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RALPH G. MASTROMONACO, P.E., P.C.

Consulting Engineers

13 Dove Court, Croton-on-Hudson, New York 10520

Tel: (914) 271-4762 Fax: (914) 271-2820

Civil / Site / Environmental

Copies 1 Planning Board
..... Town Board www.rgmpepc.com

..... Zoning Board
November 14, 2018

..... Legal Dept.

..... DOTS Director

..... C.A.C.

..... A.R.C. Hand Deliver

..... Applicant

..... _____

..... _____

Sent 11/29/18

Chris Kehoe, AICP
Deputy Director - Planning
Town of Cortlandt DOTS
Town of Cortlandt Town Hall
1 Heady Street
Cortlandt Manor, New York 10567

Re: Hudson Ridge Wellness Center, Inc., PB 6-15
Section 79.11, Block 1 Lot 18, 2016 Quaker Ridge Road
Town of Cortlandt, New York

Dear Chris:

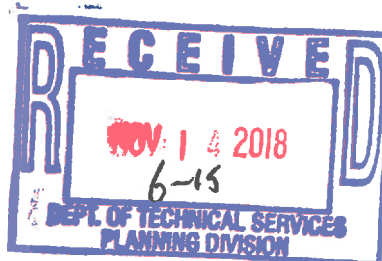
Please find enclosed three (3) sets of the following materials:

1. Letter to Loretta Taylor, Chairperson and Members of the Planning Board from Richard J. Pearson, PE, PTOE of JMC Consulting revised November 12, 2018,
2. Letter to Chris Kehoe, AICP from Robert B. Peake, AICP of JMC Consulting dated November 12, 2018,
3. Transportation Management Plan, Proposed Specialty Hospital, by JMC Consulting revised November 12, 2018
4. Additional Parking Plan, November 5, 2018
5. Plans by this office as follows:
 - a. Cover Sheet, Hudson Ridge Wellness Center Town of Cortlandt, Westchester County, NY last revised November 5, 2018,
 - b. Site Plan / Grading Plan/Tree Plan, 13% Max. Grade, Hudson Ridge Wellness Center Town of Cortlandt, Westchester County, NY last revised November 5, 2018, Sheet 1 of 7 sheets,
 - c. Site Plan / Utility Plan, Hudson Ridge Wellness Center Town of Cortlandt, Westchester County, NY last revised November 5, 2018, Sheet 2 of 7 sheets,
 - d. Driveway Improvement Plan, Hudson Ridge Wellness Center Town of Cortlandt, Westchester County, NY last revised November 5, 2018, Sheet 3 of 7 sheets,
 - e. Site Plan / Lighting Plan, Hudson Ridge Wellness Center Town of Cortlandt, Westchester County, NY last revised November 5, 2018, Sheet 4 of 7 sheets,
 - f. Site Plan / Fire Access Plan, Hudson Ridge Wellness Center Town of Cortlandt, Westchester County, NY last revised November 5, 2018, Sheet 5 of 7 sheets,
 - g. Site Plan / Proposed Disturbance Plan, Hudson Ridge Wellness Center Town of Cortlandt, Westchester County, NY last revised November 5, 2018, Sheet 6 of 7 sheets,
 - h. Site Plan / Erosion Control Plan / Details / Notes, Hudson Ridge Wellness Center Town of Cortlandt, Westchester County, NY last revised November 5, 2018, Sheet 7 of 7 sheets,

We provide the above materials in response to questions and comments raised at our staff meeting of September 18, 2018. Please use these materials in preparation for the upcoming meeting between our team and your staff.

Sincerely,


Ralph G. Mastromonaco, PE



Cc: S. Laker, HEWC
R. Davis, Esq.
R. Pearson, JMC



Site Planning
Civil Engineering
Landscape Architecture
Land Surveying
Transportation Engineering
Environmental Studies
Entitlements
Construction Services
3D Visualization
Laser Scanning

Revised November 12, 2018
August 13, 2018

Loretta Taylor, Chairperson and Members of the
Town of Cortlandt Planning Board
Town Hall
1 Heady Street
Cortlandt Manor, NY 10567

Re: JMC Project 14088
Proposed Specialty Hospital
2016 Quaker Ridge Road
Town of Cortlandt, New York

**Response to Traffic Comments from the Town's Department of Technical Services
and the Board's Traffic Consultant**

Dear Chairperson Taylor and Members of the Board:

This letter responds to traffic comments received from the Town's Department of Technical Services in a review memorandum dated June 12, 2018, and the Board's Traffic Consultant, Provident Design Engineering, who provided a comment letter dated June 11, 2018.

**1. Review Memorandum from Town of Cortlandt Department of Technical Services,
dated June 12, 2018**

Comment No. 1-1

#57: Comments pertaining to the submitted traffic study have been prepared by the Town's Consultant. However, I am re-iterating the importance of re-aligning and improving the driveway connection to Quaker Ridge Road. In addition, many concerns of the increase in traffic to the property, are qualitative and the Applicant shall provide further discussion and evaluation of such issues (i.e. perceived speeding, trip distribution and trip assignment).

Response No. 1-1

The existing site driveway is proposed to be realigned and improved at Quaker Ridge Road as requested. The Applicant previously provided the requested information, including radar speed studies relative to travel speeds, a sensitivity analysis relative to trip distribution and supporting information relative to trip assignment.

2. Letter from Provident Design Engineering, dated June 11, 2018

Comment No. 2-1

The Applicant is proposing to widen the driveway width from 16 feet to 20 feet for the first 800 feet from Quaker Ridge Road. PDE finds this to be an acceptable driveway width for this portion of the site driveway. However, the Applicant is only providing an 18-foot traveled way width for the remaining portion of the site driveway. Due to the remote employee parking area., which requires pedestrians to walk along the main site driveway for a significant distance (no pedestrian path provided), PDE recommends the Applicant investigate providing a wider driveway width with a dedicated pedestrian pathway or a separate sidewalk, to limit the potential for vehicular and pedestrian conflicts.

Response No. 2-1

A compacted gravel path which is compliant with ADA Guidelines, is currently proposed between the employee parking area and Building I in response to the comment. The path is shown on the Site Plan prepared by Ralph G. Mastromonaco, PE PC, which is submitted under separate cover.

Comment No. 2-2

The Applicant maintains that the 14% grade on the site driveway (which is being worsened from existing conditions) is acceptable, due to Town acceptance of similar conditions on other Projects. The Applicant should provide specific Projects where this has been accepted to confirm that the type of use would be comparable from a traffic generation and circulation standpoint. Furthermore, any historical information with respect to traffic operations at these locations should be investigated to determine whether the steep grade has proven to be a safety issue.

The Applicant further stipulates that the AASHTO Standards are not applicable, since this is not a public street, but rather a driveway. In lieu of the AASHTO Standards, the New York State Department of Transportation (NYSDOT) provides design standards for driveways. NYSDOT would define the proposed driveway as a 'Minor Commercial Driveway'. Table 2 of the NYSDOT Residential and Minor Commercial Driveways Design Standards (see attached), identifies a Maximum Slope of 10% and 6% for Rural and Urban areas, respectively. Based on the foregoing, the 14% grade proposed is even more deficient when considering this more applicable design standard.

The Applicant indicates that the NYS Department of State, Division of Building Standards and Codes (NYS DOS) determined that a fire access road is not required. It is our understanding that this item is still being reviewed with NYS DOS and the item remains open.

Emergency vehicle access to each building is still being reviewed with Fire Officials and this matter remains open.

Response No. 2-2

The existing maximum driveway grade is 13%. As a result of our most recent meeting with Town staff, the maximum proposed grade will not exceed 13% and the proposed driveway improvements have been revised accordingly. While, for the reasons previously stated, we continue to believe the AASHTO criteria does not specifically apply to the subject site driveway, for comparative purposes, AASHTO does suggest a maximum grade up to 17% for mountainous rural roads with a design speed of 15 mph and 13% with a design speed of 40 mph.

It is believed that the NYSDOT driveway criteria discussed in the comment relates only to the portion of the driveway within the public right of way. As previously submitted, the existing site driveway is proposed to be reconstructed to include the realignment and widening of the driveway as well as softening the driveway grade in the vicinity of Quaker Ridge Road to 5%.

Comment No. 2-3

The Applicant has adequately addressed the potential utility pole impacts upon sight lines.

With respect to the Historic Road identification of Quaker Ridge Road, it is PDE's understanding that this road has now been correctly adopted as an Historic Road by the Town. Therefore, any potential impacts to the historical nature of the roadway, due to the proposed driveway improvements should be considered. The Applicant indicates the proposed driveway improvements do not impact the historical nature of the road. PDE defers to the Town on this matter.

Response No. 2-3

We believe the requested driveway improvements would not impact the historical nature of Quaker Ridge Road since no pavement widening is proposed for Quaker Ridge Road, but only the requested widening and realignment of the driveway. Further, the driveway improvements allow for a use that essentially preserves the visual appearance of the site from the road as is.

Comment No. 2-4

The Applicant has provided additional information with respect to the gate operation. PDE finds this response to be acceptable.

Response No. 2-4

No additional response is required.

Comment No. 2-5

The Applicant indicates there would only be 110 daily trips entering and exiting the site. There is no detailed back-up provided as to how they arrived at this value. Based upon the count data from the existing similar facility, the number of daily trips would be significantly higher than 110 vehicles;

however, it is understood that the existing similar facility does not operate a shuttle van. The Applicant should provide additional detail on the calculation of the daily traffic volumes.

Response No. 2-5

As recognized in the comment, the existing High Watch Recovery Center does not shuttle employees to and from the site. Accordingly, the daily vehicular trips, which are primarily associated with employees, should be expected to be higher than anticipated with the subject application. As suggested in the comment, the proposed shuttle vans reduce the anticipated total vehicle trips. Table S1 contained in the 4/10/2017 Addendum to Expanded Environmental Assessment Report shows the proposed vehicle trips per shift as well as the adjustments for employees utilizing the shuttle vans. Table S1 shows the four shifts (1, 1A, 2 and 3) beginning between 6:00 AM and 10:00 PM and the entering and exiting volume for each shift based on the number of employees entering and exiting, as well as the substantial reduction in trips based on the anticipated number of employees that are expected to utilize the shuttle vans. It is anticipated that the management and professional staff will tend to use the shuttle vans less than lower level staff. On that basis, for example, no van trip credit was applied to shift 1A, which begins at 9:00 AM, and the majority of employees associated with the 6:00 AM shift are expected to use the vans. This requirement has been incorporated in the revised Transportation Management Plan. The employee use of the vans will likely be mandatory for certain lower level positions to ensure that the employee will not drive to the site. The entering and exiting net vehicle trips shown on Table S1 total 106 trips for the entire day. Other incidental trips as well as deliveries comprise the balance of the 110 trips per day. While not anticipated, a revised conservative estimate of 120 daily trips would include up to 14 incidental trips.

Comment No. 2-6

The Applicant has corrected the reference to Quaker Ridge Road on the ATR data sheets and provided a Figure illustrating the ATR Locations. PDE finds this response to be acceptable.

Response No. 2-6

No additional response is required.

Comment No. 2-7

Applicant has provided a Table identifying the estimated daily trips at each of the ATR Locations. These values may need to be updated, based upon any adjustment to the daily trip calculations, per Comment No. 5.

Response No. 2-7

It is the Applicant's opinion that the projected daily trips are reasonable, given consideration of the supplemental information provided in Response 2-5. As discussed in our 5/18/2018 response letter, the 400 – 1,500 range in daily traffic associated with the 10 foot travel lanes in the AASHTO Table 5-5 could accommodate more than 800 additional daily vehicles when considering the existing traffic volumes along the area roadways as opposed to the 110-120 daily trips projected.

Comment No. 2-8

The Applicant performed a field investigation of Quaker Ridge Road in the vicinity of the site. Based upon that field investigation it was determined that there is additional pavement width under soil and grass encroachment along the edges of pavement. Based upon measurements performed in the field, the Applicant identified additional pavement widths along various portions of Quaker Ridge Road and determined the width of pavement is 20 feet or greater to the south of the site driveway; however, it is only 19.6 feet wide immediately north of the site driveway. Additionally, the Applicant identified that soft shoulder area (unpaved) of varying width exists along portions of Quaker Ridge Road. The Applicant has indicated their willingness to clear the soil and grass encroachment to effectively provide the minimum 20-foot traveled way width and also facilitate the shoulder areas by clearing rocks and fallen branches.

PDE recommends that the Applicant prepare a Construction Plan illustrating how the 20-foot traveled way will be provided, along with the soft shoulder area. This plan will likely require the performance of field survey and should note existing pavement condition, especially for the portions of pavement that are under the soil and grass encroachments. Additionally, in order to provide a 20-foot traveled way, restriping of the existing shoulder line will need to be performed. This plan should also take into consideration whether the work to be performed will impact the historic nature of Quaker Ridge Road.

Response No. 2-8

The Applicant respectfully submits that the preparation of construction plans will be provided for submission as part of the building permit submission, rather than at this time. The enclosed Preliminary Roadway Improvement Plan illustrates existing conditions based on a field survey as well as proposed exposure of all existing pavement to provide the 20 foot wide travel way. Portions of the pavement which are covered with overburden may be in poor condition. In those areas, the pavement layer will be removed, and new pavement will be installed. There is a general note on the plan for such situations. The existing shoulder/edge lines will be removed and restriped as suggested. The soft shoulder areas will involve the removal of vegetation and rocks as directed/desired by the Town. Based on our recent meeting with Town staff, the Town understands that there will be no widening of pavement along Quaker Ridge Road, nor more than minimal grading to remove the existing soil and grass encroachment over the existing pavement and, therefore, no discernable impact to the historic nature of Quaker Ridge Road since the character of the roadway will not be noticeably altered. The proposed driveway improvements will widen the driveway and provide a 90 degree

intersection with Quaker Ridge Road, yet will not require the widening of the travelled pavement of Quaker Ridge Road.

The Town of New Castle recently milled and resurfaced Quaker Ridge Road from the Cortlandt Town line to Glendale Road. As part of the improvement, the existing overburden was removed. The resulting road widths after the resurfacing vary between 21'7" to 24'2".

Comment No. 2-9

The Applicant has indicated the SU-40 design vehicle would also be applicable for the maximum anticipated design vehicle during construction. A Truck Turning Template has been provided for this design vehicle at the site driveway for only the northbound entering movement from Quaker Ridge Road. No turning templates were provided for the southbound Quaker Ridge Road entering movement or either of the exiting movements.

Additionally, the Fire Access Plan only illustrates a Fire Truck entering from and exiting to Quaker Ridge Road northbound. The turning template for a Fire Truck exiting to Quaker Ridge Road indicates the vehicle cannot perform the maneuver within the existing pavement area. The Applicant should identify how this will be adequately mitigated. No turning templates have been provided for a Fire Truck arriving from or exiting to Quaker Ridge Road southbound. The Croton-on-Hudson Fire Department letter indicates some emergency vehicles will need to arrive/depart the site via Quaker Ridge Road southbound. Turning Templates should be provided for all entering and exiting movements with the appropriate design vehicles.

The Applicant has identified an alternative route for any vehicle returning to Route 9A northbound exceeding the 12' 7" vertical clearance under the Route 9A overpass on Old Albany Post Road. The route identified by the Applicant is Quaker Ridge Road to Glendale Road to Spring Valley Road to Hawkes Avenue to Route 134. This route is very circuitous and some of the turns would likely be difficult for the SU-40 design vehicle. More specifically, the turn from Hawkes Avenue onto Route 134 (Kitchawan State Road). The Applicant should further investigate this alternative route, including true turning analysis at critical locations, to determine whether it is a viable route.

Response No. 2-9

No delivery truck turning movement diagrams were provided for trucks to and from the north since delivery trucks will be directed to travel to and from the south as discussed in our 1/19/2018 response letter. A delivery truck exiting the site and destined south is shown on Figure QR-4.

Additional and revised fire truck turning diagrams are provided on the enclosed Site Plan set submitted by Ralph G. Mastromonaco, PE PC.

The attached truck turning analyses shown on Figures TA-5 and TA-6 demonstrate that there is ample room for the SU-40 truck maneuvers turning left from Hawkes Avenue onto Route 134 and turning right from Glendale Road onto Spring Valley Road. Accordingly, we believe the route is viable.

Comment No. 2-10

The Applicant has indicated they will coordinate with the Town as part of the Construction Plan Approval. PDE finds this response to be acceptable.

Response No. 2-10

No additional response is required.

Comment No. 2-11

The Applicant calculates a Peak Parking Demand of 45 vehicles during the main shift overlap. This is based off anticipated employee vehicles only. The Employee Parking Area only provides 41 parking spaces. The Applicant should identify how the 45-vehicle Peak Parking Demand would be accommodated in the 41 spaces provided for employees.

Due to the unknown nature of many aspects of the operations at the proposed facility, the provision of land bank parking should be considered to account for the additional 64 spaces that would otherwise be required without the 50% waiver reduction. Additionally, PDE maintains that land bank parking is only effective if it is engineered to a level that proves it can be implemented. As such, the Town will require that all required parking spaces be provided and shown to be constructible. The Town Planning Board will determine the number and location of land bank parking spaces, if any.

The Applicant has committed to performing a Parking Monitoring Study in coordination with Town Staff. A component of this Parking Monitoring Study would be identifying where additional parking could be provided in the event the facility generates a higher parking demand than anticipated (i.e. land bank parking).

Response No. 2-11

There are additional employee spaces at various locations in addition to the referenced 41 space parking lot. The Site Plan prepared by Ralph G. Mastromonaco, PE PC has been revised to correct the parking information and indicate 52 employee spaces and 13 visitor spaces, for a total of 65 spaces. Accordingly, there is sufficient employee parking. As discussed at the last staff meeting, the Applicant maintains its position that the proposed operations are known and there will be sufficient parking as proposed, and that landbank parking need not be shown when, as in this case, it is not requested, and when only a waiver is requested for a project. In no event is such engineering required (See, Town Code Section 307-34.1(C)(5)). In any event, the 20 acre site with 75% open space can clearly accommodate any additional parking, as may be needed in the future, a need which is not anticipated. Notwithstanding, the separate exhibit submitted herewith prepared by Ralph G. Mastromonaco, PE, PC shows the suitable location for 64 additional spaces as requested by staff. This Drawing is submitted solely to support the applicant's request for a parking waiver. The Applicant will monitor the parking utilization of the site and incorporate the monitoring protocol in the final Transportation Management Plan.

Any future additional parking areas, which are not anticipated to be necessary, would only be constructed pursuant to amended site plan approval by the Planning Board.

Comment No. 2-12

No additional response necessary.

Response No. 2-12

So noted.

Comment No. 2-13

The Applicant stated that the employee shuttle vans will accommodate 15 passengers and have a height of 10.5 feet or less. Additional information, such as pick-up/drop-off location will be provided in the Transportation Management Plan. The Site Plan should be revised to illustrate the pick-up/drop-off location to be provided on-site and identify items to support this operation (i.e. additional signage, striping and/or structures).

Response No. 2-13

As a result of additional research, the proposed shuttle vans are expected to have a total height of approximately 7 feet since various interior heights are available and the proposed use does not require a tall interior height. The main building entry area has a clear height ranging from 8 feet to 10 feet which will accommodate the van pick-up/drop-off activities without requiring additional signage, striping and/or structures.

Comment No. 2-14

As per Comment No. 2, this is an open item as discussions are still ongoing between NYS DOS, the Town and the Applicant to confirm the applicability of the Uniform Code.

Response No. 2-14

The Applicant maintains its position, as confirmed by the Department of State, that the Uniform Code does not apply to the existing buildings. In addition, the Village of Croton Fire Department, the jurisdictional authority, has essentially approved the plan provisions for fire access, subject to refinements which have been addressed by Ralph G. Mastromonaco, PE PC.

Thank you for your consideration.

Sincerely,

JMC Planning Engineering Landscape Architecture & Land Surveying, PLLC



Richard J. Pearson, PE, PTOE
Senior Associate Principal

cc: David Douglas, Chairman and Members of the Town of Cortlandt Zoning Board of Appeals,
Mr. Steve Laker
Robert Davis, Esq.
Mr. Ralph Mastromonaco, PE,

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Site Planning
Civil Engineering
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Transportation Engineering
Environmental Studies
Entitlements
Construction Services
3D Visualization
Laser Scanning

November 12, 2018

Chris Kehoe, AICP
Town Hall
1 Heady Street
Cortlandt Manor, NY 10567

Re: JMC Project 14088
Proposed Specialty Hospital
2016 Quaker Ridge Road
Town of Cortlandt, NY

Responses to Questions Raised at September 18, 2018 Meeting with Town Staff

Dear Chris:

Below please find the list of open issues raised at our last meeting with Town staff, on September 18th, and our responses to those open items.

Attached please also find the following:

1. Letter to Loretta Taylor, Chairperson, regarding Response to Traffic Comments from the Town's Department of Technical Services and the Board's Traffic Consultant, revision dated November 12, 2018.
2. Transportation Management Plan by JMC, revised November 12, 2018.
3. Cover Sheet, Hudson Ridge Wellness Center Town of Cortlandt, Westchester County, NY last revised November 5, 2018,

Site Plan / Grading Plan/Tree Plan, 13% Max. Grade, Hudson Ridge Wellness Center Town of Cortlandt, Westchester County, NY last revised November 5, 2018, Sheet 1 of 7 sheets,

Site Plan / Utility Plan, Hudson Ridge Wellness Center Town of Cortlandt, Westchester County, NY last revised November 5, 2018, Sheet 2 of 7 sheets,

Driveway Improvement Plan, Hudson Ridge Wellness Center Town of Cortlandt, Westchester County, NY last revised November 5, 2018, Sheet 3 of 7 sheets,

Site Plan / Lighting Plan, Hudson Ridge Wellness Center Town of Cortlandt, Westchester County, NY last revised November 5, 2018, Sheet 4 of 7 sheets,

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Site Plan / Proposed Disturbance Plan, Hudson Ridge Wellness Center Town of Cortlandt, Westchester County, NY last revised November 5, 2018, Sheet 6 of 7 sheets,

Site Plan / Erosion Control Plan / Details / Notes, Hudson Ridge Wellness Center Town of Cortlandt, Westchester County, NY last revised November 5, 2018, Sheet 7 of 7 sheets, Additional parking exhibit, dated November ⁵~~8~~, 2018

Open Item No. 1

JMC to provide information regarding off-site analyzed parking for van pick-up and delivery to site.

Applicant's Response to Open Item No. 1

See the attached Transportation Management Plan.

Open Item No. 2

Ralph Mastromonaco to arrange and provide a topographic survey of Quaker Ridge Road along the property line to the Town of New Castle line to the south.

Applicant's Response to Open Item No. 2

The survey information provided by licensed surveyor TC Merritts Land Surveyors has been incorporated into the drawings by Ralph Mastromonaco.

Open Item No. 3

In conjunction with No. 2, details of any proposed work on Quaker Ridge Road will be provided.

Applicant's Response to Open Item No. 3

The existing pavement to the east of the fog line, along the easterly edge of the roadway and along the frontage of the site shall be exposed to at least 20 feet in width and this strip shall be repaired or replaced as necessary.

Open Item No. 4

Ralph Mastromonaco to provide detail of turning radius for fire truck entering drive from the north, showing in particular that wheels will remain on road.

Applicant's Response to Open Item No. 4

Ralph Mastromonaco's attached detail depicting the turning radius for a fire truck entering from the north demonstrates that the fire truck's wheels will remain on the road.

It is noted that only 5% of traffic arrives from the north, no large trucks are anticipated to deliver from that direction, with deliveries coming from the south. The Fire Department does not use large hook and ladder trucks, and no tractor trailers will be permitted.

Open Item No. 5

JMC to revise estimated daily trips upward slightly to account for unexpected trips.

Applicant's Response to Open Item No. 5

See Response 2-5 within the attached letter to Loretta Taylor, Chairperson. The entering and exiting net vehicle trips shown on Table S1 contained in the 4/10/2017 Addendum to Expanded Environmental Assessment Report total 106 trips for the entire day. Other incidental trips as well as deliveries comprise the balance of the 110 trips per day. While not anticipated, a revised conservative estimate of 120 daily trips would include up to 14 incidental trips.

Open Item No. 6

Ralph Mastromonaco to provide appropriate plan sheet to show additional area available for parking of 64 more cars in support of application for parking waiver special permit, with note that area may only be used upon obtaining amended site plan approval from Planning Board.

Applicant's Response to Open Item No. 6

See separate exhibit enclosed herewith.

Open Item No. 7

Ralph Mastromonaco to provide rain garden and other stormwater drainage related detail.

Applicant's Response to Open Item No. 7

See attached plans.

Open Item No. 8

JMC to make appropriate amendments to Transportation Management Plan (TMP), including as to monitoring of parking, prohibition of tractor-trailers.

Applicant's Response to Open Item No. 8

The amended Transportation Management Plan is attached.

Open Item No. 9

Ralph Mastromonaco to show on plan distance from start of drive to gate.

Applicant's Response to Open Item No. 9

Note the gate will be open during the day-so there is no queuing issue in any event.

Open Item No. 10

Ralph Mastromonaco to check pedestrian path surface for ADA compliance and note on plan accordingly.

Applicant's Response to Open Item No. 10

The below link is to the United States Access Board, Chapter 3: Floor and Ground Surfaces, and the link pages are attached.

<https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-ada-standards/guide-to-the-ada-standards/chapter-3-floor-and-ground-surfaces>

Note the below from "Common Questions", stating that accessible surfaces need not be paved:

Must accessible surfaces be paved?

Concrete, asphalt, and other paved surfaces are more reliably compliant, but other materials, such as wood, and construction methods can be used to provide firm and stable surfaces. Loose material like gravel will not perform adequately unless it is sufficiently stabilized by binders, compaction, or other treatments and will likely require repeated maintenance.

Open Item No. 11

Ralph Mastromonaco to provide details of retaining wall to be shown in building permit phase.

Applicant's Response to Open Item No. 11

See attached plans, Sheet 7.

Thank you.

Sincerely,

JMC Planning, Engineering, Landscape Architecture & Land Surveying, PLLC



Robert B. Peake, AICP
Project Manager

cc: David Douglas, Chairman and Members of the
Town of Cortlandt Zoning Board of Appeals
Mr. Steve Laker
Robert Davis, Esq.
Mr. Ralph Mastromonaco, PE

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Chapter 3: Floor and Ground Surfaces

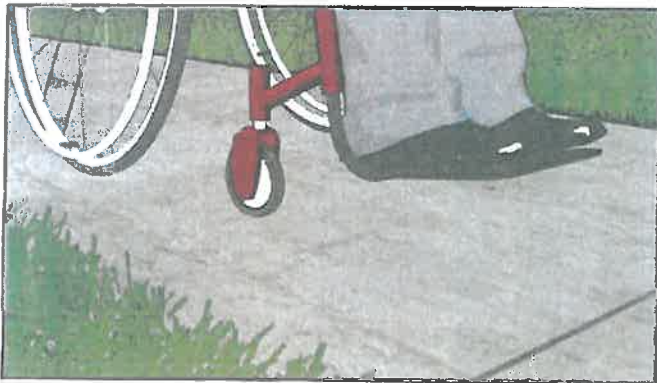
- Firmness, Stability, and Slip Resistance [§302.1]
Carpet [§302.2]
Openings [§302.3]
Changes in Level [§303]
Common Questions

This guide explains requirements in the ADA Standards for floor and ground surfaces. Specifications for floor and ground surfaces address surface characteristics, carpeting, openings, and changes in level. They apply to:

- interior and exterior accessible routes, including walking surfaces, ramps, elevators, and lifts
stairways that are part of a means of egress
required clearances, including clear floor space, wheelchair seating spaces, turning space, and door maneuvering clearances
accessible parking spaces, access aisles, and accessible passenger loading zones.

Firmness, Stability, and Slip Resistance [§302.1]

Accessible floor and ground surfaces must be stable, firm, and slip resistant. Stable surfaces resist movement, while firm surfaces resist deformation by applied forces. Accessible surfaces remain unchanged by external forces, objects, or materials.



Hardened materials such as concrete, asphalt, tile, and wood are sufficiently firm and stable for accessibility.



Most loose materials, including gravel will not meet these



ADA STANDARDS

About the ADA Standards

ADA Standards

Guide to the Standards

About this Guide

Chapter 1: Using the ADA Standards

Chapter 2: New Construction

Chapter 2: Alterations and Additions

Chapter 3: Floor and Ground Surfaces

Chapter 3: Clear Floor or Ground Space and Turning Space

Chapter 3: Operable Parts

Chapter 3: Protruding Objects

Chapter 4: Accessible Routes

Chapter 4: Entrances, Doors, and Gates

Chapter 4: Ramps and Curb Ramps

Chapter 4: Elevators and Platform Lifts

Chapter 4: Accessible Means of Egress

Chapter 5: Parking Spaces

Chapter 5: Passenger Loading Zones

Chapter 5: Stairways

Single File Version

Animations

requirements unless properly treated to provide sufficient surface integrity and resilience. Binders, consolidants, compaction, and grid forms may enable some of these materials to perform satisfactorily but require repeated maintenance.

Slip Resistance

Accessible surfaces must be slip resistant to minimize hazards to people with disabilities, especially those who are ambulatory or semi-ambulatory or who use canes, crutches, and other walking aids. However, the standards do not specify a minimum level of slip resistance (coefficient of friction) because a consensus method for rating slip resistance remains elusive. While different measurement devices and protocols have been developed over the years for use in the laboratory or the field, a widely accepted method has not emerged. Since rating systems are unique to the test method, specific levels of slip resistance can only be meaningfully specified according to a particular measurement protocol. Some flooring products are labeled with a slip resistance rating based on a laboratory test procedure.



Compliance with the standards requires specifying surface materials, textures, or finishes that prevent or minimize slipperiness under the conditions likely to be found on the surface. Standard practices for minimizing floor or ground slipperiness will likely satisfy compliance with the standards as slip resistance is important not just for accessibility but for general safety as well. Applications and finishes used to increase a surface material's slip resistance may require continued maintenance or re-application.

Surface Smoothness

The standards limit changes in level and openings in floor and ground surfaces, but they do not further address overall surface smoothness. Rough surfaces composed of cobblestones, Belgian blocks, and similar materials can be difficult and sometimes painful to negotiate with wheeled mobility aids due to the vibrations they cause.



Cobblestones and other rough surfaces make wheelchair travel difficult and uncomfortable.



Recommendation: Avoid materials or construction methods that create bumpy and uneven surfaces in areas and along routes required to be accessible.

Carpet [§302.2]

Carpet that is thick, cushiony, or loose impairs accessibility, particularly wheelchair maneuvering. The standards specify the maximum pile height (1/2" measured to the backing, cushion, or pad) and texture (level or textured loop, level cut pile, or level cut/uncut pile) and require firm backing. Cushions or pads also must be firm or can be avoided to ensure greater firmness.

[Background](#)

[Other Resources](#)

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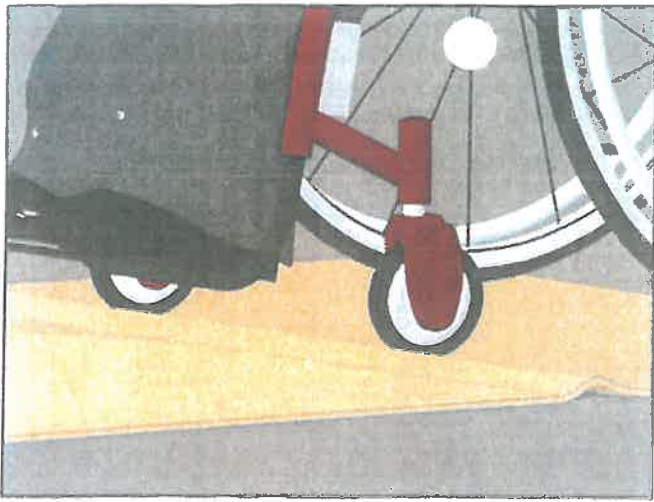
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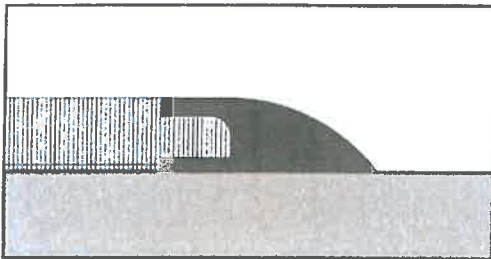
ta@access-board.gov



Carpeting must be securely attached so that it does not shift or buckle against wheeled traffic. Cushions or pads, if used, also must be properly secured to resist movement. Rolling or buckling occurs when carpet is not properly secured and makes wheelchair maneuvering very difficult.

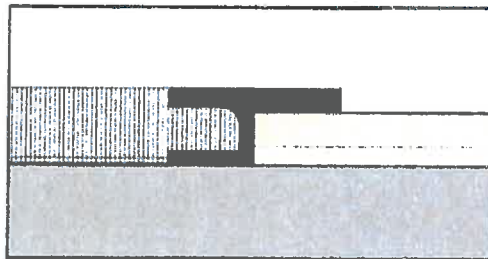
Exposed edges must have trim on the entire length of the exposed edge and be fastened to the floor to prevent curling. Trim must meet specifications for changes in level, including requirements for beveled edges when the height exceeds 1/4 inch. The maximum height is 1/2 inch.

Carpet Edge Treatment



1/2" max height, 1:2 max beveled edge

Carpet to Tile Transition

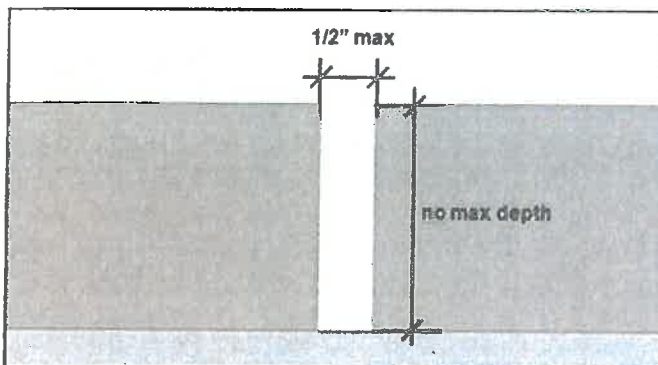


Changes in level 1/4" max high permitted vertical edge

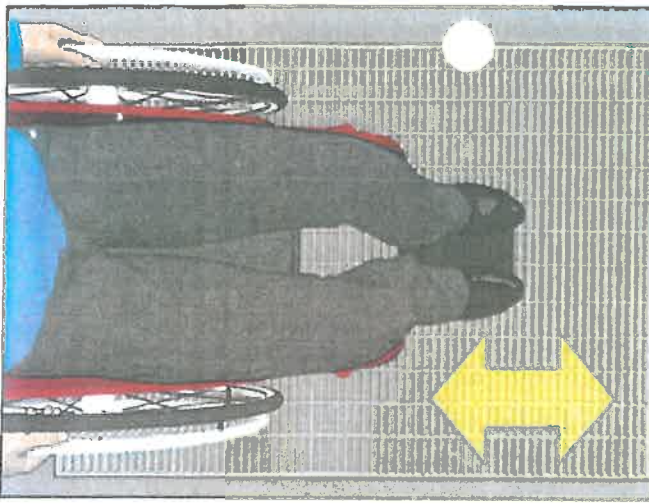
Openings [§302.3]

Openings in ground and floor surfaces, such as grates, are limited in width to prevent passage of a 1/2" diameter sphere. Wheelchair casters can get wedged into wider openings.

Surface Opening (Cross Section)



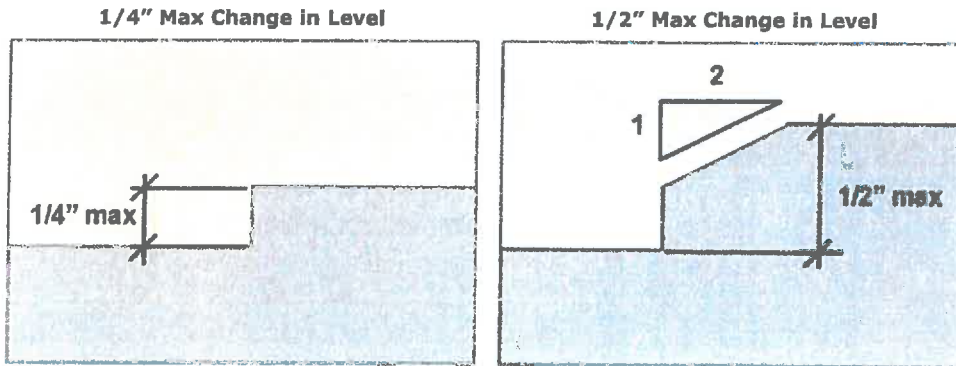
Elongated openings, like those of most grates, must be oriented so that the long dimension is perpendicular to the



dominant travel direction. In locations where there is no dominant flow pattern, openings must be limited to 1/2" in both dimensions. Where an accessible route is available to bypass openings completely, they can be oriented in any direction.

Changes in Level [§303]

Changes in level can be up to 1/4" without treatment or 1/2" if beveled with a slope no steeper than 1:2. Changes in level above a 1/2" must be treated as a ramp or curb ramp (or a walkway if a slope no steeper than 1:20 can be achieved). These specifications apply to all portions of accessible routes, including thresholds and carpet trim.



Common Questions

Must accessible surfaces be paved?

Concrete, asphalt, and other paved surfaces are more reliably compliant, but other materials, such as wood, and construction methods can be used to provide firm and stable surfaces. Loose material like gravel will not perform adequately unless it is sufficiently stabilized by binders, compaction, or other treatments and will likely require repeated maintenance.



What is the minimum level of slip resistance required by the standards?

The standards require ground and floor surfaces to be slip resistant, but they do not specify a minimum level of slip resistance or coefficient of friction. This value varies according to the measurement method and protocols used. Some products are labeled with a rated level, but in the absence of a consensus test procedure, the standards do not set a minimum value. Standard methods to prevent or minimize slipperiness in the specification of floor materials, textures, applications, and finishes may be sufficient for compliance with the standards.

Is there a minimum distance between changes in level?

The standards do not require a minimum horizontal separation between changes in level of a 1/2" or less. Such level changes may need to be in close proximity, such as at raised thresholds (otherwise a minimum 48" separation will provide enough wheelchair space so that only one vertical change is negotiated at a time). Ramps and curb ramps, which must be used to span vertical changes greater than 1/2", must have level landings and clearances at the tops and bottoms of each run to provide adequate separation and resting intervals between sloping surfaces.

Elongated surface openings must be perpendicular to the dominant direction of travel, but what if there is no dominant direction of travel?

When there is no dominant direction of cross traffic, openings must be limited to 1/2" in both dimensions. Where space allows accessible routes to completely bypass the area with openings, elongated openings can be oriented in either direction.

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Transportation Management Plan

**PROPOSED SPECIALITY HOSPITAL
2016 QUAKER RIDGE ROAD
TOWN OF CORTLANDT, NY**

Prepared for:

**Hudson Education and Wellness Center
72 North State Road, Suite #502
Briarcliff Manor, NY 10510**

Prepared by:



Project 14088

Revised November 12, 2018

Date: February 22, 2018

A. INTRODUCTION

This Transportation Management Plan has been prepared in association with the proposed Hudson Wellness Center located at 2016 Quaker Ridge Road in the Town of Cortlandt, NY, which would restore its prior decades long use as a specialty hospital serving private patients/clients ("clients") with alcohol and substance use disorders and be consistent with the other past institutional use of the property. The proposed use will be accessed via the existing site access driveway at Quaker Ridge Road, which will be improved to enhance the access for emergency vehicles, as requested by the Town.

B. STAFFING AND OPERATIONS

There is always some flexibility in projected staffing patterns and responsibilities when opening such a new specialty hospital in order to effectively respond to its anticipated and unanticipated needs. Notwithstanding such staffing pattern flexibility, the staff will not exceed 86 total staff spread over four shifts (in other words, the facility has flexibility as to allocate staff within the total limit).

Employee work schedules will be established to minimize any traffic impacts by scheduling the staff arrival / departure times outside of the existing peak hours along the area roadways. The shifts are proposed as follows:

Shift 1 (6:00 AM – 2:00 PM)

Shift 1A (9:00 AM – 5:00 PM)

Shift 2 (2:00 PM – 10:00 PM)

Shift 3 (10:00 PM – 6:00 AM)

Snow removal and lawn and yard maintenance will be done by on-site staff, and yard waste will be recycled/mulched on the site, so no truck traffic will be necessary.

C. SHUTTLE VANS

The majority of site generated traffic volumes will be comprised of staff spread over 4 shifts. Two shuttle vans will be provided, for required use by a substantial portion of the employees, primarily lower level non-professional employees, who will be shuttled to and from several transit hub locations outside the immediate area, including, but not limited to the FDR Park park and ride lot, the Croton Harmon train station or other stations on the Harlem line such as White Plains, and the vans will also transport clients for pick-up from and drop-off at their home, train station, or bus stops as necessary and to be determined, or other locations as may be required. The Applicant has coordinated with the FDR NYS Park Director regarding the use of the existing underutilized park and ride lot within the Park, located in Yorktown, for the 6:00 AM and 2:00 PM shifts.

The area intersections currently operate without significant delays and the projected volumes with and without the proposed use will also be processed without significant delays, even while making various conservative assumptions to provide for an ultraconservative analysis.

During all other hours of the day, the traffic generation by the proposed use will be minimal.

D. VISITORS

There will generally be no visitors. Family weekends will be scheduled for only one day every weekend for family member visitation, family education and group counseling. These family weekends will be staggered, so as the facility approaches and reaches full capacity, only one quarter of the client population will have their family weekend each weekend of the month.

E. DELIVERIES

The estimated weekly delivery traffic would be:

- 5-6 food deliveries weekly (truck size depends on the vendor, but food deliveries aren't made using tractor trailers to this type of account)

- 1 garbage service weekly, which also picks up recycling
- 1 laundry service pick-up/drop-off weekly
- 1/day UPS pick-up, total of 5 weekly.

The delivery vehicles will be directed to access the property from NY 9A and US 9 and travel through Crotonville via Old Albany Post Road to Quaker Bridge Road to Quaker Ridge Road. Old Albany Post Road, Quaker Bridge Road, and Glendale Road have weight restrictions for vehicles over 5 tons, except for local deliveries, which therefore do not preclude trucks associated with the site from using the roadways. The delivery vehicle drivers will be directed to not travel along the Quaker Bridge Road one-lane bridge over the Croton River.

While the specific vendors and associated delivery vehicles have not been determined, it is expected that most vehicles will be a SU-30 (total length of 30 feet) or shorter and any larger vehicle would not exceed an SU-40 (total length of 40 feet). No tractor trailers will be permitted to make deliveries to the hospital. Only approximately 5% of traffic is anticipated to approach the site from the north on Quaker Ridge Road.

No deliveries by 3rd party service providers, such as deliveries of food/perishables, pharmacy, paper/office supplies, garbage collection, laundry, etc., will occur on weekends.

Existing vehicles along area roadways such as school buses, and presumably service vehicles such as furniture and appliance delivery trucks, moving vans, etc. have apparently not had any issues with using the local roadways.

F. PARKING

The Applicant is currently requesting a special permit for a parking waiver from the Planning Board in accordance with Section 307-34.1 of the Zoning Code. The purpose of the request is for a waiver of 50% of the number of parking spaces required for a general hospital use, which is 1 per bed, plus 1 per employee in largest shift or as needed.

The Specialty Hospital, when fully operational, will have 92 patients maximum and a total of 37 employees on the largest shift (19 on the 6:00am-2:00pm Shift I, and 18 on the overlapping 9:00am-5:00pm Shift IA). The required parking if this were a general hospital use would therefore be 129 spaces. The maximum number permitted to be waived is 50% of the total number of required parking spaces serving a use (Section 307-34.1.C.(4)), which would result in a total of 65 (64.5) spaces to be provided.

The Planning Board, by special permit, may grant relief from the parking requirements required pursuant to Article VIII of the Zoning Code, based on the criteria in Section 307-34.1.B.

The proposed use, although a “hospital”, is a specialty hospital and will functionally operate more like a nursing home, having no emergency room, and no outpatient treatment, with longer patient stays, fewer visitors, and no cars owned or used by the patients. A “nursing home” requires 1 parking space per 2.5 beds, plus 1 per employee on maximum shift per the Zoning Code. This results in 74 spaces required for a nursing home of comparable size. However, the proposed specialty hospital requires even fewer parking spaces than a typical nursing home for the following reasons:

Unlike a typical nursing home:

- (1) Visitors for each patient are permitted a maximum of only one weekend day per month per an assigned schedule;
- (2) A portion of the employees will utilize two shuttle vans for transport to and from the train station and an off-site location controlled by the applicant, reducing the number of parking spaces required for employees.

The Applicant will monitor the parking utilization of the site biannually and provide a report to the Department of Technical Services until two years subsequent to the full occupancy of the facility, and will construct additional spaces in the unlikely event the existing spaces are 90% occupied during the monitoring studies, subject to amended site plan approved by the Planning Board

G. SECURITY GATE

The existing gate is proposed to be removed to accommodate the driveway improvements and a new decorative gate is proposed essentially at the existing location. The Applicant will modify the use of the gate and the gate will be open from 6:00 AM to 8:00 PM to prevent any queuing from the driveway within the Town right of way.

Employees arriving via passenger vehicles as well as the employee vans after 8:00 PM for the lower employee 10:00 PM shift will be able to open the gate themselves as they arrive. Based on studies we have conducted at an office development with security gates, employees typically take approximately six seconds to activate the gate and enter past the gate. An intercom will be provided for communication between an occasional approaching driver between 8:00 PM and 6:00 AM, including emergency vehicles, and on-site personnel so that the gate can be opened. If there were to be a known emergency such as a fire, the gate would be opened by staff and remain open during the event.

H. Traffic Mitigation Summary

The below summarizes the various traffic mitigating factors discussed above:

1. The hospital's clients are not permitted to have vehicles on site or use vehicles during their stay.
2. Employee work schedules will be established to minimize any traffic impacts by scheduling the staff arrival / departure times outside of the existing peak hours along the area roadways.

The shifts are proposed as follows:

Shift 1 (6:00 AM – 2:00 PM)

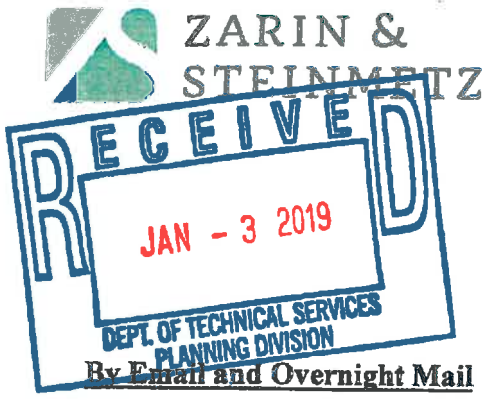
Shift 1A (9:00 AM – 5:00 PM)

Shift 2 (2:00 PM – 10:00 PM)

Shift 3 (10:00 PM – 6:00 AM)

3. The majority of site generated traffic volumes will be comprised of staff spread over 4 shifts. Two shuttle vans will be provided, for required use by a substantial portion of the employees, primarily lower level non-professional employees, who will be shuttled to and from the FDR Park park and ride lot, the Croton Harmon train station or another station on the Harlem line such as White Plains, and the vans will also transport clients for pick-up from and drop-off at their home, train station, or bus stops as necessary and to be determined, or other locations as may be required. The Applicant has coordinated with the FDR NYS Park Director regarding the use of the existing underutilized park and ride lot within the Park, located in Yorktown, for the 6:00 AM and 2:00 PM shifts. The shuttle would likely use the Taconic State Parkway for part of its trip.
4. The area intersections currently operate without significant delays and the projected volumes with and without the proposed use will also be processed with little or no delay, even while making various conservative assumptions to provide for an ultraconservative analysis.
5. The delivery vehicles will be directed to access the property from NY 9A and US 9 and travel through Crotonville via Old Albany Post Road to Quaker Bridge Road to Quaker Ridge Road. Old Albany Post Road, Quaker Bridge Road, and Glendale Road have weight restrictions for vehicles over 5 tons, except for local deliveries, which therefore do not preclude trucks associated with the site from using the roadways. The delivery vehicle drivers will be directed to not travel along the Quaker Bridge Road one-lane bridge over the Croton River. While the specific vendors and associated delivery vehicles have not been determined, it is expected that most vehicles will be a SU-30 (total length of 30 feet) or shorter and any larger vehicle would not exceed an SU-40 (total length of 40 feet). No tractor trailers will be permitted to make deliveries to the hospital. No deliveries by 3rd party service providers, such as deliveries of food/perishables, pharmacy, paper/office supplies, garbage collection, laundry, etc., will occur on weekends.
6. Visitors are permitted visitation a maximum of only one weekend day per month per an assigned schedule, with only 25% of clients permitted visitation on any weekend.

7. The security gate will be monitored and will be open during high traffic periods of the day, thereby preventing queuing on Quaker Ridge Road.
8. Snow removal and lawn and yard maintenance will be handled by on-site staff, with yard waste recycled/mulched on the site.
9. The Applicant will monitor the parking utilization of the site biannually until two years subsequent to the full occupancy of the facility, and will construct additional spaces in the unlikely event the existing spaces are 90% occupied during the monitoring studies, subject to amended site plan approved by the Planning Board.



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- Edward P. Teyber
- Michael D. Zarin

January 3, 2019

via e-mail <

- 1 Applicant
- 1 Bis Duns, Esq.
- 1 JMC
- Sent 1/3/19

Hon. Loretta Taylor
 Chairman of the Town of Cortlandt Planning Board
 and Members of the Planning Board
 Town Hall
 1 Heady Street
 Cortlandt Manor, New York 10567

Re: Hudson Ridge Wellness Center, Inc.

Dear Chairman Taylor and Members of the Planning Board:

Our firm represents the Citizens for Responsible Hudson Institute Site Development Inc. ("Citizens Group").

We are writing to convey the Citizens Group's request for the Planning Board, as Lead Agency, to issue a Positive Declaration under SEQRA, and require the preparation of an Environmental Impact Statement ("EIS") for this proposed approximately 96-bed, drug and alcohol rehabilitation facility on a local road in an R-80 residential neighborhood in Cortlandt. The EIS process, as this Board knows, would entail an easy-to-follow, systematic review of the Project's potential significant adverse environmental impacts, as well as meaningful public participation by the Citizens Group and other concerned parties. The Planning Board has conducted such organized environmental reviews for other large and complex projects in the Town.

Respectfully, the Citizens Group is concerned that the current process the Applicant is pursuing, in which the Applicant is seeking a Negative Declaration through a piecemeal review by tackling one technical issue at a time, is contrary to the requirements and spirit of SEQRA. It is nearly impossible to track the multiple and often voluminous and contradicting submissions made by the Applicant, each usually having several cross-references to prior submissions made over the past few years. This is not how SEQRA works.

The most recent and current meetings epitomize the need for greater structure, public participation and predictability in this SEQRA process. The Applicant spent months, for

example, purporting to address the hydrogeological impacts posed by this rehabilitation facility. The Citizens Group continues to question the veracity of the assumptions and conclusions of the Applicant's well-testing data, but the Group and its consultant have not testified yet before the Planning Board regarding this important issue. The Applicant is now focusing on traffic for the January meeting. The Applicant's December 17, 2018 "Response to Traffic Comments" – with its multiple revision dates, citations to prior response letters and the *April 2017* Expanded EA, and references to meetings with the Town – exemplifies the difficulties caused by the Applicant's current piecemeal approach. In contrast, in an EIS, all the relevant information would be packaged in one document and organized by topic area for a single, comprehensive public review, with clear timeframes for public participation.

As this Board is well aware, SEQRA requires that a lead agency "shall prepare, or cause to be prepared by contract or otherwise an environmental impact statement on any action they propose or approve *which may have a significant effect on the environment.*" N.Y. Envtl. Conserv. Law § 8-109(2) (emphasis added). It is well settled that "[b]ecause the operative word for triggering an EIS is 'may,' there is a relatively low threshold for the preparation of an EIS." See, e.g., S.P.A.C.E. v. Hurley, 291 A.D.2d 563, 564, 739 N.Y.S.2d 164, 166 (2d Dep't 2002). The law is clear that an agency *must* require an EIS if the action includes the potential for even *one* significant adverse environmental impact. See 6 N.Y.C.R.R. § 617.7(a)(1); Omni Partners, L.P. v. County of Nassau, 237 A.D.2d 440, 654 N.Y.S.2d 824, 826 (2d Dep't 1997). Here, there are several potential significant impacts that trigger the low threshold for preparation of an EIS, including that the proposed facility would be incongruous with the community character of this established residential neighborhood, it would be inconsistent with the Town's zoning and comprehensive plan, and it would threaten impacts relating to wells, traffic, and others. See 6 N.Y.C.R.R. § 617.7(c) (listing criteria for determining significance).

In sum, the Citizens Group urges the Planning Board to require an EIS so that the relevant environmental issues can be vetted in an organized manner, with opportunities for public participation at a meaningful time in the review process. It is certainly anticipated that the Applicant will vociferously object to the Group's request and recommendation. The Applicant and its development team will argue that all of the information that would otherwise be submitted under SEQRA has already been submitted. If that is the case, then all the public and affected neighbors are requesting is a thorough repackaging of the material in a fashion that otherwise permits appropriate – and in this case necessary – public participation in the process. Once again, in light of the identified potential significant adverse environmental impacts, as well as the unquestionable public controversy surrounding this application, a Positive Declaration should be issued promptly.

The Board (and Applicant) should know that the Citizens Group has refrained to date from submitting all its comments to the Board since there has not been a formal public hearing on this application. The Citizens Group reserves its rights to submit its comments at the

appropriate time, including those by its professional planning, engineering, and hydrogeologic consultants.

Thank you for the Board's attention.

Respectfully submitted,

ZARIN & STEINMETZ

By: _____

David S. Steinmetz
Brad K. Schwartz

cc: Thomas F. Wood, Esq.
Chris Kehoe, AICP
Michael Preziosi, P.E.
Citizens Group