

## TOWN OF MONROE PLANNING BOARD

NOTICE IS HEREBY GIVEN that the Planning Board of the Town of Monroe will hold a public hearing on Tuesday, June 8, 2004 at the Town of Monroe Senior Center, 101 Mine Road, Monroe, New York.

The public hearing will be opened at 7:30 pm or as soon thereafter as the matter can be heard, and concerns an application by RD Management Corporation for approval of a site plan for a proposed retail development, consisting of approximately 300,000 sq. ft. of retail and commercial uses, including a Target store, on Lot 4 of Harriman Business Park. Lot 4 is  $\nabla$ 40. acres in size and located on the north side of Bailey Farm Road, a proposed Town highway between Melody Lane/River Road and Larkin Drive.

This site plan involves a portion of the lands known as Harriman Business Park. The Planning Board previously approved site plans for abutting retail uses as part of the Harriman Commons project. The property is located in the HI Zoning District of the Town of Monroe and designated on the Tax Map of the Town of Monroe as Sections 2-1-31.32 and 2-1-34.

The proposed Lot 4 site plan, as well as the approved Harriman Commons site plans, are available at the Town Clerk's office. The proposed site plan will be available for public inspection at 7:00 pm at the Senior Center. Upon opening of the public hearing, the Planning Board will accept comments from all interested members of the public. The public hearing may be closed or continued in the Planning Board's discretion.

The Town of Monroe will make every effort to assure that the hearing is accessible to persons with disabilities. Anyone requiring special assistance and/or reasonable accommodations should contact the Town Clerk. All interested parties are invited to attend.

Dated: May 11, 2004  
BY ORDER OF THE PLANNING BOARD  
TOWN OF MONROE

CHARLES FINNERTY  
Chairman

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PLANNING BOARD: TOWN OF MONROE  
MONROE, NEW YORK

Matter of the Public Hearing:

**HARRIMAN BUSINESS PARK**

Target Store

Senior Citizen Center  
Monroe, New York  
June 8, 2004

B e f o r e:

CHARLES FINNERTY Chairman

PAT CAPPOLA  
TYLER ETZEL, JR.  
DENNIS McWATTERS  
ALICIA VACCARO

LESLIE DOTSON, Planner  
MICHAEL MURPHY, Engineer  
MICHAEL H. DONNELLY, ESQ. Board Attorney  
BERNIE KALUS, Traffic Consultant  
PAT MALANAPHY, Secretary

Robert J. Cummings, Jr. RPR  
Court Reporter

-PROCEEDINGS-

3  
2 This site plan involves a portion of lands known  
3 as Harriman Business Park.

4 "The Planning Board previously approved plans  
5 for abutting retail use as part of the Harriman  
6 Commons project. The property is located in the  
7 HI Zoning District of the Town of Monroe and  
8 designated on the tax map of the Town of Monroe as  
9 section 2-1-31.3. The proposed 4 lot site plan,  
10 as well as the approved Harriman Common site, are  
11 available at the Town Clerk's office. The  
12 proposed site plan will be opened for inspection  
13 at 7:00. Upon opening of the public hearing, the  
14 Planning Board will accept comments from all  
15 interested members of the public. The public  
16 hearing may be closed or continued at the Planning  
17 Board's discretion.

18 "The Town of Monroe will make the hearings  
19 available."

20 Just one comment, inasmuch as in the interest  
21 of getting through this, understand that we have  
22 the court stenographer, and unless the question is  
23 very simple, it will be taken and answered at a  
24 later time.

25 MR. DONNELLY: You don't have to answer

-PROCEEDINGS-

2 CHAIRMAN FINNERTY: "Notice is hereby given

3 that the Planning Board of the Town of Monroe will  
4 hold a public hearing on Tuesday June 8th at the  
5 Town of Monroe Senior Center 101 Mine Road,  
6 Monroe, New York. The public hearing will be held  
7 at 7:30, or as soon thereafter as the matter can  
8 be heard. As concerns the application of RD  
9 Management Corporation for approval of a site  
10 plan --"

11 MR. BROWER: Charlie, how come you don't have  
12 the mike, Charlie?

13 CHAIRMAN FINNERTY: I have been told  
14 generally I can be heard.

15 "The public hearing will be open at 7:30  
16 p.m., or as soon thereafter as the matter can be  
17 heard, and concerns an application by RD  
18 Management Corporation for approval of a site plan  
19 for a proposed retail development consisting of  
20 approximately 300,000 square foot of retail and  
21 commercial use, including a Target store on lot 4  
22 of Harriman Business Park. Lot 4 is 40 plus or  
23 minus acres in size, and is located on the north  
24 side of Bailey Farm Road, a proposed Town Highway  
25 between Melody Lane/River Road and Larkin Drive.

-PROCEEDINGS-

2 questions at this time.

3 MR. LITHCO: Good evening. My name is George  
4 Lithco from Jacobowitz & Gubits.

5 CHAIRMAN FINNERTY: You have got this in the  
6 way. Anybody sitting on that side? No. That's  
7 the applicant's side? Okay.

8 MR. LITHCO: Not that we are taking sides.

9 With me tonight are Greg Elko from Langan  
10 Engineering; Roy Rosenbaum, the architect; Bob  
11 Torgersen the landscape architect; and John  
12 Collins, the traffic engineer.

13 We are here to talk about lot 4 in Harriman  
14 Business Park. Harriman Business Park, as you may  
15 know, has been in development since 1989. The  
16 GEIS was done in 1991. The findings statement was  
17 done at that point. There was a Supplemental  
18 Environmental Impact Statement was done in 1998,  
19 as part of the development of Harriman Commons  
20 shopping Center, which included the Walmart and  
21 Home Depot. There was further environmental  
22 analysis done with the BJ's on the Lot 2  
23 development, and also further traffic analysis was  
24 done with TJ Maxx, which is the most recent  
25 development in 2002.

2 So, this particular project takes place in  
3 the context of the prior studies and analysis that  
4 have been done. At last count I think there were  
5 5 traffic studies. So, we know that's an issue of  
6 concern to many of the people in the community.

7 We also know since we have been here since  
8 January, and many of the folks from Harriman Mews  
9 have been attending the meetings, that there are  
10 concerns about drainage and the visual impacts and  
11 other consideration.

12 What we will like to do tonight is give a  
13 brief presentation that touches on the issues of  
14 concern that had been identified by the Planning  
15 Board, and then take questions regarding that.  
16 That will become part of the record. We will  
17 answer all of those questions in detail as we go  
18 through the review process.

19 What I would suggest is perhaps we could  
20 defer the questions until the presentations are  
21 complete, which would take about 25 minutes, and  
22 then we will take all the questions we can.

23 What I would like to do now is introduce Greg  
24 Elko. He's going to talk about the overall  
25 development. As Mr. Finnerty mentioned, it does

2 Ridgewood Plumbing site is located to the  
3 southeast.

4 The proposal consists of 300,717 square foot  
5 of retail space, again, as George mentioned,  
6 anchored by Target. There is associated parking  
7 and site improvements that are provided with the  
8 plans that were submitted.

9 As part of this application, there is a  
10 commercial subdivision. The Target lot will be  
11 subdivided into its own commercial property with  
12 the remaining lots on either side of the Target  
13 lot.

14 The site plan depicts the Target anchor store  
15 at the western side of the site, with the  
16 remaining square footages in line - a shopping  
17 center to the east part of it, there is two what's  
18 called pad sites out in the parking field there.

19 The areas of concern that were identified by  
20 the Town, I will go through them in summary - they  
21 deal with stormwater management and soil erosion,  
22 they deal with earthwork, they deal with water,  
23 with sewer, with traffic, and with visual impacts.  
24 And I will talk about all of those in brief.

25 To start with the stormwater management.

2 include as the anchor tenant includes Target as  
3 a retail store. Target is the former Dayton  
4 Hudson retail chain. They are one of America's  
5 largest retailers, and they are going to be  
6 located here (indicating).

7 I guess there's not really much more to do  
8 except to turn it to Greg.

9 MR. ELKO: Thanks. Good evening, Greg Elko  
10 from Langan Engineering Environmental Services.

11 My presentation will summarize the proposed  
12 development. I am going to briefly go through the  
13 concerns raised by the Planning Board, and I am  
14 going to finish up with just a comparison of what  
15 was originally submitted, and then we have 3 other  
16 consultants to go over architecture, landscaping  
17 and traffic.

18 What I will do first is refer to our drawing  
19 number 20.00, which is the master site plan. Just  
20 to give people the bearings, this is lot 4 of the  
21 overall Harriman Business Park development  
22 (indicating). It's located at the intersection of  
23 Larkin Drive and Bailey Farm Road. Harriman  
24 Commons is to the north. Meadow Glen is to the  
25 south. Harriman Mews is to the east. And the

2 This site was originally designed to be part of  
3 the Meadow Glen drainage system. Meadow Glen,  
4 again, is the 198 townhouse development that's  
5 located at the southeast side of the site across  
6 Bailey Farm Road. The majority of this site was  
7 designed as a warehouse site - that was the  
8 previous use contemplated for this site, to drain  
9 into the water quality detention basin that's  
10 located on the Meadow Glen property.

11 The drainage calculations that were submitted  
12 in detail depict that the detention basin was  
13 designed to handle run-off for a majority of this  
14 site.

15 In addition to that, there is a proposed  
16 detention basin at the southeast corner of the  
17 site, which will discharge stormwater towards the  
18 drainage system of Bailey Farm Road.

19 There was a concern noted to us early on with  
20 respect to drainage running off the site,  
21 basically in all directions, but primarily toward  
22 Harriman Mews. The drainage that exists today  
23 comes from a point that's about 700 feet into the  
24 site. So, essentially, 700 feet of the site from  
25 the eastern property line to a point located about

2 700 feet away, sheet drained towards Harriman  
3 Mews.

4 Under proposed conditions there will be  
5 berming and curbing proposed along the eastern  
6 edge of the development, which will intercept that  
7 run-off and convey it to the Meadow Glen basin and  
8 the small detention basin on-site, basically  
9 eliminating the majority of the run-off, so that  
10 the only run-off left is the small wooded area  
11 that's to remain undisturbed along the eastern  
12 property line.

13 There is approximately an area of about 100  
14 feet along the Meadow Glen property line where the  
15 residential areas are, that is presently wooded,  
16 that is not proposed to be removed.

17 With respect to soil erosion, the site will,  
18 and the construction associated, will be  
19 undertaken in accordance with the state and local  
20 standards regarding soil erosion. Obviously,  
21 perimeter temporary and permanent improvements  
22 must be installed as part of this development.

23 To talk about earthwork, I am going to refer  
24 to drawing CF1, which is called a cut/fill plan.  
25 Basically this plan depicts the cuts and fills

2 lot 4.

3 With respect to sanitary sewer, similarly,  
4 there has been allocation made for this particular  
5 property, and there has been infrastructure  
6 installed along Bailey Farm Road for this property  
7 to service this property. And our calculations  
8 have been provided to prove that there is adequate  
9 capacity and allocation available for this  
10 development.

11 With respect to litter control - there was an  
12 extensive list of measures provided for litter  
13 control for this site. As you know, the site sits  
14 in somewhat higher elevation. There was a concern  
15 about wind blown debris. There is a comprehensive  
16 plan to provide exterior trash receptacles along  
17 the front of the site where pedestrian activity  
18 will occur. These trash receptacles will be solid  
19 - they will be the grated type that wind can blow  
20 through. In addition, all of the trash areas  
21 along the rear of the stores will be enclosed.  
22 There will be a maintenance program to maintain  
23 the grounds to pick up trash. And a number of  
24 site elements have been incorporated into the  
25 design with this in mind. Primarily, there are

2 associated with the detailed grading plan that was  
3 done by our office.

4 This plan depicts fills in green, and cuts in  
5 red. What this plan shows is the site has been  
6 designed to balance with respect to earthwork.  
7 There is no export of earthwork. There is no  
8 import of earthwork. All of the soil cuts and  
9 fills will be balanced on-site. And analysis of  
10 this was provided to the Town. Basically it's  
11 approximately 300,000 cubic yards of earthwork in  
12 total. But you could see the reds and the greens  
13 basically balance. The red areas will be cut, the  
14 green areas will be fill.

15 With respect to water - we prepared an  
16 analysis based on some fire flow data for this  
17 site that shows that the site has adequate  
18 pressure, excuse me, the infrastructure has  
19 adequate pressure to support the site development.

20 In addition, RD Management, the applicant, has  
21 agreements with the Village of Harriman to provide  
22 water for this site. All of infrastructure for  
23 water has already been constructed along Bailey  
24 Farm Road as part of the Harriman Business Park  
25 development, in contemplation of a development on

2 berms located along the perimeter of the site,  
3 along the eastern property line, along the  
4 southern line, along the southeastern curb line.  
5 There are rows of evergreen trees and other types  
6 of shrubs and plantings that will add to  
7 minimize any wind blown litter that will occur  
8 on the site. So, there are a variety of measures  
9 that will be implemented into this site to address  
10 litter.

11 With respect to the visual impacts - I am  
12 going to, in a moment, I am going to give it over  
13 to Roy Rosenbaum, our architect, and Bob  
14 Torgersen, our landscape architect to talk about  
15 that. But I want to talk about the certain site  
16 elements that have been incorporated to address  
17 visualize concerns. There is a 10 foot high berm,  
18 a solid earth berm to be constructed along the  
19 rear of the shopping center, along the rear of  
20 Target, and on the eastern -- where the land bank  
21 parking areas are, in the parking field. This is  
22 a 10 foot high berm measured from the parking  
23 level. The berm is proposed to be planted with  
24 rows of evergreen trees to provide a year round  
25 screen. In addition to this, the building itself

is proposed to have landscaped areas in the front, all along the front of the building. There are trees, both deciduous and coniferous trees planted along the parking field to have greenery year round.

The lighting that's proposed here, the lighting will be recessed lighting. It will be shielded. All of the lighting along the perimeter of the site will be shielded in accordance with Town code, so that there is no spill over across the property lines.

In addition, all of the loading areas and all of trash enclosed areas along the rear of the building will be screened.

The last thing I want to finish up with is a comparison table. I am referencing Table 2 from our report. This table just provides some background between the plan that was initially submitted, which was a by-right plan, on December 22nd, versus the current design. What this table does, this shows the differences in some of the changes that were made through the course of the last few months.

Primarily, the building square footage was

talk about the site architecture and the views.

MR. ROSENBAUM: Good evening. My name is Roy Rosenbaum. I am an architect and I have appeared before this board before.

The intended new buildings that we are proposing for this site have been modified somewhat from what we originally came with in that the exterior frontage of the building has been reduced in length to 990 feet, from originally we were over 1400 feet in length.

And what we have here is a building - Target will be occupying this section of the building (indicating). There will then be a courtyard between the structure of the Target and the continuation of the balance of the buildings. The courtyard is 40 feet wide and it will be a landscaped courtyard between the buildings.

As far as the remainder of the buildings, they have not yet been leased. What we are showing you here is merely more of a graph representation of what we intend to do as the tenants come. They may not, at this point the signage I am showing is just illiterate words, I have word "Tapes" and things like that. It may or

reduced. We originally had 323,205 square feet, and as I said, that's been reduced by 22,488 square feet. Overall reduction of about 7%, or the reduction that took place in the in-line retail stores was about 12 and 1/2% of the retail store's square footage. The pad site location, originally we had a pad site --

CHAIRMAN FINNERTY: Excuse me, is the rest of this critical? Because you have an awful lot of information to cover, and I want to leave room for the traffic.

MR. ELKO: Absolutely. There is one critical point I want to make on here - the reduction of the retaining walls. Originally we had 33,200 square foot of retaining wall, which we reduced down to 6,000 square feet. The retaining wall is now located at the back of the Target building, and one small wall located next to the in-line retail stores. A significant over 80% reduction of what was submitted the first time.

These walls are going to be green type walls, planted with landscaping, the landscaping is going to be growth on the face of these walls as well.

With that, I will pass it onto Roy, who will

may not be a specific tenant, but what our design intent is to undulate the facades, by making portico entrances to each of the particular establishments. There isn't a continuous canopy. We are actually projecting elements that come out at each of the individual tenant spaces.

The material of the exterior of this building at this point, again, is not firmly fixed. It will be either CMU or pre-cast concrete and matching and blending with the design effect that we are intending to show at this point.

We intend to break up the facades with both vertical and horizontal elements so it doesn't have a zipper type effect running across the entire facade of the center.

So you will notice, we have gone through elevations of 18 feet to elevations of 30 feet, so that we do get a difference in height this way (indicating) and we do get an undulation of facade as well. The undulation takes place not only with the pediments, but the actual walls step back, come forward. The buildings are not one straight line - they are going up and down, in and out, so as to break up the line work of the particular

elements.

As far as the backs of the building, which Greg was just speaking about, the back of the building, as best I can graphically portray landscaping, there is a berm. And this berm is 10 feet higher than the ground level of where the building actually is. The driveway is located at this level (indicating), but the berms go up above the level. That's why the buildings seem to disappear behind the grass line.

The only area in which there is a retaining wall is this one segment of the section of the property right here (indicating), which is what Greg had spoken about a few moments ago, which is that one section of retaining wall that's there.

As far as the remainder as you can see in the blowup version, the building seems to disappear behind the berm because he's berming it up 10 feet and on top of that 10 feet he will be planting, and there is a continuous planting that will go across the top of it, so from looking up from Bailey Farm Road you will really have a natural hill which is similar to what's existing at this point.

area where you will see the trucks. The majority of it is all behind the berm and it's all concealed. But wherever the loading is, this is where the berms have been placed so you won't see any -- I think it was pallets that you questioned and compactors or the loads of the trucks or anything else like that. So it was an intentional screen of natural material that was placed there.

MR. ELKO: I just want to add one thing while talking about that with respect to the berming, because I think it's a very important issue to note - we are proposing in addition to the berming along the rear of the buildings, we are proposing an additional 10 foot high berm parking level on the eastside of the parking lot, basically between the parking lot and the residential areas.

The residential property line is depicted on the plan by this dashed line here. There is an average of 100 foot area of existing woods, mature woods, that will remain undisturbed - it will not be cleared, it will not be touched as part of this project. Then, as you enter the grading of the site, we are proposing two 10 foot high berms on

This is a blowup of that particular section I am talking about before. And the side elevations and the rear elevations are all matching, all of the same general material from the same general design.

Now, in addition to this, there are views that I was asked to portray.

CHAIRMAN FINNERTY: If I may put in one comment? Based on the review by the Planning Board and the berm there, the berm on the back of the store will protect from the viewshed any deliveries to the stores.

MR. ROSENBAUM: Yes.

CHAIRMAN FINNERTY: All deliveries to the stores will happen below that berm, so you will not be able to see them from off-site.

MR. ROSENBAUM: The berm itself is 10 feet in height, and then landscaped above. The normal truck is 12 and 1/2 feet. In order to get underneath underpasses you have to have a 12 and 1/2 foot maximum height. The berm is 10, plus planting on top, will exceed the height of the truck as it's traversing the roadway that's in that point. There are very few openings in that

either side of the access drive with a double row of evergreen trees planted across this entire length to add to the screening.

So, I just want to make sure that that point is highlighted.

MR. ROSENBAUM: Now, in addition to this information that I have just conveyed, we were asked to take these elevations as you see them, and then to project them into a view, a photograph view, that was taken by the Chairman of the Planning Board, and I think the Town Engineer or the two gentlemen who took pictures, and we were asked to take and morph in the buildings as they would be in-scale on the particular site from the vantage points that were taken.

Now, I have them all up on display over here. I don't know if necessary to go through them individually or not, Mr. Chairman, that's your choice.

CHAIRMAN FINNERTY: Spend a couple of minutes. They are up on the screen.

MR. ROSENBAUM: You can see the building at this point along the berm. That's the view as proposed. There is one that precedes this, which

2 is the existing, you can see how it looks without  
 3 that building - that's it. That's what it looks  
 4 like now. As you can see, these photographs were  
 5 taken in the wintertime. I wish it was a little  
 6 cooler tonight, but that's all snow on the ground  
 7 at that point. What we had to do in order to do  
 8 that, we scaled down the snow and we intensified  
 9 the pixels on the photograph because the picture  
 10 in itself required a little bit of an  
 11 intensification on the pixels on the proposed  
 12 building.

13 But that's actually the views that you will  
 14 see. You can see it's partially hidden by trees  
 15 and things of this sort. We can go through them  
 16 all, if you would like. That's each one of them  
 17 is the same basic thing. There were a total of 11  
 18 photographs that were given to me, of which 7 you  
 19 could see the building, 3 you could not see the  
 20 building, and it's just that it was just invisible  
 21 for whatever reasons, because of the topography of  
 22 the soil or whatever it might have been. But of  
 23 the 7 that you have the photographs of, and from  
 24 the vantage points around Town that were taken,  
 25 you can see the building, but it is within the

2 issues. Obviously, if you couldn't see the store,  
 3 you wouldn't have built them. What we are trying  
 4 to do is minimize the impact.

5 MR. ROSENBAUM: Yes, we certainly have.

6 Bob is the landscape architect, and Bob will  
 7 continue.

8 MR. TORGERSEN: The landscaping plan is in  
 9 two pieces - one is on the front and one is on the  
 10 back, so we will do left to right.

11 The landscaping is an evolution of what we  
 12 have done in the past several years on the other  
 13 retail developments. We have trees in all the  
 14 planted islands. We have shrubs in all the  
 15 islands and the ends of the island. There is  
 16 existing evergreen screening between the back of  
 17 BJ's and the top of the hill, and the beginning of  
 18 this project.

19 We have, throughout the whole site, unlike  
 20 the previous one, we have added a bunch of  
 21 evergreen trees at appropriate places to give us  
 22 more year round effect. The evergreens are not  
 23 where they interfere with traffic flow or  
 24 visibility, but they are for visual enhancement.  
 25 We have, again, evergreen hedges where appropriate

2 landscape setting, when these trees fully grow, as  
 3 they are now, with leaves on the trees, you  
 4 wouldn't have been able to see anything of that  
 5 entire structure that's in there. This is a  
 6 winter scene, and that's when it would be at its  
 7 worst condition.

8 CHAIRMAN FINNERTY: That's why we took them  
 9 in the winter.

10 MR. ROSENBAUM: That's why you did them, I  
 11 know. But I had to cut around each one of those  
 12 trees in order to put a building in there. There  
 13 is a whole series of these, but it's basically the  
 14 same. You can see the building, but it's not like  
 15 putting up an Empire State Building there.

16 This one is taken from the middle school.  
 17 Again, you can see the buildings there. They are  
 18 in that background scene.

19 Do you want to do them all? I don't know if  
 20 it's necessary or not.

21 CHAIRMAN FINNERTY: Do we want to see them  
 22 all?

23 MR. ROSENBAUM: They are on display.

24 ("No" responded to)

25 CHAIRMAN FINNERTY: They are more critical

2 so headlights from parked cars don't affect the  
 3 passers-by. We have a combination of deciduous  
 4 and evergreen trees all along the rear of the  
 5 building and down the slope in the intermediate  
 6 slope areas to block the visibility from the rest  
 7 of Monroe.

8 We mentioned earlier are the berms that's  
 9 raised up that impact of the landscaping to  
 10 provide extra screening. We have this interior  
 11 courtyard mentioned earlier between the Target and  
 12 the next retail store, that's almost like a city  
 13 park with benches and trees and tables and so  
 14 forth.

15 We have in the front of the Target's building  
 16 we have an elaborate architectural feature with an  
 17 arrival outlay and some decorative trees and  
 18 planting.

19 On both of these plans, the one I will show  
 20 you in a minute, and this one, the shaded trees  
 21 are larger trees - 5 and 1/2 to 6 inch caliper  
 22 trees, to give some appearance of maturity earlier  
 23 than normally would occur in a development.

24 As you know, some of the early trees that we  
 25 planted down in Walmart are getting pretty large

2 at this point down in Walmart, but you waited  
3 several years for that. In this case you have got  
4 roughly 50 trees that we are going to use the  
5 larger size to give you more immediate mature  
6 appearance.

7 CHAIRMAN FINNERTY: Bob, I am not trying to  
8 cut you short. Flip it over. Let's see the  
9 pretty trees.

10 MR. TORGERSEN: Right. I am doing that. The  
11 next section proceeding east is similar. We have  
12 the same sort of thing with all the trees in the  
13 property. We have additional screening along the  
14 eastside, the additional expanse of evergreen  
15 screening along that side. In addition to the  
16 existing woods that's remaining on the Harriman  
17 Mews side, there is existing woods up along behind  
18 Walmart and Home Depot that's staying, and, again,  
19 the same sort of planting along.

20 CHAIRMAN FINNERTY: The one issue, if I may,  
21 the Planning Board and the Conservation Commission  
22 went out and did a lengthy walk and talked about  
23 the trees on the site and also the very large  
24 trees on Bailey Farm Road, and we talked about  
25 saving the trees on Bailey Farm Road and, of

2 board, members of the public, my name is John  
3 Collins. I don't plan to read this study, but  
4 basically to summarize what we have done in the  
5 study and what the conclusions are based upon  
6 several conversations, as part of the review  
7 process.

8 First of all, we have looked at some 14 or 15  
9 locations in the area - some in Woodbury, some in  
10 Monroe, and some in Harriman. We did the traffic  
11 counts initially during the Christmas season to  
12 make sure we had the heaviest traffic counts in  
13 the area. We evaluated the study based upon some  
14 additional projects that are being built in the  
15 area, for instance, the TJ Maxx being built, some  
16 of the other things being built along Larkin  
17 Drive.

18 CHAIRMAN FINNERTY: Including, if I may,  
19 anything that is before any board in the area, so  
20 that the traffic included Bald Hill and Hidden  
21 Creek in the Village of Monroe.

22 MR. COLLINS: That's correct, Mr. Chairman.

23 That basically yielded what we call in  
24 traffic to be the no-build condition. And then on  
25 top of that we superimpose the traffic to be

2 course, two days later in the thunderstorm,  
3 tornado - call it what you will - two of them  
4 fell. So that we subsequent to that had a  
5 botanist from LMS go out and do a complete  
6 analysis of all of our tree stock so that we  
7 don't, ala Lake Manor, spend hours and hours of  
8 our time trying to keep everything alive to find  
9 out that they are slated to die in a year.

10 MR. TORGERSEN: Those trees are along Bailey  
11 Farm.

12 CHAIRMAN FINNERTY: The other agreement that  
13 was made was that as we walked through the woods  
14 we made a count of substantial trees, and we said  
15 that where you were clear cutting we had a count,  
16 and those are being replaced by 6 inch caliper  
17 trees spotted advantageously through the project.

18 MR. TORGERSEN: Right.

19 CHAIRMAN FINNERTY: Traffic.

20 MS. VACCARO: Charlie, what about the stone  
21 walls?

22 CHAIRMAN FINNERTY: Stone walls are being  
23 used extensively for accent pieces and wherever we  
24 can fill in.

25 MR. COLLINS: Mr. Chairman, members of the

2 generated by this particular development.

3 As part of the review process, the initial  
4 study was submitted to the Town. The Town and the  
5 consultants had several comments. And the first  
6 comment they had was to make sure that the  
7 distribution of traffic on the roadways that we  
8 had assumed previously based upon previous studies  
9 was in fact correct. And as I said the last time  
10 I was in front of this board, we did a license  
11 plate study, license plate match based on people  
12 leaving the driveways when they get up to Freeland  
13 and Larkin, and when they get down to 32 and 17  
14 and Larkin, which way they are turning. That is  
15 also in the documentation.

16 All that being said, we did a detailed  
17 analysis of the conditions with and without this  
18 project. And we find that this particular project  
19 does in fact have certain implications, certain  
20 impacts on certain locations. And in the project  
21 we document what those projects, what those  
22 problems are, and what the developer proposes to  
23 undertake at their cost in order to correct those  
24 problems.

25 Now, I will just take it from Bailey Farm

Road and work our way around in the Town of Monroe, and then I will jump down to 17 and 32.

Because of the size of the project and the area, we proposed to put a traffic signal at the intersection of Bailey Farm Road and Larkin Drive, as well as the widening of Bailey Farm Road at that location. That's going to be done at the developer's expense. All of these items will be done at the developer's expense.

The second is at the intersection of Larkin Drive and Freeland Street. Today there is a very heavy left turn lane onto Freeland Street. What we propose to do is a double left turn from Larkin Drive onto Freeland Street, that would require the widening of Freeland Street to obtain what is commonly referred to, in engineering, as a two lane receiver lane. You just can't turn two lanes of traffic into the existing one lane, you, in effect, have to in fact turn it into two lanes.

Down at the intersection of Spring Street and Freeland Street there is going to be a provision of a northbound left turn lane. Right now if you are heading from the Village of Monroe, you get to that intersection, anybody making a left turn onto

there is a letter from the New York State Department of Transportation Traffic Section which indicates they will take the information both we supply and the Town supplies to them in order to maximize the progression of the area, to make sure that traffic can be handled.

I think that basically summarizes the levels of improvements that we will put forth in this documentation. We have indicated that the developer will pay for those and work with the Town toward that implementation.

I think Mr. Chairman in the interest of time I will just summarize --

MR. ETZEL: Did you mention putting in a turning lane at 105 and Larkin coming from Highland Mills?

MR. COLLINS: No, the left turn lane would be northbound -- coming from the site up to Larkin. And then what would happen is right now you have a right turn lane and a left turn lane.

MR. ETZEL: Right now coming on 105 to turn left onto Larkin.

MR. COLLINS: That left turn is part of a bridge project that the State has planned to do

Spring Street backs up the traffic. We propose to build a northbound left turn lane there.

When we get down to the intersection of 17M and Freeland Street and Still Road, what we propose to do is widening to the maximum extent possible within the existing right-of-way, we believe we can get an additional northbound lane in the vicinity of that McDonalds, that will greatly improve the operation of the intersection. And that will, again, be done as part of a developer's commitment to that area.

Just as an aside, there was some initial comments by the Town's consultant that maybe there is additional improvements that can be made within the right-of-way to even put a little bit more traffic improvement out there, and we agreed to address both of those, and to include that with further documentation to the board. Those two locations being at Still Road and Freeland Street and 17M, as well as the Spring Street.

When I go down to the Route 17/32, there was some concern about the timing of signals and the State is in the process of putting in a coordinated system down there. In this document

that, coming over the Quickway.

CHAIRMAN FINNERTY: Which it's not scheduled for 2004.

MR. COLLINS: Right. What we have done is we have checked that. The State has said that it's on this year TIP, it's no longer on this years TIP, it's been delayed.

We did the analysis, and it turns out that the improvement we are proposing - the double left turn on Larkin - basically gives us back a level of service that will be there even if the State's project is not built.

MR. ETZEL: Well, that double turning lane doesn't help at all if you are coming on 105 this way. If you have a couple of people that want to turn left into Larkin Drive after going over the bridge, it backs up the traffic tremendously, unless they go on the shoulder into the potholes. CHAIRMAN FINNERTY: In addition to which the potholes are so bad there, that you cannot even use.

MR. ETZEL: People now go around them on the potholes and that has to --

MR. COLLINS: Lack of rebuilding the bridge,