this screen,
12 of where the proposed buildings would be. And on the
13 right are the actual buildings. And as you can see,
14 you can't see. You might see a tiny bit of the roof
15 of the proposed project poking out as you're driving
16 north on the Taconic just before the Route 6 exit.

17 This is if you're driving south on the
18 Taconic, the site is on the left. Again, you can see
19 in the existing condition, you can see the existing
20 office buildings right here, and the whiteout line
21 would be the roofs of the proposed project. And on
22 the right, you can see where the buildings would be
23 located.

24 Obviously, during the leaf-on condition, you
25 will not be able to see the buildings. During the

1 leaf-off condition, if you slow down and look the
2 wrong way while you're going 70 around that curve, you
3 can see the buildings. I don't advise it.

4 This is a comparison between the proposed
5 project and the alternative site layout. And we have
6 these comparisons for all seven vantage points. So,
7 on the left, again, you can see the outline of the
8 roofs of the buildings of the proposed project. And
9 on the right, you can see the alternative site layout.
10 Again, not very visible.

11 Same thing, the left is the proposed
12 project. The right is the alternative site layout.

13 Same concept, you might be able to see it
14 through the trees, but you're not going to be able to
15 see it above the treeline.

16 There are five more vantage points, I won't
17 go through them all.

18 So, shifting to natural and ecological
19 resources. Again, I flipped the site, north is on the
20 left. This is the existing area of the site that's
21 disturbed, it's about 10.7 acres. About half of that,
22 so 5.2 acres is impervious, so buildings, parking
23 lots, roads, etcetera. And, as we said, 26, 27 acres
24 are forested. There are no wetlands, no flood plains
25 on the site.

1 If we look at the proposed project, this is
2 the limit of the disturbance that would be with the
3 proposed project. It would disturb approximately 11.7
4 acres of land that is not currently disturb. And it
5 would re-disturb 8.65 acres. So, of the 10.7 acres,
6 we're going to re-disturb about 8.6 acres of that site
7 and add approximately four acres of impervious
8 surface. It would require the removal of
9 approximately 1,320 Town-regulated trees, obviously,
10 primarily in the northern area up here.

11 If we compare that to the alternative site
12 layout, that would have approximately 5.8 acres of
13 newly disturbed area, and about the same amount of re-
14 disturbed.

15 But what you'll see is that a good portion
16 of the site that's already disturbed including these
17 parking areas and roadway would not be disturbed.
18 That would be maintained and reused for the
19 alternative site layout. The grading would work in
20 that area, and it would accommodate the alternative
21 site layout.

22 It would also add, the alternative site
23 layout, would add approximately 2.3 acres of
24 impervious surface, so about half of what the proposed
25 project would. And it would require the removal of

1 approximately 650 Town-regulated trees.

2 Briefly on socioeconomics and community
3 services, we did do an analysis on the fiscal impacts,
4 the economic impacts of the project, as well as the
5 demands on community services including first
6 responders.

7 As has been mentioned, new residents of the
8 site would support local businesses. And this project
9 would reuse a previously developed site. The site
10 currently contributes approximately \$270,000 a year in
11 property taxes, with about two-thirds of that going to
12 the School District.

13 When redeveloped, the proposed project would
14 generate approximately 1.82 million dollars per year
15 with more than 1.2 million dollars to the School
16 District.

17 The alternative site layout, obviously,
18 smaller, would generate less tax revenue than the
19 proposed project, but would still generate
20 approximately 1.3 million dollars a year in property
21 taxes with close to a million dollars a year to the
22 School District with very little, if any, impact to
23 the School District. The Town would also receive
24 approximately \$150,000 per year. And the Fire
25 District, approximately \$72,000 per year.

1 Traffic. We looked at 11 different
2 intersections as required by the DEIS scope. Here
3 they are. As Mark said, our traffic study included,
4 specifically included, four other projects that are
5 proposed, but not yet all constructed; so, the 3000
6 Navajo project, the Rock Shrub Oak, 670 East Main
7 Street, and the Par 3.

8 In addition, we added background growth, as
9 Phil Greeley, had mentioned, we added background
10 growth to the network to our traffic counts that were
11 collected in 2023. The proposed project would
12 generate between 108 and 128 peak hour trips. And
13 that's the 250-unit project.

14 The alternative site layout, obviously,
15 fewer units, fewer peak hour traffic trips, we're
16 talking about between 90 and, let's say, 110 peak hour
17 traffic trips. Both of those are less than what the
18 office buildings would have generated.

19 Our project would have an impact at the East
20 Main Street and US Route 6 intersection. We all know
21 that intersection is not operating well today. It
22 currently experiences what's known as a Level of
23 Service F. And that would experience that today, it
24 would experience that in the future without the
25 project. Our project, obviously, if it adds that

1 traffic, 100 trips an hour, if not mitigated, it would
2 exacerbate that impact.

3 But we are proposing to mitigate it. We're
4 proposing to signalize the intersection with two
5 traffic signals, one at East Main Street and what
6 we'll call Old Route 6, and one on Route 6 at East
7 Main Street. They would operate together, they would
8 be one controller.

9 We would also extend the left-hand turning
10 lane within the existing right-of-way here to add
11 queuing capacity to this left-hand turn movement.

12 And, overall, this mitigation would improve
13 the intersection to a Level of Service C. So, it
14 would take today's existing Level of Service F
15 condition and it would improve it to Level C. It
16 would eliminate our impact and it would improve the
17 current substandard conditions, not to mention
18 drastically improved safety at this intersection.

19 And, finally, since we know that this
20 alternative site layout has been discussed and people
21 have requested more information on it, we generated
22 additional renderings of this alternative that are not
23 in the DEIS, but we wanted to share with you tonight.

24 So, this is that aerial view looking
25 southeast.

1 This is the existing condition.

2 This is the proposed condition. You can see
3 the multifamily buildings and the cottages.

4 Looking north. Again, this is the existing
5 condition.

6 This is your proposed condition. The
7 cottages are back here, you can't see them in this
8 view.

9 And this is looking northeast. So, existing
10 conditions. And this is the proposed conditions.

11 MR. MURPHY: How many square feet are the
12 165 units?

13 MR. FEROE: Let me get that answer for you.
14 I don't want to be wrong.

15 MR. MURPHY: Okay, just ballpark.

16 MR. WEINGARTEN: I was just going to get up
17 and do that for you. The alternative project, which I
18 suspect is going to be the focus of the discussions
19 here because it's less units, we're talking about one-
20 and two-bedrooms only, we're talking about roughly
21 between the one-bedrooms, from like 850 square feet to
22 1,250 square feet for the two-bedrooms. And, so,
23 talking about rents, again, these are projections from
24 the high 2s to the high 3s.

25 So, again, I'm not saying, they're

1 beautiful, they're amenitized, but this is hitting a
2 sweet spot for rental, people selling their homes that
3 want to stay in your community that, you know, it's
4 certainly not affordable housing, but let's call it
5 moderately priced for what a lot of the things that
6 you're seeing in front of you with developments. So,
7 again, we think this is housing that is extremely
8 needed.

9 The only other thing I would add to what
10 Peter was mentioning, and, again, we know the hour is
11 late so we won't go through it too much, is that there
12 was talk about school children earlier today. And,
13 again, we're not saying there's none because somebody
14 55 years old could have a school child, so we're not
15 ever saying that you're not having any. But it could
16 turn out to be zero, in fact, it's likely, but there
17 could be a handful.

18 The point is, though, if you looked at the
19 numbers in the socioeconomic study, you're talking
20 about an increase, even if for only the alternative,
21 of more than \$800,000 a year for the School District
22 than you're currently receiving. So, even a handful
23 of kids is a big surplus for the School District
24 coming out of an all rental project like this at 55
25 and older.

1 The same, by the way, when we did the socio-
2 economics study, we had to study what were the
3 expenses that the Town would incur as a result,
4 additional expenses as a result, of this. Same thing
5 with all of the other tax and jurisdictions, we put
6 that against the increase of taxes, and there's a
7 surplus at every level of taxing authority for that.

8 So, the socioeconomic news here is good. We
9 think we've hit a sweet spot with what is needed here
10 for the community as far as the housing is concerned.
11 So, again, traffic, visual impact, those things are
12 studied, they're all in the Draft Environmental Impact
13 Statement that is required by the law.

14 We're here to listen to the public
15 comments, you're comments, and we will answer those in
16 writing as we're required to.

17 MR. ESPOSITO: So, I just wanted to make one
18 correction.

19 MR. WEINGARTEN: Sure.

20 MR. ESPOSITO: There was talk of the
21 children.

22 MR. WEINGARTEN: Yes.

23 MR. ESPOSITO: You said it was earlier
24 today. That was yesterday.

25 MR. WEINGARTEN: Yesterday. Actually, I

1 think the Supervisor was younger when that comment was
2 made.

3 MR. ESPOSITO: No, I want to make sure we're
4 on the same page. Just a couple of quick questions
5 for you.

6 MR. WEINGARTEN: Sure.

7 MR. ESPOSITO: Just two quick questions.
8 So, I think what Councilman Murphy was asking you was
9 you're removing 67,000 square feet?

10 MR. WEINGARTEN: 63,000 square feet of two
11 office buildings.

12 MR. ESPOSITO: And what is the total number
13 of square footage after the 185-unit project?

14 MR. WEINGARTEN: Yeah, we did -- do we have
15 square footage?

16 MR. FEROE: Yes. So, the alternative layout
17 would be approximately 350,000.

18 MR. ESPOSITO: Okay. And the last question,
19 we want to get to the public comment, the last
20 question is the traffic mitigation that you're
21 proposing, because this is a heavy lift for me because
22 of that intersection, what is your investment in that,
23 what will that be costing?

24 MR. FEROE: We haven't priced it all out
25 yet, but it's probably seven figures at least.

1 MR. ESPOSITO: Okay.

2 MR. WEINGARTEN: You have two, two traffic
3 lights themselves are, you know, significant, a half-
4 a-million dollars, at least, for the two traffic
5 signals.

6 MR. FEROE: Yeah. And then the design, it's
7 all got to be coordinated with the DOT signals. I
8 mean, DOT would, obviously, have to run it, it would
9 have to be coordinated with the signals at the
10 Taconic, as well.

11 And, Councilman Murphy, to answer your
12 question, the multifamily units in the alternative
13 plan would range from about 880 square feet to 1,570
14 square feet.

15 MR. WEINGARTEN: Well, those are the
16 cottages, right, the cottages would be the larger.
17 The apartments would from 850 to about 1,200 tops, and
18 the cottages are a little bit larger.

19 MR. FEROE: Yes. Thank you.

20 MR. ESPOSITO: Okay. Supervisor.

21 MR. LACHTERMAN: So, we will --

22 MS. HAUGHWOUT: Read it in?

23 MR. LACHTERMAN: Yeah, we have a memorandum
24 from Ken Belfer, as his hat of the Yorktown Community
25 Housing Board, talking, regarding the need for some

1 senior housing that is affordable. So, County
2 projection of 2,085 for affordable housing units for
3 renters and homeowners in Yorktown. So, he wants us
4 to have that as a consideration.

5 County Planning Board, April 14th, also,
6 made two significant points regarding the proposed
7 housing indicating that there's a critical need for
8 housing of all ages, not just seniors.

9 And I will say that some of the other
10 projects coming in are not just senior, if they end up
11 going through. Not all seniors wishing or needing to
12 downsize can afford luxury housing. And, you're
13 absolutely right, Ken. So, we're looking for some
14 type of mixture.

15 We also have from the County Planning Board
16 the referral that Ken spoke about looking, once again,
17 consistent with County Planning Board policies, and
18 looking for land and people for the patterns for
19 Westchester, looking for affirmatively further and
20 fair housing, pedestrian and bicycle infrastructure,
21 the transportation demand management, which I think we
22 we are looking at pretty heavily there, New York State
23 DOT review.

24 So, because of Route 6 being DOT, did they
25 already approve your traffic light scenario?

1 MR. FEROE: We're still coordinating with
2 them, we haven't received their comments on the DEIS
3 yet.

4 MR. LACHTERMAN: Okay. County sewer
5 impacts we speak about. And they're looking at I&I
6 projects, as well. Stormwater management, which I
7 know Planning will discuss. Recycling provisions.
8 So, making sure that we have proper space for
9 sufficient recycling for the County. Green building
10 technology.

11 Are you planning on heat pumps and any type
12 of solarization?

13 MR. FEROE: It hasn't been determined yet,
14 we kind of studied both, kind of a natural gas
15 solution and an all electric solution. We haven't
16 made a decision yet.

17 MR. LACHTERMAN: Okay. Because you have
18 other renewables, such as heat pumps in the ground.
19 And I think they're actually doing that at Soundview.
20 So, there are some good options, so definitely
21 something to look at as we go further.

22 Tree removal remediation and the universal
23 design for age restriction.

24 We have comments from our Planning
25 Department for traffic access. While the DEIS does a

1 very thorough review of the potential traffic impact
2 in the area, the entrance location should be discussed
3 thoroughly, as egress and ingress to East Main Street
4 may carry significant impacts on the intersection of
5 Route 6 and Main Street. While the DEIS presents a
6 well designed intersection improvement, the Board
7 should scrutinize it fully.

8 I believe there was some conversation about
9 maybe coming in off of Route 6. There used to be,
10 apparently, an entrance there. So, it would take
11 turning that signal into a four-way instead of three-
12 way.

13 MR. FEROE: Yeah, we evaluated that, and the
14 DEIS, it was added to the scope, came up with two
15 different, kind of graded out two different scenarios,
16 looked at it. One is if we came up straight up from
17 the exit ramp to the Taconic and just went straight up
18 the hill and met the road where it was. That would
19 require, I want to say it was 25 to 30 feet of cut.
20 And we couldn't actually meet the grades because the
21 Town Code, right, has limits on the grades for the
22 roads, we couldn't actually meet it.

23 The other would be to come part way up the
24 hill and kind of hang a hard right. That, we could,
25 basically in theory, meet the grades, but it would

1 require 15 to 20 feet of cut, and then we would be
2 heading the wrong way. So, we'd have to find a way to
3 loop back around, which would then require more of a
4 cut into the top of the hill, and it really just
5 doesn't work, it's not feasible.

6 We've also asked the DOT to opine on whether
7 they would even allow such an intersection. So, we're
8 waiting to hear back from them. But we did include an
9 engineering study of those two options in the DEIS,
10 and really the conclusion was it's not feasible.

11 So, instead, knowing that access is an
12 issue, we are expanding the existing driveway. So,
13 we're taking it from 24 feet to 32 feet wide. And
14 what that's going to allow us to do is have two 10-
15 foot travel lanes in and out, and have a 12-foot
16 median that will be grasscrete paver. So, it can take
17 a structural load, it can take the fire trucks, but it
18 will look like a grass plantar strip in the middle.
19 It will be raised with kind of those mountable curbs
20 so that people don't drive on it, but it will be
21 available for emergency vehicles.

22 So, we could pull off to make that work.
23 And we kind of go through that in the EIS, how that
24 would work, because we know that secondary access was
25 something that this Board wanted, the Planning Board

1 wanted, we'd love to have, but we can't make it work.

2 MR. LACHTERMAN: I will look through it
3 again. You're DEIS is longer than, I just shrugged,
4 which it was quite a large book to read.

5 MR. ESPOSITO: It's a good book though.

6 MR. LACHTERMAN: It's a great book, in my
7 opinion.

8 But DOT hasn't responded, as it says. And
9 Planning Board requested the rezoning resolution
10 written by the Town Board for the Planning Board to
11 conduct their normal site plan review as to not hinder
12 the review process.

13 John, is that on all of your emails?

14 MR. TEGEDER: Apparently

15 MR. LACHTERMAN: We have from ABACA with no
16 comments.

17 We have Conservation Board. They want to
18 make sure that we're looking at everything as a whole.
19 Overall, the Board is in favor of a rezone provided
20 that a closer look at the alternate site layout is
21 undertaken. I think you already understand that one
22 quite clearly.

23 We have, oh, from Jane and Walt. I guess
24 you were away last time.

25 AUDIENCE INDIVIDUAL: We were away the last

1 time.

2 MR. LACHTERMAN: Yes. Unable to make
3 comments at the Town Board meeting, but as advocates
4 of places to walk in Yorktown, they encourage AMS to
5 include at least one hiking trail, which they are
6 doing.

7 Into the Indian Hill section of Trump State
8 Park. I don't know if that's where the plan is for
9 that, but that can be looked at that.

10 And Linda Cooper, who's Regional Director of
11 Taconic Region, New York State Parks approves of the
12 idea. And if AMS improves the concept, volunteers
13 from the New York/New Jersey Trail Conference can work
14 with you to design and build the trails. Both FDR and
15 the French Hill section of Trump State Park have
16 neighborhood entrances.

17 We have similar from Walt. Making smaller
18 units in their proposed development. There are many
19 retirees in Yorktown who do not want to live in a
20 2,500- to 3,000-square foot house. But I think you
21 guys are below that.

22 MR. FEROE: We're significantly smaller.

23 MR. LACHTERMAN: Significantly, right.

24 MS. HAUGHWOUT: Yeah.

25 MR. LACHTERMAN: Okay. So, as a matter of

1 fact, 1,200 to 1,500, and you guys are in there.

2 Okay, so, many of these -- okay, so that's
3 addressed already, so those are for the record. And
4 that is it there.

5 MR. MURPHY: It just goes to show how much
6 work goes into this.

7 MR. LACHTERMAN: Yes.

8 MR. MURPHY: You know, look how many
9 different agencies and people, this is not something
10 we take lightly.

11 MR. LACHTERMAN: Not at all, there is a
12 process. Even when the Town goes through doing
13 things, there's a process. A lot of times we have to
14 get grants to just afford to do the studies.

15 All right, so we'll open to public comment.

16 MR. ESPOSITO: Let's do it.

17 MS. KEMPTER: My opinion won't make much
18 difference, but I live at 760 East Main Street.

19 MR. ESPOSITO: State your name, please.

20 MR. LACHTERMAN: State your name for the
21 record, please,

22 MS. KEMPTER: Sure, Jessie Kempter. I've
23 lived at this address 46 years. It's a designated
24 sign as you go up the street, dead end. There's a
25 group home, my property, and then Dr. Lois, and then

1 there's a cul-de-sac. And then if you look up the
2 hill, that's where Contractors Register was. On the
3 corner they added a stop sign, and they have a pump
4 house, I guess for the septic, or whatever.

5 Now, since our property, my property
6 especially, is down at the bottom, that road floods
7 from that beautiful hill, the water lays in the road.
8 So, and the traffic used to be 24 hours a day
9 Contractors Register, they were day and night.

10 If you go by that property at night, it's
11 like lightening bugs, you see all the lights from the
12 property, from the buildings that were there. You
13 know, you don't see the buildings, but you know
14 they're there.

15 So, it's progress, but, I mean, I couldn't
16 stop Blue Book, or whatever the heck you call it, you
17 know, and Dr. Lois couldn't either. And they not only
18 allowed them to build there once, they allowed them to
19 build there twice. So, it will be whatever it will
20 be, but, you know.

21 And it's a very dangerous intersection, the
22 lights are not going to help. There's one stop sign
23 to go out on Route 6. Across the street is a park and
24 drive, and the the par golf course. And Houlihan &
25 Lawrence is on the corner, real estate. And then you

1 have Indian Hill. And then you have the back part of
2 DiCicco's where all the trucks come to deliver to
3 them. So, the traffic is horrendous.

4 There's nothing you can do to Route 6 to
5 make it any better. You go there on a Saturday, it's
6 bumper to bumper, it takes you a half-hour to get to
7 down to Kohls if you want to. You know, so I don't
8 know how you can alleviate that.

9 So, that's it.

10 MS. HAUGHWOUT: Thanks, Jesse.

11 MS. KEMPTER: I was offered a million
12 dollars from Trump, and I turned it down because I
13 liked living where I lived.

14 MR. TANZMAN: Good evening again. I
15 promised I'm not going to stay after the midnight
16 hour. Once again, representing -- I'm Mel Tanzman,
17 Mohegan Lake, 33 years, member of the County's Housing
18 Opportunities Commission.

19 There are two issues that I think are
20 relevant to this project. One, we hear about a
21 housing crisis. I have never seen any evidence that
22 there is a housing crisis for luxury housing. There's
23 plenty of luxury housing around, and there are many
24 opportunities to do it in many communities, new luxury
25 housing in Peekskill. I don't believe that that

1 fulfills a need. I believe, like other people said
2 earlier about the other project, in a diversity of
3 housing.

4 So, I'm going to keep it real short. The
5 other issue for me, being in that part of the
6 community, Mohegan Lake and Shrub Oak are right next
7 to each other, I know that the traffic issue is not
8 going to be solved by having red lights put in. It's
9 going to create backups in both directions. That
10 road, East Main Street, was never meant to have that
11 kind of traffic on it.

12 I'm not saying I'm totally opposed to the
13 development. I am saying I think it should be a more
14 diverse development. And I would like to hear, I
15 heard some words about unfeasible, infeasible, but I
16 would really like to know if there are any
17 opportunities for a new ingress and egress other than
18 straight on to East Main Street.

19 There's another way that the developers can
20 handle this. Many senior communities now offer a down
21 service to shopping, to malls, to uncle Giuseppe's .
22 They can't mandate that their residents use these
23 things, but it would encourage less traffic if they
24 provided that in the community.

25 So, that's, I think those are practicable

1 things. I do believe something has to be done with
2 that property. I think that, you know, given some
3 proper planning, especially around the traffic, and
4 really needing a need for this community, which I
5 don't believe is only luxury senior rentals. There
6 have to be rentals that other people can afford.
7 That's where the real housing crisis is, for
8 affordable senior housing, affordable family housing.

9 We have to deal with the the affordability
10 issue. The County tried to deal with it a couple of
11 years ago, I made some presentations about, you know,
12 people in Yorktown, and how many are paying too much
13 for housing. So, there is clearly a need for housing,
14 I would question whether there is a need for senior
15 luxury housing.

16 Thank you.

17 MR. ESPOSITO: Thank you, Mr. Tanzman.

18 MR. BUCHANNAN: I came with visual aids.

19 The two traffic lights are going to cause a hell of a
20 backup.

21 MR. ESPOSITO: State your name, please.

22 MR. BUCHANAN: The two traffic lights --

23 MR. LACHTERMAN: No, state your name.

24 MR. BUCHANAN: I'm sorry?

25 MR. LACHTERMAN: State your name for the

1 record.

2 MR. BUCHANAN: Robert Buchanan.

3 MR. ESPOSITO: Thank you.

4 MR. BUCHANAN: Sorry.

5 MR. LACHTERMAN: That's okay.

6 MR. BUCHANAN: I mean, I live there, okay?

7 MR. LACHTERMAN: It's okay.

8 MR. ESPOSITO: No, no, no, I understand.

9 MR. BUCHANAN: First off, when you're coming
10 off the Taconic State Parkway and you're going to make
11 a right on 6, sometimes there's so much traffic on
12 that road that you have to sit and wait for two
13 traffic lights before you get onto 6. The stacking
14 lane is already almost up to the parkway. So, the
15 expansion of that stacking lane isn't going do
16 anything but create more issues, okay?

17 People get to make that left because the
18 light down by the mall, when that turns red, it opens
19 up that area and everybody makes the left. So, a
20 traffic light there is not going to change anything,
21 it's just going to backup traffic that's going
22 straight up north up on 6, okay?

23 Now, this photograph is from my road, it's
24 Indian Hill Road -- if you want to pass that around --
25 looking towards that intersection. They're proposing

1 a light right here. There's a driveway here. Now, us
2 trying to get out of Indian Hill Road, and as I said
3 before, People from the fishbowl in Mahopac are using
4 Indian Hill Road. It's going to back up my road. I
5 live, you know where I live, Ed, it's going to back up
6 traffic right up to where I live, okay?

7 I mean, if you want to see this.

8 MR. ESPOSITO: Yes, pass that to Maura, I'd
9 love to see it.

10 MR. BUCHANAN: So, that's that. Now, here's
11 where the traffic light will actually be. I took this
12 from Houlihan Lawrence driveway, okay, it's going to
13 be right there. And then you can see a short distance
14 between that traffic light and Route 6 from this. And
15 then you can see what happens right now, if there's no
16 light, the backup that blocks that.

17 Now, I keep hearing about the housing
18 crisis. Has anyone been in New Rochelle and White
19 Plains? I'm in New Rochelle every day, they're
20 building more and more housing they cannot fill up.
21 As a matter of fact, people are outraged, they're
22 paying some outrageous number, like 10/12,000 dollars
23 a month, and they can't fill it up so they're putting
24 Section 8 into those apartments.

25 MS. HAUGHWOUT: Yeah, they're partnering

1 with the government to help them build.

2 MR. BUCHANAN: So, there's a lot of housing,
3 and they're not filling it up, okay. And people can't
4 afford it.

5 So, this two traffic lights, that's a
6 disaster, that's a joke. So, you guys got to really
7 reconsider this. I have no problem with the property,
8 I think it's nice, okay, but, like I said before, it's
9 the quality of life that's going to go down hill
10 really fast.

11 And like that woman said before me, when you
12 go to DeCicco's, they back up trucks, it really backs
13 up the road. It will back it all the way up passed 6,
14 and it backs it up all the way up pass the bowling
15 alley. So, you're going to have a hell of a disaster
16 there. There's no way, just no way.

17 Thank you.

18 MR. LACHTERMAN: Thank you, Bob.

19 MS. HAUGHWOUT: Thanks, Bob.

20 MS. KEMPTER: There's a traffic light at
21 Barger, and then there's a traffic light at the mall.

22 MR. ESPOSITO: Ma'am, you have to come to
23 the --

24 MS. KEMPTER: Sorry.

25 MR. LACHTERMAN: You'd wait.

1 MR. ESPOSITO: No, no, there's other people
2 now so you have to wait again.

3 MS. KEMPTER: I'm sorry.

4 MR. ESPOSITO: We don't mind you talking
5 again, it's just there's other people.

6 MS. KEMPTER: Sorry.

7 MR. ESPOSITO: No problem. Thank you.

8 MS. DANIELS: Jane Daniels. I live on Deer
9 Street just off of Stony Street near 202. I've lived
10 there since 1971.

11 First of all, I have to say to you who have
12 sat here through someone else's hearing, you've got a
13 lot of patience.

14 I like the aspect that you're, you down-
15 sized your project. I like the aspect that you are
16 looking for housing that falls between these luxury
17 apartments and condos and the, capita A, affordable
18 ones. I think that this is missing in Yorktown, and
19 has been talked about time and time again. The
20 seniors who want to the stay there, which my husband
21 and I want to, we don't want to live in a large house,
22 these smaller units appeal. So, thank you on that.

23 I hear everything about the traffic
24 problems. That, I can't address. I don't live near
25 there, but I can see where it's a problem.

1 I also want to the compliment you that
2 you're going to have some walking paths. You heard
3 the statement earlier that we, my husband and I, had
4 sent something in because if you didn't have someone
5 come in and help you build the trails and connect to
6 the Indian Hill section of the State Park, they're
7 going to build them anyway, and you might as well have
8 something built right and it' sustainable.

9 Thank you.

10 MS. HAUGHWOUT: Thank you, Jane.

11 MR. ESPOSITO: Thank you, Jane.

12 MR. DEE: Good morning.

13 MS. HAUGHWOUT: Good morning.

14 MR. DEE: I live in Shrub Oak about a mile
15 from where they want to put this. Lived in this town
16 for over 50 years. The traffic has been a problem for
17 the last 25. This development cannot go there and
18 have the quality of life that we're used to having.
19 It would just destroy our neighborhood.

20 So, one of the things we're talking about is
21 the impervious property that they're going to add to.
22 So, if they go with the larger plan, it's four acres
23 of impervious land. And then we have two acres of
24 impervious land on the smaller project, which hope-
25 fully they go that way if we end up allowing this.

1 When you guys put up that solar field up the
2 street, my backyard is now gone, it's completely
3 water. When we get rain, I get 35, 40 feet of water
4 on my property since that field went in.

5 You're going to have runoff from this
6 property that's going to be more. You're also going
7 to have roots that catch water and run down. It's
8 going to be a different lay of the water.

9 I don't know what it's going to do to my
10 property and my neighbors, it's going to kill them.
11 The guy down the street from me had to have his house
12 pumped out three times already in the last year from
13 the fire department because the basement is flooded.

14 The water is ridiculous and, if you add
15 something this big, it's going to get worse. There's
16 no way around it. You're going to take away trees,
17 you're going to take away vegetation that takes in the
18 water. And the people in the neighborhood who have
19 lived here for 50 years are going to suffer. And
20 that's not right, all right?

21 Now let's go to the traffic. You can't fix
22 this intersection, I'm sorry, you can put two traffic
23 lights, you can put 11 traffic lights, it's not going
24 to matter, you can't fix this. The State has to come
25 and fix this intersection.

1 You have to put a traffic circle here so the
2 traffic always flows because you can't stop the
3 traffic. You stop the traffic, it backs up, everyone
4 slams into each other. Now you can't have EMS
5 respond, or fire respond, to anything because the
6 traffic is stopped and they're all smashed into each
7 other. I see it all the time. I see it all the time,
8 all right? I live there, I hear it.

9 MS. HAUGHWOUT: It's your profession.

10 MR. DEE: Well, my son's profession. But I
11 do cars, so I understand cars, and I understand that.

12 I don't understand why this is going to be a
13 senior citizen's district. I don't understand how it
14 all lays out. Is it just pertaining to this one
15 property, or will the senior citizen district become
16 something in that whole area and then it's rezoning?

17 MR. LACHTERMAN: No, it's just
18 that property.

19 MR. DEE: It's just this one property,
20 right?

21 MR. LACHTERMAN: Yes.

22 MR. DEE: And it says 55 and older. So, I
23 thought senior citizens were 62 and older, but I guess
24 the law is written for 55 and older?

25 MS. HAUGHWOUT: I know I'm close.

1 MR. LACHTERMAN: We're seniors, buddy.

2 MR. DEE: I'm over that, I'm 57 already.

3 Now, I have friends who are 55 years old and
4 have children. So, you can definitely have children
5 in here, which now brings buses going into play going
6 up into that development. And now we have the traffic
7 issue at the bottom of the hill with those lights.
8 Those lights are ridiculous. I don't care what you do
9 or how you set it up, when you come east and make the
10 left onto 6N, you're only going to be able to get two
11 cars at that one traffic light, okay, two going up 6N.

12 Now let's add a tractor trailer backing up
13 the street like the other gentleman was describing.
14 You're done, everybody is going to sit there for 10
15 minutes. It's horrifying.

16 If you drive on that road when they're
17 delivering mail, the people coming the other way, it
18 doesn't matter which direction, cross the double
19 yellow line and drive head on at you because you don't
20 have a breakdown lane to pull over to avoid them, you
21 have nothing. It's two lanes, one in each direction.

22 When those zoning laws were built, and when
23 they were designed, they were designed by people who
24 were looking at what the infrastructure was. And the
25 infrastructure is, basically, so outdated for what

1 you're trying to do now, there's no way to fix it.

2 You can't put this amount of people there.

3 I don't care if it's 185 units or 250 units,
4 you're going to punch all of these people up on the
5 top of the hill and nobody is going to be able to get
6 in and out of anywhere.

7 Who would want to the come here? You want
8 to go to the Tee Bar across the street, it's an
9 awesome little place, I've been there a bunch of
10 times, how are you going to get out of there? You
11 can't even get there if you want to go there at 6
12 o'clock at night because the traffic is so bad.
13 People are coming west on 6, turning in there. I
14 don't know how you can do it.

15 MR. LACHTERMAN: The second light would
16 actually signalize that, that's right at that
17 intersection.

18 MR. DEE: That might help a little bit
19 there, but it's not going to help on the other
20 side because your traffic is going to be so backed
21 up. You can't even turn out of that place, even when
22 you want to go right, you can't turn out of that
23 place. It's difficult. And to add another, let's
24 just figure 200 homes, 400 cars, on that end, forget
25 about the 100 garbage trucks that are going to be

1 coming in and out of the other plant, and then the
2 other 200 homes that might happen at the other end,
3 and then 150 homes down the street. You're adding
4 like 1,000 cars to a little tiny section of road that
5 can't handle what's there now.

6 He told you it's an F for the intersection,
7 it's a total failure. So, if it's totally failing
8 now, how do you think two traffic lights are going to
9 fix it? It's just not going to work.

10 Those are my points. I have more, but it's
11 too late.

12 MS. HAUGHWOUT: Are you giving it to us
13 then?

14 MR. DEE: No, you can't read my handwriting.
15 If you want it, it's --

16 MR. LACHTERMAN: If you decide to leave,
17 have a good trip.

18 MR. KNESS: Hello everyone. I will not keep
19 your time because I made my point on the last one
20 where we're at our maximum capacity. However, there
21 were a couple of points that I wanted to bring up that
22 I read in the EMS analysis.

23 First and foremost, I would like to request
24 an updated EMS assessment from this property being
25 that the numbers were ran from 2018 from the Trump

1 Park Residence community, which is what we feel is not
2 close to what this residence will be.

3 For reference, what we believe, and in
4 talking with my other line officers, is that we
5 believe that in -- I don't know if you guys can use
6 Cortland, but Jacob's Hill residential community,
7 which is going to be a similar type to what this is,
8 will be a very suitable study to be done.

9 We respond to roughly over 150 calls a year.
10 And, again, that's separate from fire response. So,
11 in this outline for the EMS and fire analysis, they
12 had coupled fire and EMS responses into one. That
13 does not, we do not have anything to do with the fire
14 department. The fire department runs their own calls,
15 I mean, we're all also firefighters with Mohegan Fire
16 District, but that is separate to structure fires,
17 alarms, whatnot. What we are doing is EMS.

18 With an added community like this, we are
19 going to see an increased call volume not related to
20 the Fire District, which then plays into my next
21 point, which is it's outlined in D3, the mitigation
22 measures, under our strain, is that there's going to
23 be an increase in tax revenue to the Lake Mohegan Fire
24 District, which is discussed in Section C3, and
25 through insurance reimbursements.

1 We are absolutely separate from the Fire
2 District and we do not receive any funding from tax
3 revenue that the Fire District incurs. We are totally
4 self-funded based off of the insurance reimbursements
5 that we get, which is, again, at 33 percent. And we
6 are very burdened, we need ambulances, we need LUCAS
7 devices, we need to start getting our infrastructure.

8 And, again, I'm unbiased to this project.
9 The only bias that I have is providing comprehensive
10 and very good service to the community that we serve.

11 Thanks.

12 MS. HAUGHWOUT: What about ALS, do you guys
13 get a percentages of that?

14 MR. KNESS: For in terms of billing?

15 MS. HAUGHWOUT: Yeah.

16 MR. KNESS: So, the way it's split up for
17 the Yorktown Ambulance Corp, it's different for the
18 Yorktown Volunteer Corp, it's different --

19 MS. HAUGHWOUT: Yeah, that's why I was
20 asking.

21 MR. Kness: So, when we bill out off an ALS
22 call, after our BLS base fee, we reimburse the Town of
23 Yorktown and the Town of Cortland, as well, we're
24 under the same --

25 MS. HAUGHWOUT: There's like a split.

1 MR. KNESS: It's 60 percent goes back to the
2 Town of Yorktown, and then 40 percent, we retain.
3 But, again, that's based off if we actually get the
4 money back.

5 MS. HAUGHWOUT: Oh, yeah, always, that's
6 true, they don't always pay.

7 MR. LACHTERMAN: Thanks, Matt.

8 MR. KNESS: Thank you.

9 MS. HAUGHWOUT: Thanks, Matt.

10 MR. KNESS: Oh, and if anybody has any
11 questions, my contact information, I'm going to run
12 out, it's mkness, K-N-E-S-S, @moheganvac.org. Send me
13 an e-mail.

14 Thank you.

15 MR. ESPOSITO: Thanks, Matt.

16 MR. LACHTERMAN: Thank you.

17 MS. HAUGHWOUT: Thanks, Matt.

18 MS. GREGORY: I can't believe I have to
19 follow that guy again. Thank you. Maura Gregory from
20 Mohegan Lake.

21 So, here's another opportunity for this
22 Board to do the right thing and address the twin
23 crisis of affordability and housing. Repurposing an
24 already developed area of town that is vacant is a
25 very appropriate use. It adds to diversity of types

1 of housing because there is rental, although it does
2 increase the amount of high-end luxury housing.
3 However, the Town should limit the developer to the
4 existing footprint nearly as much as possible in order
5 to limit the impact on the environment.

6 The DEIS says there are a limited number of
7 age-restricted senior developments in town. I think
8 we all know that this is inaccurate, especially with
9 all the projects now proposed in the pipeline for this
10 town are built. Most of them, including the nearby
11 Trump Park Residences, are at market rate, or even
12 luxury housing.

13 The alternative layout of 185 units better
14 preserves the environment by stopping excess runoff
15 and cutting less trees, but I didn't hear anything
16 about what the mitigation would be to compensate for
17 the trees cut under either scenario, which would be
18 required under the tree law. And I just wondered what
19 could possibly be done and what is planned. I didn't
20 hear the developer say anything about that.

21 As for traffic, I drive through that inter-
22 section every day. And even though I think that
23 housing is appropriate up there, I cannot imagine
24 what's going to happen once there are all those cars
25 coming through there. Other than Route 6, those roads

1 are rather small and narrow, and I just don't know how
2 they're going to handle the volume. I couldn't really
3 tell from what they presented what it was that they
4 intended to do, it was very difficult for me to read
5 from a distance, and this late at night, or early in
6 the morning, but I just can't imagine what they're
7 going to do.

8 One idea that I had, I don't know how much
9 this would affect it, but I think this is something
10 that this Town should consider in every development,
11 which is creating a walkability aspect to every
12 development if possible.

13 What consideration has been given by the
14 developers who are creating some kind of a sidewalk,
15 or other paved path, between the property and nearby
16 shops? Because this could ease traffic impacts.

17 Now, the applicant contends that this
18 project will free up homes in the community by
19 allowing seniors to downsize and move to this project.
20 But the developers admit that this is luxury housing.
21 So, I'm wondering what evidence do they have, or is
22 there at all, that Yorktown senior residents would be
23 able to afford to live there.

24 Also, the lights from the current Granite
25 Knolls Park create terrible light pollution at night.

1 They're up high on a hill. I am, as well, I can see
2 them from my house. What kind of lighting is going to
3 be on this property? I didn't see that addressed, or
4 what kind of light pollution would be created there.

5 The developer's DEIS states that in Yorktown
6 about 45 percent of renters are cost burdened, or
7 extremely cost burdened, by their housing costs, and
8 about 36-and-a-half percent of homeowners are cost
9 burdened, or extremely cost burdened, by their housing
10 costs. How, if at all, does this proposal address the
11 high cost burden of housing in Yorktown? Does it make
12 it worse? Again, they talk about it in there, but
13 then they don't address what impact it will have. It
14 seems to me it will only make it worse.

15 New York State has the SEQRA law which
16 allows for an Environmental Impact Statement to
17 address the impact that a proposed development will
18 have on the affordability of housing in the area it is
19 located. However, although the DEIS discusses the
20 need for affordable housing in Yorktown, it doesn't
21 address the impact of this development on
22 affordability.

23 Since this is intended to be luxury housing,
24 the Town Board should reject this DEIS and require the
25 developer to revise it to address and mitigate the

1 impact on housing affordability in town.

2 Now, all new housing developments impact
3 services such as police, fire, water, sewers, et-
4 cetera. Looking at recent housing proposals in this
5 town, developers seem to believe that Yorktown doesn't
6 want any impact on schools from having housing for
7 families, and it considers that to be a greater impact
8 than the other kinds of impacts, so they're proposing
9 senior housing. As I pointed out before, developers
10 seem to have gotten the message that we don't want
11 kids, that we don't want families.

12 The DEIS admits that Yorktown already has a
13 higher percentage of seniors in Westchester County or
14 New York State. It also admits that their proposal
15 would add around 1 or \$1.2 million to the Lakeland
16 School District budget. So, therefore, any children
17 would be more than compensated for by the increase in
18 tax base.

19 I think it's terrible that Yorktown is
20 getting perceived to be taking an anti-family stance
21 on housing. I think it would be shameful if Yorktown
22 turns into a town that has few children and an over
23 abundance of seniors.

24 As I said before, I know it's hard to
25 believe, but I'm a senior citizen myself, but I want

1 to live in a town that has all ages and all kinds of
2 people in it. And there's already a higher percentage
3 of seniors in Yorktown than in the county or state.

4 So, I think this DEIS should be rejected
5 because it's not adequately considering this impact.
6 In other words, it's not considering how it is
7 reducing available space for housing for families, and
8 it is increasing the percentage of our population that
9 is senior citizens.

10 It is clear it's going to be having an
11 impact on what has become a loss of young people in
12 our town. The Town needs to make sure the developer
13 mitigates this impact. Again, this is an opportunity
14 for Yorktown government to address these crisis and do
15 the right thing.

16 Thank you.

17 MS. HAUGHWOUT: Thank you, Maura.

18 MR. LACHTERMAN: Thank you, Maura.

19 MS. WILSON: I think we're supposed to sign
20 in, right?

21 MR. ESPOSITO: I want to hear you introduce
22 yourself as the Chair of --

23 MS. WILSON: Sarah Wilson, S-A-R-A-H,
24 Wilson, Chair of the Community Housing Board.

25 MR. ESPOSITO: There you go, it has a good

1 ring to it, doesn't it?

2 MS. WILSON: For three whole days now.

3 MR. ESPOSITO: I know.

4 MS. WILSON: So, actually, I'm not going to
5 say much at all because Maura just covered a lot of
6 ground in her very well prepared statements and
7 touched on a lot of the things that I was going to
8 speak about.

9 You know, I think this makes a whole lot
10 more sense in context of what we heard about with Toll
11 Brothers and the 2,400 to 3,000 square-foot town
12 houses versus 800 to 1,200, 850 to, you know, this is
13 much more reasonable in terms of providing options.
14 And, again, rental versus ownership. So, I think this
15 does contribute towards housing diversity, which is
16 great.

17 I would just suggest that one additional
18 thing in this more moderately priced development is
19 requiring a small proportion of those units to be
20 affordable with a capital A, as Jane Daniels said, you
21 know, would something that the Town Board does have
22 the power to do and can do.

23 I would also like to speak in favor of the
24 smaller plan, the 185-unit plan, just makes so much
25 more sense in terms of doing it on the footprint

1 that's already cleared from a construction standpoint,
2 from an environmental standpoint, 651 trees taken
3 down, Town-regulated trees taken down, versus 1,320,
4 so less than half. Tree removal, the amount of -- I'm
5 not sure what net cut is, but a net cut at 81.8
6 thousand cubic yards of material in the existing plan
7 versus 8.9 thousand cubic yards in the alternative
8 plan. That's a huge difference in terms of the
9 material. And that would translate into, you know,
10 less construction, fewer trucks, fewer cars, lower
11 demand on water and sewer infracture.

12 So, I'd recommend that the Town Board, you
13 know, move forward with the smaller alternative plan,
14 and appreciate that being covered in the DEIS.

15 And I guess the information that we got
16 tonight about the size and potential market rate,
17 rates for the units, was really helpful, but if I can
18 ask that be included in the responses as that is a
19 question, so it does get documented in the response,
20 that would be great.

21 Thank you.

22 MS. HAUGHWOUT: Great, Sarah, thank you.

23 MR. GLASS: Stewart Glass, 45-year resident
24 of Yorktown. I would hope that the Board not take any
25 action tonight. It's not the fault of the developer

1 but because of other events tonight, we are now at
2 1:16 in the morning. You had a full house here,
3 people came out in droves to attend and participate.

4 MR. LACHTERMAN: We don't intend on --

5 MR. GLASS: Okay, thank you.

6 MR. LACHTERMAN: No problem.

7 MR. BELFER: Ken Belfer from Mohegan Lake.
8 I'll be very brief. I submitted written comments with
9 my Community Housing Board hat on. Now I'll speak
10 with my own hat on. And just in full disclosure, I
11 was involved in my previous employment in a deal with
12 AMS. I was sitting on the opposite side of the table
13 from them negotiating something with them, and I
14 gained no personal benefit. But I just wanted to
15 disclose that nevertheless.

16 I, in terms of traffic, I usually don't
17 comment on that, but I'm a customer of Lois
18 Chiropractic, I love them. And, so, I come heading
19 east on Route 6 and make that left turn, two left
20 turns, you know, one from Route 6 and one immediately
21 afterwards. And it's challenging right now, and it's
22 challenging going back the other way, as well.

23 The idea of a light there, and of course DOT
24 has to allow it, but that's an intriguing idea. I
25 debate whether it would be safer for me just to go all

1 the way up to the light to make the left and come all
2 the way back around each time. So, whether it makes
3 technical sense or not, I don't know, but it sounds
4 good to me.

5 I also liked what I heard when they talked,
6 and I don't know if this was just the unit sizes for
7 the alternative proposal, but when they were talking
8 about 800 square feet, and I forgot what the larger
9 size was for the two-bedrooms, but they were talking
10 about reasonably sized units, and I think that's good,
11 because that's not what we heard about on the other
12 development and promoting diversity. You want to have
13 both sizes.

14 I have nothing against luxury for people who
15 can afford it, but I think it's great to have things
16 that are more moderate. I also think it would be
17 great to have things that could accommodate the
18 seniors that really truly need something a lot more
19 affordable than that.

20 Thank you.

21 MS. HAUGHWOUT: Thanks, Ken.

22 MR. LACHTERMAN: Thanks, Ken.

23 MS. CELIC: Good morning. And I'm not a
24 morning person. AMS came into Jefferson Village a
25 while ago, so this is the second presentation I'm

1 seeing. Very briefly, I just have a couple of
2 concerns.

3 MS. HAUGHWOUT: Joanne, can you just tell
4 her your name.

5 MS. CELIC: I'm so sorry. Joanne Celic,
6 Yorktown Heights.

7 Yeah, the private price of the units, if
8 they're rentals, they're \$3,000 to \$4,000 per month.
9 I hope I'm correct. Okay, now, if it's going to be
10 the 250 units, that would be parking for 383-something
11 cars. So, let's add this, 383 cars -- and, by the
12 way, I am not opposed to the project. I just, my
13 question is how do we mitigate this? How do we do it
14 when we don't have lanes, we don't have space to build
15 for safety, for ambulance. We went through that.

16 So, 250 units, you have 383 cars. These
17 were not my numbers, this was AMS. Approximately, if
18 the winery, the project opposite the winery with the
19 144 units, approximately 250 cars.

20 Also if Navajo goes through and is allowed
21 to the go into the overlay, 254 units, approximately
22 500 cars. Are you kidding me? How can we handle
23 that?

24 Thank you. By the way, that would be
25 approximately 1,000 cars around on Route 6.

1 Thank you.

2 MS. HAUGHWOUT: Thanks, Joanne.

3 MS. CELIC: Have a good morning.

4 MS. HAUGHWOUT: Have a wonderful morning.

5 MS. MIRCHANDANI: Good morning. Jann
6 Mirchandani, M-I-R-C-H-A-N-D-A-N-I, because, you know,
7 it's not Smith.

8 MR. LACHTERMAN: Two Ns also, two Ns for
9 Jann.

10 MS. MIRCHANDANI: Yes, thank you, J-A-N-N.
11 That's not my legal name, but that's a whole other
12 conversation.

13 So, anyway, I want to just say, actually, I
14 thought the presentation was terrific. I think
15 developing, redeveloping, on land that's already been
16 developed is a real plus. I think the diversity that
17 we're building into this project is a big plus.

18 My main concern aside from the traffic is
19 the runoff. We know that there's flooding already
20 along that corridor. We've got several other projects
21 that are coming along. I think that we need to really
22 think holistically about what this project, plus the
23 other projects, plus the existing flooding is going to
24 look like. And I think that we really have to think,
25 especially since we're building on top of a hill, news

1 flash, or science, water comes down. So, we really
2 need to think holistically about how all of that is
3 going to impact the residents that are already there,
4 the buildings and the structures that are already
5 there, and our infrastructure, which, again, news
6 flash, is not a spring chicken, much like me, I was
7 horrified when I realized oh, my God, I'm a senior
8 citizen, too.

9 Anyway, those are my comments, and thank you
10 for the great presentation.

11 MR. LACHTERMAN: Thank you, Jann.

12 MS. HAUGHWOUT: Thanks, Jann.

13 MR. LACHTERMAN: Sure.

14 MS. CELIC: I forgot one thing. When I
15 asked about the rental, the rental is \$3,000 to \$4,000
16 a month. What happens if you can't rent them at that
17 price, what happens to the units that were already
18 built?

19 Thank you.

20 MR. SIEGEL: Before you start, I have some
21 comments. Out of deference to all of the residents,
22 I've not only waited to the last, but I cut most of my
23 comments, but let me just give a few.

24 Tomorrow I will be submitting a six-page
25 letter listing dozens and dozens of questions that I

1 want, that need to be addressed in the DEIS. And I
2 thank you, I really thank you for doing the DEIS and
3 for saying at the very beginning of this project that
4 you were going to do a pos dec. So, I appreciate that
5 and I wish more developers would do that because we
6 have this opportunity to actually get these written
7 responses.

8 Can you just clarify that when you went down
9 to the 185 units, you said that they were all rentals.
10 I thought that 20 of the units, the cottages, were
11 going to be purchased.

12 MR. WEINGARTEN: No. The original 250 had
13 50 of them as for sale. But this revised project will
14 be done as all rental.

15 MS. SIEGEL: Okay. My next comment is I
16 appreciate the drop-down from 250 to 185, but nobody,
17 you did not mention that you had an additional
18 alternative in the DEIS for 142 units. And if I'm
19 correct, it's the same footprint as the 185, but only
20 three stories.

21 MR. WEINGARTEN: We were requested to look
22 at it. We looked at it. It's not economically
23 feasible, it's not buildable. But we did --

24 MS. SIEGEL: Well, I'd like that addressed
25 in the --

1 MR. WEINGARTEN: Yes, it is in the DEIS.

2 And the 185 is something that we are willing to build
3 and able to finance and build. The 142 is not. But
4 we did study it because we were requested to study it.

5 MS. SIEGEL: Okay. So, that should be
6 addressed.

7 And the final comment is it was shown on the
8 screen, but nobody reacted to it, and I reacted when I
9 saw that in the DEIS, could somebody explain what's
10 called the Rock Shrub Oak proposal for multifamily
11 housing that you mentioned in your DEIS, which is the
12 first time that I ever heard that? And that would be
13 another multifamily development in the Route 6
14 corridor. That would be the parcel of land to the
15 east of Barger Street, between Barger and the Taconic
16 Parkway behind the new Cocoa Farms, that would be
17 there. So, could somebody talk about where that
18 development is because that's yet another potential
19 development?

20 MR. WEINGARTEN: I can't tell you where it
21 is, what I can tell you is we counted the traffic from
22 it.

23 MS. SIEGEL: Okay.

24 MR. WEINGARTEN: So, the only reason we
25 mention it is it's in our traffic study, we've taken

1 it into account if it ever gets built, that traffic is
2 in our study when you go through the intersection of
3 how many cars are going through.

4 MS. SIEGEL: Which I appreciate you doing.

5 MR. WEINGARTEN: That's the only purpose,
6 but I don't know what the --

7 MR. LACHTERMAN: I can address it, Mark.

8 MS. SIEGEL: If the Town could address that
9 additionally. Thank you. And you'll get my documents
10 tomorrow.

11 MR. WEINGARTEN: Thank you.

12 So, it's late and I won't go through
13 everything as I normally would, but there are a couple
14 of highlights that I would like to do before we call
15 it any evening because we know, we heard, you're not
16 taking action tonight, so we'll be back and we'll have
17 time.

18 Number one, there were a lot of questions
19 about stormwater. And, again, we had it in our
20 presentation, we shortened it a bit tonight. Joe is
21 here tonight, we'll let him do it next time, but I
22 can assure you that the stormwater is accounted for,
23 it's studied. We're obligated by law to make sure
24 that after we're finished building, it is not adding
25 anything to the stormwater. In fact, it will be

1 improved.

2 Similar to the traffic, again, I know it's
3 counterintuitive and it's hard to go through, and
4 we'll go through the study with you again, but the
5 fact is that you have a currently failing intersection
6 that you're all looking at. And with our proposed
7 mitigation, after we've built and added all the cars
8 for our traffic, and the traffic, we will be improving
9 that intersection by all standards and counts. So,
10 we'll go through that in more detail next time, but
11 that's what our DEIS proves out, and that's why we
12 believe one of the reasons why this should be there.

13 A couple of the smaller things, there was a
14 question about that there's no housing crisis. Luxury
15 housing, what that actually is is, there's no define
16 term to it, it depends on -- what we mean by luxury
17 housing is it's going to be beautiful. Is it less
18 expensive than the million-dollar town homes you heard
19 about tonight on some of the other projects? Yes, it
20 is, it's more reasonably priced because the units are
21 smaller. They're very high end, but the units are
22 smaller and, therefore, they're more reasonably
23 priced, and we think that does hit a sweet spot.

24 And diversity of housing doesn't mean that
25 your particular project has all of the different types

1 of housing in one project. It's adding to what's all
2 in the community. And, again, we think this is a
3 missing piece, and we are going on that.

4 I would like to clear up, as an attorney who
5 has been involved in thousands of units of affordable
6 housing in the Hudson Valley, I am very well
7 conversant in it, I have a project with Mr. Mitnick in
8 another part of the county that has 350 affordable
9 units as part of the project that's there. We know
10 how to do it, but when you do something like that, it
11 comes in at the beginning, there's a statute, there's
12 a requirement, and you bring a project in that's built
13 upon the financing that already considers that you
14 have to do this when you've started the project, you
15 can't do it later.

16 So, it's just something that to bring it
17 out, if you want to do this as a community, you have
18 the right to do this as a community. You don't have
19 to. They do it in some, they don't do it in others.
20 But if you did, it would be something that, in
21 fairness, should be told to the land owner before they
22 get started spending all sorts of money talking to
23 banks, trying to figure out how to get a project done.
24 Doing it at this point would be very difficulty after
25 someone has spent seven figures on developing a

1 project, putting in a DEIS, paying for all the
2 consultants, and all the rest of it, to make that kind
3 of change would be an issue.

4 But I'll also mention that sometimes people
5 hear rumors and you like to clear them up. We are the
6 attorneys for the master developer in New Rochelle. I
7 think we have more than 4,000 of the apartments come
8 from my office. There's no Section 8 going into any
9 of those buildings. There are some issues with --

10 AUDIENCE INDIVIDUAL: There is. That's a
11 lie.

12 MR. WEINGARTEN: Well, I will be happy to go
13 through that with you, sir. It's just not accurate
14 that any of the new office buildings that are being
15 built in New Rochelle have Section 8 in them. So,
16 I'll go through it with you, I'd be happy to take you
17 down to New Rochelle City Hall and go through it and
18 have the conversations, I'm there all the time.

19 So, that's number two. I wanted to clear up
20 the record on that issue because that's not what's
21 going to be happening here.

22 A couple of other small things, on
23 the emergency, yes, we'll answer the question, Jacob's
24 Hill, we'll look into that, and we'll provide that in
25 the FEIS. There's no reason we can't do that.

1 Again, and I guess it may be the last point
2 that I'll make tonight because it's getting late.
3 There was some criticism earlier of the Board because
4 when you do a zone change, the procedure is a little
5 different for the environmental review than when you
6 just go to site plan. When you go to site plan, you
7 go to your Planning Board and the Planning Board does
8 all the work.

9 New York State law says when you go through
10 a zoning change, which is the first action that
11 happens before the site plan, you have to do your
12 environmental review upfront, you're not allowed to
13 vote on anything until the environmental review is
14 completed. There can only be one lead agency. And
15 you have the decision. Some municipalities have the
16 Town Board do it, some municipalities have the
17 Planning Board do it. In this instance, you decided
18 to be the lead agency.

19 When you're the lead agency, you do all that
20 work. And, even though sometimes it may be that we're
21 used to the Planning Board doing it, when you've
22 decided to do the environmental review, you do all
23 those studies, you're looking at a DEIS. You don't
24 say no to the Planning Board. We went to them, we've
25 discussed the DEIS. We have a memo from them, we have

1 comments from them, but you're the ultimate decision-
2 makers on that.

3 But when you ask questions about well, I
4 didn't see a tree mitigation plan. That's the
5 Planning Board at site plan, you don't do that in your
6 DEIS. Yes, if we remove 600 trees, your statute
7 requires us to have a plan to go forward with putting
8 the trees on site, off site, that's exactly what the
9 Planning Board is going to do, and that's why it's not
10 in the DEIS.

11 So, I know the process is confusing to some
12 because it's a little different the way you would
13 normally do it, but I can assure you, I've done this
14 for 40 years, you're doing it exactly right. It's
15 just that in this instance, you're the lead in the
16 environmental review, but the site plan is still the
17 purview of the Planning Board. And the Planning Board
18 will be making those decisions. If we're fortunate
19 enough to get the rezoning from you, we will be in
20 front of them on all of those decisions.

21 So, with that, I'm just going to say, it's
22 been a long night, we know we're coming back again.
23 Hopefully, you'll tell us when the next meeting is so
24 we know when we're doing that.

25 And, I'm sorry, I'm going to take a personal

1 privilege, happy birthday, Mr. Supervisor. I'm going
2 to be the first one to say it.

3 MR. LACHTERMAN: Thank you. Someone sent
4 me a message.

5 MS. HAUGHWOUT: Happy birthday.

6 MR. LACHTERMAN: I literally got another
7 year older while we were in our meeting.

8 (Whereupon there was an applause.)

9 MS. HAUGHWOUT: But it's today?

10 MR. LACHTERMAN: Today.

11 MS. HAUGHWOUT: Okay, because I'm still on
12 yesterday.

13 MR. LACHTERMAN: I'd like to just hit a
14 couple of things, Mark.

15 MR. WEINGARTEN: Sure.

16 MR. LACHTERMAN: Well, one, because I know
17 Brian is on vacation already, but when you get back,
18 I'd like to sit down with you and talk about the
19 history of the traffic over there. There were a
20 couple of things that came out, like how is it with
21 contractors running, how was, you know, I'm a little
22 confused, although I'll go over there tomorrow
23 probably and watch with the tractor trailer traffic
24 and see how that's blocking. And I want to know about
25 some of the past mitigation on that stuff. So, I'd

1 love to sit down with that.

2 And, Maura, you will hear a little bit about
3 the lighting. Is Maura still here? She left. See,
4 she left before the resolutions. We're going to talk
5 about the lighting at Granite Knolls because the
6 meeting is not over yet.

7 But a lot on the flooding, a lot on the
8 traffic. I'd love to do one more site visit and go
9 through some of that traffic stuff just to cement down
10 where some of the issues are. And I do understand
11 that there may also be a sewer main running under that
12 hill now, as well.

13 So, there can definitely be a couple of
14 issues that need to be looked at, but let's do a
15 little more due diligence on that traffic.

16 MR. WEINGARTEN: Sure. But I think we'll
17 all say, we've been working together on this, when you
18 come up with the suggestions that make sense, we're
19 willing to incorporate them if it makes sense, and
20 that's the way AMS is. So, we're happy to do that and
21 work with you.

22 MR. LACHTERMAN: Thank you. And it's
23 been a pleasure working with you guys. You're very
24 professional, very on point, you're expertise have
25 been duly noted by me, as we talk about things, Mark,

1 some really great things there. But we'll keep on.
2 And I want to talk with Mr. Tegeder about some of the
3 issues. And I'm sure our engineers have been
4 involved.

5 MR. WEINGARTEN: And I just want to say a
6 special thanks to the Stenographer who hung in here
7 all night with us. She doesn't normally do that, so I
8 just wanted to say that on the record.

9 Thank you.

10 MR. ESPOSITO: So, just really quick, I know
11 Contractor's Register has been there, but there hasn't
12 been any traffic generated by the Contractor's
13 Register in years. And that intersection is an F
14 today. So, I've got to tell you, it's a heavy lift
15 for me because I don't know how the two lights are
16 going to fix it. So, I would really like some
17 alternative plan that you can come up with by our next
18 meeting.

19 MR. WEINGARTEN: I'm not sure what the
20 alternative plan would be.

21 MR. ESPOSITO: I'm not sure of it either.

22 MR. WEINGARTEN: Because any use you have, I
23 mean, right now it's zoned commercial, you can have a
24 commercial use there and there's very little you can
25 do to stop somebody who came in with a commercial use.

1 And, frankly, in my opinion, that would be a lot worse
2 for that area currently.

3 So, in my opinion, again, you guys make
4 these decisions, I think that property is going to get
5 used at some point. The office market will come back
6 at some point, it's zoned for a particular use that
7 can go. If you don't rezone it, eventually the land
8 owner, we'll walk away, the land owner is going to
9 have to do something with it. It's going to go to a
10 commercial use and they're going to have a right to
11 use it, and it's going to be worse. So, I think the
12 better idea is to work through this with us, make it
13 the best you can, and make it work.

14 My client would not be investing in this
15 property if it was the disaster that some of the
16 people think that it was. This is a rental. If
17 somebody goes in there for a year, rents the place and
18 it doesn't work, they're leaving it.

19 We have to believe, and our professionals
20 believe, that the traffic is going to work when we
21 make these improvements. Otherwise, it makes no sense
22 for us.

23 So, we'll walk through it, we'll bring our
24 traffic guy out with you, we'll talk it through. But
25 we think that this is going to be an improvement and

1 it's going to be a very livable environment.

2 MR. ESPOSITO: But even if someone comes in
3 with a commercial use that's as of right, they still
4 have to cross this Board and still have to come up
5 with a different alternative for that traffic circle.

6 MR. WEINGARTEN: No, they wouldn't -- no,
7 they'd just go to the Planning Board. They would go
8 to the Planning Board, there would be a site plan, and
9 if the Planning Board took a we're not approving
10 anything over there, you would have a lawsuit on your
11 hands. Again, not us, it's the land owner.

12 MR. ESPOSITO: Then let there be a lawsuit.
13 I'm just, I'm asking you to see if you can come up
14 with an alternative plan for that intersection.
15 Somebody mentioned a traffic circle. Maybe you do
16 some kind of a study that we can look at, see how we
17 can get something like that done.

18 MR. WEINGARTEN: So, you're not talking
19 about an alternative plan for the use, it's an
20 alternative plan for the section.

21 MR. ESPOSITO: I think the biggest concern
22 is the traffic.

23 MR. WEINGARTEN: I get that.

24 MR. ESPOSITO: I don't think the concern is
25 the use. And I'm not really terribly concerned with

1 the 250 units anyway. I like that property up there,
2 I did a site visit with you up there. I think it's
3 beautiful up there and I think your project is very
4 nice, I just can't get past the traffic situation.

5 MR. WEINGARTEN: Well, we're willing to
6 listen. We know your guys reviewed our study, they
7 did look at all sorts of alternatives. This is the
8 only one that seemed to work. And it did lower the
9 level of service, or increased the level of service,
10 however is the right way of putting it, over there.

11 MR. ESPOSITO: Right.

12 MR. WEINGARTEN: Again, I'm happy to bring
13 the traffic guy to have the longer conversation with
14 you on a site visit but, for now, I think he's telling
15 us this is the best we can do.

16 MR. LACHTERMAN: Can we, Diana --

17 MS. HAUGHWOUT: Jessie, you want to say
18 something?

19 MR. LACHTERMAN: Oh, yes, Jessie wanted to
20 say something, I'm sorry.

21 MS. KEMPTER: I just have a question. How
22 was Contractor's Register built on a dead-end
23 residential road? No one ever gave me an answer when
24 I came to meetings.

25 MR. LACHTERMAN: Way before my time but,

1 from what I understand, it was zoned as office space.
2 It was a zoning for office space and that was an
3 as-of-right building.

4 MS. KEMPTER: The thing is from the
5 construction, my house, 760, 1732 house, progress and
6 preservation, Yorktown, got destroyed from the
7 contractors trucks going up when they were building
8 and doing things. We had an engineer come, and we
9 came to Town meetings and mentioned it to them.

10 Now, the same thing will happen again if
11 construction is allowed to go up that road, my house,
12 because it's a 1732 house on rock, it will get damaged
13 more. That was never taken into consideration at all,
14 you know. So, it will happen again with construction.
15 And that road is not wide enough. You cannot make the
16 road, Old Route 6, and 6, any wider, there's no
17 capability there, it's just a guardrail, my road and
18 then Route 6.

19 And, then, since that pump house that's on
20 my road for the septic, did that mean they had a
21 problem up the hill? And what will they have with all
22 these units they want to build?

23 MR. LACHTERMAN: That's a sewer pump
24 station, not a septic. And they've been in
25 conversations with our engineer about possibly running

1 a gravity fence sewer and being able to eliminate that
2 pump station altogether which would, in the long run,
3 save the Town a lot of money. So, they were going to
4 put some money into the pump house, but if we can
5 eliminate it, we don't have to worry about every 10
6 years redoing it. It would be a gravity feed coming
7 down the hill and going under Route 6, which they now
8 have the capability of boring a hole under Route 6.

9 So, that's something they're looking at but,
10 once again, that's sort of in the planning stage.
11 They're --

12 MS. KEMPTER: Yeah, I was shocked to see a
13 septic truck, Cook, you know, what's he doing here?

14 MR. LACHTERMAN: Well, sometimes they
15 come pump out if there's a problem.

16 MS. KEMPTER: And there is that light at
17 Barger, and then the light at Jefferson Valley Mall.
18 Another light in between is not going to help anybody
19 anywhere.

20 MR. LACHTERMAN: I'll go through it, we're
21 going to do an onsite visit with the traffic
22 consultants and see where --

23 MS. KEMPTER: All right. Thank you for your
24 time.

25 MR. LACHTERMAN: No problem, Jessie, thank

1 you.

2 MR. ESPOSITO: I just have two more things.
3 The suggestion, and it was brought up twice, and I'd
4 be remiss if I don't address it, that Yorktown is
5 against kids is absolutely, I just, I have some
6 colorful metaphors that I would like to use, but I
7 won't use them here. I think that's a ridiculous
8 notion that was brought up twice. And, you know, I
9 really wish people wouldn't extrapolate and suggest
10 that the Town of Yorktown doesn't like kids, first of
11 all.

12 Secondly, with the size of these units, you
13 can have seniors downsize, move into these units, and
14 then those houses would be available for families who
15 have kids. So, I really wish people would, you know,
16 choose their words more carefully because that's
17 ridiculous to suggest that, and it was suggested
18 twice.

19 MR. LACHTERMAN: But, in all fairness, you
20 had people come up here and say we don't want kids.
21 So, we used to have a Councilman who sat on the Board
22 who definitely would not approve a project that would
23 bring kids.

24 MR. ESPOSITO: That's not now.

25 MR. LACHTERMAN: It's an unfair

1 characteristic because Yorktown spends a lot of money
2 on activities for kids, our parks and recreation.

3 MR. ESPOSITO: That's absolutely correct.

4 MR. LACHTERMAN: You know, we keep Tim here
5 to make sure he listens to all of it all night long.
6 But, no, we do spend a lot of money and I think
7 that -- I don't think that's lost on the Town, but I'm
8 glad you're vocalizing it.

9 MR. ESPOSITO: And last thing is I know you
10 mentioned that we'd have a lawsuit on our hands. Then
11 let there be litigation. I'm just asking for some
12 alternatives.

13 MR. WEINGARTEN: So it's clear, it's not
14 litigation from me.

15 MR. LACHTERMAN: No, and I understand, Mark.

16 MR. WEINGARTEN: All I was saying is where
17 it would be going down the road, you know, where it
18 would go.

19 MR. LACHTERMAN: As a property owner, I
20 would do the same thing if I had the right and --

21 MR. WEINGARTEN: Right. So, I think we need
22 to find a solution for the property, something that
23 works.

24 MR. ESPOSITO: And that was exactly my
25 point.

1 MR. WEINGARTEN: Yes, I agree.

2 MR. LACHTERMAN: And I will say, since
3 Sergio pointed it out, maybe everyone doesn't realize
4 it, we do have quite a bit of senior affordable
5 housing with Beaver Ridge and Wynwood Oaks, and I
6 believe there's one other senior -- Susan, is there
7 one other senior --

8 MS. SIEGEL: Those are --

9 MR. LACHTERMAN: That's not affordable --

10 MS. SIEGEL: Beaver Ridge and Wynwood Oaks
11 are very specific because they're very low income and
12 they're, a lot of them are Section 8, which is
13 separate from people, seniors, who need affordably
14 priced housing who are above that level.

15 MR. LACHTERMAN: Right, but it's not like
16 there's no affordable housing for seniors.

17 MS. SIEGEL: Depends on what you consider
18 affordable.

19 MR. LACHTERMAN: Right.

20 MS. SIEGEL: I mean, I live in Jefferson
21 Village, but I don't rent there, I bought it when I
22 downsized.

23 MR. LACHTERMAN: All right. So, Diana, can
24 we look at October 1st to bring them back? We need to
25 adjourn.

1 MS. QUAST: We can just adjourn and we'll
2 find a date.

3 MS. HAUGHWOUT: Yeah, adjourn it with 10
4 day.

5 MR. WEINGARTEN: Is the likely date October
6 1st?

7 MR. LACHTERMAN: Yes. We already have, I
8 don't think you want to be here for the recycling.

9 MR. WEINGARTEN: I'm feeling a little
10 recycled tonight, but you'll let us know about the
11 site visit before then --

12 MS. HAUGHWOUT: Yes.

13 MR. WEINGARTEN: -- and we'll coordinate
14 that.

15 MS. HAUGHWOUT: Yes. So, by motion?

16 MR. LACHTERMAN: Motion to adjourn?

17 MR. ESPOSITO: Motion.

18 MR. LACHTERMAN: Second?

19 MR. MURPHY: Second.

20 MS. SIEGEL: Will you give us a very rough
21 idea from when the DEIS hearing is closed, how long
22 you anticipate it would take to get the FEIS?

23 MR. WEINGARTEN: It actually depends on how
24 many questions there are and how much of it
25 requires study. There's no way of knowing.

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MS. SIEGEL: Thank you.

MR. LACHTERMAN: All in favor.

(A chorus of ayes.)

MR. LACHTERMAN: Opposed?

Okay, motion passes. Thank you.

MR. WEINGARTEN: Thank you very much.

(Meeting adjourned at 1:45 p.m.)

STATE OF NEW YORK
COUNTY OF WESTCHESTER

I, CATHERINE ARMENTANO, Notary Public within and for the State of New York, do hereby certify that the within is a true and accurate transcript of the meeting taken on September 3, 2024 .

I further certify that I am not related to any of the parties to this action by blood or marriage and that I am in no way interested in the outcome of this matter.

Dated, New York,

CATHERINE ARMENTANO,
OFFICIAL COURT REPORTER

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STATE OF NEW YORK
TOWN OF YORKTOWN

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TRANSCRIPT OF THE
PUBLIC HEARING FOR

800 MAIN STREET YORKTOWN DEV AMS, LLC

PETITION FOR AMENDMENTS TO THE ZONING CODE AND AN
AMENDMENT TO THE ZONING MAP FROM OB RESEARCH LABORATORY
AND OFFICE DISTRICT TO RSP-2 SENIOR CITIZENS DISTRICT

HELD BEFORE THE TOWN BOARD OF
THE TOWN OF YORKTOWN

OCTOBER 8, 2024 - 8:40 P.M.

at

TOWN OF YORKTOWN - TOWN HALL
363 UNDERHILL AVENUE
YORKTOWN, NEW YORK

-----X

B E F O R E:

- EDWARD A. LACHTERMAN, TOWN SUPERVISOR
- SERGIO ESPOSITO, COUNCILMAN
- LUCIANA HAUGHWOUT, COUNCILWOMAN
- PATRICK J. MURPHY, COUNCILMAN
- SUSAN SIEGEL, COUNCILWOMAN

P R E S E N T:

- ADAM RODRIGUEZ, ESQ., TOWN ATTORNEY
- DIANA L. QUAST, TOWN CLERK

1 MR. LACHTERMAN: All right, so we're going
2 to reconvene the public hearing for 800 East Main
3 Yorktown Development AMS, LLC, petition for amendments
4 to the Zoning Code of an amendment to the Zoning Map
5 from OB Research Laboratory and Office District to
6 RSP-2 Senior Citizen District.

7 MR. WEINGARTEN: Good evening, Mr.
8 Supervisor, members of the Board. Your meetings are
9 very interesting, I have to tell you. I go all around
10 the county, these are -- I learned a little history.
11 I'm very impressed.

12 MS. HAUGHWOUT: I'm just grateful she's back
13 tonight. I see you.

14 MR. LACHTERMAN: We're an interesting town.

15 MR. WEINGARTEN: You certainly are.

16 MR. ESPOSITO: You can add a vowel at the
17 end of your name, we'll all be good.

18 MR. WEINGARTEN: I grew up in an all Italian
19 neighborhood in Yonkers, I'll talk to you about it
20 sometime.

21 MR. LACHTERMAN: Were you Crestwood or
22 Dunwoodie?

23 MR. WEINGARTEN: No, I'm Bronx River Road.

24 MR. LACHTERMAN: Oh, okay

25 MR. WEINGARTEN: Over by School 14, it was a

1 very Italian neighborhood.

2 MR. LACHTERMAN: Sure. I grew up in the
3 Dunwoodie section which is very Italian, also.

4 MR. WEINGARTEN: Right.

5 My name is Mark Weingarten, I'm a partner in
6 the law firm of DelBello Donnellan Weingarten Wise &
7 Wiederkehr, and it's my pleasure to be here this
8 evening representing AMS Acquisitions, LLC in
9 connection with this proposal to redevelop the 35-and-
10 a-half acre site located at 800 East Main Street,
11 Yorktown, New York, formerly known as the Contractor's
12 Register site.

13 I'm joined tonight by our team that you're
14 familiar with, Ryan Sutherland from AMS, our AKRF
15 team, you'll hear in a bit from our Planner Peter
16 Feroe, and our Traffic Consultant Michael Beattie.

17 As you're all aware, and we've already had a
18 hearing, our proposed action for this 35-acre site
19 consists of demolishing 63,000 square foot vacant
20 office buildings and replacing them with approximately
21 250 luxury multifamily residences restricted to owners
22 55 years of age and older, approximately 200 rental
23 units and 54 sealed town homes. That's our proposed
24 action.

25 However, as we discussed at our prior

1 hearing, there appears to be a preferred alternative
2 which reduces the number of residences to 185 units,
3 and restricting them to rental units. So, there would
4 be 185 rental units, and none of those being for sale
5 but, again, restricted to 55 and older.

6 We will continue to try to improve our
7 project as we go through this hearing process, and we
8 will fully develop the alternative plan in the final
9 Environmental Impact Statement. And I'll go through
10 that procedure in a moment. Either way, we seek to
11 create a beautiful new neighborhood with plenty of
12 open space and luxury amenities included.

13 Currently the site is zoned OB, Research Lab
14 and Zoning District, and we are seeking to rezone the
15 property to RSP-2 so we can build the senior
16 neighborhood.

17 In order to accomplish our project, we have
18 put forth a petition to your Board to rezone the
19 site to RSP-2, Senior Citizens District, to facilitate
20 our vision for creating this new beautiful community.
21 And, as I said, what is now our preferred alternative
22 only requires one change to the zoning, that has to do
23 with the height. It's currently in the RSP-2, 45
24 feet, and we're seeking to increase it 10 feet to 55
25 feet. This small requested change to the height is

1 limited to tracks as large as this one, more than 25
2 acres or more.

3 During our prior presentation on September
4 3rd, we walked through our visual impact analysis,
5 which is contained in the DEIS, and showed why we
6 believe the change of height will have very limited
7 impact from the various viewpoints from around the
8 town that you asked us to analyze.

9 As I mentioned, this is our second hearing.
10 We presented the plan and had a lengthy and very late
11 discussion before you on September 3rd. We were asked
12 to concentrate tonight for our presentation to be
13 about the traffic, which was the subject of many of
14 the questions.

15 As a reminder of this process, we are now
16 before you on the zoning petition, you have accepted
17 our DEIS as complete, we are now in the public hearing
18 stage. We have a Stenographer here that will take
19 down all the words, questions, and comments that come
20 both at the last hearing and this hearing, and it will
21 be our job at the conclusion of the hearing to answer
22 every one of those questions and comments in writing
23 in a Final Environmental Impact Statement. So, that's
24 where we're getting to.

25 And, then, if we are successful and it comes

1 back to the Town Board when that's done, the Town will
2 adopt findings. But that's still not the last stage,
3 that only puts the zoning in place, and then we will
4 be before your boards for a site plan approval going
5 over the very specifics of exactly what the buildings
6 will look like, how big they will be, how tall they
7 will be. This is the maximum envelope in the zoning
8 we're talking about, but then we would get to the
9 specifics in the site plan approval process.

10 Moreover, for those of you who were not here
11 the last time, as I mentioned, you know, if we are
12 successful in obtaining the zoning, there's a long
13 process ahead of us. So, we will continue to work
14 together, we think we are already improving this as
15 we've been talking to the residents and meeting with
16 the residents, and speaking with the Board, and we
17 hope to continue that.

18 So, what I'm going to do now is turn it over
19 to Peter Feroe and Michael Beattie. They're going to
20 take you through the traffic analysis, which we know
21 is the subject of much of the focus of the people in
22 the neighborhood, and explain to you not only what we
23 believe the current status is, what the issues that
24 you're dealing with that you already know that are
25 there and, then again, what our suggestions are for

1 how we might be able to help mitigate those impacts.

2 Thank you.

3 MR. LACHTERMAN: Thank you.

4 MR. FEROE: Good evening, Peter Feroe with
5 AKRF. We heard, obviously, at the prior hearing and
6 before, obviously, a lot of concerns about the
7 traffic, especially at East Main Street and Route 6.
8 So, what we wanted to do is go into a little bit more
9 detail about the study that was performed and also be
10 able to show you a traffic simulation that was done to
11 show kind of the, compare the current conditions to
12 what we think a future proposed condition with those
13 two traffic lights there would look like and how it
14 could work.

15 So, I'm joined by Michael Beattie who heads
16 up AKRF's Traffic and Transportation Department, who
17 was the author of the traffic study and the
18 simulation. And, so, we're just going to go into a
19 little more detail on just that topic and then,
20 obviously, we want to hear your comments and answer
21 questions, and the comments of the public, as well.

22 So, I'll turn it over to Mike.

23 MR. BEATTIE: Good evening. I think this is
24 my first time in front of you. Mike Beattie, Senior
25 Vice President at AKRF, about 20 years of traffic

1 planning, Traffic Engineer experience, Professional
2 Engineer in New York, and a Certified Professional
3 Traffic Operations Engineer.

4 As Peter said, we're going to focus tonight
5 on that US Route 6 East Main Street intersection.
6 We're going to go through what is experienced today,
7 what we anticipate in the future without the project,
8 and then show what we anticipate the intersection will
9 look like with the project with these improvements.

10 So, first, the intersection itself, we know
11 today that there's a lot of operational safety issues.
12 If you go out there, there is no control except for
13 the side street stops. We did look at crash history
14 based on what the State DOT has. Over the past three
15 years, there have been nine crashes, and those are
16 just reported crashes. Anything that's not reported
17 or goes to near misses, they don't make it into the
18 study, but at least there's been nine reported.

19 If you think about this road altogether, as
20 vehicles try to enter the road, there's five lanes of
21 traffic travelling at 45 miles per hour. Not really
22 the type of roadway that you want to try to take a
23 left onto. But what's really going on here is this
24 intersection is absorbing a lot of the regional
25 traffic cutting through to get to Mahopac and further

1 north. So, we're going to show you what those volumes
2 are to just give a sense of what's going on there
3 today.

4 In the mornings, so this is your a.m. peak,
5 you'll notice at the intersection, just to give
6 everyone some orientation, here is Hill Boulevard,
7 East Main, Lee Boulevard, and here's where East Main
8 comes in and meets Route 6. Today, there's close to
9 500 vehicles taking that right turn.

10 If you look at the traffic upstream, you can
11 tell that a lot of that traffic is coming from further
12 towards Mahopac. So, what we're talking about here is
13 really a cut-through route as opposed to using Hill
14 Boulevard that has a signal, or Lee Boulevard that has
15 a signal, what vehicles often do is to go to the un-
16 signalized intersection and take the right turn out.

17 What happens then is really you're waiting
18 for gaps in traffic caused by Lee Boulevard to make
19 your exit, but a lot of times this queue today can
20 slow back to Indian Hill Road.

21 In the p.m., it's like that reverse commute,
22 over 500 cars at that location is taking that left, to
23 then travel on East Main. And if you just track the
24 volumes, you'll see it's not local traffic, it's just
25 everyone traveling through. They're opting to,

1 instead of going to a signal at Lee Boulevard or a
2 signal at Hill Boulevard, they're opting to get off US
3 Route 6 early. And if you travel along East Main
4 Street, there is no control here, nothing stops you,
5 there's no signals, it really is a straight shot.

6 So, what happens then is not only does this,
7 in our terms, fail, it's an unacceptable condition.
8 Sometimes these queues, so the number of vehicles
9 lined up, will backup towards the Taconic. And the
10 problem is there's a short pocket there, when they
11 backup to that thru lane, people are now trying to
12 change lanes to get around that queue. So, today, not
13 a great situation.

14 So, what we want to do when we do these
15 traffic analyses is the first thing we do is we want
16 to establish a future no-build condition. What we do
17 there is we take the volumes that you see here, we
18 grow them by a certain percent per year, and then any
19 sort of approved projects in the area, we'll
20 discreetly add those trips on top of it. So, what
21 we're going to show you is a simulation of that future
22 no-build condition.

23 Before it plays, just a little bit about
24 this model, this is a traffic simulation model. It's
25 called Vissim, it is an approved software by State

1 DOT, they use it on projects. It produces Level of
2 Service, delays, kind of what you typically would see.
3 The great thing about this model is it then can
4 actually show what that looks like. So, as opposed to
5 me saying this is a Level of Service C to a Level of
6 Service D, what does that mean? You actually are able
7 to see what it looks like.

8 When we run the simulation, you'll see two
9 types of colored cars. There's a purple car, those
10 are the existing volumes that you guys saw on that
11 previous map, grown three years. And any car that's
12 orange are cars that are associated with other planned
13 developments in the area.

14 So, I'm going to start playing this. This
15 is the p.m. peak hour. And it will zoom in for you
16 soon, so it might be hard to see to start with but,
17 again, just for orientation, here's the Taconic
18 northbound, here's Main Street, and here's Lee
19 Boulevard.

20 And things I'll point out is you'll notice
21 the queue here. So, you see this left-turn queue, and
22 it will zoom in, is extending back past that left-turn
23 pocket towards the Taconic. So, whatever you guys are
24 experiencing today, which we can anticipate it's going
25 to get slightly worse with the growth, you'll notice

1 that vehicles, when it zooms in, especially if you're
2 coming up from the Park-and-Ride, or trying to enter
3 into US Route 6, they're trying to manage or find a
4 gap of five lanes of traffic, again, travelling at 40
5 miles per hour, and this queue will continue to extend
6 to the Taconic, and the only time they get to go is
7 when Lee Boulevard stops traffic and they find that
8 gap.

9 So, you'll see here the queue of cars. When
10 Lee Boulevard does have a red light, you'll see some
11 cars being able to be processed. In the future, based
12 on the future volumes, you see vehicles that would
13 have to then get out of the travel lane to go to the
14 other lane. That's what causes accidents. And this
15 will backup to the Taconic.

16 Again, you'll see cars trying to navigate a
17 gap to get through the five lanes of traffic. And,
18 again, this is without the project, this is just what
19 you see there today with some growth. And there's one
20 of our no-build projects, that orange car, and you can
21 see where the queues are heading. And I'll just zoom
22 out for a second.

23 And, again, this represents the p.m. peak
24 hour. We do these models for an hour, just for size
25 of file, we pick a five-minute period. So, this is

1 what's represented there.

2 And you also see the cars backing up along
3 East Main Street. Again, you see the queue of cars
4 pass the queue, pass the storage length, blocking
5 traffic. So, that's our no-built condition, that's
6 what we want to compare our project to.

7 When I then look at the project, what I do
8 is I take these volumes you see and I add our
9 anticipated volumes on top of it. So, actually, you
10 can see here the queue of cars as it backed up towards
11 the Taconic, and you can see the queue, so it's not
12 processing the vehicles.

13 When we talk about with project, when we
14 look at the with-project, I take those volumes you
15 just saw and I add what we're projecting our project
16 will generate. So, what we've done here is we put
17 together tables to give you guys a sense of volumes at
18 the Route 6/East Main intersection. Just to walk you
19 through what you're seeing, I'll just go to the p.m.
20 peak hour. Today in the p.m. peak hour, there's
21 almost 3,500 vehicles travelling through the inter-
22 section.

23 Just if you did nothing, no approved
24 projects, you're anticipate to add another 100
25 vehicles.

1 If you add the projects that are approved,
2 or are being planned, for this area, not our project,
3 but other projects, it's another 243 trips.

4 And then for the the 250 residential units,
5 that's what we studied in the report, another 122
6 total trips going through this intersection. And when
7 I say total trips, when we talk about the eastbound
8 left, there's actually 63 project trips in the
9 eastbound left, the 122 represents any of the
10 movements of that intersection. So, the project is
11 only adding about three percent to the total traffic
12 in this area.

13 That being said, I think it's recognized
14 that it's a problem. Our trips are going to go
15 through this intersection, so the project team wants
16 to take on how do we resolve this. It's not just
17 resolving it for our 63 trips taking that left, but
18 today 3,500 trips are going through this intersection
19 that really isn't set up properly.

20 So, we went through a couple of different
21 options. One option that we looked at is what if we
22 created a whole new access point. The map you see
23 here is the Taconic northbound off-ramp. We looked at
24 what if we were to punch through to East Main Street,
25 completely avoid the intersection. The problem here

1 is you'll see some images of if you went straight
2 through, or if you tried to do kind of like a switch-
3 back, the grades are so steep today, the amount of
4 blasting you would have to go through to get those
5 grades to be acceptable would be pretty extensive.
6 You could have operational impacts at the Taconic off-
7 ramp because now you're adding another lane to that
8 which you have to then accommodate. You, obviously,
9 have to go through State DOT to actually get this new
10 land across from the ramps.

11 MS. HAUGHWOUT: Yeah, that's what I was
12 going to say.

13 MR. BEATTIE: There's that. But, also,
14 let's just say somehow we were able to do this, it
15 doesn't solve the issue that occurs today because
16 there's still 3,500 trips going through the
17 intersection. So, we, at this point right now, are
18 saying this is a feasible option. It is in the
19 report, we did show it to DOT, but you can see just
20 based on the grading, it's a tough solution.

21 We next looked at a roundabout. Personally,
22 as a Traffic Engineer, I do love roundabouts. They're
23 safe, they process vehicles. However, in this case,
24 Route 6, you have four lanes, it's a high-speed
25 roadway, you do have large trucks. Just to give you a

1 sense, you need a roundabout that's close to 180 to
2 230 feet for people to navigate.

3 I didn't center the roundabout exactly in
4 the middle because, obviously, you can see where
5 you're limited by this Park-and-Ride. So, this is
6 just the size of the circle, let alone how do you
7 approach the circle, the way you have to navigate the
8 road. Again, as someone who likes roundabouts, it's a
9 difficult location to put a roundabout given the size
10 you need and your constraints both north and south.

11 MS. HAUGHWOUT: And that also has to do
12 with the width of the existing road?

13 MR. BEATTIE: It's the width, the number of
14 vehicles.

15 MS. HAUGHWOUT: Because if you go up by
16 Lagrange, they have them all over, but I think that
17 the widths are somewhat smaller.

18 MR. BEATTIE: That's what it is. And the
19 type of vehicles that are travelling through here, we
20 did notice some big trucks.

21 MS. HAUGHWOUT: Yeah, they're big trucks,
22 yeah.

23 MR. BEATTIE: You have to accommodate that
24 turning. So, again, as someone who likes roundabouts,
25 it's a large roundabout. And you can see the amount

1 of space. The blue is the 180 feet, the yellow is 230
2 feet. And it doesn't account for any of the approach
3 lanes. So, it's actually, it's more extensive than --

4 MS. HAUGHWOUT: Yeah, because those are the
5 going turn-off lanes, as well.

6 MR. BEATTIE: So, again, another option we
7 looked at, but we dismissed just based on the size.

8 So, the solution we came up with was
9 actually creating a signal system here. There would
10 be two signals; one at Route 6 and one really where it
11 meets East Main right here. These signals would
12 actually operate as one controller. It's called a
13 clustered intersection, which means it's different
14 than where you see a lot of signals along a corridor
15 that talk to each other. These operate as one signal,
16 so it's not talking, they actually know, they work as
17 one unit.

18 MS. HAUGHWOUT: Meaning they're
19 automatically in sync?

20 MR. BEATTIE: They're automatically in sync.

21 MS. HAUGHWOUT: Okay.

22 MR. BEATTIE: There's no, like we call,
23 offsets, there's no talking --

24 MS. HAUGHWOUT: Yeah, there's no talking,
25 now you go to --

1 MR. BEATTIE: It's a controller that
2 controls this. As I said, it's called a clustered
3 intersection, they view it as one signal.

4 MS. HAUGHWOUT: Okay.

5 MR. ESPOSITO: So, the light on 6 would be
6 talking to the light on Lee Boulevard, at that
7 intersection?

8 MR. BEATTIE: The idea would be, I'm going
9 to show you a simulation, these two work as one, and
10 then you would coordinate them with Lee and the
11 Taconic. And there's even more stuff you can do
12 beyond that, like while we would be funding this
13 million dollar build to build this, the two signals,
14 there are other improvements that can be done along
15 the corridor.

16 I'm not sure if you're familiar with what
17 they did in Cortland, they did this adaptive traffic
18 control system by Cortland Crossing. That's something
19 that could be implemented for a lower cost in the
20 future when it's stabilized as something that makes
21 this signal even smarter. But at least the single
22 system and the equipment is there and you could tie it
23 in to actually make a corridor that flows nicely.

24 What you would have here then is you would
25 actually have a left turn that's protected so you're

1 not waiting for the gap in traffic. So, you get a
2 left turn green arrow. And when you can't go, you get
3 a red arrow. There is no I'll wait for a gap. So,
4 you would actually stop or get the green arrow.

5 As a side street approach, you'd actually
6 have stopped traffic so you can get out of the side
7 street going north or south. You'll see, just for
8 context, we are extending this pocket past where it is
9 today.

10 MR. MURPHY: Michael, how many cars can
11 queue up in that now?

12 MR. BEATTIE: You'll see the simulation of
13 now --

14 MR. MURPHY: Now there's five or six.

15 MR. BEATTIE: -- it's five or six before it
16 starts backing up, and they kind of use some of it.

17 MR. MURPHY: What's the new one?

18 MR. BEATTIE: I think this will extend it by
19 twice the amount. So, you're probably looking at 15,
20 depending --

21 MR. MURPHY: So, you'll get 12 to 15.

22 MR. BEATTIE: -- depending on where people
23 start coming back. So, you'll see the simulation. It
24 might be hard to see on the screen now, you can see
25 where we're pulling it back compared to today. You

1 kind of stop right here. And now you can pull it back
2 further.

3 MR. ESPOSITO: So, you're narrowing the --

4 MR. BEATTIE: The median.

5 MR. ESPOSITO: -- the center island, or
6 whatever you want to call it.

7 MR. BEATTIE: Yeah, that's exactly what
8 you're doing, you're eating, what we call, you're
9 eating into that to create this longer pocket, because
10 we are now going to stop traffic with that red arrow,
11 so we want to make sure you have the proper storage
12 for that.

13 MR. ESPOSITO: You also make it easier for
14 cars that are travelling straight to go around you.

15 MR. MURPHY: Correct.

16 MR. BEATTIE: Absolutely, it just gets them
17 out of that travel way.

18 What's nice about this is we like platoons
19 in traffic. Platoons is you have a set of vehicles at
20 a light, they move as a unit. Today when Lee
21 Boulevard gets the green, because the next signal is
22 so far away at the Taconic, you get an accordion. So,
23 now when they arrive at the Taconic and they get that
24 green light, they're not as efficient because some of
25 the stragglers from behind might not get there in

1 time. So, what we're doing is platooning it because
2 we created the signal in between the two, not as it
3 exists today. Your queues, and we have the simulation
4 in a second, do not back up to the Taconic under this
5 situation.

6 In terms of Level of Service, you want that
7 technical term, everything operates acceptably under
8 this situation. So, today while you have failures in
9 movements, everything operates at an acceptable Level
10 of Service.

11 And the other thing that's something we
12 might potentially do, and we didn't account for this
13 in the model, is today, people are using this as a
14 cut-through because they're avoiding signals. They
15 now will have a signal where they might get a red
16 light, you may start reducing some of that cut-
17 through to actually go to Lee, or to go to Hill, and
18 stay along Route 6, which they should do. We
19 still assume the full amount of traffic is taking that
20 left, but it could be a nice byproduct of this that
21 you're reducing the cut-through for regional traffic.

22 MR. LACHTERMAN: Quick question, Michael.

23 MR. BEATTIE: Yes.

24 MR. LACHTERMAN: And I thank some members
25 of the team who met me up on the site and we looked at

1 some traffic, I think they met some of the other
2 council people up there, as well, but we discussed
3 maybe adding three-way stops on Hill and on Lee.

4 MR. BEATTIE: Yep.

5 MR. LACHTERMAN: Would that also, do you
6 think that would be a good deterrent?

7 MR. BEATTIE: Potentially. Personally, we
8 don't like to use stop signs as a traffic calming
9 measure. The reason we don't like using stop signs is
10 because if a stop sign isn't warranted, you become
11 numb to it and, eventually when you should stop and
12 you don't, there's an accident.

13 So, we would look at warrants, it's a tool
14 in the tool box if it warrants it. And there could be
15 other things that you can do to slow down that
16 traffic. So, there are options there. I don't
17 like to say that a stop sign is used to control cut-
18 through or slow-down trips, but if it's warranted --

19 MR. LACHTERMAN: Well, I worry about the
20 safety at those intersections in particular.

21 MR. BEATTIE: Absolutely, absolutely. So,
22 there are warrants for that which you could look at,
23 and that would help. Because, again, today, once you
24 take that left, there is nothing stopping you as you
25 go, it's just a straightaway.

1 MR. ESPOSITO: Yeah, people blow down that
2 street all the time.

3 MR. BEATTIE: Absolutely.

4 So, I'm going to show now the simulation
5 that you saw earlier. The third color vehicles you're
6 going to see now are green cars, those are just the
7 project trips. There's not a lot of them because,
8 again, compared to the purple trips, but you'll see
9 the green color. And you'll see this, again, same
10 time period, it's going to do the same kind of camera
11 flow. But you'll immediately notice where it would
12 start, that queue you saw earlier is not there.

13 A queue does form when you wait, it does
14 clear. You see now, the new queue you'll see is when
15 vehicles travelling westbound stop at Lee. So, that's
16 a new delay, or a new place where people have to wait
17 where normally they would just go through. But in the
18 future, as you create this better adaptive system, we
19 like having the control of having those platoons.

20 So, I'm going to hit play. Oh, one other
21 color you see, because we always highlight it, a blue,
22 it's a truck, just it's a larger vehicle, so if you
23 see a blue vehicle, it's a truck.

24 MS. HAUGHWOUT: It's got a lot of wheels?

25 MR. BEATTIE: It's got a lot of wheels, it

1 looks like a truck.

2 Again, this is a model where --

3 MS. HAUGHWOUT: The little blue truck.

4 MR. BEATTIE: The blue truck is there.

5 Again, I input the information, I can't make this
6 look --

7 MS. HAUGHWOUT: Different.

8 MR. BEATTIE: This is not Pixar where I say
9 you do this. There's a modelling behind it, I put the
10 inputs, and then I'm kind of hands off. So, if it's
11 working better, it's showing that it's working better.

12 So, you can see the queue that you saw
13 before is not there. A queue does form but, again, it
14 dissipates. And we'll zoom in soon. You'll see that
15 also now those side street vehicles that want to come
16 out, they actually have a green light. You see the
17 light green car that shows, again, we do have our
18 project vehicles coming to the site.

19 MR. MURPHY: So, Michael, when you say that,
20 just to clarify for everybody, those are the cars
21 coming out of your AMS project?

22 MR. BEATTIE: Exactly.

23 MR. MURPHY: I just wanted to clarify that
24 for everybody.

25 MR. BEATTIE: Well, in this case, they're

1 going in. You see some coming out.

2 MR. MURPHY: I got it.

3 MR. BEATTIE: The 102 we talked about
4 earlier.

5 MR. MURPHY: Just for people watching,
6 that's all.

7 MR. BEATTIE: Yeah, those are our project
8 trips generated by the 250 units. But you'll see,
9 again, this is the new queue you'll see which clears,
10 you don't wait through cycles, it does clear.

11 MR. ESPOSITO: Can you pause it right there
12 because here's my concern.

13 MR. BEATTIE: Yes.

14 MR. ESPOSITO: So, you see the queue --

15 MR. BEATTIE: This here?

16 MR. ESPOSITO: Yeah, you see all that queue?
17 So, those people are going to be coming back, right?
18 They're going somewhere now, the assumption is they're
19 going to be coming back. That queue is going to be
20 flipped, it's going to be on this side of the road.
21 And I don't know if you have -- I know for a fact you
22 don't have the same distance between this new light
23 and the Taconic entrance where there's a light that
24 you do from this light and the Lee Boulevard light
25 going back.

1 MR. BEATTIE: That's a good question. This
2 is p.m. peak hour, most of the vehicles, this is
3 the one that's actually travelling in the opposite
4 direction you're talking about. So, while you would
5 think, you know, this would come back the other way,
6 this is actually the heavy movement right now. So,
7 that concern you'd have, it would be different if this
8 was the morning one I'm showing you, it's coming back.
9 This is the p.m. where this actually is --

10 MR. MURPHY: So, you're saying those people
11 are going home.

12 MR. BEATTIE: They're already going home
13 right now. That's why we looked at the p.m. peak
14 hour.

15 MR. ESPOSITO: All right, we can look at the
16 p.m. So, that means that the queue up on the top part
17 of where all those purple cars are now, that's p.m.?

18 MR. BEATTIE: That's the p.m.

19 MR. ESPOSITO: So, a.m., they would be on
20 this side, it's the same problem.

21 MR. BEATTIE: No, because what would happen
22 is in the a.m., they would be on this side, but you
23 change your signal time to coordinate for the a.m.

24 So, for instance, this is the p.m. peak
25 hour. We want to make sure we give enough time for

1 this left turn, right, because there's a lot of
2 vehicles there today. So, you stop this for a long
3 amount of time so it's less vehicles.

4 In the a.m., the number of people taking
5 that left is a lot less, you don't need as long of a
6 green light. This opposing movement gets more green
7 time, they flow through.

8 So, in our EIS, we've done for the a.m./
9 p.m. Saturday, they all work. We're showing this p.m.
10 because of that left turn. But, again, the signals
11 now are smarter. And this doesn't even account for
12 the fact that when you have the system, you can
13 upgrade it to that adaptive traffic control which
14 improves it even greater. This is just the basic
15 signal let alone we can do beyond that through
16 software.

17 So, this right here is only this long
18 because of the amount of people taking this left. In
19 the morning, that left doesn't occur so you don't hold
20 these people as long, that queue doesn't exist. So,
21 that's why we showed the p.m. because this is the
22 worst case scenario for number of volumes.

23 MR. MURPHY: I think what Sergio is saying
24 is those cars are going to be where it says 1312 down
25 here, he said they're going to be queued up going out.

1 MR. BEATTIE: But they're not because that's
2 what this is showing.

3 MR. LACHTERMAN: You can adjust the timing
4 on the light.

5 MR. BEATTIE: Yeah, on the light.

6 MR. ESPOSITO: The reason why they're being
7 queued there is because the light is being adjusted so
8 this way people can make the left turn.

9 MR. BEATTIE: And from us, we can always get
10 those queue lines so you can see, for those other time
11 periods. But, again, I'll play it a little further,
12 this all clears.

13 MR. ESPOSITO: I do love the software, by
14 the way.

15 MR. BEATTIE: It's a powerful software tool.
16 And it also takes it out of the realm of Level of
17 Service. You can visually see it. I'll pause it
18 again real quick. Again, remember the queue that was
19 extended all the way back, we're giving that
20 protective left to get em out, get em out, get em out.
21 We stop them, they start queueing up, give them the
22 green turn, get them out.

23 And, again, it's coordinated where what you
24 don't want is people taking a left and hitting a red
25 light. That's why this is one unit where when you get

1 the left, you also get a green light to keep going
2 forward.

3 MR. ESPOSITO: Yeah, keep going.

4 MR. MURPHY: Michael, in your modelling,
5 what's the furthest queue? Right now, it queues up
6 into the left lane.

7 MR. BEATTIE: Yep.

8 MR. MURPHY: In your modelling, what does it
9 queue up to? I've only seen six cars. Is that
10 because --

11 MR. BEATTIE: It's operating.

12 MR. MURPHY: Okay, it's operating what it's
13 supposed to be?

14 MR. BEATTIE: It's the same volumes you saw
15 on the previous one with the long queues, plus our
16 project trips. The queues aren't forming because
17 we're giving them a long chunk of dedicated time
18 instead of them waiting and Lee Boulevard clears and
19 they find the gaps. We're clearing them. Even though
20 we do stop them for a period of time, we then have the
21 ability to clear them out real quick.

22 And you can see when we went to the
23 no-build, we can always go back, that queue for that
24 no-build was going back to the Taconic. Here, it's
25 not. And this is slightly higher volumes because it

1 includes our project trips on top of it.

2 MR. ESPOSITO: So, currently that
3 intersection, what is it rated as?

4 MR. BEATTIE: The movements are F.

5 MR. ESPOSITO: And after your improvements
6 with the two lights --

7 MR. BEATTIE: All approaches are better with
8 overall Level of Service C. We as Traffic Engineers
9 try to achieve Level of Service D. I know it sounds
10 bad but, in our world, that's acceptable, the Level of
11 Service D. In this case, the whole intersection
12 operates as C, and just certain movements operate as
13 D. So, we would say, and State DOT, it's acceptable,
14 especially during a peak hour, that's an
15 acceptable condition. So, we like D better in the
16 traffic world.

17 MS. SIEGEL: Question. With the signal,
18 which obviously has the light for the left turn, what
19 about people exiting the golf course who want to make
20 a left, would there be an additional --

21 MR. BEATTIE: They get a signal.

22 MS. SIEGEL: -- left turn for them?

23 MR. BEATTIE: Yes.

24 MS. SIEGEL: And that would be an
25 independent left turn from the other left turn?

1 MR. BEATTIE: Yes. I'll try to go back to
2 where it zooms in.

3 MR. MURPHY: They're not going to get a left
4 signal, I'm assuming.

5 MS. SIEGEL: No, he's saying they will get a
6 left signal.

7 MR. BEATTIE: So, in this case right here,
8 because this movement was getting the green, you'll
9 see these bars, if a car was there, they would also
10 have a green light.

11 MR. MURPHY: They're not getting a green
12 arrow, they're just getting a green light?

13 MR. BEATTIE: Yes. It's not a protective
14 left, it's a green, you get a green ball.

15 MS. SIEGEL: You would get a green light to
16 make the left, but you would still be stopping the
17 cars coming from Lee?

18 MR. BEATTIE: Yes. The other thing I'll
19 point out is to make this work, we are prohibiting the
20 left turn from East Main to Route 6. Today there was
21 like three vehicles that do it, so it's not really a
22 lot of vehicles doing it. When you can close off that
23 turn, it allows me to run this right with this left
24 concurrently. So, that's why we close it off. There
25 wasn't a lot of vehicles.

1 MR. ESPOSITO: You really would only affect
2 the people coming down from your project, I mean,
3 nobody's going to come all the way down that street
4 and then make the left to go back.

5 MR. LACHTERMAN: Maybe someone from
6 Indian Hill.

7 MR. ESPOSITO: Or somebody lost.

8 MR. BEATTIE: Today's counts, again, it was
9 three vehicles. We thought to take that away to
10 benefit, benefit, well, to cater to the 500 cars that
11 are there today.

12 MR. ESPOSITO: So, people coming down from
13 your project -- I'm sorry to cut you off.

14 MR. BEATTIE: No, go ahead.

15 MR. ESPOSITO: So, people coming down from
16 your project --

17 MR. BEATTIE: Yes, I'll try to zoom out so
18 you can see it a little easier.

19 MR. ESPOSITO: People coming down from your
20 project where that green car --

21 MR. BEATTIE: Yep, so, our project would be
22 up here. Down the road to here, they would meet a
23 signal here to stop them because at this point, it's a
24 shared through right turn lane. If you have the green
25 ball, or green arrow, for this right turn, you want to

1 stop them. So, they wait here, and then when this
2 gets a green, this also has a green, and they can
3 continue on their way.

4 MR. ESPOSITO: So, you wouldn't be able to
5 go left. So, if they wanted to go left --

6 MS. SIEGEL: How would you stop them from
7 going left, how would you stop them?

8 MR. BEATTIE: This right here is striped and
9 designed to only be a right turn.

10 MS. SIEGEL: Stripe and design means nothing
11 to some drivers. I've seen drivers where even the
12 acces coming out of the Lowe's shopping center where
13 it absolutely angles to only go right, I saw someone
14 go left.

15 MR. BEATTIE: Well, in this case, again, for
16 this signal, you only get a green arrow, so
17 it's really illegal to actually take that left with
18 the green arrow. But on top of a that, even today, no
19 one is doing it, so we won't anticipate. And if you
20 were coming from the project and you want to go left,
21 you would actually travel up East Main and go down to
22 Lee or Hill. But the majority of traffic are really
23 going towards the Taconic.

24 So, yeah, they would come here. If they
25 want to continue east, they would go up East Main and

1 then either go down Lee or Hill. And then if they're
2 going west, they would take the turn and then have the
3 green light and continue on, again, stopping traffic
4 from Lee so you don't wait for Lee, it's platooned.

5 MR. LACHTERMAN: And I don't think you can
6 program in people who don't obey traffic laws.

7 MR. BEATTIE: No. Some software, you can
8 do some odd things, but you really can't, you would
9 anticipate adherence.

10 MR. LACHTERMAN: Yeah. And, I mean,
11 solving the problem when I say programming it in.

12 MR. BEATTIE: Yes.

13 MS. SIEGEL: I have some other questions.

14 MR. BEATTIE: What's that?

15 MR. WEINGARTEN: We can put a no left turn
16 sign.

17 MR. BEATTIE: Yes, a no left turn sign.

18 MS. HAUGHWOUT: That's what I was going to
19 ask.

20 MR. BEATTIE: Yeah, there's stuff we can do,
21 there's signage. Again, instead of a green ball, it's
22 a green arrow, so there is no left, it's showing that,
23 there's striping, there's a no left turn signage. So,
24 there's a lot of stuff to at least try to enforce it.

25 MS. HAUGHWOUT: Minimize it.

1 MR. BEATTIE: Someone could do something
2 illegal but, actually, when that is a green ball, your
3 left turn is going, so they're not going to have a gap
4 to go out anyway. So, it benefits them to go to the
5 other signal.

6 And, again, there is the potential that when
7 you put that signal in there, it doesn't feel like
8 that quick I'm avoiding the signals, some of that
9 traffic may actually stop going through East Main,
10 stay on Route 6 where they should.

11 MR. ESPOSITO: They'll get sick of it.

12 MR. BEATTIE: They might get sick of it and
13 do that. But if they didn't, this still accommodates
14 that high volume of cut-through traffic like the 500
15 cars.

16 MS. SIEGEL: Question. Can you talk about
17 what you calculated in, the background traffic where
18 you had the increase, specifically what was added in
19 in terms of specific projects, or was it just a
20 general calculation of --

21 MR. BEATTIE: Both. So, what we do is the
22 background growth based on historical data, we worked
23 with your staff here, we did a one percent growth per
24 year of just existing traffic. And then there were
25 four projects that we added traffic from, just so I

1 don't get them wrong, we added the Rock Shrub Oak
2 Associates, 3000 Navajo Road, 670 East Main Street,
3 and The Links at Valley Fields. Some of those had
4 traffic studies, and so we took their traffic studies
5 and plugged those volumes in. Two of them did not
6 have studies so we generated trips, as we typically
7 would. But those are the four, like those orange
8 cars, those are the four projects that generated that.
9 But we did a one percent per year for those existing
10 volumes if nothing was happening.

11 MR. LACHTERMAN: Which was the first one,
12 Rock --

13 MS. HAUGHWOUT: You mean Rock --

14 MR. FEROE: No.

15 MS. SIEGEL: That potential multifamily
16 there. So, the East Main Street and East Main --

17 MR. BEATTIE: 600 East Main.

18 MR. FEROE: 670.

19 MS. SIEGEL: 670 East Main and the Valley
20 Fields.

21 MR. BEATTIE: And then a one percent per
22 year growth rate.

23 MS. SIEGEL: So, those are your four --

24 MR. BEATTIE: Yes.

25 MS. SIEGEL: Thank you. Are there any DOT

1 requirements in terms of the distance between traffic
2 lights?

3 MR. BEATTIE: There's no specific
4 requirement because of the clustered intersection.

5 MS. SIEGEL: Well, you have the Taconic,
6 and then you have this one, then you have Lee.

7 MR. BEATTIE: No, there's no requirement.
8 Sometimes to realize the benefit of platooning, you
9 want to try to have signals within a thousand feet.
10 Even if you had signals further apart than that, you
11 get that accordion, so while it's not a detailed
12 requirement, we try to get those very evenly spaced
13 intersections to get that platoon before it starts
14 doing it the accordion. So, it's not a requirement,
15 you just see benefits if they're spaced properly.

16 MS. SIEGEL: Okay. And can you explain,
17 you mentioned something about something in Cortland?

18 MR. BEATTIE: Yes.

19 MS. SIEGEL: If you can explain what that
20 is.

21 MR. BEATTIE: If you're familiar with
22 Cortland Crossing, there's a mall, Baker Street I
23 think is one of the cross streets. So, it's a section
24 of Route 6 that was operating extremely poorly today.
25 They went out, and there are signals there today, they

1 implemented the software called ATCS, it's called
2 Adaptive Traffic Control. Adaptive means it actually
3 monitors, there's cameras that monitor trips and in
4 realtime adjust the signal, as opposed to today, it's
5 very like no matter how many cars, you're going to get
6 30 seconds of green. It could be one car, it could be
7 100 cars, 30 seconds.

8 Technology is now being able to adapt to
9 this. So, when they implemented the system on Route
10 6, they saw like a 20 percent improvement in travel
11 times, reduction in stops, because it now is
12 constantly looking at traffic. So, the historical
13 data, and in realtime, it's saying all right, we've
14 got to shift some green time to this movement because
15 maybe the shopping mall is getting out, and it's
16 constantly evaluating the system.

17 These signals, it's a software upgrade that
18 DOT has been implementing, and at least in this local
19 area, Route 6. And Cortland has it along a four or
20 five intersection stretch. But you can imagine if you
21 put the signal here, it helps because today if we were
22 to put the system on the Taconic and at Lee, it's too
23 far away to actually mean anything. These adaptive
24 systems really work as a system, and by putting this
25 in there, you at least set yourself up for that next

1 step of we have a signal in place, the hardware is
2 there, it becomes a software really issue of upgrading
3 it at that point.

4 MR. LACHTERMAN: Now, is that the traffic
5 lights at the bottom of the hill over by the Cortland
6 Town Center, ShopRite?

7 MR. BEATTIE: Past Lexington and you keep
8 going down, towards there.

9 MS. HAUGHWOUT: By Kohl's, yeah, where they
10 have the Greek place.

11 MR. BEATTIE: Yeah. And, so, we did
12 pre- and post-monitoring of like, we can actually
13 track vehicles, what's going there. I mean, it's
14 still a congested area but we see remarkable
15 improvements.

16 MR. LACHTERMAN: It has. I used to work in
17 the Cortland Town Center many moons ago, and there
18 were times it would take you 40 minutes to get up the
19 hill. I actually mentioned it to my wife the other
20 day because we had gone to the ShopRite and I was like
21 wow, the traffic is moving, and they just put that big
22 development right there.

23 MR. BEATTIE: Yeah. And as an AKRF plug, we
24 developed that system. So, AKRF is actually one of
25 the experts in New York State for the adaptive

1 control. Not saying we're the only ones that do it,
2 but we did that one, so that's why we're familiar with
3 that Route 6, and it's been very successful.

4 MS. HAUGHWOUT: And especially with the
5 high traffic items that are there, that's some real
6 tickets.

7 MR. BEATTIE: Yeah, we did it there.
8 Woodbury Commons, we just implemented that with their
9 new interchange because all towards fluctuating
10 schools there, and so we did test there, and that's
11 working out well.

12 Again, you would have the hardware in place,
13 the signal poles, etcetera, and really you could go to
14 the cabinet and you could adjust them to create this
15 other software. And we've done with DOT a lot of
16 other places beyond Route 6. And they're liking it,
17 they've seen a lot of success.

18 MR. ESPOSITO: So, what's the additional
19 cost of the software?

20 MR. BEATTIE: Off the top of my head, I
21 don't know, but it's relatively minor compared to --

22 MR. ESPOSITO: Relatively minor is not a
23 number.

24 MR. BEATTIE: It's like \$5,000 to \$10,000
25 for software versus -- the signal is where the cost

1 is. Each signal you put in could be \$350,000 to
2 \$500,000, and here we're putting in two.

3 The software, as long as the cabinet can
4 handle it, and the new signal would, and I think the
5 cabinets on the other ones can handle it.

6 MR. ESPOSITO: And you need cameras then,
7 right?

8 MR. BEATTIE: Yeah, if you see now, there
9 are new cameras now. If you drive around, it looks
10 like a bell above the intersection. It's called a
11 grid smart, it looks like a bell. 360 degree cameras.
12 They stop at the loops in the road because when you
13 repave, you cut them, it ruins the loop. So, if you
14 drive around, you'll see, it looks like a bell.
15 That's a camera that helps with pre-emption for
16 emergency vehicles, you can have that in there, if a
17 fire truck is coming through, they get the green. But
18 it's a way of tracking vehicles. Again, that's part
19 of that \$10,000, that software upgrade. The real cost
20 is the signal itself.

21 MR. LACHTERMAN: Is it possible to upgrade
22 an older signal? Because we want to look at town line
23 to town line on Route 6, because there are definitely
24 issues.

25 MR. BEATTIE: It all depends on the cabinet.

1 So, you would do an inventory. They open up the
2 cabinet and they can tell you pretty quickly if you
3 need a whole new cabinet, or can you upgrade it. So,
4 you have to go to each signal and see what's been the
5 latest, in terms of the signal itself, and the
6 cabinet, because you have to have a certain type
7 of cabinet to have it.

8 All new construction has the new cabinet.
9 Some of the DOT has been updating their cabinets for
10 this, we'd have to see --

11 MR. LACHTERMAN: Really?

12 MR. BEATTIE: -- did they update it.

13 MR. MURPHY: Who owns those cabinets, is
14 that DOT?

15 MR. BEATTIE: DOT. It's DOT signals. I
16 mean, there are some towns that will do themselves and
17 then they have their own system, but DOT likes to
18 control their system, they have a central management.
19 It's pretty remarkable what it's doing now.

20 MR. ESPOSITO: So, the lights cost between
21 \$350,000 and \$500,000?

22 MR. BEATTIE: A signal, depending on the
23 complexity of it, do you need different foundations,
24 the span of it. That's why it's a range, and then
25 whatever the cost of materials at that time.

1 MS. HAUGHWOUT: Maintenance. Yeah, I was
2 going to say.

3 MR. BEATTIE: Well, it doesn't mean, it's
4 just like if steel increases.

5 MS. HAUGHWOUT: No, no, what the metal is.

6 MR. ESPOSITO: Your ball park on the
7 signals is what, \$350,000 or \$500,000, or 450?

8 MR. BEATTIE: I would say for this whole
9 system, probably close to a million given you have
10 to connect these two to act as one. So, it's not a
11 standard signal, it's a little more complex. And
12 because of the length, the width, of the roadway, you
13 have those longer spans.

14 MS. HAUGHWOUT: It's not a simple junction
15 box?

16 MR. ESPOSITO: It's not a simple junction
17 box. So, that's why like without --

18 MR. ESPOSITO: Plus the light has a left
19 arrow, it's a four-way light.

20 MR. BEATTIE: I mean, that's why it gets
21 that million dollar range between the design of it,
22 the purchase of materials, constructing it, MPT plans
23 to construct it, you have to manage traffic during
24 construction time.

25 MR. LACHTERMAN: And you still need DOT

1 approval on all that.

2 MR. BEATTIE: Absolutely. DOT has the
3 study. I don't think we've seen comments from the
4 study, but they have the study, they're familiar with
5 the system. But this is a State road, so you would
6 need their blessing on it.

7 MR. LACHTERMAN: If you can do me a favor,
8 can you share the study on down by Cortland Crossing.

9 MR. BEATTIE: Yes.

10 MR. LACHTERMAN: No-build, build, I'd like
11 to see what the affects were there.

12 MR. BEATTIE: Yes. We actually have a nice
13 presentation that lays it out so we can probably get
14 that to you pretty easily.

15 MR. LACHTERMAN: That would be great. If
16 you want to share it through Planning, they'll make
17 sure we get it, I hope.

18 MR. ESPOSITO: Would it be prudent to put
19 the software in now and just get it all done so this
20 way if we wanted to move ahead, we'd have to do the
21 light on Lee and the light at the Taconic?

22 MR. BEATTIE: Not really, not really because
23 DOT would wants their system set up. So, the
24 software, you kind of put it in as a package with
25 everything else together. It doesn't really do

1 anything to put the software in now. All they want is
2 the infrastructure in place.

3 MR. MURPHY: DOT doesn't work that way.

4 MR. BEATTIE: Right. If there's software
5 there that's not running something, it has to be
6 tied to their system, and it would just be standing
7 alone. So, as long as your signal is in place that
8 can handle it, when it's time, they come out, they
9 make sure the other cabinets are sufficient, they tie
10 it to their system, and then manage the system. So,
11 they track it that way. So, there's nothing really
12 advanced except for, again, it's the infrastructure
13 they want. And then they just release the software on
14 top of it.

15 MR. ESPOSITO: But it's not just software,
16 it's cameras, you have to have that camera on.

17 MR. BEATTIE: Yeah, but the camera is --

18 MR. ESPOSITO: Expensive.

19 MR. BEATTIE: No. It's relatively minor
20 compared to --

21 MR. ESPOSITO: Minor is not a number,
22 relatively minor. I'm not hearing numbers, I'm a
23 numbers guy.

24 MR. BEATTIE: \$10,000 to \$20,000 versus the
25 million, that's what we call minor.

1 MR. ESPOSITO: Wait, did I just say I'm a
2 numbers guy? I'm not a numbers guy.

3 MR. LACHTERMAN: Let me say, Sergio, that if
4 we move to that system because of increased
5 projects --

6 MR. ESPOSITO: We'll stand on the poles?

7 MR. LACHTERMAN: No, those projects will be
8 the ones that will be paying for it.

9 MR. ESPOSITO: Got you. Understood.

10 MS. SIEGEL: Another question. Will this
11 impact in any way the pedestrian light at Lee?

12 MR. BEATTIE: No.

13 MS. SIEGEL: It will coordinate with it?

14 MR. BEATTIE: So, anything, because there's
15 a signal there that if someone hits that ped signal,
16 it gives them a longer amount of time to cross because
17 it is a long crossing. And if no one is there, the
18 time is allocated better. This doesn't impact that.
19 It's tied together where in the future if someone hit
20 the ped there, that's still, I call it the master
21 controller, everything else adapts to that, but you
22 don't reduce, we never reduce, the ped crossing
23 because of other stuff. If someone hits it, the ped
24 gets to cross.

25 MS. SIEGEL: So, all the other things will

1 change?

2 MR. BEATTIE: Yeah.

3 All right, thank you.

4 MR. LACHTERMAN: Thank you, Mike.

5 MR. WEINGARTEN: So, again, we were asked to
6 put on the traffic presentation tonight. We did. I
7 want to make it clear to everyone who's here, the
8 hearing is open on all issues, not just traffic
9 tonight because, you know, we had our one meeting, but
10 you're allowed to come up. There is a Stenographer
11 here, if you do come up, please say you're name and
12 your address. There's a place to sign in here so she
13 can make sure that you're recorded properly.

14 And, again, as I mentioned, we will have to
15 respond in writing to any of those questions or
16 comments that come up.

17 Thank you.

18 MS. SIEGEL: Can you give us an estimated
19 time if the hearing gets closed tonight, the estimated
20 time for the FEIS? It's ball park.

21 MR. WEINGARTEN: Well, that depends --

22 MR. LACHTERMAN: I think they have 45 days.

23 MR. WEINGARTEN: -- are you going to send us
24 another memo that we have to --

25 MS. SIEGEL: No.

1 MR. WEINGARTEN: I'm just kidding.

2 MR. LACHTERMAN: 45 days is what you have
3 by law.

4 MR. WEINGARTEN: On our end? Do you have a
5 sense?

6 MR. FEROE: No. I mean, I don't think, you
7 know, hopefully a month or two months we should be
8 able to --

9 MR. LACHTERMAN: I thought it was 45 days.

10 MR. RODRIGUEZ: I don't think you have two
11 months. It has to be 45 days.

12 MR. FEROE: There's a 45 days if --

13 MR. RODRIGUEZ: If the hearing closes, it
14 has to be within 45 days.

15 MR. FEROE: Right, which can be mutually
16 extended by the applicant and the lead agency.

17 MR. WEINGARTEN: But we don't have any
18 reason to think it wouldn't be done within that time-
19 frame, again, unless there's an avalanche of questions
20 that come in.

21 MR. LACHTERMAN: Okay.

22 MR. WEINGARTEN: Thank you.

23 MR. LACHTERMAN: You know what, I'm going to
24 start with a question. I know we had discussed less
25 disturbance on the site. Were you able to look into

1 that at all?

2 MR. WEINGARTEN: We are, and we're designing
3 to it. So, what we're looking at, so it's very clear,
4 firstly, I have to at least try because you're talking
5 about the traffic, I just want to put a little frame-
6 work on it because you're asking about the software
7 and all the rest of it. We have taken the project
8 from 250 to 185. That is going to eliminate the town
9 homes that we had outside the area. And if you
10 remember the site plan, we had the existing office
11 buildings. Now we're basically going to be putting
12 almost all of our structure within what's already
13 developed and really leaving the forest area
14 untouched.

15 There's a little bit more that we might be
16 able to do to move all the units inside and remove
17 those town homes and move the units into the building.
18 We think we can design it that way. So, in the FEIS,
19 we may even come back with another alternative. The
20 one we're looking at may even be slightly less, around
21 180 units, as opposed to 185. That's as low as we can
22 go. But it will all be within the buildings where the
23 office buildings are, and we would not be removing any
24 of that open area for where the town homes were
25 planned. So, we are looking at that.

1 We got a memo from the Planning Department
2 on that, we're responding to it, we'll have it in the
3 FEIS. But we're very optimistic that we'll be able to
4 do that. And that's something we're doing.

5 I'll also mention on the numbers piece that
6 you're looking at, as we go from 250 to 185 to 180,
7 there's a certain number what that does to the revenue
8 on your project. To make it clear again, from what
9 your heard, there's approximately 3,500 cars at the
10 busiest time of the day, the a.m. peak, that go
11 through that intersection at East Main and 6, we're
12 talking about adding from ours 60. So, we're a small
13 percentage of what is really the existing problem, and
14 we are offering to mitigate that by making a payment
15 of close to a million dollars for those two signals.
16 So, I just wanted to point that out. I think we're
17 being very reasonable in our offer of what we had in
18 our DEIS to do that.

19 And, as the Supervisor pointed out, there is
20 a time when everybody else is saying there are other
21 projects that are out there. You're right. And
22 when they come in, these other things that need to get
23 done certainly can get done as they add their traffic
24 in past us. So, I just wanted to mention that.

25 MR. ESPOSITO: I know, and we've had this

1 conversation, you and I.

2 MR. WEINGARTEN: Yes.

3 MR. ESPOSITO: You know, I know you know
4 the number is 60 or 70 cars that you're adding, either
5 in the daytime or the nighttime, to the intersection
6 which is already, you know, has some issues. But, you
7 know, it's not the number, the small number, the
8 relatively small number, that you're adding. That, I
9 think, is kind of like the straw that breaks the
10 camel's back on that intersection. It just cannot
11 tolerate not even one more, forget 60 or 70. So, the
12 mitigation that you're proposing, I think is necessary
13 for the project to move forward.

14 MR. WEINGARTEN: We're not disagreeing, and
15 I'll even turn you around on it. Of course there's
16 always self-interest involved, we need it for our own
17 residents. Who's going to want to live there,
18 remember, we're renting, these are not people buying.
19 They're renting, they've got to rent every year from
20 us, right? They want to live in a place that's going
21 to be comfortable to drive in and out of, and all the
22 rest of it.

23 So, we recognize that that investment on our
24 behalf is important. And we hope you work with the
25 other people that come in in the future to continue to

1 improve that area. So, it's going to be good for our
2 residents, as well, because these are long-term owners
3 of that property as we go forward.

4 MR. ESPOSITO: Now, that's reasonable.

5 MR. MURPHY: So, just to clarify, so you
6 guys are using the same footprint of the building
7 pretty much?

8 MR. WEINGARTEN: We think this alternative
9 that will develop in the FEIS will limit the new
10 neighborhood to where the office buildings are.

11 MR. MURPHY: Footprint plus 10 percent, or
12 something like that?

13 MR. WEINGARTEN: Roughly, roughly the same.
14 We're going to almost be adding almost no impervious
15 surface to what's already there.

16 MR. MURPHY: Good.

17 MS. SIEGEL: To pursue that point, if you
18 didn't ask for the additional height, I think it was
19 142 units, again, the same footprint that you're
20 talking about?

21 MR. WEINGARTEN: Honestly, if we couldn't
22 get the additional height, we would probably make the
23 buildings larger and we would extend out farther.
24 That's why we want the additional height, so we can
25 limit it to the area that's already disturbed.

1 MS. SIEGEL: Why can't you just reduce
2 the number of units --

3 MR. WEINGARTEN: Because, at this point, it
4 wouldn't be economical. If you get down to 140 units,
5 we can't pay for what we have to do. There's a lot of
6 infrastructure, not just the traffic, but there's a
7 lot of infrastructure that's got to be built to
8 repurpose this from office to residential, and all the
9 things that we have to do, it just wouldn't be
10 economically feasible to do that, at that number.

11 We already started at 250, we came down, and
12 we're looking at 180 to 185, and we think that's what
13 we can build and have a project that would be
14 successful for us and for the community.

15 MS. SIEGEL: You're going to address that in
16 the FEIS, I guess.

17 MR. WEINGARTEN: Yes, yes.

18 MS. SIEGEL: Okay. Also, I think there has
19 been some discussion about doing your sewer line under
20 Route 6, is that going to be explained, I don't know,
21 it's not a topic, it's not traffic, but is that going
22 to be detailed in your FEIS?

23 MR. FEROE: It was actually in the DEIS. We
24 did look at it. And, Joe, correct me if I'm wrong,
25 but that's not going to be feasible. I think the Town

1 even said, right, that wasn't feasible, I believe
2 that's what he said. But yes, we're happy to explain
3 it further in the FEIS.

4 MS. SIEGEL: So, you're --

5 MR. LACHTERMAN: Yeah, I haven't had that
6 feedback from Dan.

7 MR. FEROE: All right, so we'll go back and
8 double check. I think that's what he said.

9 MR. LACHTERMAN: I'll double check in the
10 morning.

11 MR. ESPOSITO: It's not feasible on the
12 side of our Town Engineer, or it's not feasible for
13 your project?

14 MR. FEROE: I had understood that we
15 couldn't go under the ground because it wasn't as
16 simple as going under, we then had to go through the
17 golf course I thought.

18 MR. LACHTERMAN: There was an understanding
19 that they wanted to hook up the sewer as well, and
20 might be able to tie them together, because they were
21 trying to do a sewer project also.

22 MS. SIEGEL: But if you don't go through
23 the golf course, forget about the golf course for the
24 time being, if you just do your project, is it
25 feasible?

1 MR. FEROE: I didn't think so. My
2 understanding was it was not, I believe that's what we
3 said in the DEIS.

4 MR. ESPOSITO: Your understanding based on
5 Dan's feedback, based on the Town Engineer's feedback?

6 MR. FEROE: That's what I assume, but I'll
7 go back and look, and maybe Joe can address it.

8 MR. ESPOSITO: I'm just trying to pinpoint
9 where the non-feasibility, unfeasibility, whatever,
10 where it came from.

11 MR. RIINA: Exuse me, Joseph Riina, I'm the
12 Principal of Site Design Consultants, Project
13 Engineer. So, the discussion up to this point has
14 been upgrading the pump station that's there and we
15 were going to tie into, we were going to create a new
16 pump station essentially next to the existing one and
17 tie into that. I'm hearing that that's possibly
18 changing.

19 MR. LACHTERMAN: So, Dan was looking into
20 the feasibility of running a gravity fence sewer
21 across pushing under Route 6, which he thought would
22 be a comparable price to updating the sewer pump
23 station, but then letting us off the hook of having to
24 revisit the sewer pump station every 10 years, and
25 also the actual maintenance of running that pump

1 station.

2 MR. ESPOSITO: From the Town's perspective,
3 the Supervisor makes a good point, that would be a
4 home run for the residents of our town.

5 MS. HAUGHWOUT: I thought I read that there
6 was a line on the opposite side. Let me look.

7 MR. WEINGARTEN: The answer is we can
8 certainly look into that. That's why we have an EIS,
9 and we have an FEIS that comes. We'll get you an
10 answer.

11 MR. LACHTERMAN: Thank you.

12 MR. WEINGARTEN: We'll talk to your people
13 and do that, especially if it's roughly the same
14 expense to do that.

15 MR. LACHTERMAN: Right. And, look, there
16 was definitely some engineering that had feasibility
17 to make sure it could happen, and that's, you know,
18 maybe that has changed. I hadn't heard that update.

19 MR. WEINGARTEN: And, by the way, can I
20 change my answer to how long it will take us to do the
21 FEIS? It may have to change.

22 MR. LACHTERMAN: If that's the case, yes,
23 we'll --

24 MR. ESPOSITO: So, just so we're on the
25 same page, the idea would be to eventually eliminate

1 that pump station?

2 MR. LACHTERMAN: Yeah.

3 MR. ESPOSITO: I just want to be perfectly
4 clear.

5 MR. FEROE: Okay.

6 MS. SIEGEL: And that would be irrespective
7 of the golf course, that's a separate issue.

8 MR. WEINGARTEN: Yes, we will look into it
9 and we will talk to your departments.

10 MR. LACHTERMAN: Appreciate it, thank you.

11 MR. ESPOSITO: Thank you.

12 MR. LACHTERMAN: Any comments from the
13 public? You can step right up, introduce yourself.

14 MS. O'NEIL: Ann O'Neil, Jefferson Village.

15 MS. HAUGHWOUT: Hi, Ann.

16 MS. O'NEIL: I think that the rentals are a
17 great idea. Jefferson Village, we do not have that
18 many rentals, so I think that will accommodate our
19 community.

20 I'm just confused, maybe you had mentioned
21 it, what are the times of the day are peak hours?
22 That, I don't know, I don't know what you're
23 considering that.

24 Also, what month did you do the study?

25 Because I'm concerned about did you include the

1 school buses, because I know that Lakeland has early
2 pickup. So, was that included?

3 Also, how many, you said there's going to be
4 185 units in your community, or 180. And you're only
5 saying 60 cars, so I find that hard to believe.

6 MR. ESPOSITO: I think it's 120.

7 MR. LACHTERMAN: 60 per hour.

8 MS. O'NEIL: No, in his community.

9 MR. TEGEDER: 122 in the p.m. peak hour, 60
10 going into and causing that backup.

11 MR. LACHTERMAN: 122 in the p.m. peak hour.

12 MR. TEGEDER: 60 going into and causing the
13 backup.

14 MR. LACHTERMAN: 60 going into and causing
15 the backup. I'm just repeating because I don't want
16 Tom to blow a gasket in the back. You will be shortly
17 though, John.

18 MS. O'NEIL: So, I was very concerned about
19 the school buses, were they included in your study,
20 what times of the day was it done? And, also, because
21 you do have Lakeland and you have Yorktown, their
22 buses run after school activities, so I'm concerned
23 about that.

24 Also, you said 185, 180 units. How many
25 cars are going to be in your community? That's what

1 I'm asking.

2 Other than that, I think it's great.

3 MR. WEINGARTEN: Thank you. If we could,
4 there are a couple that are easy to just answer. We
5 will answer them in the FEIS.

6 MR. LACHTERMAN: Sure.

7 MR. WEINGARTEN: The p.m. peak hour that we
8 studied was from 4:00 p.m. to 5:00 p.m. is when it was
9 studied. And the information was collected between
10 May and June of 2023 while schools were open.

11 MS. HAUGHWOUT: Good. Come back up, Ann.

12 MR. WEINGARTEN: And just so you know for
13 the others, the a.m. peak hour was 7:15 to 8:15, and
14 the Saturday midday peak hour was from 12:00 noon to
15 1:00 p.m. And, again, we showed the a.m. peak hour
16 because that's busier than the other two times at that
17 intersection.

18 MR. BEATTIE: Can I clarify just one quick
19 thing? We actually collect data for longer than that
20 period, we collect for a two-hour period. Of that
21 two-hour period, the times that Mark said, was the
22 peak of that two hours. So, we if we collect 4:00 to
23 6:00.

24 MR. ESPOSITO: 4:00 to 5:00 was --

25 MR. BEATTIE: 4:00 to 5:00. In the morning,

1 we collect from 7:00 to 9:00, the highest was 7:15 to
2 8:15.

3 And, then, while you're out there, you may
4 sometimes see tube on the road. That's our daily
5 traffic to make sure that, for instance, we don't do
6 an afternoon, let's say when the schools were in
7 session, but our p.m. volumes are higher. So,
8 therefore, we justify that. If we can make the p.m.
9 work, it kind of covers those other shoulder hours.
10 But the hours that you see in the report was what we
11 identify as the peak, but we collect from more hours
12 than that.

13 MR. ESPOSITO: That makes more sense
14 because I'm like why would they pick 7:15 to 8:15?
15 7:09 to, you know.

16 MS. HAUGHWOUT: You don't have any friends
17 that are like I'll meet you at 6:42?

18 MR. LACHTERMAN: Ann.

19 MS. O'NEIL: I don't have to say my name
20 again, do I?

21 MR. LACHTERMAN: No, we know who you are.

22 MS. O'NEIL: So, the study was from May to
23 June. So, May to June, I know that the schools have
24 tests and the kids are not in school full term every
25 day, they're in probably taking a test from 9:00 to

1 10:00, 11:00 to 12:00, whatever. And, then, was it
2 going to be the end of June? Because Lakeland
3 graduates, what, the 16th or 17th, and so does
4 Yorktown. So, is it really an accurate study?

5 I'm just concerned about the school kids.
6 And is this an accurate study for the school buses? I
7 want it to be safe for the kids.

8 MR. LACHTERMAN: Thanks, Ann.

9 MR. WEINGARTEN: So, two things. One, we
10 will answer in the FEIS in detail showing that the
11 school and the school buses, and how we ensured they
12 were part of this study, and they are accounted with
13 it.

14 As far as the number of cars, if you think
15 of it, so you understand, we're only doing one and two
16 bedrooms. So, if you're down to, use round figures,
17 180 units, at most, you're talking about two cars for
18 a two-bedroom or a one-bedroom, maybe even less. But
19 even if you say 360 cars. So, it would make a lot of
20 sense if you have 360 cars in a neighborhood and
21 you're looking at the busy intersection down below
22 that 120 of those cars were coming during one hour,
23 not everything is coming all at once. And that's why
24 we're saying 60 we're going in one direction, and the
25 rest, we're going off in another direction. So, just

1 to get a general sense of how the numbers work.

2 MR. ESPOSITO: I don't think it will even
3 be that much.

4 MR. WEINGARTEN: And, by the way, that's
5 underestimating it because the study is for 250 units
6 of traffic that you saw in there, and that's going to
7 be decreased to 180. But the traffic number study
8 that you look at is based on our original proposal.

9 MR. LACHTERMAN: Interesting to know. Thank
10 you.

11 MR. O'NEIL: Charles O'Neil, Jefferson
12 Village. I know my colleagues in golf and everything
13 else come down from Mahopac, but what's going to
14 happen now to Hill and Lee Boulevard? Because if I
15 know there's a light down at the end, I'm going to go
16 down Lee or Hill Boulevard. And them lights are not
17 synced to what they're talking about. Is it possible,
18 I don't know, to get all the lights synced once you
19 get on 6, you can just sail through?

20 That's my concern, is that if I have to go
21 to the doctor up on Hill Boulevard, I wouldn't be able
22 to get back down home. It's going to be a lot of
23 people coming down both of them streets to avoid that
24 light that they're projecting. That's my concern.

25 MS. KEMPTER: Good evening. I'm Jessie

1 Kempster. I live at 760 East Main Street, otherwise
2 known as Old Route 6. I'm there 46 years, and I was
3 there when Contractor's Register was being built. I
4 didn't understand how it got built because I thought
5 that we were residential.

6 There's four driveways as you come up that
7 road where they want to build. There's a group home
8 driveway, I have two driveways, and my neighbor has
9 two driveways, and then we have a dead end. That's
10 all the activity that should be on that road.

11 I never saw a traffic study being done on
12 Old Route 6 where the stoplight is. When I moved
13 there, they put a stop sign on the road to make it
14 easier.

15 The other thing, the pump station had a lot
16 of activity, I saw the Cook truck there numerous
17 times. So, I don't know how you deal with that.

18 Yorktown designated my house a landmark
19 house, it's 1732. When Contractor's Register was
20 being built, trucks caused damage because of the
21 weight of the -- what is the weight limit on my road?
22 You know, different things like that.

23 I remember when they were dynamiting near
24 the bottom of the hill. I went and said how come I
25 wasn't told? They said we don't have to tell you

1 because you're not the house that's adjacent, Dr. Lois
2 was told.

3 The other thing, the speed on the road, when
4 Contractor's Register was there, it was 24 hours they
5 worked. They didn't work in housing, just because you
6 live in an apartment doesn't mean you go in and out,
7 in and out, I don't know what kind of activity.

8 You know, I still don't know how a dead end
9 became so popular. What was the zoning at that time?
10 I'm worried about the traffic with additional housing
11 there.

12 Now, at Barger Street, there's a light at
13 Barger, in between they're going to put two more
14 lights, and then you have the light at Hill Boulevard
15 and the other. Buses that come out from Barger for
16 Lakeland High School are numerous. Those buses, they
17 can't be held up, you know, the kids have to get to
18 wherever they're going. You know, I mean they're just
19 some of the things that I question. You know, so,
20 that's my opinion. But what will be will be.

21 MR. ESPOSITO: Thank you.

22 MR. MURPHY: Thank you.

23 MR. LACHTERMAN: Thanks, Jessie.

24 MS. CELIC: Good evening. Joanne Celic,
25 Jefferson Village. I had the pleasure of hearing from

1 these developers, they came and spoke to the JOC a
2 couple of months ago. Correct me if I'm wrong, I
3 just, I have a couple of questions, it started out at
4 250 units, now it's lowered to 185. You're not
5 selling, you're only renting. These were your numbers
6 at that time when you spoke to us.

7 185 units, you would have outdoor parking
8 for 278 cars. I'm sorry, I don't quite understand how
9 does 278 cars, only 60 cars during the peak hours?
10 I'm sorry, I didn't get that. That's one question.

11 The other, one-bedroom unit is \$3,000 per
12 month. Two-bedroom units, \$4,000 per month. I don't
13 remember the title of Mr. Mitnick.

14 MR. WEINGARTEN: He's the owner.

15 MS. CELIC: He's the owner, okay. What will
16 Mr. Mitnick do if he can't rent them at that price?

17 Thank you.

18 MR. WEINGARTEN: Again, just to try to
19 clarify, we'll answer the questions in the FEIS, but
20 to clarify, the 60 out of the 270, or so, what that is
21 is during one particular hour of the day, that's the
22 estimate of how many cars are taking one turn on one
23 street through one intersection.

24 They're saying there's approximately 120 of
25 the cars from the development that will come down

1 during the peak hour will be going through that area,
2 and 60 will be making one particular turn. That's why
3 those numbers are there.

4 MR. ESPOSITO: I think Dan wants to speak.

5 MR. LACHTERMAN: Yes.

6 MR. STRAUSS: Do I have to sign? Dan
7 Strauss, 58 year resident. Okay, I'm going to start
8 just with a little humor. It's amazing that no one
9 comes to these things and wants the project, not one
10 person.

11 MS. HAUGHWOUT: I know, I say that all the
12 time.

13 MR. STRAUSS: Except over here, you had 50
14 people every night, every meeting, that wanted the
15 project. But this one, no one comes and wants it.
16 I'm on the record that -- that was my humor. It's
17 pretty sad, actually, if you're developing the town
18 supposedly. But I understand what the deal is.

19 MS. HAUGHWOUT: Yeah, the only people that
20 come usually don't like something.

21 MR. STRAUSS: I was on the record when this
22 Mr. Weingarten, is that correct?

23 MR. WEINGARTEN: Yes.

24 MR. STRAUSS: When he made this first
25 proposal. And I listened to what he said at the time.

1 I said that I thought it was pretty good. I'm on the
2 record. He's cut it down to 180 units. It's changed
3 a lot, there's no ownership. So, I'm thinking to
4 myself the Registry, they had cars. I'm just kind of
5 absorbing some of this stuff about the traffic and
6 school buses. I don't understand what the school
7 buses have any relationship to this, this specific
8 project.

9 I do understand, though, that you haven't
10 taken into account Amazon trucks, that hasn't been
11 mentioned. There are probably going to be more Amazon
12 trucks going in and out of that entrance. And there's
13 only one entrance, is that correct, one entrance?

14 MR. ESPOSITO: Correct.

15 MR. STRAUSS: Then there are, again, I know
16 school buses are in the periphery of the project, but
17 there's going to be trucks going in there a lot.

18 So, the Registry, just as far as traffic,
19 the Registry had traffic. So, that impacted the area.
20 And I'm not quite sure if I understand with the
21 traffic lights, and I think it's a great presentation,
22 I wish they would have done one here at Underhill when
23 that was being done over here like that. Great
24 presentation, but I don't follow the whole thing with
25 the traffic as it -- are they looking to improve the

1 traffic on Route 6? Is that -- I'm being dead
2 serious. Are they looking to improve traffic on Route
3 6 or mitigate the impact of this development? That's
4 what I'm asking.

5 I don't know that you need traffic lights
6 there. I get around Yorktown, you know that.. I've
7 got around it for the last 58 years, and I don't know
8 that you need traffic lights. The only thing, as far
9 as this project is concerned, to me, is how going in
10 and out of their development impacts the traffic. And
11 I'm not so sure that it's going to impact it a lot.

12 There's 180 units now, 185, whatever it is,
13 and they're rentals, and it's age restricted. But
14 that doesn't mean they're not going to go to work, the
15 People.

16 MS. HAUGHWOUT: Of course not.

17 MR. STRAUSS: Right. Some of them may be 80
18 years old, I don't know, but a lot of them will be 55,
19 60, and they'll still be going into the city. And I
20 think that's a great location. To me, this is the
21 only good project, the only good project, that's come
22 around because it's right near the parkway, right by
23 the parkway.

24 So, the fact that they have cars going in
25 and out of there and Amazon trucks going in and out of

1 there, is that really going to impact the traffic? I'm
2 not so sure it is. They had traffic when the Registry
3 was there, it was different traffic.

4 MS. HAUGHWOUT: Yeah, it was morning and
5 night.

6 MR. STRAUSS: It was different. It was 24
7 hours a day, but people were coming in in the morning
8 probably and going out at night.

9 MS. HAUGHWOUT: But, Dan, I'm hearing that
10 you're saying --

11 MR. STRAUSS: No, let me finish, please, let
12 me finish. So, the deal is how much of an impact is
13 it going to make without putting a traffic light in?
14 That's the question to me.

15 This project, I'm not worried about any
16 other projects that come along. And you heard me say
17 a couple of weeks ago, the traffic studies, to me, a
18 lot of it is kind of hogwash, it doesn't make sense,
19 all these, you know, that you want to do a traffic
20 study, the whole Route 6. What is this project going
21 to do to impact Yorktown as far as traffic?

22 And I'm not going into -- I think the other
23 part of it is great. Do you want me to talk, I'll
24 talk a little bit about the project itself, I think
25 it's fine.

1 MS. HAUGHWOUT: Well, can you pause for a
2 second so I can just --

3 MR. STRAUSS: Oh, sure, now you want to ask
4 me a question.

5 MS. HAUGHWOUT: I don't want to ask you a
6 question. What I just want to clarify is every
7 project is going to have an impact --

8 MR. STRAUSS: Absolutely.

9 MS. HAUGHWOUT: -- on the entire community
10 for multiple reasons. Good impacts, negative impacts,
11 all of it. I think what we're proposing here is to
12 hear how they're trying to mitigate any source of
13 impact so things don't drastically change for what
14 action is actually happening around that actual
15 Taconic entrance. So, I just want to be clear here
16 because every project has an impact.

17 MR. STRAUSS: I understand that.

18 MS. HAUGHWOUT: Okay.

19 MR. STRAUSS: I'm not looking holistically.

20 MS. HAUGHWOUT: Okay. And I do understand
21 that it's also different traffic.

22 MR. STRAUSS: I'm not looking holistically.

23 MS. HAUGHWOUT: Oh, trust me, I'm not being
24 holistic with you. What I'm just trying to say is use
25 your words carefully. So, I'm just letting you know

1 that when you mention that, I just want to be clear
2 everything has an impact, and that's why we have to
3 vet it with this traffic study.

4 MR. STRAUSS: I understand that.

5 MS. HAUGHWOUT: Well, that's not exactly
6 what you're saying. You're pretty much saying that it
7 will --

8 MR. STRAUSS: I feel, my opinion is, that
9 they're a lot of hogwash, a lot of the traffic
10 studies.

11 MS. HAUGHWOUT: We're talking about this
12 one, though.

13 MR. STRAUSS: I understand that fully.

14 MS. HAUGHWOUT: There's a lot of hogwash,
15 holistic hogwash, too.

16 MR. STRAUSS: I fully understand what's
17 going on. That's why I'm up here.

18 MS. HAUGHWOUT: Okay.

19 MR. STRAUSS: I'm not with Jefferson Village
20 on this, I'm not.

21 MS. HAUGHWOUT: They're listening, as well.

22 MR. STRAUSS: That's all I'm saying. They
23 have their thoughts, I have thoughts. I understand
24 that they are worried about getting to a doctor.
25 Okay, Route 6N, you put stop signs there, you're

1 looking for accidents. No one has told me how many
2 accidents have happened at this intersection of 6 and
3 6N. You talked about accidents. How many accidents
4 have happened there in the last five years, how many?
5 Over here at Underhill, that was all they were talking
6 about, how many accidents, how many accidents.

7 MR. LACHTERMAN: Nine in three years. They
8 gave that number.

9 MR. STRAUSS: How many?

10 MR. WEINGARTEN: Our intersection was nine
11 in three years.

12 MR. STRAUSS: Nine in three years. That's
13 not too bad. The way people drive, do you think the
14 traffic lights are going to do any good? Do you think
15 stop signs on 6N are going to change anything?
16 Absolutely make it worse.

17 London Road and Quinlan, they have
18 accidents, a serious accident, with stop signs. So,
19 I'm not in favor of that. I don't know that you need
20 traffic lights. That's all I'm saying.

21 MR. LACHTERMAN: Thank you, Dan.

22 MR. STRAUSS: I do not know that you need
23 need traffic lights. And I think that you should
24 take, as far as traffic is concerned, everything
25 impacts the whole town, I understand. Those people

1 could drive over right downtown to Uncle G's, sure
2 they're going to impact things. But the main focus is
3 what is the impact of this project on that corner,
4 otherwise you would not be talking about it.

5 And my feeling is that if there was no left
6 turn coming out of their driveway going back up 6N,
7 that there is not necessarily that much of an impact
8 as far as traffic is concerned.

9 Thank you.

10 MR. LACHTERMAN: Thank you, Dan.

11 MS. WILSON: Hi. Sarah Wilson. I spoke at
12 the last meeting, you know, in favor of the reduced
13 footprint from the 250 to 185, so I think that's
14 great, minimizing the disturbance of the forested area
15 that's currently not disturbed. So, that's great
16 news.

17 The only two things that I wanted to
18 address, you know, tonight is, obviously, it makes
19 perfect sense to fix the zoning, right, move it from
20 office park to residential. Housing up there makes
21 perfect sense, as many people have said. But I
22 question, again, why it needs to be zoned for senior
23 because we have residents in all age groups that are
24 in need of housing. I think it's wonderful that it's
25 a rental housing development because we certainly have

1 a need for that. We have a lot of proposals that are
2 luxury town homes, and things, you know, three
3 bedrooms, huge properties.

4 You know, we talked about Toll Brothers
5 proposal at that last meeting, as well, right? This
6 is much different than that, which is great. It
7 addresses a need in our community. So, I would only
8 ask that we consider perhaps maybe there's a different
9 zoning that would make sense, as well, that would open
10 it up to a broader demographic in the community.

11 And, then, also, as Mrs. Celic said, if
12 you're looking at one- and two-bedroom apartments at
13 \$3,000 to \$4,000, you know, is there any possibility
14 to look at a small number of smaller units that,
15 again, would help to address, from an income
16 standpoint, people in our community that might not be
17 able to afford that level?

18 But those are my comments. Thank you very
19 much.

20 MR. LACHTERMAN: Thank you, Sarah.

21 MS. HAUGHWOUT: Thank you, Sarah.

22 MR. O'NEIL: I just want to -- Charles
23 O'Neil again.

24 MS. HAUGHWOUT: Hi, Charles.

25 MR. O'NEIL: I just want to go back on the

1 record, from day one we were in favor of this project.

2 We said it when this young gentleman came.

3 MR. WEINGARTEN: I love that.

4 MR. O'NEIL: And he explained the project.

5 We said great, but how are you going to get off the
6 hill? That's our main concern, was the traffic
7 lights. I don't know, it would be the O.K. Corral if
8 we didn't have traffic lights. You put stop signs up,
9 people slow down, they don't stop. So, stop signs, to
10 me, is another waste of time and energy.

11 MS. HAUGHWOUT: Thanks, Charlie.

12 MR. BELFER: Ken Belfer from Mohegan Lake.
13 I'll first of all just echo what Sarah said, I think
14 the project would be more beneficial if there was more
15 diversity in unit size and unit price. Some smaller
16 units and lower priced units I think would serve the
17 needs of Yorktown more.

18 I want to agree with Dan Strauss, I don't
19 know, maybe I'm not feeling well tonight, this is
20 unusual. I do think that that I agree that the
21 overall traffic impact, given the volume of what we're
22 talking about there, is extremely minimal for this
23 particular project.

24 However, I do disagree about his comments on
25 the need for a light or improvement of the

1 intersection. I happen to be a user of that
2 intersection, so I know it very well. And many many
3 moons ago, I was a New York City taxi driver, and I
4 consider myself pretty good still at finding the gaps
5 and making that left turn, but I can see that that's
6 not the safest intersection. And I get nervous when
7 I'm queueing up and I can't fit in the left-turn lane
8 and I'm blocking the lane of passage because I'm
9 afraid somebody is not going to be paying attention
10 and is going to come down and slam me from behind.

11 So, making improvements there I think would
12 be a very valuable and beneficial thing and more than
13 mitigate the traffic impact of that project but be a
14 benefit for the town of Yorktown.

15 One more thing related to traffic, something
16 that came up at the last public hearing, there was a
17 resident that mentioned traffic getting backed up
18 there because of trucks related to whether it's
19 DeCicco's or the other commercial businesses. And I
20 had never seen that. And then sure enough, a week
21 later, I make my left turn, and then I couldn't make
22 the next left. I happened to be going to Lois
23 Chiropractic then, because the cars were backed up,
24 and looked up ahead and there was a truck straight
25 across 6N that was backing into the area, the delivery

1 area, to the rear of all those commercial stores.

2 That's the only time I ever experienced that.

3 MS. HAUGHWOUT: So, you experienced it.

4 MR. BELFER: I did see that, so whoever made
5 that comment.

6 MR. LACHTERMAN: Brian Dean(ph) made the
7 comment. I've been looking for it. I haven't seen it
8 myself yet.

9 MR. BELFER: Thank you.

10 MS. HAUGHWOUT: Was it a Wednesday?

11 MR. BELFER: I don't know.

12 MS. HAUGHWOUT: I think deliveries come on a
13 Wednesday.

14 MR. LACHTERMAN: Thank you, Ken.

15 MR. ESPOSITO: Thanks, Ken.

16 MR. MURPHY: So, Ken, the issues you're
17 saying, that's the sentiment, safety is number one for
18 us, you know, and that's the queueing up and making
19 that left.

20 MR. PICHETT: Anthony Pichett. Sarah, you
21 had a lot of the same things, I had a lot of the same
22 questions you were going to ask.

23 So, who specifically, and this might have
24 been answered already, who specifically dictates
25 whether or not that area is age restricted, is that a

1 Town issue, is it a developer issue, somewhere in
2 between? If that could be answered, I'm just curious.

3 I'm probably the minority, but let me talk
4 about this, would there be a way to put more units in
5 that same section and make them smaller like Ken and
6 Sarah were speaking to?

7 Is there a requirement that each place has
8 to have a certain amount of parking spots? Is that,
9 would that be possible to reduce that?

10 Also, I know in my area, you know, if there
11 were only one or two cars in each lot, that would be a
12 nice thing, but we walk by and we see sometimes seven,
13 eight, nine cars in parking lots, or on the street, or
14 whatever. So, is there anything to mitigate that to,
15 once again, going back to possibly reducing the
16 parking spaces?

17 Also, I keep going back to this because I
18 love, Sergio, your idea when you were talking about
19 shuttles and buses. Is there any plan, you might
20 have talked about this already, I know there have been
21 multiple discussions about this, so I apologize again
22 if that's something you addressed, are there alternate
23 ways to get people in and out? Are there sidewalks in
24 this place, once again?

25 I think that's it. Yeah, I think just my

1 overall point is, you know, the only real way to
2 reduce traffic is to get cars off the road. That is
3 the only proven way to have traffic reduced. So, if
4 there are other ways to get people around it.

5 Also, if you do reduce the age restriction,
6 I think it would be advantageous, younger folks would
7 want to move in. If there, you know, a lot of people
8 don't like driving, a lot of people like getting
9 around alternate ways. So, that would be a way to
10 increase that, if there are shuttles to the train
11 station, if there are shuttles to other, just in town,
12 or maybe at a bus stop to that location too.

13 All right, thanks.

14 MS. HAUGHWOUT: Thanks, Anthony.

15 MR. STRAUSS: I'm back. I gather I misspoke
16 before. The people from the Jefferson Village,
17 obviously, were for this project. So, I must have
18 missed a meeting, or whatever. Maybe they weren't at
19 that first meeting that I attended. In fact, thinking
20 back, very possibly they weren't. So, I misspoke, and
21 if they're for the project, that's wonderful.

22 Also, the attorney, I believe the last
23 meeting, or at some point, said that there were no
24 people, that basically, people weren't going to be
25 walking out of there, they're going to be driving out

1 of there. I remember he said that, or someone on
2 their team said that. So, it's not like they're going
3 to make it walkable, so-to-speak, into other parts of
4 town.

5 Another point that I want to make is from
6 the golf course, if there's any place in that area
7 when you drive that -- I'm fearful when I have been
8 over there occasionally coming out of there, I think
9 is very very stressful. And anyone who would attempt
10 to make a left turn out of there, I think would be
11 kind of not all there. So, I do though think that
12 that should be taken into account for sure in any
13 plans that are made to make this a better situation
14 all over.

15 Okay, thank you.

16 MR. MURPHY: Dan, the lights take care of
17 that.

18 MR. STRAUSS: Sorry?

19 MR. MURPHY: The lights take care of that,
20 that's part of the plan.

21 MR. LACHTERMAN: They have that in their
22 plan, with the traffic plan.

23 MR. STRAUSS: Okay, good.

24 MS. CELIC: Yes, just as a reminder, on
25 September 3rd, perhaps, Dan, you didn't stay until the

1 end. I stayed until 2:00 a.m. I'm not sure if you
2 were still there. But when I got up, I said very
3 clearly I am not opposed to this project. So, we
4 didn't change our minds.

5 Thank you.

6 MR. STRAUSS: No, I'm not saying you did.

7 MR. BELFER: Ken Belfer again. I don't
8 usually comment so much about traffic, but I just
9 remembered something that happened about a month ago.
10 A contractor who was proposing a dock in Mohegan
11 wanted to show a committee of people docks he had
12 built in Lake Mahopac. So, he took us for a drive,
13 and when we get to that intersection, he makes a left
14 turn. I said oh, which way are you going? He said,
15 oh, this is a much quicker way to get into Mahopac.
16 So, sure enough, he took 6N all the way in, and then
17 eventually cut back out to Route 6 right in the
18 village of Mahopac.

19 I don't think it's a very good route. It
20 may be quicker. I don't think it's the safest route
21 for through traffic. 6 is much safer, but people
22 avoid it because of the number of the lights,
23 particularly Baldwin Place, getting through that area,
24 and afterwards.

25 Anything that can be done to discourage that

1 more, or cut down on that through traffic, I think
2 would be beneficial. It would be beneficial to
3 everyone who lives along the 6N corridor in Yorktown.

4 MR. LACHTERMAN: Agreed.

5 MS. HAUGHWOUT: I agree with you.

6 MR. ESPOSITO: Thanks, Ken.

7 MS. SIEGEL: I'd like to answer Anthony's
8 question about the zoning and the change from senior
9 to straight multifamily for any age group. That's up
10 to the Town Board. That's strictly their -- and one
11 of the questions I asked, which will be answered in
12 the FEIS, is if it was straight multifamily, what
13 would the school impact be? Because that would be the
14 concern. I think that's why they're going for senior,
15 because they want to avoid having children. So, I
16 asked, that's the information that I asked for, which
17 they should be able to get more enrollment figures
18 from the Lakeland School District.

19 MR. LACHTERMAN: Well, they also look at the
20 viability of their project, Susan, and the amenities
21 that are offered that are geared towards specific age
22 groups to make the project more attractive. So, the
23 true answer is the contractor will come up with a
24 recommendation of what they would like to do, and it's
25 up to the Town Board to decide if that works when they

1 look at the zoning. But in reality, it's a
2 recommendation that they're coming in saying this is
3 the project that we would like to build. And then we
4 look at it, you know, listening to the Senior Advisory
5 Committee and different senior groups on the fact that
6 we are, we don't have an adequate inventory of housing
7 for seniors here that comes into play.

8 MS. SIEGEL: Well, if it's multifamily,
9 seniors can rent all the units if they want to, it's
10 not restricted.

11 MR. WEINGARTEN: But the Supervisor's
12 remarks, which is why I got up, are absolutely
13 accurate. While the school impacts were concerns of
14 the Town, and that would be a concern of people in the
15 town, what are the school impacts if you were not
16 restricting it to a senior facility.

17 From our standpoint, this is the type of
18 project that we see a market for. It's a particular
19 type of housing that you build, it's a particular type
20 of amenity, it's at a particular level that you do it.
21 There are lots of projects that are out there, and you
22 can do other types. This is the kind we want to do.
23 They're very good at it. They're actually just
24 under construction now in Buchanan with another
25 project of 135 -- 148 apartments, better than I

1 thought, 148 apartments that we got approved in
2 Buchanan that's being built for 55 and older.

3 There's a type of housing that you build,
4 and that's the kind that we've designed and we think
5 is going to work here. If we wanted to do multifamily
6 that was unrestricted and was for families, we would
7 be building different size units, different types,
8 there would be playground equipment, there would be
9 all sorts of different things that you would wind up
10 doing.

11 This is the project that we've asked for,
12 and we've asked for the zoning to support it. So,
13 it's not the school impact piece that you put in that
14 stopped us from proposing it, that would have been up
15 to you, it's this is the project that we want to
16 build.

17 MS. SIEGEL: Have you as the builder done
18 any straight multifamily?

19 MR. WEINGARTEN: Much. And it's not that we
20 can't. It's particular projects, where they're
21 located, how they're done. But, frankly, the fastest
22 growing market right now in Westchester is absolutely
23 55 and older, that's the demographic that's out there.

24 MR. MURPHY: People are living longer.

25 MR. WEINGARTEN: People are desperately

1 looking to sell their homes, downsize, and stay in the
2 community. It's a very, it's just a market that's out
3 there, and it needs to get filled quickly. That's not
4 to say there aren't other markets that need to be
5 filled, as well.

6 And again, this is just one project. There
7 are lots of other projects out there where you can
8 satisfy the other markets. But that's what we're
9 looking to do. Thank you.

10 MR. ESPOSITO: Thank you.

11 MR. O'NEIL: Just to clarify something.
12 Jefferson Village, we have a 10 percent cap on
13 rentals. Some condos, some of the different condos,
14 have five percent. So, there isn't a big market. I
15 don't know how many times I'm sitting in the office
16 and someone will knock on the door and say do you have
17 any rentals, and we say no. It's very rare in
18 Jefferson Village.

19 I think this is a great market because I
20 don't know if I would want to spend \$4,000 but, again,
21 to me, it's a perfect thing for the seniors if they
22 are downsizing and would like to do that. So,
23 congratulations.

24 MR. LACHTERMAN: Thank you for the
25 clarification, Charlie

1 MS. HAUGHWOUT: And it also doesn't mean
2 that we don't have another need for diverse housing
3 stock, as well, because as much as you described,
4 like, you know, the playground and different layouts
5 for families, not every family can have a bedroom for
6 every single child and a two-car garage.

7 And I think that, what I gathered from what
8 Ken was saying and what Sarah were saying, like, is
9 there a possibility, just like a senior who might not
10 want to spend \$4,000, maybe there's a junior one
11 bedroom, like I used to have in the city where it's
12 kind of a studio with a wall but, at the end of the
13 day, it's more affordable. Because, as much as I
14 don't believe in strict affordable housing, which I've
15 had many discussions about, affordability is a
16 struggle, like, there are so many people working and
17 making good livings, but when eggs are \$5 and milk is
18 \$7, it's hard to get out of the store.

19 So, I hear what you're saying that you guys
20 would have proposed a different project for that
21 market, but I think I just want to comment that that
22 market also has different needs.

23 MR. WEINGARTEN: If you know AMS and you've
24 watched them in other places, I can assure you they
25 will be back with other projects and other types. And

1 in most of the communities they're in, they build more
2 than one project, and not all the same project.

3 MS. HAUGHWOUT: No, I'm aware.

4 MR. WEINGARTEN: Again, if this investment
5 works, and it's a development that works, my guess is
6 they'll be back, and then we'll talk more about what
7 the traffic is and whether they want more housing,
8 etcetera.

9 MS. HAUGHWOUT: No, I'm just clarifying
10 that not every item has to look with a picket fence.

11 MR. WEINARTEN: Understood.

12 MS. HAUGHWOUT: I mean, I have a very nice
13 blended family, so I'm aware that things can look
14 different.

15 MR. PICHETT: Anthony Pichett again. That's
16 what I was going to ask, too. I mean, the developer
17 can make their decision on what they want to do.

18 MS. HAUGHWOUT: Of course.

19 MR. PICHETT: And, obviously, they want to
20 do 55-plus, but I kind of was going to say similar to
21 what you're saying, there's 55-plus, and there's also
22 people that might not have a family, just a couple of
23 friends, roommates, there are roommates that live
24 together, whatever. So, it doesn't, I think the idea
25 that it's 55-plus and then just families, I think

1 there is, like, folks in the middle that, you know,
2 wouldn't need five bedrooms, and just need space. But
3 if it's 55-plus, it was when the gentleman said, like,
4 it's seems to be more advantageous if you widened and
5 opened up the pool to more people who would want to
6 come in, competition for -- the price, unfortunately,
7 might go up a little bit, but if you widen the pool of
8 potential renters, that seems to be more advantageous
9 to a developer.

10 But if that's specifically what they're
11 looking for for any other reason, I understand that.
12 But it's not just families, I mean, there are other
13 people besides families and seniors that want housing.

14 That's all I was going to say.

15 MS. HAUGHWOUT: No, Anthony, I agree with
16 you. I just also want to mention, Charlie made a good
17 point, like, we have a lot of seniors that Jefferson
18 Village has to turn away. So, having this market
19 would be a good way to guide it, however it doesn't
20 take away, and it doesn't take away that there are
21 other individuals --

22 MR. PICHETT: Yeah, there are so many people
23 that want houses.

24 MS. HAUGHWOUT: Exactly.

25 MR. PICHETT: I mean, seniors, yes, I'll be

1 there soon.

2 MS. HAUGHWOUT: I'm almost there.

3 MR. STRAUSS: I'm just going to, based on
4 what has now transpired, I just want to make one
5 other comment then. Underhill Farm is not restricted.
6 Two people can move over there, there's going to be
7 rentals over there. So, it's available right now. I
8 mean, it's not just family and seniors. All of those,
9 that's not age restricted, anyone can move into Under-
10 hill Farm. That's all I'm saying. It's market, I
11 know I'm a proponent of that.

12 MS. HAUGHWOUT: Market value.

13 MR. STRAUSS: It's market rate, that's it.

14 MR. LACHTERMAN: Thank you, Dan.

15 MR. STRAUSS: Thank you.

16 MR. LACHTERMAN: Any other comments?

17 Mark, do you want to address anything now,
18 or in the --

19 MR. WEINGARTEN: No, I think we've had an
20 opportunity. Obviously, we're going to answer
21 everything in writing. We appreciate very much the
22 opportunity. A lot of things came up today that we
23 have to look into. But at this stage, again, I want
24 to point out that the Board is taking us through the
25 most stringent environmental review process permitted

1 under the New York State law. So, we've gotten
2 through the DEIS. We would appreciate that we would
3 close the hearing. There would be a written comment
4 period that would be there. And then we would provide
5 an FEIS and go through all of that before there would
6 be a final decision made.

7 So, I think we've had a very good back and
8 forth. You've given us some good ideas, and hopefully
9 we'll continue to improve the project. We look
10 forward to asking you to close the hearing tonight and
11 let us move on to next steps.

12 MR. LACHTERMAN: Sure. I'd like to do one
13 other thing before we close, Dr. John, as he was
14 promoted a couple of meetings ago, and Robin, did you
15 guys have any input that you wanted to address?

16 DR. TEGEDER: No. We're going to have a
17 memo just asking a few questions. I don't have
18 anything for the Board.

19 MS. KEMPTER: I just have one more question.

20 MR. LACHTERMAN: Sure, Jessie.

21 MS. KEMPTER: If the area gets rezoned, does
22 my house get rezoned? If I wanted to sell it, it's
23 still a residential house?

24 MR. LACHTERMAN: Yes.

25 MS. KEMPTER: Thank you.

1 MR. LACHTERMAN: All right, a motion to
2 close the public hearing.

3 MS. CELIC: Excuse me.

4 MR. LACHTERMAN: Go on, Joanne.

5 MS. CELIC: Sorry. I just wanted to know if
6 my question will be answered about if Mr. Mitnick
7 cannot rent them at \$3,000 or \$4,000 a month, what
8 will he do? It's important.

9 MR. WEINGARTEN: We will answer the
10 question. He's not here, so we'll answer it in
11 writing.

12 MR. LACHTERMAN: Okay. So, a motion to
13 close the public hearing?

14 MR. ESPOSITO: Motion.

15 MR. LACHTERMAN: Second?

16 MS. SIEGEL: Second.

17 MR. LACHTERMAN: Thank you, Susan. All in
18 favor.

19 (A chorus of ayes.)

20 MR. WEINGARTEN: Can I suggest that you have
21 a written comment period for 10 days, which we're
22 required --

23 MS. HAUGHWOUT: So Mr. Mitnick can answer?

24 MR. WEINGARTEN: No, that will go in the
25 FEIS. To give people another 10 days to put in

1 written questions.

2 MR. LACHTERMAN: Correct.

3 MS. HAUGHWOUT: Yes, if anyone has any
4 other questions.

5 MS. SIEGEL: I'll give you another six
6 pages if you want.

7 MR. WEINGARTEN: Thank you.

8 MR. LACHTERMAN: So, a motion to have
9 written comment for ten days.

10 MR. ESPOSITO: Motion.

11 MR. MURPHY: Second.

12 MR. LACHTERMAN: All in favor.

13 (A chorus of ayes.)

14 MR. WEINGARTEN: Thank you very much. See
15 you soon.

16 MR. LACHTERMAN: Thank you.

17 (Meeting adjourned at 10:19 p.m.)

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STATE OF NEW YORK
COUNTY OF WESTCHESTER

I, CATHERINE ARMENTANO, Notary Public within and for the State of New York, do hereby certify that the within is a true and accurate transcript of the meeting held on October 8, 2024.

I further certify that I am not related to any of the parties to this action by blood or marriage and that I am in no way interested in the outcome of this matter.

Dated, New York,

CATHERINE ARMENTANO,
OFFICIAL COURT REPORTER

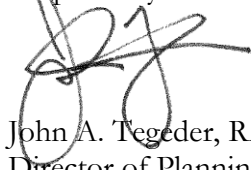
TOWN OF YORKTOWN PLANNING DEPARTMENT

Albert A. Capellini Community and Cultural Center, 1974 Commerce Street, Yorktown Heights, New York 10598, Phone (914) 962-6565, Fax (914) 962-3986

To: Town Board
From: Planning Department
Date: October 4, 2024
Subject: AMS Yorktown Development – 800 East Main Street
SBL: 5.19-1-15

This memo is a follow-up to the public hearing on the subject matter on September 3rd, 2024. We suggest that given the comments received during the hearing that the proposed traffic mitigation measures should be elaborated upon further, including reasonable alternatives to same. We also suggest that, pursuant to comment at the hearing and our continued evaluation of the site plans, that the applicant evaluate whether further reduction in site disturbance and/or a reduction of the proposed developed area can be achieved. Such reductions will lessen the potential negative effects of the proposed development and contribute to its overall sustainability.

Respectfully submitted



John A. Tegeder, RA
Director of Planning

Cc: Planning Board
Town Engineer
Town Attorney
Applicant

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Memo - 2024-10-04.docx



New York State Department of Transportation
PIN 8815.25 Term Agreement for Traffic Eng. & Planning Services, Region 8
SEQR 24-179 800 E. Main Street Yorktown
Comment / Response Form (CRF)

Region No.:	
BIN No.:	
DU:	
CRF NO.:	

DOCUMENT NAME:		Submission: SEQR 24-179 800 E. Main Street Yorktown					
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REVIEW DATE:		10/25/24					
RESPONSE CODES:							
No	Document/ Drawing Number	Comment	Comment By	Response	Response By	Open-Closed (By Reviewer)	
TRAFFIC IMPACT STUDY							
1	DEIS_Chapter 12_pg. 12-21	A traffic signal warrant analysis, based on the Manual on Uniform Traffic Control Devices (11th Edition), should be prepared for the intersections of East Main Street with US Route 6 and Old Route 6 to demonstrate that a signal is warranted at each location, as stated in the report. The signal warrant analysis should analyze the volumes at the intersections in the existing condition and the proposed condition.	SR				
2	GENERAL	If the results of the signal warrant analysis show that only a signal is warranted at the US Route 6 and East Main Street intersection, include an analysis of an alternative where only the intersection of US Route 6 and East Main Street is signalized and the Old Route 6 and East Main Street intersection remains unsignalized.	SR				
3	DEIS_Chapter 12_pg. 12-21	The "Traffic Mitigation" section should explain the decision to restrict the southbound left-turn movement from East Main Street to US Route 6. The report should explore providing two southbound approach lanes and one northbound receiving lane, or whether there is available right-of-way to provide two lanes in each direction. Figure 12-5 shows site-generated traffic volumes making a southbound left-turn movement at the subject intersection. Describe within the report the assignment to the roadway network of these trips if the movement is restricted.	SR				
4	DEIS_APPENDIX G_Traffic	The appendix should include the raw 2019 traffic counts that were provided by the Town.	SR				
5	DEIS_Chapter 12_pg. 12-18	The report should include direct reference to the studies used for the trip distributions. Consider including the relevant pages from the referenced reports in the appendix. Based on the traffic volumes along US Route 6, it is likely that more than 5-10% of the site generated traffic will use this major roadway.	SR				
6	DEIS_Chapter 12_Table 12-4	There are movements in the existing condition that are shown to operate with a greater than 1.00 volume-to-capacity ratio. As this analysis is based on observed volumes, the as-counted volumes exceeding the capacity does not make sense. The report should explain how this is possible and detail any calibrations to the model to make it more realistic for the observed field condition.	SR				
7	DEIS_Chapter 12_Table 12-4	The results summarized for the northbound and southbound approaches of East Main Street at the intersection with US Route 6 are misleading. The analysis results in the Synchro files show errors in multiple time periods, however the report shows no delay, as if no volume is present at these approaches. Revise the analysis method or the table to show delay results for all movements that have conflicting flow.	SR				
8	DEIS_Chapter 12_Table 12-18	The capacity analysis should include a summary of the average and 95th percentile queues. These values should be compared to the available or proposed storage distances.	SR				
9	DEIS_Chapter 12_pg. 12-21	Include calculations of all yellow and red clearance times for each phase of the proposed signalized intersections at East Main Street with US Route 6 and Old Route 6.	SR				



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10	DEIS_Chapter 12_fig. 12-1	Per the figure, sidewalk is proposed along East Main Street proximate to Lee Road. However, the report makes no mention of this improvement. The report should detail the reasoning for pedestrian improvements only in this location. As part of the intersection improvements at US Route 6 and East Main Street, a crosswalk and pedestrian ramps should be included.	SR				
11	DEIS_Chapter 17_GENERAL	It is noted that a smaller alternative development was assessed. Should the applicant pursue a different development, the report should be updated, proposed mitigations and roadway improvements should be revisited.	SR				
SITE PLAN/CONCEPT PLANS							
12	Preliminary Traffic Improvement Plan_Figure 12-8	Provide traffic signal plans that include grading, signing/pavement marking plans, and NYSDOT Standard Details for all modifications to the intersections at US Route 6 and East Main Street. Plans should include WZTC/MOT plans with hours of closures, roadway profiles, existing guiderail, curb lines, and any utilities. Truck turning diagrams should be provided for firetrucks and emergency response vehicles to show access from US Route 6 is feasible. MPT signs must be clean and meet reflective requirements. Plans should be stamped by NY PE, include NYSDOT reference markers, route numbers, and direction of travel. PE stamp also required for any work related to design for trenches, drainage studies, retaining walls, structures, etc.	SR				
13	Preliminary Traffic Improvement Plan_Figure 12-8	Roadway improvement plans should include reference markers, route numbers, direction of travel, grading contours, roadway profiles, roadway AADT's, and stationing. All existing utilities should be shown.	SR				
14	Preliminary Traffic Improvement Plan_Figure 12-8	A subsequent submission of traffic signal plans should include a phasing diagram, NYSDOT Standard Details, NYSDOT Item Numbers, signal face layouts, table of signal operations, and details regarding conduits, wiring, signal poles, and vehicle detection.	SR				
15	Preliminary Traffic Improvement Plan_Figure 12-8	Sight distance diagrams should be prepared for both intersections with proposed improvements to verify whether left-turns should be permitted/protected and whether to allow right-turn on red movements. Sight distance diagrams should be prepared for the Old Route 6 approach for a potential unsignalized scenario to verify the safety of unsignalized movements.	SR				
16	Preliminary Traffic Improvement Plan_Figure 12-8	Mast arms should be considered for the construction of the new traffic signal to avoid conflict with existing overhead utilities. If a spanwire is selected for the installation of the traffic signal, calculations using the Traffic Signal Support Structural Analysis Program should be prepared and included to verify the design of the supports.	SR				
17	Preliminary Traffic Improvement Plan_Figure 12-8	Storage distances should be based on the results of the capacity analysis, specifically for the eastbound left-turn lane on US Route 6 at East Main Street.	SR				
18	Preliminary Traffic Improvement Plan_Figure 12-8	Consider including "Do Not Block the Box" signage and striping at the intersection of East Main Street and Old Route 6.	SR				



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19	APPENDIX I_Site Plan Set_C-106.1 through 106.3	The prepared turning diagrams show conflicts with the curbs during internal circulation.	SR				
20	GENERAL	Please provide a Drainage Study Report including all the required calculations discussed in NYSDOT's Highway Design Manual Section 8.9 and demonstrate the erosion control and runoff requirements are satisfied for both post-construction and during each construction phase for potential impacts to State highways. Drainage design requirements include minimum 18 inch for longitudinal pipes, 24 inch for transvers pipes, and 15 inch for driveway pipes. Driveway design should include trench drains, proper cross slopes, and drain inlets to minimize runoff to the State Highway.	SR				
SYNCHRO ANALYSIS							
21	Existing_Combined_Balanced	At the intersection of Taconic State Parkway NB Ramps and US Route 6, the coordination should be referenced to the beginning of the yellow time on phase 2. Please update accordingly throughout the analysis.	SR				
22	Existing_Combined_Balanced	At the intersection of Barger Street and US Route 6, the all-red time for all phases should be set to 2 seconds. The coordination should be referenced to the beginning of the yellow time on phase 5. The phase split for phase 1 should be 20 seconds. The phase split for phase 2 should be 40 seconds and the phase should precede phase 1. Phases 2 and 5 should be set to minimum recall. Please update accordingly throughout the analysis.	SR				
23	Existing_Combined_Balanced	At the intersection of Lee Boulevard and US Route 6, the all-red time for all phases should be set to 2 seconds. The total phase split for phase 5 should be 22 seconds. Please update accordingly throughout the analysis.	SR				
24	Existing_Combined_Balanced	At the intersection of Hill Boulevard and US Route 6, the northbound right-turn has a permitted overlap phase during phase 5. Please update accordingly throughout the analysis.	SR				
25	Existing_Combined_Balanced	At the intersection of Taconic State Parkway SB Ramps and US Route 6, the coordination should be referenced to the beginning of the yellow time on phase 1. Please update accordingly throughout the analysis.	SR				
CRASH ANALYSIS							



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26	DEIS_Chapter 12_pg. 12-7	The Crash History and Safety Assessment section should include a calculation of crash rates at each intersection. Within the report, the crash rates should be compared to the statewide average rates and the report should assess the impact of the development on crash patterns, in accordance with the NYSDOT Highway Design Manual Chapter 5.	SR				
27	APPENDIX G-4	It is noted that a collision diagram is included for the intersection of US Route 6 and East Main Street. The report should explain why collision diagrams were not prepared at more locations.	SR				
HIGHWAY WORK PERMITS							
28	General	Applicants for Highway Work Permits must complete Permit Applicant Certification Regarding Labor Law Section 224-f. To comply with the provisions of §224-f of the NYS Labor Law, NYSDOT must start requiring all permit applicants to complete and submit a certification form (enclosed) with all highway work permit applications. Please complete the Labor Law Section 224 Certification form and upload so that we may finalize the review of this proposed project.					