VILLAGE OF BUCHANAN

BOARD MEETINGS

PLANNING BOARD MEETING

Municipal Building

236 Tate Avenue

Buchanan, NY 10511

August 26, 2026

7:00 p.m. - 8:29 p.m.

August 26, 2026

MEMBERS PRESENT:

Eileen Absenger, Member

Tracey Armisto, Member

Jeffrey Faiella, Member

Kieran Outhouse, Member

MEMBERS ABSENT:

Nicolas Zachary, Chairman

ALSO PRESENT:

Marcus Serrano, Village Administrator

Stephanie Porteus, Village Attorney

George Pommer, Village Engineer

David Smith, Village Planner

Phil Grealy, Collier's Engineering, Traffic Engineer

Cynthia Kempter, Village Clerk, Treasurer

Sharon Murphy, Deputy Clerk

Peter Cook, Building Inspector

OTHERS:

Aaron Warner, Zarin & Steinmetz

Jim Annicchiarico, Cronin Engineering

Joseph Thompson, Architect

John Canning, Kimley Horn, Traffic Engineer

Mark Giordano, Giordano Builders

Doug Woodward, Landscape Designer

Sal Tavano. 167 Lindsey Avenue

August 26, 2026

(The board meeting commenced at 7:00 p.m.)

MR. JEFFREY FAIELLA: Good evening everybody. Today is August 26, 2026. This is the Village Buchanan Planning Board. Please rise for the pledge of allegiance.

MULTIPLE: I pledge allegiance to the flag of the United States of America and to the republic for which it stands, one nation under God, indivisible with liberty and justice for all.

MR. FAIELLA: Thank you. The chairman is out. I will be filling in for him. All right. All right. We have to do approval of the previous minutes, first minutes we have April 21, 2026. Does anyone have any changes or deletion? May I have a motion to accept?

MR. KIERAN OUTHOUSE: I'll make a motion.

MS. TRACEY ARMISTO: I'll second.

MR. FAIELLA: All in favor?

MULTIPLE: Aye.

MR. FAIELLA: So moved. Next one is June 25, 2026. Any deletions or may I have a motion to

accept them?

MS. EILEEN ABSENGER: Motion to accept.

MR. FAIELLA: Eileen. Second?

MR. OUTHOUSE: I'll second.

MR. FAIELLA: Kieran. All in favor?

MULTIPLE: Aye.

MR. FAIELLA: So moved. July 23, 2026 minutes, any deletions or additions? May I have the motion to accept?

MS. ARMISTO: Motion to accept.

MR. FAIELLA: Tracey.

MS. ABSENGER: Second.

MR. FAIELLA: Second, Eileen. All in favor?

MULTIPLE: Aye.

MR. FAIELLA: All right, so moved. All right, old business, calendar number PB-2-2026 3222 Albany Post Road, public hearing for application of the site plan. We did receive your mailing back for your receipts. Thank you for that. Before we open up the public hearing, can you go over what happened at the zoning board?

MR. AARON WARNER: Sure. Good evening

members of the planning board. My name is Aaron Warner. I'm an attorney with the law firm of Zarin and Steinmetz on behalf of the applicant Steve Giordano Builders Inc., the contract vendee for the property located at 3222 Albany Post Road. As you know, this project is for the development of 11 units, townhouses for sale, located in the C-1/C-2 overlay zoning district, which permits up to 12 units by a special permit from your board.

As you know, on July 23rd, your board adopted a negative declaration for the project pursuant to SEQR, finding that the project would not result in any significant adverse environmental impacts. At the zoning board's August 12th meeting, the ZBA conditionally granted all of the variances we saw for the project, including two front yard variances, a variance to permit your board the ability to consider granting two additional three-bedroom units, and a variance to permit portions of retaining walls with fencing up to 15 feet at their highest point that would not have to apply

comply with setback regulations.

Again, the variances were granted conditionally upon your board granting site plan and special permit approval, which we're seeking from your board tonight. I will also note that the variance to permit your board the ability to consider granting two additional three-bedroom units would still require that determination from your board tonight. So, we're also respectfully requesting that your board make that determination tonight as well.

Since we were last before your board, we've submitted an updated site plan, a traffic impact memorandum, and responses to comments from your board's consultants. And again, we're here tonight hopefully to obtain site plan and special permit approval from your board for the 11-unit for sale townhouse development.

Just briefly, respectfully, we believe that the project meets the site development plan approval standards pursuant to village code section 211-26. First, the design of the project is harmonious with the proposed use as a multi-

family dwelling units, which is consistent with residential uses across from Bleakley Avenue and are not incompatible uses with the commercial and industrial uses located across Route 9A. The proposed architectural design of the buildings and proposed landscaping also helped to achieve continuity with the surrounding residential character and also with the proposed use for the zoning district. And further, while the required parking spaces for 11 units is 16.5, we would be providing well over that amount, I believe the exact number now is 28 parking spaces.

Regarding access, the second prong for the standards is again, we were able to achieve 28 parking spaces while still maintaining adequate access and egress from the site, including adequate onsite circulation of vehicles and egress. We're also providing sidewalks consistent with the lot which also provides pedestrian access and egress to other streets as well.

MR. FAIELLA: All right. Can I hold you up there?

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MR. WARNER: Sure.

MR. FAIELLA: Because, can I have a motion to open this for a public hearing?

MS. ABSENGER: Motion to open up for public hearing.

MR. SERRANO: Use the mic so people can hear you.

MS. ABSENGER: Open to motion, open motion to open up public hearing.

MR. FAIELLA: Motion by Eileen, second?

MR. OUTHOUSE: Second.

MR. FAIELLA: By Kieran. All in favor?

MULTIPLE: Aye.

MR. FAIELLA: So moved. Okay. so do you want to go ahead and present your project so the rest of the residents of the village can see it?

MR. WARNER: Sure. I guess we'll go over the site plan now? Okay, great.

MR. JIM ANNICCHIARICO: Hi, good evening, Jim Annicchiarico with Cronin Engineering. I'll step up to the whiteboard and kind of go over it.

MR. SERRANO: And Jim, try to, if you

can, to the side so they can see on TV.

MR. ANNICCHIARICO: Yes, I'll --

MR. SERRANO: There you go.

MR. ANNICCHIARICO: All right. So, as Aaron mentioned, it's an 11-unit townhouse development. We have access, off of Bleakley Avenue and we have garage under units for each of the units. So the, each unit has a full one-car garage. Actually I believe Joe mentioned, Joe Thompson, our architect mentioned at the ZBA meeting that these garages are fairly large. So they, and they do have a storage unit or a storage area room behind the garage. So it's not like, you know, somebody's going to fill up their garage with collectibles or whatever and not have any room to park a car in it. There is ample space for storage. Each unit also has a parking space in front of the garage, for a total of two parking spaces where technically by your code only one and a half spaces are required by the code per unit.

Again, we have, based on our discussions with your board, we tried to get as many parking

spaces on site as we could. We were able to squeeze another two parking spaces back here. We now have a total of 28 parking spaces for the entire site. There's four other parking spaces here for visitors. So we do exceed the parking requirement by quite a bit.

Our snow storage area, which was has been asked is over in this area here. We can probably accommodate some snow storage over here as well. Our dumpster enclosure and recyclable area is over here in the back corner. We do have the retaining wall along the front property line adjacent to Albany Post Road. That retaining wall varies in height from one foot on this end, on the Bleakley Avenue end, up to 11 feet in this corner. It will have a black, probably aluminum, fence on the top of it just for safety purposes.

We do have a sidewalk inside the development. That was a discussion with your board at some point during the process. It was, you know, discussed how are people, how are residents going to get out safely, pedestrians particularly. So we've added that. Well that's

been there for quite some time now. But it does connect to the existing sidewalk that heads north on Albany Post Road. We also have a sidewalk on the north side of the entrance here. That will end at about the property line, you know, for future extension of it by the village or whoever at some point.

This development will require an extension of the public water main as well as the public sewer main. Those would be applications and plans that we prepare and submit to the health department. George, your engineer, would review those plans for the on behalf of the village. We would, we would build it obviously as part of it and then they would be dedicated to the village. Easements will be provided for those two public mains. That's essential -- it has to be done that way because of the for sale units. Each unit has to have its own separate water and sewer service. And in order to do that, you have to, we have to put a public main in. So that's something that we would, that we've asked George to, or we've asked your board as well, to allow

us to do post approval by your board. That would be that would be a condition of the build, before -- prior to issuance of a building permit, because those do take some time.

We've expanded our proposed landscaping plan quite a bit. And we have our landscape designer Doug Woodward here tonight with us and he can answer any questions that you have about landscaping after I'm done and whoever else is going to go next, maybe Joe Thompson.

We, since the last meeting, we have prepared a application for use, temporary use, it's -- that's what it's technically called, temporary use of the New York State DOT right of way where we plan on planting all in front here, all on the front of the property, removal of trees there that, you know, are not growing properly or are, you know, invasive. So we've made that application to the DOT. I recently believe I sent it to Marcus. So it wasn't in the package that you got for this meeting, but that was post, that was done post submission, so but we've done that. And we don't expect to not be

given that permit to do that, but that is pending.

We have our traffic engineer, John Canning, here tonight as well. He can go through any of the traffic related issues that there are. Drainage, we've identified how we think we're going to deal with drainage for the site. It would be basically a detention system under the driveway here in this area. We've, I think we've calculated about 15 100 cubic feet of storage area. We obviously have to meet your code for drainage and we expect to. But that's something that needs to be further developed and we've asked for that to be, since it's a technical, more of a technical issue we've, you know, asked for that to be part of a condition before building permit is issued. That's, you know, something that obviously, George would be looking at and we don't expect to have any problems, doing that as well.

As we've mentioned in the past, you know, we're not really sure. We have a retaining wall behind the development there, but we're not

sure until we really get into removing some of the rock, you know, whether or not we'll be able to eliminate that retaining wall and just create a a stable rock slope, which would ultimately be what we would like to do. And just one more point about the retaining wall in the front. We've we have proposed that we would match the retaining wall design or materials at least similar to the AMS project, so there's some sort of you know continuity going through the village.

But essentially we do think that this is a real positive. It's, you know, really the, one of the entrances to the village and the exit from the village. So, we do think it's a, it's a real positive in this location. So, any questions, I'd be happy to answer? If not, I can turn it over to either Joe Thompson or John Canning.

MR. SERRANO: Maybe Joe Thompson, since this planning board also acts as the architecture review board. They brought samples in, so you can see the colors, the rendering. Besides that plan, you have to look at the architectural side of it which is just as important, but I mean more

important because that's what people see. So maybe that's good, that way you get to discuss that a little bit.

MR. JOSEPH THOMPSON: Good evening board, Joseph Thompson, architect. Again, to reiterate Jim's points, it's a transformative impact that this development proposes to the site. It creates new townhomes, two and three-bedroom units, in a way that we tried to create it to be crafted in at a scale that is complimentary to the village architecture and proportions, and in accordance with the design guidelines. So we've evaluated some of the design guidelines, as well as created a material sample palette that we could present this evening.

The building orientation is acknowledged in the design guidelines, where the building should front the street and present themselves to the street, which these do where roof lines are perpendicular and parallel to the street. The architectural style and building form is traditional in nature to complement village vernacular. And the design is consistent on all

sides. So these materials that are proposed, and we'll go through them in a minute, they'll be consistent around the perimeter. So it's not like the front is treated differently than the sides where it's a fragmented approach to the overall design of the building.

Building height and massing, again, the scale of the buildings is meant to be consistent with, you know, two, two-and-a-half story architecture within the village. The roof lines are steeply sloped at a 12 on 12 pitch, which is in the guidelines, within the tolerance of the guidelines, and consistent with traditional architecture. The roof massing is varied, where we have a series of gables that project at different heights and we also use projecting forms to undulate the massing. So the projecting bays also come down with like a shed extension and we're using overhangs to accentuate the roof lines, also consistent with the village guidelines.

There's accents in the roof where we have asphalt shingles on parts of it and in

others where you have small roof overhangs over some of the upper story windows and down at the skirt roofs along the garage, transition over to standing seam metal. So there's some differentiating in material palette. So it's not just a, you know, a chromatic or monolithic composition. The colors are also varied. So there's a series of different materials and colors I'll present in a moment. And the colors are also low reflecting and subtle, which is part of the design guidelines. Proper building trims are utilized. So corners, casing, sills, frieze boards under the roof overhangs, as opposed to --

MR. SERRANO: Joe, just to be clear, what kind of material are you using so people understand?

MR. THOMPSON: I'll be right to it.

MR. SERRANO: Okay. Perfect. Okay.

MR. THOMPSON: So to differentiate it from, let's say vinyl siding which has no trim, this will have true one by four casings around the windows, actual sills, five quarter by ten frieze boards, and I'll point some of those out

as I transition over to the board. And the window and door fenestration has been, you know, coordinated. We're using, you know, high quality windows, probably Anderson 400 series, something to that effect, that are contrasting to the building facade colors, you know, with a dark bronze accent. So, these materials, I'm going to just relocate the board over --

MR. SERRANO: Joe, why don't you hold it up for him so he can -- so he can talk to --

MR. THOMPSON: Again, there's a series of different facade treatments. What we're proposing for the primary base is a board and batten fiber cement James Hardie Arctic White. That's the sample my hand is over at the moment. That's on these larger projecting gables. We then differentiate that with the gables that return at the corners and sort of bookend the building with actually a rice hull composite material that has the appearance of the real wood. It's stainable, it has a nice texture. These are both rot resistant and have significant longevity as far as the factory applied finishes. So they'll

withstand a significant period of time with low maintenance and maintain their aesthetic appeal versus materials that might degrade more quickly or even natural woods now, which are not of the quality they used to be where they paint, you know, we're looking at repainting within a short time frame, sometimes less than ten years.

We then, with these projecting bays, transition over to panel and trim. So this is again fiber cement and boral. That's this far sample. That part we're proposing to be field painted to differentiate the colors. So that's a historic palette color from Benjamin Moore, Duxbury gray. And then in between those bays, we again differentiate, where we change the siding composition to be horizontal clapboard. It's still fiber cement, still a James Hardie product, but a khaki brown color. Again, so we're trying to differentiate the types of siding, the coloring, as these materials step in and out to create some depth and contrast in the structure to break down the scale a bit.

The shingle is a typical architectural

asphalt shingle, GAF weathered wood, but it's got some warm undertones that complement the overall pallet of materials. Again, the windows, the accent roofs, which are these skirt roofs at the garage level and above these bay windows, are all dark blondes aluminum. And the base is proposed to be treated with thin brick. So, we have a Glen-Gery Nob Hill style thin brick that has some, you know, weathered appearance and some lime wash, which makes it feel like it's got some age and character to it and has a little bit more of a hand molded and distressed look, as you can see with some of the texture and the impressions in the brick.

So if the board would like to, I could bring the materials up closer. I know you're seeing them at a distance. Otherwise, this is the palette we're proposing, again, all high quality materials. We've tried to very intentionally compose them with the forms so that they all complement each other.

MR. PETER COOK: You can also explain to the board that these are very high quality

materials.

MR. THOMPSON: They are.

MR. COOK: They are, very much so.

MR. THOMPSON: You know, far in contrast from let's say vinyl siding again. They basically should last a lifetime of the building. The only portions that may need some maintenance, you know, maybe after the first 20 years is, you know, it's possible the fiber cement and the paneling may need to be repainted. But again, these products hold paint much better than natural woods because they're not subject to moisture absorption or expansion and contraction. So, they're very dimensionally stable and we expect them to look good for a very long time.

MS. ARMISTO: I have a question. You've described beautifully what's going to be on the front side. What's the back --

MR. THOMPSON: All the same.

MS. ARMISTO: All the same all around?

MR. THOMPSON: In accordance with the design guidelines, we'll be treating all facades the same. So, you can see it returning around the

side here. And, you know, we're happy as part of the record or even conditions, we'll have elevations that document that for the board because we're not showing a visual of the back right now but they will be consistent.

MR. SERRANO: And in the back will they have any balconies or anything in the back of the property?

MR. THOMPSON: The back doesn't have balconies, but patios.

MR. SERRANO: Okay.

MR. THOMPSON: So they'll be ground hardscapes.

MS. ABSENGER: Are the patios going to have a barrier separating each patio for privacy?

MR. THOMPSON: It's possible we might create some privacy screen. But we may just do it with landscaping, too. So, you know, at some point in the presentation, I'll turn over to Doug Woodward and we can talk a little bit more about that and how we envision it.

MR. SERRANO: Let me address that as well. Since they're individually owned, then they

can always put it, they can do that themselves if they wanted to in the future as a property owner, but it's not -- it's going to be property owned, so each person can decide what kind of barrier they want to put between each one if they wanted to.

MS. ABSENGER: Okay. Then that wouldn't look conformed.

MR. SERRANO: Well, they would need they would need a building permit. So the building and he also had asked when the building permit comes for residential, it actually gets, it has to be reviewed for color rendering as well for the building department.

MR. THOMPSON: And I just checked at the developer. We will be screening between patios, so there will be privacy.

MR. SERRANO: Perfect, that's your answer.

MR. THOMPSON: Probably in combination with landscaping through privacy screens.

MR. FAIELLA: Anyone else have questions for design?

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MR. THOMPSON: If nothing else, I'll turn it over to one of our other consultants to present.

MR. FAIELLA: Traffic?

MR. THOMPSON: Yeah, I'll turn over to Mr. Canning.

MR. SERRANO: Why don't you pass that over for them so they can look at it as they speak?

MR. THOMPSON: Oh, sure.

MR. SERRANO: Thick material too, very thick.

MR. THOMPSON: It is.

MR. SERRANO: Yeah.

MR. COOK: It's excellent building material.

MR. SERRANO: Look how thick that is.

MR. COOK: I know.

MR. FAIELLA: That is nice.

MR. THOMPSON: It's, a shame that the quality of [unintelligible] [00:25:40] doesn't hold up. It's so high maintenance. In luxury residential, it's hard to justify.

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MR. COOK: IP lumber.

MR. THOMPSON: Cedar, mahogany, hardwoods.

MS. ABSENGER: And where did you say that greenish gray, khaki whatever that color is?

MR. THOMPSON: Just this panel [unintelligible] [00:25:56], just the [unintelligible] [00:25:57].

MS. ABSENGER: Okay.

MR. SERRANO: The public can't hear you, so make sure you --

MS. ABSENGER: I just wanted to know what color, where the coloring of the grayish khaki brownish, whatever that's called. Okay. Is that a green?

MR. THOMPSON: That's gray, it has green undertones.

MS. ABSENGER: Okay.

MR. THOMPSON: Yeah. The lighting in the rendering shows a little bit more green. So trust the true samples over the rendering.

MS. ABSENGER: Okay.

MR. THOMPSON: But this is intended to

represent this gray, you know.

MS. ARMISTO: So the end picture, the light color and the dark, that's what will be facing here, correct?

MR. THOMPSON: Yeah. These two forms most of them will face [unintelligible] [00:26:37], that's right.

MR. SERRANO: Show them to the planner.

MR. SMITH: Very nice.

MR. SERRANO: Thanks, Joseph.

MR. THOMPSON: You're welcome.

MR. SERRANO: Bring that mic close to you too, that way everybody can hear. Thank you.

MR. JOHN CANNING: Thank you Marcus. Good evening Mr. Chairman, members of the board. for the record, John Canning with Kimley-Horn. We prepared the traffic evaluation for the project and submitted it to you and to your consultant for review. As you're aware, this is 11 residential units. We determined how much traffic it would generate based on the Institute of Transportation Engineers trip generation manual. It will generate six additional trips on your

roadways in the peak hour. That's one every 10 minutes, which won't have a significant adverse impact on area traffic operating conditions. We performed sightline evaluations at the site driveway. We actually recommended and the applicant consented to move the driveway a little bit further away from Route 9A. Adequate sight distance can be provided at the site driveway. We provided truck turning analyses for a vehicle that's modeled on the Village of Buchanan's tower ladder. It shows a vehicle able to turn in and turn up into the site and then turn around and leave. We looked at crash data. There have been no crashes reported in the last five years on Bleakley Avenue or turning onto or off of 9A in this vicinity, so that's a good indication.

And we have spoken to the regional permit coordinator, Ms. Anne Darelius with New York State DOT, an adviser of the project, and permit application is being submitted to undertake the work that will be performed in the New York State DOT right of way. So if you have any questions, I'd be happy to answer them.

MR. SERRANO: And chairman, our traffic engineers is here as well if you want him to, maybe to address? Phil?

MR. PHIL GREALY: Good evening, Philip Grealy from Collier's Engineering and Design. We have prepared three memos. Our first memo was from June 16th. Mr. Canning and his office responded to that in a July 15th response. We had comments about site distance, sidewalk connections, driveway location. Those were all addressed. In terms of the trip generation, the estimates that were in the report are based on standards. We also asked them to give us the estimates if we looked at these as detached single family homes, and even with that generation would not have an impact. It would be, you know, anywhere almost double what Mr. Canning mentioned, but it would be accommodated at this site. The crash data was provided.

We prepared a second memo July 24th and at that point we were waiting for the crash data. We had asked for information on the turning tracks, which they provided. And as he indicated

that they will have to get permits from DOT for the sidewalk work as well as a use and occupancy permit for the plantings in the right of way. And then that's standard. It's a process but DOT, as long as it doesn't impact sightlines DOT will permit that.

MR. SERRANO: Oh Phil and then the other thing also besides that, they got to get the lighting, to get lights as well, correct?

MR. GREALY: Yeah. Correct. So those would all be conditions of any approvals. But the applicant has addressed everything that we asked for. All of our comments have been addressed and we're satisfied with it at this point.

MS. ABSENGER: Okay. I'm a kind of hands-on gal. I took my rolling meter because I after I looked at that building on Gallon Measure, I was astounded at its size. So I asked for help in figuring out what the distance was from the crosswalk on Albany Post Road to where your entrance was. As I was walking on the grass, the cars that zoomed coming south onto Bleakley Avenue were horrific. Now, in this report, it

says they slow down. No, they don't slow down. That has an arrow, and I don't think it's ever red, where -- the color red --

MR. CANNING: Yep.

MS. ABSENGER: -- where they have to stop and then go, if that's part of the traffic law. I was just, I was just a bit surprised at the way they took the curve from Albany Post Road coming out onto Bleakley Avenue. Now, there were no cars coming north, so they didn't have to stop. They just zipped on by. And I was on the grass, luckily, because otherwise they would have had to go off into more off the road. I don't know what the -- I don't know what the answer is to that. I don't know if it's stop the green light, make it a red light, make it a stop before you make that right-hand turn. That is something that you guys have to come up with a solution. But they were coming off that Albany Post Road very, very fast.

MR. GREALY: Understood. So as part of the DOT review for the permit, there are three things that they're going to look at. The use and

occupancy is -- there's plantings, that that's a separate issue. The highway work permit, which is the sidewalk extension. So, right now you don't have any sidewalk there. As you said, you were on the grass.

MS. ABSENGER: Right.

MR. GREALY: There will be a sidewalk that will provide an area for pedestrians to access the property. Also at this intersection, and I believe it was done to accommodate larger vehicles making the turn off of Albany Post Road onto Bleakley Avenue. No, even the truck went by me.

MR. GREALY: Yeah.

MS. ABSENGER: AAA, I mean, it was unbelievable.

MR. GREALY: Understood. There, the striping that is there, DOT will likely require that to be updated and one of the things that would be looked at here would be to still accommodate those large vehicles but stripe it so that they would end up slowing down as they make that turn because it's designed to accommodate a

larger vehicle. But what happens is it's an expanse of pavement there --

MS. ABSENGER: Yeah, right. Because --

MR. GREALY: -- so as part of the DOT permit, that will be a requirement of the applicant to satisfy that, either restriping it and again right now it's just, it's paint. Now DOT typically requires an epoxy material and it's more, it delineates exactly where a vehicle should travel so that would increase the separation from the new sidewalk and it also tends to slow people down. They will make a determination if they are going to modify the signal. Again that's based on the volumes. But I think, you know, your points would be addressed as part of that permit.

MS. ABSENGER: Okay. Because 83 feet from that crosswalk is not a very long distance. In fact I went 93 and had to go back and recount because I was astounded it was not that long.

MR. GREALY: So the driveway was shifted. It was even closer to Albany Post Road. We had commented on it. The applicant did shift

it as far as they could because they still want to make sure they get the sight distance looking to and from the west.

MS. ABSENGER: I know because that, Bleakley Avenue is on a rise and it comes down.

MR. GREALY: Right.

MS. ABSENGER: So, you know, thinking about that, you know, the sight distance to me is very important because you will have mothers with children in the car. You will have school buses. Your project was done, your traffic study was done during the summer. I asked the chief if he would be able to put up the solar mile per hour after school starts, just out of curiosity so we can see what the traffic coming to Albany Post Road is doing. We don't know what it's going to do, you know, coming off of Albany Post Road, but we can find out what it's doing, going. The funny part about this is that there's only one pole across from your entrance basically. And then all the poles are on the side of your project going to Broadway. There's no poles on the other side of the street, on the west side -- on the west

side. I don't know how that happened. I'm not, you know, here to figure that out. So, what I'm saying is that the only place that one of these solar mile per hours can be put is almost when they get to the traffic light, which they're going to stop anyway. So, I don't know how to determine this unless you guys have a different mechanism that can figure that out.

MR. GREALY: So, in our July 24th memorandum, we did recommend some warning signs, approaching the intersection. So, you're talking about a speed sign.

MS. ABSENGER: Well, I'm talking about I want to know what the speed is after the school starts because everybody gets nuts. They're late, their kids are late, they're late to work, the kid didn't get up, they didn't get up, whoever didn't get up and all of a sudden you have people that are speeding. So, someone trying to come out of that complex, that condo complex, is going to have to navigate both sides of the traffic. And I don't know how much traffic is going to go towards Broadway or Greentown, you know, when

they start or, you know, whatever. But you've got school buses at that point, you've got handicap buses at that point. So, I would like that done after school starts after Labor Day.

MR. CANNING: So, we can certainly discuss that with the police department to see how we might be able to accommodate that. I'll just reiterate what Mr. Grealy said. We did move the driveway in response to the concern that you saw that we saw. And we did make sure that adequate sight distances can be accommodated and we did make a recommendation on page four of the report that if the DOT lets us, we would modify the intersection so that it's not as expansive.

MS. ABSENGER: Right.

MR. CANNING: And what happens is it's like the Indianapolis 500 when you come around the corner there, right. So if you make it tighter, you just have to slow down and go slower.

MS. ABSENGER: Okay. I have one other question and Mr. Giordano, you might be able to answer this, or Jim. There's two poles right on

your property. One has a banding around it and one is connecting to what's on down by Albany Post Road. Are those going to be -- are those going to be removed, underground or are they going to be --

MR. SERRANO: That's Verizon or Con Edison.

MS. ABSENGER: So those stay? Because they look like they're right in the driveway, right near the driveway.

MR. ANNICCHIARICO: Well, certainly anything that's -- if there's a pole I'll look in a minute, but if there's a pole --

MS. ABSENGER: I took a picture of it, that's, you know.

MR. ANNICCHIARICO: Yeah, if there's, I don't think it is. I know, I know, I think I know which one you're talking about.

MS. ABSENGER: It's two of them.

MR. ANNICCHIARICO: Yeah.

MS. ABSENGER: One in front and not -- and cut off.

MR. ANNICCHIARICO: Right.

MS. ABSENGER: And then one in --

MR. ANNICCHIARICO: Then if they're, I mean if it's if it's a short pole, I would imagine that it may be something that only Verizon is hanging on to now and probably should be removed at, you know.

MS. ABSENGER: Okay.

MR. ANNICCHIARICO: They're very lax in removing, because what ends up h happening is when Con Edison replaces a pole or moves a pole, they move their infrastructure first.

MS. ABSENGER: Right.

MR. ANNICCHIARICO: And they cut the pole that they were on down to a point that where Verizon or whoever else is on it. And they leave it up to them to move to the new poll and which very, you know, rarely ever happens quickly, or if not at all.

MS. ABSENGER: Yeah, this was just a very, you know, it looked like it was close to the driveway.

MR. ANNICCHIARICO: Yeah, I don't think it is because if it were, I would have we would

have we would have called it out on our plan to be, you know, pole to be removed.

MS. ABSENGER: Right.

MR. ANNICCHIARICO: So, I think it is to the, and especially now since we moved the driveway ten feet towards Broadway.

MS. ABSENGER: Right.

MR. ANNICCHIARICO: I think it's on the right hand side as you come in. It's out of the, you know, the path of our --

MS. ABSENGER: All right. While you're here, I have a question about the parking lot. Thank you for the extra two spaces. I still feel it's insufficient, under protest.

MR. ANNICCHIARICO: Okay, but --

MS. ABSENGER: It's insufficient for the number of units and people that will be there and kids. Are you going to stripe where the fire truck goes down past the four spots, the first four spots on the parallel in the parking lot, in your parking lot? And then you have a swell where the fire truck was to go up where the other two new parking spots are, are you going to stripe

that?

MR. ANNICCHIARICO: We didn't show that as striped.

MS. ABSENGER: Or no part --

MR. ANNICCHIARICO: We didn't show it that way, certainly we --

MS. ABSENGER: I know you didn't show it that way.

MR. ANNICCHIARICO: Yeah.

MS. ABSENGER: I'm just saying. But that's what the fire truck is supposed to do is to come down and curve up. So, I just want to know.

MR. ANNICCHIARICO: Well, I think --

MS. ABSENGER: Because you know good and well, they're going to park there.

MR. ANNICCHIARICO: I think that's where the fire truck would have to like kind of maneuver in order to pull up to the end there and turn around. The fire truck, I don't even think the fire truck and Kieran, may be able to answer this better --

MS. ABSENGER: Well --

MR. ANNICCHIARICO: -- I'm not even sure the fire truck is going to go into the site if there's a fire in there. It may pull up on Bleakley. They run their hoses in and pull --

MS. ABSENGER: Oh.

MR. ANNICCHIARICO: -- off the hydrant that's going to be in, you know, within the site and fight a fire that way. I there's really no, there would be no reason if there was an emergency for a fire truck to have to pull in all the way, you know, up by the --

MS. ABSENGER: Okay. I'm just going by what you showed, you know.

MR. ANNICCHIARICO: Yeah.

MS. ABSENGER: You know.

MR. ANNICCHIARICO: I mean I would prefer to not have to show all that stuff. I think it just kind of cheapens the look of the the whole site. In fact, under protest, I put the walkway path, you know, behind the driveway.

MS. ABSENGER: At least you did everything right, under the guidelines and codes and all the rest of it, I got that. I'm still

protesting parking spaces. There's not enough.

MR. ANNICCHIARICO: Understood. I mean, I told, I said to the zoning board, I believe at the last meeting with --

MS. ABSENGER: Yeah, Gary even questioned where we came up with this formula.

MR. ANNICCHIARICO: We would, we're not we're not not providing more for you because we don't want to. We just, we don't physically have the room.

MS. ABSENGER: I know.

MR. ANNICCHIARICO: So we've, and as I said, we are required to have 16 and --

MS. ABSENGER: Yeah, you've provided everything that you were supposed to. I'm just still not convinced it's enough.

MR. ANNICCHIARICO: -- 17 parking space, I think, is what we're supposed to provide.

MS. ABSENGER: Yeah.

MR. ANNICCHIARICO: We now have 28, so.

MS. PORTEUS: And you know what? These are for sale. So, people that needed more won't buy them.

MS. ABSENGER: Well, that's --

MS. PORTEUS: Right?

MS. ABSENGER: See, I'm also thinking of you, Mr. Giordano and I'm saying to myself, the people that I've spoken with always looked at the parking when they went to buy or rent condos, town houses, or apartments. And when I think about that, I'm saying to myself, I don't want to see these things just stay vacant. You put a lot of work into this. This is a lot of money, time, and effort not only for you, but for us. And you know, we want it to be successful.

MR. ANNICCHIARICO: Sure.

MS. ABSENGER: And that's probably the reason why I'm being so insistent, being nice about it.

MR. ANNICCHIARICO: Understood.

MS. ABSENGER: So, I apologize, but I don't apologize.

MR. ANNICCHIARICO: You don't have to, that's fine.

MR. FAIELLA: Does any of the other board --

MR. ANNICCHIARICO: Sorry, I'm not sorry.

MR. FAIELLA: -- have questions for traffic or --

MR. OUTHOUSE: No, I just have a statement. I kind of see what Eileen's talking about here. I don't necessarily think we needed to be striped. In the fire truck turning diagram that we used, we gave them the worst case scenario truck.

MR. SERRANO: Right, Mm-hmm.

MS. ABSENGER: Okay.

MR. OUTHOUSE: Like he better make sure his insurance is paid up this thing shows up. So most of our trucks are like 35 feet.

MS. ABSENGER: Okay.

MR. OUTHOUSE: We gave him the absolute worst option. So we should be all right, as long as no one parks in those spots. If there's a fire, our engine will go in that parking lot, guaranteed.

MS. ABSENGER: Okay. All right.

MR. OUTHOUSE: We're going to go right

in, the big one probably not.

MS. ARMISTO: I can guarantee you people will be parked in those spots.

MS. ABSENGER: Yeah, right.

MS. ARMISTO: Guaranteed.

MS. ABSENGER: They'll be parking all over the place. It'll be a disaster.

MR. ANNICCHIARICO: If, I guess if we need to stripe it for no parking, we can do that.

MS. ARMISTO: But that's what our village has to take care of. Like you were providing it and then the village has to say you can't park there. And that's, we're seeing that in other places that have approved parking and then it's over parked and the fire trucks are not going to be able to get into it. I mean, you are absolutely providing what you need to provide. We know what people are going to do.

MS. ABSENGER: Because they're human.

MR. ANNICCHIARICO: Again, we've got 28 parking spaces. We're required to have 17. I don't, you know. We've done our best landscaping.

MR. FAIELLA: Landscaping?

MR. ANNICCHIARICO: Yeah, sure. Get you off the parking, get some landscaping in for you.

MS. ABSENGER: Well, no. I had concerns about the traffic and moms.

MR. DOUG WOODWARD: Good evening. Can you guys hear me?

MS. ARMISTO: Yes.

MS. ABSENGER: Yes.

MR. WOODWARD: Good evening, planning board. It truly is a pleasure to be here. I'm born and raised in Peekskill and have been a landscape designer for more than 42 years. And I absolutely love all the old river towns. Obviously, I like Peekskill a little more, but I do love the Buchanan and Verplanck. And I want everyone, as I visited with Eileen on the elevator, when you leave this building tonight, I want you to make note of the sycamore trees that are in the front. They have to be more than 100 years old.

And I tell everybody when they go to parks and communities or wherever they go on vacation, anytime you see an older tree, that's

been around for a hundred years, you are truly blessed. And when I go to visit customers, I always tell them, you know, it's a luxury to take care of trees and most people can't afford it. And then they say, I can afford it and they take care of it. But those two sycamore trees out there have to be some of the oldest in Westchester County, so kudos to Buchanan.

As far as I want to sister up a little bit what Jimmy said, and Joe. You know, if you drive past the Westchester Diner, which all of you, I'm sure, have stopped in for a cup of coffee over the years, you see all these vines growing over the bridge and the trestle. It looks like a jungle. And then right past that was an old friend of mine, HBA. There's a whole bunch of industrial things, the next right also overgrown. So I agree with Jim and Joe that this is a starting point.

And if you look at that, that's a great asset for Buchanan that says welcome to Buchanan. You're going to have a beautiful sidewalk, beautiful outdoor lighting. You go home there at

night, go back up to the Westchester diner and come down, dark as can be. You can't see anything. You're going to have a beautiful sidewalk. You're going to have outdoor lighting.

And then with the help of Jim and Joe, we selected a native October Glory Maple, which is going to be set back ten to 12 feet from the road and will be an asset and be a beauty for Buchanan for more than 75 years. Beautiful fall colorations and people will slow down, Eileen just to see the landscape. And you laugh, but I'm serious. I'm serious. You will slow down when you see those sidewalks.

And then we also are going to, I know the builder personally. His attention to detail is incredible. He's had the fortunate -- he's been very fortunate to play at a lot of beautiful country clubs and golf courses. And he always tells me, come on, Doug, we got to go and I'm over there looking at the grass and the trees and the flagpoles and all that. But we're going to have six to feet of lawn and it's going to be irrigated. And it's going to be maintained and

it's going to look beautiful. It's not going to be a weed mess. It's not going to be an overgrown jungle and then we have some type of concrete, I don't know what you call it, Jim. What is it? Like a swale? But to me, I'm going to embrace it. We're going to make that a seasonal brook bed. If there's water that comes down there, fine, if not, we'll just line it with some rocks, which I think we'll be able to find from the site since it's all rock to begin with.

And as far as you're concerned with the traffic, it is a real concern. But if you look at it right now, it's real bad because everything is overgrown. It's encroaching on the road. Just drive there tonight. Go down to Bleakley. I mean, I haven't been to Johnny Ritz in probably 20 years, but that's because it's not open. So all that is going to go back 15, 20, 30 feet, then you're going to have outdoor lighting and Joe is phenomenal with the colors and it's going to lend itself to whatever we do. And that's what you want to do. You build something and then the plantings and everything that you do around it

are supposed to complement, complement them and lend themselves to the project.

And I guarantee this builder is not going to shortchange anything, especially when it comes to the landscape, and I won't let them. So, it's a win-win for Buchanan in my opinion because right now people drive by, they throw McDonald's, they throw Dunkin Donuts, they throw nothing but garbage in there. So, now we're going to go in there, clean all this place up, put beautiful sidewalks, which is really a benefit for the Hendrick Hudson High School students and anybody that lives in Buchanan.

And then I, what I've noticed in my lifetime is when somebody does one project like that, like you have Silvan Woods, you have this project, you have another project, little by little things are improving. I mean, Mr. Sellick is a good friend of mine, but you know, he owned a building across from his auto body for a long, long time, and now they did away with it, and hopefully something good goes there. But little by little, little pieces and I think this is a

big, big part of the overall scheme for Buchanan because it is, it is, you know, Albany Post Road, as soon as you go over the train, you know, the bridge, you say I'm in Buchanan, yes.

MR. SERRANO: So a question for you.

MR. WOODWARD: Yes.

MR. SERRANO: They put up some of the plantings and stuff like that. Want to explain to Eileen, you have it right here on the wall.

MR. WOODWARD: Yeah, yeah.

MR. SERRANO: Where things are going to go, so that way Eileen knows what kind of trees you're going to put, what kind of hedges you're going to put.

MR. WOODWARD: 100 percent.

MR. SERRANO: So why don't you go through that so she can understand?

MR. WOODWARD: Well, what we always want to do Eileen is we always want to enhance, you know, and complement whatever the architect's design. So right now in the 11 units, we selected a beautiful flamethrower redbud which is a unbelievable flowering deciduous tree that has a

beautiful color in the spring, but then it has three or four multicolor leaves throughout the season. And the beauty of it, it's never going to outgrow its space. A lot of times, you know, you see people they, you know, everybody has 30, 40, 50, 60 year old homes and the plants outgrow their space, the foundations. Everything that I selected is going to be an asset for the next 50 to 75 years. We use the Shasta Mariesii viburnum along the wall in the front. It produces white flowers from 30 to 60 days. One of the few viburnum --

MS. ABSENGER: I have looked at your plan. I was going to commend Mr. Giordano that he did a great job on the landscaping. So I commend you. The only two things I -- oh, I have three things. Everything looks great. But deer love daylilies.

MR. WOODWARD: That's right.

MS. ABSENGER: So are they going to come? Where are the deer going?

MR. WOODWARD: Well, the Stella d'Oro everblooming daylilies are not high on the menu.

If you, if you go to a perennial book one --

MS. ABSENGER: Okay, good.

MR. WOODWARD: -- two, and three, they're very, very low on that.

MS. ABSENGER: Okay.

MR. WOODWARD: But everything there is native, you know, pollinators, it's native plants.

MS. ABSENGER: Yeah, I know that. I --

MR. WOODWARD: You know, it's all right if the deer, it's all right if the deer eat some, but I really don't believe they're going to eat once you have the sidewalks, the benches, the outdoor lighting, and the people driving very slow out the driveway.

MS. ABSENGER: Okay. Why did you pick the giant green arborvitae? It says giant green arborvitae.

MR. WOODWARD: It's probably the number one evergreen right now for hedges and it's on the side north facing.

MS. ABSENGER: Well, it's covering up that box.

MR. WOODWARD: Well, I really don't want him to overlook all that, you know, you try to create some definition and some privacy for the people that are going to purchase those units. And it gives them a sense of where they live, because if they look beyond that, you got a big mechanics warehouse. I mean, it's like open, open land of all trucks and everything. So, I figured let's do something that can screen it. And if any of you have a chance to drive to Connecticut, you go 35 to 123 to Smithridge Road, they have some of the most beautiful green giant arborvitaes that are 20, 25, 30 feet tall.

But again, it's another plant that I selected. We're not going to do 25 foot plants to begin with, Mark. But they they'll never outgrow their space in our time. And that's really what you want to do as a landscape designer. You want to select things that are going to be able to, you know, stay there for 25, 50 years and not outgrow their space, but also just lend themselves to the community and to the project.

MS. ABSENGER: Okay. The last one is the

Forsythia bushes. Do you have them lined up on, near the sidewalk?

MR. WOODWARD: No, not really near the sidewalk. That's maybe something that we might, depending on how much rock we take out for that seasonal brook bed. So, it gives a beautiful yellow flower in the spring. It's a plant --

MS. ABSENGER: I know, it's a weed --

MR. WOODWARD: -- that --

MS. ABSENGER: -- and it's a weed afterwards.

MR. WOODWARD: Well, not --

MS. ABSENGER: That's -- and I have Forsythia, so I know. It's very pretty.

MR. WOODWARD: It can be contained and it can be shaped. It's not my top ten deciduous flowering shrubs, but it lends itself to this project only because we have that little seasonal dry brook bed and it's something that does well in almost any kind of soil, which makes sense, right.

MS. ABSENGER: Right. It does make sense.

MR. WOODWARD: But at the end of the day, I have to work for the builder, but I also want to do something that's going to work for the, you know, the total project.

MS. ABSENGER: No, you did an excellent job. Thank you, Mark. Thank you.

MR. WOODWARD: I appreciate that. Thank you.

MS. ABSENGER: Thank you.

MR. FAIELLA: Any other questions? And what trees are we going to look at when we leave?

MS. ARMISTO: The sycamore tree.

MR. WOODWARD: The two sycamores, yes. Look at them. You won't find any -- the only trees that I see that are larger than that are Sleepy Hollow Country Club when you go down on Route 9.

MR. SERRANO: Route 9. That's right.

MR. WOODWARD: All right. Thank you very much.

MR. FAIELLA: All right. Mr. Cook, do you have anything?

MR. COOK: No, I have no comments.

MR. FAIELLA: All right. Follow up with Phil, do you have anything?

MR. GREALY: Nothing further.

MR. FAIELLA: All right. George, you are up.

MR. GEORGE POMMER: George Palmer, Hahn Engineering. Good evening, chairman, members of the board. The applicant has addressed most of our comments, as I mentioned in the email when I sent the memo over. Two of the items, and Jim mentioned it was the drainage. They're going to do some more work on the drainage. They've outlined the area. They have more area that they can use under the parking lot. The other item is the, and Jim mentioned it, was the was the slope in the back, which was to add some details to the plans. They mentioned in a report slopes are going to be one on six and that they're going to have rock faces and whatnot, but that should also be a detail on the plan. So that's, those are the only two additions from our last comments.

And as they mentioned, they have to submit to the DOT and that takes a long time and

the DOH, which also takes a while. So those are the only things.

MR. FAIELLA: Mr. Smith?

MR. DAVID SMITH: Mr. Chairman, I have no comments at this time based on the review of the materials that were submitted, but just one comment from the presentation tonight. Joe, on the proposed lighting, and Marcus, maybe you can help, that's similar to the other kind of decorative lighting that's proposed at the other end of the village, AMS and Village Square? Is the, I can't remember correctly if the top of the light is shielded, because that appears to be, to have no shielding on the light.

MR. SERRANO: Correct. So yes, that's not the light that's being used, no.

MR. SMITH: Okay. So it's, it's just, that's just a correction of the detail, that's all, right?

MR. SERRANO: Well, Jim, I know Jim had the detail from the other projects.

MR. SMTIH: Well, if you can't find --

MR. SERRANO: Oh, there we go. It's on

the top. You can zoom in. There we go.

MR. ANNICCHIARICO: Right. So this was the detail that we added, which I believe was given to us --

MR. SERRANO: Correct.

MR. ANNICCHIARICO: -- for the Gallon Measure project.

MR. SERRANO: Correct.

MR. ANNICCHIARICO: And we added it. We added it. We added it to it.

MR. SMITH: That's fine. Thank you.

MR. SERRANO: Yep.

MR. SMITH: Okay.

MR. SERRANO: Yeah.

MR. THOMPSON: And we can update that rendering also as part of the final.

MR. SERRANO: Yes. Thank you.

MR. FAIELLA: Anyone else have a question?

MS. ABSENGER: I do. I have another question. Jim, the wall that comes out on the driveway, how far is that from the sightline, because I don't really know where the sightline

is. I mean, I've read the report. Now, go back to the beginning. The one you first had.

MR. ANNICCHIARICO: You want to look at this one?

MS. ABSENGER: Yeah.

MR. SERRANO: Well, use the pen if you want to.

MS. ABSENGER: How far is that wall --

MR. ANNICCHIARICO: This wall?

MS. ABSENGER: Yeah, that wall --

MR. ANNICCHIARICO: Okay.

MS. ABSENGER: -- in regards to where the cars would be coming out?

MR. ANNICCHIARICO: Okay. So, I mean, John may be able to also answer some of this. What happened here?

MR. SERRANO: Give it a second. There we go.

MR. ANNICCHIARICO: So this is the lane right where you're going to come out. This distance you're saying from this wall to where a car would be up here?

MR. SERRANO: Can you mark it with a pen

so we can agree? Please.

MR. CANNING: From the sightline to the wall.

MR. SERRANO: Put a dot. Wait.

MS. ABSENGER: I want to know, I want to know where the wall is. Does the wall impede the sightline?

MR. ANNICCHIARICO: No.

MR. CANNING: It's not even permitted to so it'll have to be designed not to impede the sightline.

MS. ABSENGER: That's all I wanted to know. Okay.

MR. SERRANO: That will be a DOT requirement.

MR. ANNICCHIARICO: Yes, that actually that's one of the first things that John and I looked at together. John mentioned that to me and we confirmed that the top of that wall -- that wall, like I said, is only about one foot right there. That's where it starts. It gradually gets higher. It actually does some undulations as you go north.

MR. FAIELLA: What is your plan for the utility building of Verizon?

MR. ANNICCHIARICO: Well, we will certainly contact them, see if we can, I'm sure Mark doesn't, you know, want an ugly looking building in front of his beautiful project. So, you know, whatever we can to beautify the building, you know, Mark, I'm sure, will be happy to do.

MR. FAIELLA: So, you're going to reach out to Verizon?

MR. ANNICCHIARICO: Yeah, we will. Yep. We'll just plant around it, paint it maybe.

MR. FAIELLA: It was cut down.

MS. ABSENGER: This is, that's the new pole.

MR. FAIELLA: In the back.

MS. ABSENGER: Right.

MR. FLEMING: So, so the pole that Eileen was referring to before that pole was cut down and they put, Con Ed put a new pole behind that, so.

MS. ABSENGER: But there's still wires

connected.

MR. FAIELLA: That, the bottom wires are Verizon. The top ones are power.

MS. ABSENGER: Oh.

MR. SERRANO: They have to be moved. That's going to have to be moved.

MR. FAIELLA: So, as Marcus said, when they put in a new pole, Con Ed will switch over their power lines, but then Verizon has to come back and remove their old stuff and put it onto the new stuff.

MR. SERRANO: There you go, Jeff.

MR. ANNICCHIARICO: Okay. So, Eileen, there's a there's a pole here.

MS. ABSENGER: Right.

MR. ANNICCHIARICO: And there's a guy pole behind it. And then there's a guy wire here. That is all south of our entrance, or east of our entrance, sorry.

MR. SERRANO: Yeah, the pole --

MR. ANNICCHIARICO: Let's see if I have it actually.

MR. FAIELLA: The question that Eileen

has with the pole with the wire, that's the one that's cut.

MR. SERRANO: Right. Right.

MR. FAIELLA: And that's the old pole?

MR. SERRANO: That's the old pole. That's correct.

MR. ANNICCHIARICO: So that's, that pole is right there.

MS. ABSENGER: Okay.

MR. POMMER: Yeah, but you're not showing the guy pole.

MR. ANNICCHIARICO: We'll have to move -- yeah, well, you're right, we aren't. This guy pole is here, right to here. The one that's behind here, that'll have to be removed.

MR. POMMER: Yes.

MR. ANNICCHIARICO: And relocated.

MR. SERRANO: Yeah.

MR. FAIELLA: Okay. Is there anybody in the public that like to chime in? Anyone Zoom or?

MR. SERRANO: Yeah, we can check Zoom. We have a couple of people on Zoom. If anybody on Zoom would like to say anything, ask any

questions, have any comments, please raise your hand. Chairman, no one is raising their hand so I believe there's no comments from the public. We have one in the --

MR. SERRANO: Oh, yeah, but not on Zoom, yes.

MR. SAL TAVANO: Thank you. I'm Salvatore Tavano III, residing at 167 Lindsay Avenue. And certainly I agree, everyone agrees, it's a beautiful project with the exception of the insufficient parking. I know there were steps to add a couple of parking spaces, but it's overly optimistic to think that there's going to be plenty of parking for services that go in, cleaning services, maintenance services. There's a visiting nurse, they can't, they won't go if there's no parking for them. So in addition, everything that's presented and, you know, we have a, you know, reputable builder and, you know, highly professional developers. But the best case scenario is always going to be presented when it comes to parking. There's really no response to the fact that even going

over one and a half parking places, which we all know, you know, is unrealistic. And maybe that's a minimum requirement in the code, but does that mean that if there's one and a half or a little more that it makes sense? It's really not workable. And there's no regard for the impact on the infrastructure and the surrounding people existing in the community. There's no parking on Bleakley Avenue. You have businesses and you have local residents where there's no place to park. There's a deli across the street, two parking places. That is going to just, it's just human behavior. Just as you mentioned about the traffic going around the corner, different color lines aren't going to change human behavior. They're not going to change somebody throwing something out the window.

Now, at the last meeting, there was a discussion about the development at Catherine Street and 9A that has a similar setup, similar parking. More parking was added, but, you know, what's not considered is that Catherine Street, Cortlandt Street, Rockledge Avenue, they all have

two-car parking on both sides of the street. Buchanan has none. There's 300 feet down the road from this proposed development where there's a cutout for seven spots. It's always full. I went by there tonight. I went by there many times, one spot available. When McHale is busy, their parking lot is always 100 percent full and they're parking on shoulders and so forth, inside their property and also parking on spaces for local residents and businesses. And I implore the board to take that into consideration and address how the surrounding existing community will be impacted.

MR. FAIELLA: Well taken.

MR. SERRANO: Just to clarify, just to clarify on the record --

MR. TAVANO: [unintelligible] [01:06:30] study?

MR. SERRANO: Well no, to clarify the record, the current applicants meet the code. The planning board cannot require more than the code. By them adding more spots, they're trying to appeal to the planning board as much as they can.

The planning board cannot say no to the project or ask for more studies if they're meeting the code. That's the law.

MR. TAVANO: Okay. I have two other questions if I might.

MR. FAIELLA: Go ahead.

MR. TAVANO: If I may and I should say and one observation. Is there anything that can be done for traffic that travels northbound on 9A making a left-hand turn onto Bleakley Avenue? Because they're going to be more traffic turning onto that road and it's a single lane. As it is right now, traffic from the VA, from the Cortlandt train station and the future development on 9A are going to impact that. When people may need to make a left turn the traffic is going to be backed up horrifically. It already is. I mean time and time again if you go down Tate Avenue to 9A there where the Shell station is, traffic is backed up beyond that traffic light because people are backed up at the traffic light where Bleakley Avenue is. So --

MR. GREALY: Phil can, Phil Grealy can

address that question.

MR. GREALY: That would be up to the DOT.

MR. TAVANO: Okay.

MR. GREALY: DOT controls that signal and the applicant has made an application to them.

MR. TAVANO: Yes.

MR. GREALY: So, as part of that review, in addition to the radius, the striping, DOT will make a determination whether or not there would be an advance, a left turn advance for someone making that left or any other modifications. That would all be part of their permit.

MR. TAVANO: Yeah, it doesn't seem like there's any room for that right now because of the housing on both sides of the road.

MR. GREALY: Yeah, there wouldn't be a separate lane. It's whether or not they would modify the phasing to put an advance so that people wanting to make that left would get an advance on the signal. But again, that's DOT.

MR. TAVANO: I don't understand.

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MR. GREALY: A green arrow for an advance on, if you're heading northbound turning on to Bleakley Avenue --

MR. TAVANO: Right.

MR. GREALY: -- that would be part of DOT.

MR. TAVANO: It wouldn't help when, you know, there are people that are further back making that left-hand turn.

MR. GREALY: Understood. But that's what DOT would look at as part of their review.

MR. TAVANO: All right. Now, my two questions, there is a concrete channel or runoff. It's fed by a storm drain on the opposite side of Bleakley Avenue, where the deli is. Is that channel going to be impacted by any of the development or landscaping? It runs down towards Dickey Brook.

MR. SERRANO: So, George? Or whoever.

MR. TAVANO: Yeah, please.

MR. POMMER: So the applicant is going to provide drainage calculations that show that that channel is adequate for not only their

development, but what's there now.

MR. TAVANO: Yeah, so that channel won't be impacted based on what it currently serves as?

MR. POMMER: If it's undersized, they'll have to increase the size.

MR. TAVANO: Okay. And then I had one more question that was about any blasting. Now I think I heard that there was no plan for blasting.

MR. FAIELLA: That's what Mr. Giordano said that he was going to have a --

MR. TAVANO: Yeah.

MR. FAIELLA: -- a tool that can chip away at the stone, that they weren't planning on blasting.

MR. TAVANO: Well, there is that would that be prohibited? Were there anything in the site plan or the --

MR. SERRANO: No.

MR. TAVANO: -- requirements from the board that expressly prohibits blasting?

MR. POMMER: No.

MR. SERRANO: No.

MR. TAVANO: Because the reason I ask is because you have many homes in that area across the street on 9A that, you know, many of them are perhaps 100 years old that are on rock rubble foundations and they'd be negatively impacted by any blasting done.

MR. POMMER: So if there is blasting, they request from the building department a blasting permit. There's a blasting protocol and they have to do a pre-blast survey of all the foundations within a certain radius. And then as they blast, they have to monitor the blast, the vibrations and so forth around the site to ensure that.

MR. TAVANO: Does that mean that they contact the individual property owners --

MR. POMMER: Yes.

MR. TAVANO: -- regarding that?

MR. POMMER: Yes. They --

MR. THOMPSON: If it was deemed necessary?

MR. POMMER: They would photograph the basements before and after the project. If

someone had a claim that the crack wasn't there before and all of a sudden there was, they'd have evidence and proof of that.

MR. TAVANO: Okay. Thank you. Thank you. I appreciate it. Could we have two more spots maybe?

MR. FAIELLA: Is there anyone else in the public that wants to speak?

MS. ABSENGER: No, but I have another question.

MR. FAIELLA: Ot-oh, hold on.

MS. ABSENGER: Okay, I have one more statement. This is for traffic. We didn't address the elephant in the room, which is the 501 Broadway, if it were to be -- if it goes through, 232 apartments which would be either using Bleakley, I'm not worried about John Walsh Boulevard or Broadway, but using Bleakley Avenue and also the acreage that will become available from Holtec, which is still up in the air as to what zoning will be there. We never bring this up. We just kind of like go this way, but nobody expands it out to what could be and what do we

have to look at? Not that this stops your project. I'm just saying that, you know, when I say I want to see what happens with traffic when school starts, you know, it's just a point that those projects are possible. Maybe not inevitable, but they are possible.

MR. CANNING: So, typically when you bring a project of that magnitude, 250 units, you're required to do your own traffic study and evaluate it and make sure it doesn't have an impact.

MR. SERRANO: Correct.

MR. CANNING: This project is not going to change conditions regardless of what happens at that project. It's one trip every ten minutes. So, if that project comes along and it overwhelms Route 9A, it'll be the same whether this project is there or not.

MS. ABSENGER: I agree. I'm not disputing that. I'm just saying that we as a board need to look at this and our traffic consultant needs to look at this. We all need to look at it because it is something that could

happen. And it's not -- Mr. Giordano's project is fine. It's not going to impact the traffic, but those will and he will be in the midst of that. That will also impact how they get in and out of your project. You know, not that you care at that point because they're already sold.

MR. GREALY: So as part of our review of this project, the applicant did provide a qualitative analysis and they did include consideration of the AMS project and the Village Square project in terms of traffic impacts. As part of the 501 potential project, we are on board to review that for the village. We've already gone through with the applicant a scope of what they need to address. This is one of the locations that they will have to address. And any data that they collect, we made it clear it had to be done with school in session and avoid any holidays etc. So that is already in the works. I haven't seen anything come in yet. But that is on the radar.

MS. ABSENGER: Okay. Thank you.

MR. FAIELLA: Again?

MR. TAVANO: Thank you. I'm still Sal Tavano and I still reside on Lindsay Avenue. Regarding what Eileen just mentioned for future reference, whatever is done in terms of traffic study if there is that new development on Broadway, if it would also consider parking on Bleakley Avenue in that immediate area because it's grossly inadequate and it will, it will become worse. Thank you.

MR. FAIELLA: All right, Dave, where are we at now?

MR. SMITH: So, Mr. Chairman, at the last meeting, you concluded the environmental review. That allowed the applicant to proceed with going to the zoning board to get the variances that they requested. They received those variances. You have what I believe is all the information you need in order to make a decision. You have an option right now. My suggestion at this point, I think if you feel comfortable, you may want to adjourn the public hearing but you may want to direct staff to begin the preparation of a resolution for your

consideration relative to the special permit and the site plan. In the interim, that will allow the applicant to respond to some of the comments, kind of the technical comments that have been raised tonight. We can certainly have a draft well in advance of your next meeting which I believe is what is it?

MR. SERRANO: October 28th. September.

MR. SMITH: Yeah, September 28th.

MR. SERRANO: Yes.

MR. SMITH: So then you would have an opportunity to consider that before your next meeting.

MR. FAIELLA: Okay. anyone on the board have an objection to closing the public hearing?

MR. SMITH: Well --

MS. ARMISTO: No, we're --

MS. PORTEUS: I think you're adjourning it. You're adjourning.

MR. SMITH: You would want to adjourn it. If you close a public hearing then technically a clock starts ticking where you need to have a decision made. My suggestion is if you

if you adjourn the public hearing that still allows the public to provide written comments for the village's consideration and then at the next meeting you could open public hearing and then eventually close it and you would have a resolution in hand to consider.

MR. FAIELLA: Okay. So, can I have a motion from the board to adjourn the public hearing until next month?

MS. ABSENGER: Motion to move to adjourn the meeting to next month.

MR. OUTHOUSE: I'll second.

MR. FAIELLA: Second, Kieran. All in favor?

MULTIPLE: Aye.

MR. FAIELLA: So, moved. And Dave, you're going to --

MR. SMITH: I will work with staff on preparing a draft resolution for your consideration, yes.

MR. FAIELLA: Very good. Thank you. Where we at now?

MR. SERRANO: Thanks. Have a good night.

MR. THOMPSON: Thanks everyone.

MR. COOK: Good night.

MS. ABSENGER: What else is on anything?

MR. SERRANO: Yeah, one other item.

MR. FAIELLA: Oh, the discussion.

MR. SERRANO: Yep. David can open up for you.

MR. SMITH: So, kind of in following up with some of the comments that were raised earlier, I think Eileen, you started to touch on some of the other issues about other developments. As you'll recall, the village has been in the process of preparing, draft zoning language for those properties located west of Broadway. That essentially includes the Certainteed property, the Indian Point property, and Lents Cove.

The village board, as part of lead agency the notice of intent circulated a draft of that to your board. I think it was, believe it or not, it was back in 2024. Your board did not object to the village board acting as lead agency. One of the requests that you had at the

time of the village board is to actually have a joint meeting with the village board to discuss in more details. I think that was one of the recommendations from Mr. Zachary.

So the package that you received is part of kind of the preparation for a public hearing that's going to be held next Tuesday, September 1st, 7:00 o'clock right here. The presentation will be, it's part of the public hearing on the proposed zoning amendments. In summary, the proposed zoning calls for the creation of what's called a Waterfront Development District. And in part, in large part, this comes out of the discussion and the planning that the village participated along with the town of Cortlandt as part of the Local Waterfront Revitalization Program.

Now, that was started before I got involved. And as part of that with the LWRP, there was a survey that was conducted, what were some of the uses that people would like to see for the area in question. And the Waterfront Development District reflects in large part the

issues that were raised, access to the water, open space, different types of development, mixed use, commercial, residential. And that is, would be is -- right now it's suggested that would be applied to the entirety of those properties west of Broadway.

With respect to the Certainteed property, they have had certain requests from the village with respect to their use and the village board, as part of the deliberations and discussions in prepare preparation of the zoning, has indicated that they would like to have the Waterfront Development District apply to the entirety of the west side of Broadway, but then the creation of a Waterfront Industrial District floating zone that would apply just to the Certainteed property. And it would allow for gypsum manufacturing which is currently there now to continue as a permitted principal use.

That was, that's I think the primary concern of the Certainteed operation is they want to make sure that they have, that they're, that they can continue as a permitted principal use.

Now, the village board's position is that, all right, well, that's fine. We're, I think we're comfortable with that. I think that's the kind of the feeling we got from the direction from the village board. But if that use were to ever go away, then the underlying zoning, the Waterfront Development District is already there in place. So, I don't think anybody --

MS. ABSENGER: That takes over?

MR. SMITH: Yes, correct. I don't think anybody --

MR. FAIELLA: So if the village did not get the Holtec property, they would still have that development plan for the waterfront in place?

MR. SMITH: So the Holtec property is, that's like kind of a separate issue. So just to finish up on Certainteed, so I think everybody recognizes that they're a very successful operation. They're not going anywhere. They're very, you know, they run 24/7. They have access to a deep water channel. So I think from an economic standpoint they're not going anywhere.

And so I think the zoning reflects that and respects that.

With respect to Holtec, the issue there is that you do have the existing plant that's being dismantled. I don't know the correct term but --

MR. FAIELLA: Decommissioned.

MR. SERRANO: Decommissioned.

MR. SMITH: Decommission. Thank you. And you also have the storage facility.

MR. FAIELLA: Okay.

MR. SMITH: And so there is one of the discussion items as part of this process in discussing with Holtec is to perhaps have the same type of concept, that you would have some type of an overlay that would allow that use, the peaceful use of atomic energy to remain on a select portion of the Holtec properties. But that other pieces, and I think the village has discussed this in the past, or it's been discussed in the past. For instance, the piece that's on the north end adjacent to Lents Cove may be released sometime in the future by Holtec

for redevelopment. And there may be other portions of the whole site that may be released for development. So the concept here is for the village to have the zoning in place for the types of uses that they would like to see on the balance of that property.

MR. FAIELLA: Understood.

MR. SMITH: Okay. So --

MS. ABSENGER: Is that on the website?

MR. SMITH: Yes.

MS. ABSENGER: It is?

MR. SMITH: It is.

MS. ABSENGER: Under what? Do you know?

MR. SERRANO: I don't remember. I'll send you the link. I forgot where it was. It's under the rezoning or something. It's, I have to find it for you.

MR. SMITH: Yeah, we specifically asked that it be placed on the on the website. So everybody has full access to it.

MR. SERRANO: Yeah.

MR. SMITH: We included, we also asked to have included a presentation that was actually

made back in 2022, which talks about kind of the preplanning discussion before the actual zoning was drafted.

MR. SERRANO: I'm sorry. It's under the developments.

MS. ABSENGER: It's under developments, Sharon?

MR. SERRANO: Yep. They found it.

MS. ABSENGER: Okay.

MR. FAIELLA: All right. So they're going to have this --

MS. ABSENGER: So that's going to be September 1st.

MR. FAIELLA: September 1st at 7:00 p.m.

MR. SMITH: September 1st, correct. Yep.

MR. FAIELLA: Okay. So, you have more than enough time to provide comments to the village board. This is a -- with any rezoning, there's an automatic referral to -- there's two referrals. One is an automatic referral to Westchester County as part of the general municipal law. There's also a referral as part of your zoning code to the planning board for review

and recommendation.

MR. FAIELLA: Okay. Yes. I don't, I don't understand, but the project went in front of zoning and they didn't mention anything just to change the number of bedrooms, but they didn't mention anything about parking and then Salvatore brings it up afterwards.

MS. ABSENGER: No.

MR. SERRANO: No.

MS. ABSENGER: The parking, they reached their goal in the code for parking.

MS. ARMISTO: Yes.

MS. ABSENGER: We're just saying that it's insufficient.

MR. FAIELLA: No, no, I understand that. But if someone in zoning is thinking that the village codes need to get changed, why didn't they bring that up? That's what --

MS. ABSENGER: I'm saying has --

MR. SERRANO: Yeah. Nobody on the zoning board brought that up as a concern that I remember.

MS. ABSENGER: No. But Gary said, who

made this, you know, this thing up?

MR. SERRANO: But you're right. If the zoning board wanted to make a change, they can recommend to the village board to change it. You're absolutely correct.

MR. FAIELLA: But they didn't.

MS. ABSENGER: My question is, should this board write a letter?

MR. SERRANO: Yes.

MS. ABSENGER: And send it to the village board that we need to look at parking?

MR. SMITH: You absolutely can.

MS. ABSENGER: Okay. And I think --

MS. ARMISTO: It's smart.

MS. ABSENGER: Yeah.

MR. COOK: Did we not did we not alter the parking down to one-and-a-half, because we had 20 by 10 foot spots which was not adequate for today's vehicles. They're smaller. That is one of the primary reasons why we went from two down to one-and-a-half. It was 20 by 10 and that was 1970s size cars, not today's cars. So they were way oversized. So other parking lots were

measured. Croton, Peekskill, here.

MS. ABSENGER: I don't remember this.

MR. SERRANO: Yeah.

MR. COOK: Everybody was this size. So that's why we went to that for the AMS project. So now you want to go back?

MR. SMITH: I'm not saying that. I'm not saying that.

MR. SERRANO: That's for him.

MR. COOK: No, no, I know. But I'm saying is do you want to go --

MR. SERRANO: All Peter is saying that there was research on size of lots all over the county and ours were --

MS. ABSENGER: We're not talking about the size of the parking space --

MR. SERRANO: No, no, no.

MR. COOK: There was a change.

MS. ABSENGER: The number of parking spaces. That's, how do you get, how do you circumvent that?

MR. SERRANO: You have to ask the village board if they want to change it,

absolutely correct.

MR. FAIELLA: Yeah, the village board.

MS. ARMISTO: As a village, we should start enforcing because we say there's only 10 spots here, but we have 15 or 20 cars parked on a property.

MR. SERRANO: What, parking on private property?

MS. ARMISTO: Take for example what was the one on White Street?

MR. FAIELLA: Capstone.

MS. ARMISTO: Capstone. They're blocking the street.

MR. SERRANO: That's illegal. That's illegal.

MS. ARMISTO: They're pulling in, they're parking way too many trucks over there than we approved. The diesel mechanic on Albany Post, drive past there. You could if that place catches on fire, you're never getting a fire truck in it. They're parked.

MR. SMITH: Is that Pacific?

MR. SERRANO: Are we talking about

Pacific?

MS. ARMISTO: Yes.

MR. POMMER: Yes, that's Pacific.

MS. PORTEUS: That's the [unintelligible] [01:27:54].

MS. ARMISTO: Try to get into AAA. You can't even get down that road. I had to go there for a meeting the other day. I couldn't even park.

MR. SERRANO: Is that on Greentown Road you're talking?

MR. POMMER: Yes.

MR. SERRANO: On Greentown Road?

MS. ARMISTO: [unintelligible] [01:28:05] is parking all over --

MR. SERRANO: That's a police, that's a police function.

MS. PORTEUS: All of this is.

MS. ARMISTO: We've said it. I've heard it at this --

MR. SERRANO: So what I can actually recommend, I recommend this, I would say recommend residents if they see a problem call

the police department. But that that's the enforcement.

MS. ARMISTO: I drive down Cortlandt Catherine Street every single day. It's a one-lane road.

MS. ABSENGER: Right, it is.

MS. ARMISTO: You, people are parked on both sides.

MR. SERRANO: Are they allowed to park on both sides?

MS. ABSENGER: Yeah.

MS. ARMISTO: They're allowed to park on both sides, but you can't get two cars.

MR. SERRANO: So, as the fire as the fire department knows, if there's a problem, the fire department, ambulance services can petition the village board to eliminate parking on one side, but then you got to tell the residents now, you have no parking on one side. You can make it parking on one side if you want to, but again, somebody has to bring this to the village board. I agree with you 100 percent. I live in Peekskill. There's some streets I have to drive

down the middle of the road. I don't see how ambulance or fire trucks are going get through. But in Peekskill, they didn't want to deal with the residents saying I'm just going park anyway. So that that's an issue.

MS. ARMISTO: If I get off at Welcher Avenue, I have to wait for a big truck to pull into Pacific. Then I get to White Street and there's a truck blocking --

MR. SERRANO: That blocks the entire road. Correct.

MS. ARMISTO: Then I try to get down my street on Catherine Cortlandt and I'm doing --

MR. SERRANO: The only thing I got to say about that is because your, the village board has allowed manufacturing, warehousing and trucks to be on your main entrances into the village. So as long as you allow that kind of uses, that's what you're going to deal with. That's the problem. And you're right. But when it comes to people parking illegally, please, anybody who's watching TV or yourself, call the police department. Let the police department do an

enforcement. And if there's any streets that are concerned to emergency services then the fire department and or the ambulance call or the police department can recommend to the village board to limit parking on one side. But like I said, then you got to deal with the residents saying where am I going to park now? So that's the balancing act they have to deal with. I agree with you I live with that every day. Okay.

MR. FAIELLA: Okay.

MR. SERRANO: Anything else?

MR. FAIELLA: Anything else?

MR. OUTHOUSE: No.

MR. FAIELLA: All right. May I have a motion for adjournment?

MS. ARMISTO: Motion for adjournment.

MS. ABSENGER: Second.

MR. FAIELLA: Second. All in favor?

MULTIPLE: Aye.

MR. SERRANO: Thank you guys. Good meeting.

(The public board meeting concluded at 8:29 p.m.)

CERTIFICATE OF ACCURACY

I, Manuela Quirós, certify that the foregoing transcript of the Planning Board meeting of the Village of Buchanan on August 26, 2026 was prepared using the required transcription equipment and is a true and accurate record of the proceedings.

Certified By

Manuela Quirós Gómez.

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Date: September 10, 2026

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