## TOWN OF YORKTOWN PLANNING BOARD

PUBLIC HEARING OF DRAFT EIS<br>AND SITE PLAN FOR THE APPLICANT<br>COSTCO WHOLESALE RETAILER

1974 Commerce Street
Yorktown Heights, New York November 19, 2012
7:42 p.m.

C O N T I N U A T I O N O F

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MR. FON: Alright. So, now we move on to Costco, I am sure most of you were here the last time. It was a very long meeting, a lot of very good topics and concerns were brought up -- excuse me one second, counsel gave me some instructions. Again, we had a lot of concerns, lot of good questions were brought up the last time.

We've heard a lot, we are gonna try to limit tonight repetitive comments, not that $I$ am going -- we are not trying to be rude or push people off the stage area, because we want to hear everybody. But, if we start here again and again about two -we know the major issues, we want to hear any new issues. Again, we are here for you alright, we are all on this together, we want to hear the concerns. We are going to try to limit it, but we want to here everybody.

If you could, respect us, respect everybody in the audience, there are some new professionals that have been hired. If the professionals come up and they want to give us a summary of what they've found and
then submit the report, $I$ think we would appreciate that and $I$ am sure everybody in the audience would.

With that $I$ would like to open back up the public session for the costco.

MR. CAPELLINI: In deference of the slate of speakers, $I$ would defer to speak on the subject for four or five minutes at the end of the process, when everyone else has been heard.

MR. FON: Well, we are not going to leave a specific timeframe this time.

MR. CAPELLINI: I don't --
MR. FON: No, we are going to wait to see if everyone is on. I think we've heard a lot. Again, $I$ think there are a lot of excellent questions and issues that were brought up the last time. What we are going to try -- we are going to trying to limit as not be repetitive.

MR. CAPELLINI: I agree.
MR. FLYNN: Okay. That been said, number twenty-seven from the last list, Mr. Ben -- Mr. Ben Falk. And if you could get -- well, there is a sign-in in the back,
if anybody is late and they are numbered. So, I think everybody's got their number at this point. Mr. Falk is twenty-seven. So, if we could have twenty-eight to thirty-one get ready so that we could get people going as quick as possible. Thank you.

MR. FALK: Good evening, my name is Benjamin Falk, my address is my 3308 Old Crompond Road, and I am here representing all of the residential property owners on the section of Old Crompond Road known as the Bear Mountain Triangle, just north of 202.

We have already submitted written comments, but $I$ would like to provide you with an updated copy containing more signatures to replace our previous comments. I am -- I am also providing copies of my comments tonight.

MR. FON: Thank you.
MR. FALK: In the interest of time I would like to summarize our comments here. As I said, I represent all of the residential property owners of the Bear Mountain Triangle. We would be the most
impacted by the proposed Costco development, both during the construction and on an ongoing basis.

We will have to live with the construction noise, the disruption of traffic and our ability to get in and out of our own driveways and the permanent addition of a major development right on our own doorstep.

This site has particularly been the subject of development proposals which have gone -- has never gone anywhere, including for a conference center, a hotel use and retail shops, reportedly because of its economics of proposal didn't work.

Costco is the first viable development proposal with a developer willing to listen to our concerns and spend money on improvements that will protect or enhance our quality of life as well as that of a site. This proposal is consistent with the town's comprehensive plan and the sustainable development study.

It should be noted that -- here that both, the comprehensive plan and the
sustainable development made huge efforts to include residents of the town in order to plan development in a way that would be consistent with the residents ideas, wishes and concerns.

Bear Mountain Triangle residents participated in both efforts. As a result, both studies are consistent with the vision of local residents as to what makes the most sense here, based on our more intimate knowledge of the area and what we would not like to see in the way of development, but also what we think we could live with. The plan envisions mixed residential, office, retail commercial in the center of the Bear Mountain Triangle, not along the boundaries of where Costco is proposed.

The high volume of the Taconic Parkway and Route 202 intersection is not appropriate as a hamlet development site.

Our written comments include specific examples, point for point examples, of the language in the Comprehensive Plan and this is how we believe the project complies with each.

The town should also acknowledge that the proposal involves the development of a problem site, as noted in our written comments.

There are many aesthetic benefits to the town and local retailers in the development of a gateway property, but there are also very real benefits to the environment.

The retirement of less than optimum septic systems in a sensitive watershed, and the remediation of known toxic areas on the building site are big pluses for the sensitive watershed and for local storm water management.

Storm water management tactics being proposed for the project site will correct runoff problems from the nursery site that have plugged drains along Old Crompond Road for years. It is difficult to force remediation when there is no viable landlord.

These problems result in sheet flow run off directly into the wetlands of draining into the Hunterbrook, potentially
contributing sedimentation and nutrient loading downstream where flooding is a growing problem, and risk thermal impacts survival to the viable trout spawning stream.
opponents have voiced concerns about the impact of the development on the woodlands and wetlands surrounding the building site. As residents we are pleased to see there is no wetland incursion that -and that changes to the parking layout to the relocation of the filling station means even minimal incursion into the buffer is avoided.

Wetlands on the site, mostly grown on farmlands abandoned between 1870 and 1910 , but also -- but also the site also includes some older pre-existing wooded land, of the Bear Mountain Triangle, excluding the Costco's site.

We have recently been studied for the development of a Forest Management Plan. Results of this study showed that the forest here is rapidly dying as the trees die and fall they are very quickly being replaced by
invasive species. These wetlands are mostly the same age and condition as those on the Costco site.

Much work needs to be done quickly to preserve the woodland area here, which can only be done by a viable, active landlord, not an absentee landlord of an abandoned site.

And the preservation of the wetlands and the woodlands on the site will automatically mean that they will maintain an important habitat corridor -- corridor connections. We have also heard the concerns of opponents of the proposal regarding the potential traffic impacts.

As mostly of you -- as the most immediately impacted neighbors, we believe the efforts of the Breslin team has made -has made and the money they are willing to invest in roadway improvements and traffic amelioration tactics, will make a big difference in the traffic flow in the area.

These improvements will be on top of the improved -- will be on top of the improvements the state is making to the Bear

Mountain Parkway intersections at Stoney Street and the 202. In fact, we remember the results of the survey undertaken as part of the sustainable development study, which found a very significant percentage of traffic passing along the 202 corridor from the -- at least Lexington Ave to the Taconic was through traffic, not originating in Yorktown and not stoping in Yorktown.

This seems to indicate that one of the state's improvements are in place, that thru traffic will use the Bear Mountain Parkway rather than Route 202 exit, it itself is an improvement.

We object to the scare tactics opponents of Costco are -- use regarding traffic impacts. While they continually refer to seven hundred and fifty plus vehicles per hour, Costco's estimates the number of trips per hour in the DEIS is much lower.

The resulting potential increase in the traffic is therefore much closer to half the number bandied about by the opponents, at most. The figure is also not likely to
be consistent throughout the day, seven days a week -- per week, so the figure is closer to ten thousand additional cars on our roads is farfetched at best.

The highest volume of new the traffic are also not likely to occur at peak rush hours, so impact will not be as significant at those times.

Incremental improvements have proven to make a vast positive difference in the past, such as improvements when the BJs lights were put in other private -- public private partnership that revealed the need for suicidal driving on the wrong side of 202 to enter the Old Crompond Road and dramatic traffic flow improvements when the Lexington Ave right turn lane was installed.

We unanimously support the proposal and ask you to approve the application in a timely manner, and I thank you for your attention.

MR. FON: Mr. Falk, thank you for representing the group and not having everybody come up, and you the one. Thank you. Next is Angelo Michael Competiello.

Number twenty-eight. No takers? Okay then, twenty-nine, Alan Weger. And if you could thirty, thirty-one and thirty-two. MR. WEGER: So, my name is Alan Weger, $I$ live on 1415 Hiawatha Road, in Mohegan Lake. I have lived in Yorktown for about thirteen years now and $I$ do have two older kids who graduated from Lakeland school system. I think we have an obligation to maintain Yorktown as a pleasant town for raising families, and that really should be our first priority.

I am also a Costco member, so I am not opposed to Costco per se. However, I don't think that the proposed location at the intersection of Route 202 and the Taconic is an appropriate location for a store of this type, because of the traffic on Route 202 is already excessive and it has been for the whole twenty-five years that $I$ have been living there.

And I don't believe that this traffic
will be remediated by the planned improvements described at the previous meeting. I already experience the traffic
on Route 6 on a daily basis, and there is no doubt that the Cortlandt Town Center contributed to the very bad traffic situation on Route 6 .

Adding more traffic to Route 202 will
likely make the traffic on Route 6 even worse as people try to find alternatives to Route 202. I would also add that I have discussed the traffic situation with many people who live in this area, several of whom specifically mentioned that the traffic problems on Route 6 and 202 were a major factor in their decision of not to buy a house in this area.

Therefore, it is quite possible that any property taxes generated by the Costco project will be offset by declining of property values, as the general area becomes a less desirable place to live due to the traffic.

Furthermore, $I$ think it is likely that a store of this size will lead to adverse impacts on local business. We did witness substantial loss of local business when the Home Depot store opened nearby.

I did live on Westbrook Drive during the planning and construction of the Cortlandt Town Center, and I do not feel that the adverse impacts were adequately planned for. It seems very likely that they are headed in a similar direction with respect to this project.

Unfortunately, the east/west road in this area have not kept pace with the growing population. We need to bite the bullet and invest in long-term infrastructure such Mohegan Lake bypass on Route 6 and the Bear Mountain Parkway extension to the Taconic Parkway. We need two lanes on each direction.

Until we do these things $I$ don't think it makes sense to add a significant traffic burden to the area. I would encourage Costco to examine other sites such as the intersection of Route 9 and Interstate 84, which would be much better suited for a store of this size.

I hope the Planning Board realizes that it is fully empowered to reject this project in order to maintain the quality of
life for Yorktown residents and permit the graceful but inevitable natural population growth in this area. Thank you.

MR. FON: Alright, now, before we have go on to the next speaker, we have heard about the traffic twice. One, not so concerned about it and the last gentleman concerned about it. So, if we could, we don't want to know about the traffic again, we know that it is a concern of everybody. If you are concerned about traffic, when you come up simply say $I$ am concerned about traffic; we have heard you, alright, please. We've absolutely heard you, if we could limit that.

In reference to the stores in the area being impacted, that was brought up multiple times at the last meeting, that is part of the record. We understand that, we've heard it many times. So, if we could, those two items, if we can keep them out of the rest of the meeting tonight. We have heard you, it is part of the record, we are going to go on from there.
And again, written comments are
always accepted. They can get submitted to Robyn or John in the planning office, those too will become part of the comment record.

MR. FLYNN: Or if they have any suggestions to remediate or to fix that problem --

MR. FON: Absolutely true. And if you have any ideas about how to fix the problem or remediate it, those in writing, but if it is just constant -- we understand the traffic is a problem. Thank you.

Alright, if we can go on to Gerry Petraglia, number thirty. No good? Alright. Number thirty-one, Lou Mancuso. And if we could bring up to the front, thirty-two, thirty-three and thirty-four, please.

MS. ROBINS: Good evening, Chairman Fon and Members of the Planning Board, my name is Janelle Robins and I am a resident, and homeowner and tax payer in Yorktown Heights. I am a leadership in energy and environmental design accredited professional and have two degrees in engineering and $I$
focus on land and owner resource conservation.

While $I$ am not a paid expert I do want to use my time to speak about some of the same issues that $I$ expect the paid experts will speak about.

We have heard a lot about the impact that the proposed Costco will have in our community's traffic, economy and character. Theses are important issues and $I$ want to take a minute to thank my fellow citizens for their expertise and experience and readiness to take time of their busy days to helps us understand those issues.

We haven't heard a lot about the actual environmental impact of the proposed development despite this being a public hearing on well the Draft Environmental Statement. While I can ask poetic and all things related to natural resources, I promise I will make my copies this evening and save the gory details for my written submission.

The proposed development will destroy approximately, seventy-eight percent of the
site and irreparably convert about ten acres of wooded and open space to impervious parking and roadway surfaces. So, what does this mean? First, the development will undoubtedly have an impact in the area's current open space character, despite a statement in the executive summary of the DEIS is to the contrary.

So, my first question is, how will a large commercial development of ten acres maintain the open space character of Yorktown? Next, $I$ am sure we are all aware that we are all located in the drinking watershed for New York City. Many local municipalities, including Yorktown get our drinking water from local reservoirs.

A study connected in the current watershed found that a big discharge would increase with increasing urbanization. It was three times higher in-catchments with eleven percent impervious resurface as compared to an undeveloped catchment. Bear with me.

This means that the increased impervious surfaces of the proposed Costco
warehouse and parking lot increases the volume of run off, which can result in increased flooding and pollution of our drinking water system. I did not find a sufficient run off volume analysis in the DEIS, even though this is a required document.

So, my second question is, where is this run off volume analysis, and what would the impact be from on-site wetlands in our water bodies? The DEIS claims that discharges of run off will actually increase the success and productivity of on-site vernal pools. Unfortunately I find this to be impossible.

By definition vernal pools are ephemeral, they support needed development of amphibians that would be unable to withstand competition or predation in ecco systems that are constantly inundated. Amphibians are extremely sensitive to the pollutants found in the run off, including the increase in temperature.

Ph and salt sediment and nutrients like phosphorous and other pollutants that
are commonly found in run off originating from roads and parking lots would decrease the reproductive success of a pool life. It is critical that water pools as well as wetlands and wetland buffers are protected.

So, my third question is, what evidence does the developer have to show that run off water discharges will benefit the pool ecco systems? Additionally amphibians are known to travel significant distances, across roads and even highways to reproduce in vernal pools and wetlands.

However, the DEIS downplays interplay between various impacted habitats, wetlands, forest and old fields. Old fields in particular are a habitat that we are losing across this community and across the country, and might $I$ add one need not build a large commercial development to clean up a site of debris and trash, which the DEIS painstakingly details.

Yet, the assessment notes do not show site visit streams pink bird breeding in the spring or during fall migration. So, my fourth question is, what evidence does the
developer have to show true isolation whether hydrologically or from a wild life perspective? Where is the habitat assessment at the point of storm water discharge and where is the comprehensive multi-season of the fauna and the impacted areas?

Run off contains any number of chemicals, metals, sediments and nutrients that pollute our drinking water. In particular, phosphorous concentrations in our new current reservoir which will ultimately receive run off from this proposed development currently exceeds banksman permissible levels.

A new development is required to meet strict phosphorous reduction standards. However, the DEIS does not elaborate on how the proposed development will meet state standards. My fifth question is, where is the pollutant loading analysis or how exactly will the proposed development meet state phosphorous standards?

For many of you here tonight many of my questions may seem inconsequential, but
they service a discrete example of how the DEIS falls short of providing a comprehensive disclosure of enviromental impacts on our natural resources. Nor does the DEIS provide sufficient detail on how the developer may mitigate these kind of impacts.

There are mitigation measures that could be taken to lessen the impacts. Unfortunately, costco right out of the box, dismisses many environmental site designs and low impact development practices.

Instead of reducing impervious surfaces by building multi-level structures, they instead prescribe extensive one story warehouses. Instead of using permeable pavement, used successfully in colder, harsher climates, like Montana's Glacier National Park, are utilizing multi-level parking structures, their preference as a sprawling asphalt parking lot.

In fact, when the menu of green infrastructure practices available, the developer only considers two. One of them is the conservation of natural buffers.

That sounds good, right? Except the proposed development actually intends to encroach on the town's regulated one hundred foot buffers.

The second practice is stream daylighting, but consider the plan calling for storm water discharge turning existing wetland just clearly not an enclosed conveyance in need of daylighting. And the proposed development incurring a filling station despite the town with a plethora of gas stations.

And instead of proposing ways to mitigate light pollution which could have a severe nighted impact of migrating birds, the developer intends to request a variance to raise the height of their lighting structures, eliminating any benefit from shrouds intended to limit the negative consequences.

In summary, I strongly urge the Planning Board to consider if the proposed development is the right development for this parcel. Is it the kind of development that Yorktown deserves?

With the technology available today, and the progress and scientific discoveries, we know that the proposed development would have an unnecessary and irreversible impact in the quality of our natural resources.

Yorktown deserves smart development that protects and conserves our resources for generations to come. A development that improves our community and makes it safer, an ingenious development that leads and inspires our neighbors.

MR. FON: Thank you. Okay, thirty-three, Andrea Wagner. I would like to bring up thirty-four, thirty-five and thirty-six.

MS. WAGNER: Good evening, Andrea Wagner, I am a resident, a business owner, 136 Upland Road, and I am here 22 years and also a Yorktown Chamber of Commerce Board Member. I'd like to speak in favor of the Costco project.

I have heard that they were rated number one and $I$ wanted to know what that was and I looked it up and basically was told that it was an independent study by the

American Customer Satisfactory Index, which is an economic indicator that measures the satisfaction of consumers across the United States. That is no small feat.

To be number one, they are doing something right, they have chosen Yorktown, they have done their homework, and $I$ feel that the fear that has been talked about, with the traffic, with the environment $I$ would like the studies that have been done by the professionals have the most impact on their decision.

There is a lot of car carrying members that live in Yorktown, those are the same cars private cars that are on our roads that travel out of Yorktown to go to Costco. The site is also, from what $I$ understand, a part of a large revitalization plan.

There is going to be improvements on the Route 202 corridor regardless, but their generous addition and into improving our community, will also promote job growth, new life to the area and that is progress with preservation. Thank you.

MR. FON: If I could too, one more
thing. If you have prepared comments, if you could give us a copy of them for the record. Alright, thirty-four, Dennis Newns, Dennis Newns; okay. Joe Straci. And if we could get thirty-six, thirty-seven, and thirty-eight up next.

MR. STRACI: Good evening. MR. FON: Good evening.

MR. STRACI: My name is Joe Straci, I am a resident of Croton-on-Hudson, that's my post office address, actually I live in Cortlandt and my next door's neighbor property is partially in Cortlandt, which puts me about two hundred feet from Cortlandt.

Both my -- my children live -- my children, my grand children live in Yorktown and are around Yorktown and most of my involvement, both, socially and community have been in Yorktown for the past thirty years.

I am a member of the Chamber of
Commerce in Yorktown, I am the gentleman who
started the -- what do you call the -- I am
a little nervous, $I$ don't know why, but I
started what do you call it, the concert series seventeen years ago. I was the -one of the founding presidents of the -what do you call it, the Circolo Davinci of course, and John Savoca there was one of the first people to join us and $I$ was the -- for thirty years $I$ have been a member of the Lions Club and twice the president. I am also on the board and the founder of the Jack DeVito Foundation, one of the founders I should say.

So, my involvement in Yorktown has been very much a very strong and ongoing commitment. I was in attendance at the last meeting of this Planning Board, which held a public hearing on the matter of costco coming to Yorktown and heard the many well intentioned speakers go through their five minutes of fame.

Some of them depicting a scenario of fire and brimstone. Traffic nightmare, ambulances stranded on 202, police department overwhelmed with traffic and criminal -- and criminal maihem. Small businesses going out of business; declining
home value, school children lost in a sea of unwielding traffic.

Fire trucks stuck on an impassable Route 202, and all of this was presented by proponents of Yorktown for growth. This kind of growth sounds to me more like a cancerous condition rather than an opportunity for true progress.

Truth be said, Costco to me will act like an anchor store for the town of Yorktown, very much like a Nordstrom or a Lord and Taylor do at the Westchester, not put small businesses out of business, but rather bringing more small businesses which in turn will bring more revenues to Yorktown, getting rid of the blight that we see all along Route 202 and surrounding areas, making it possible for a senior to remain resident of their beloved Yorktown, where they have spent most of their lives and where their friends and families are, and not being pushed out of town because they can no longer afford to live here.

By lowering their taxes and perhaps having the opportunity of having a local
part-time or full time job and providing more services for them. Enabling young families to settle in a more affordable

Yorktown by lowering taxes and providing greater subsidies to our schools, and providing local jobs and career opportunities as well.

Having had the opportunity of reviewing in greater detail the kind of commitments and care that Costco brings to the people, by having a team of highly professional people who have addressed every possible concern and passed the rigorous scrutiny and approval of no less than twenty-one authorities, I feel very comfortable in coming to the conclusion that Costco is a great corporate citizen and will bring a renaissance to a town in need and deserving of a brighter future.

I urger every Yorktown resident to get on board in helping promote progress, true growth and a brighter future for Yorktown, by saying yes to Costco. Thank you very much.

MR. FON: If I could make one more
point. We've had two people now who are anti-Costco, I am sure the next one will be anti-Costco, and the other one will be pro-Costco, we get you, alright. We know there is pro and against and I am sure neutral. I am sure people are here just for information. If $I$ hear it again, I am going to cut it off, alright. Thank you.

Next thirty-six, Neil Deluca. No Mr.

Deluca. Alright then, Johnathan Nettlefield, thirty-seven. No show.

MR. NETTLEFIELD: Good evening.
MR. FON: Oh, I am sorry.
MR. NETTLEFIELD: Excuse me, I must apologize for my voice and the probable cuffing that is going to come, but I'll try and keep it short. I am Jonathan

Nettlefield, Bridge Point Lane, I've been in Yorktown for twenty-four years or so.

I just want to say a couple of things
first. First of all, thank you for what you
are doing, it is an important part of the process and we appreciate it, I just wanted to tell you.

But second of all, $I$ wouldn't be on
your side of the table for all the tea and china right now, so I understand what you have to do.

I thank you because planning is an under appreciated, yet a very important part of how we live today and it is interesting to know that the two greatest concerns as expressed by the residents of Yorktown when they were polled at the beginning of the comprehensive plan, the learnings that went out for the comprehensive plan were -- am I allowed to use the word traffic?

MR. FON: We understand you. MR. NETTLEFIELD: Just the roads, okay.

MR. FON: Thank you.

MR. NETTLEFIELD: And second of all, high taxes, and traffic because we have continued to develop in such a way that live, work, shop, school, and entertain ourselves in different places and the roads connecting those different places haven't kept pace with all the different places that the planning and the applications went for. MR. FON: Understood.

MR. NETTLEFIELD: Right. So on
higher taxes because over the years it has been more profitable for a developer in Yorktown to build residential developments. In fact, some recently commercial zoning was turned back to residential because it was deemed to be more profitable.

So, that the accumulation result is that we have had more children to educate rather than a commercial tax paying development like other towns. So, both of those concerns in Yorktown are directly related to past planning. And I believe that both of those outcomes could have been prevented if planning could've taken a long view, such as proposed in a comprehensive plan, rather than looking at each new development as it is proposed and simply weighing each development on the benefit of the merits of the individual development at the time that they are being proposed.

So let's talk about this development. I don't dispute the building of some kind of anchor store in this location, it is in the comprehensive plan and it would serve as a
nucleus as others have pointed out as a nucleus for other kinds of commercial activity and the stimulus for further development.

And this was envisioned in the zoning of the comprehensive plan. What was not envisioned however, was the kind of shock in the wall development that a 150,000 square foot warehouse plot will bring to this area.

Now, there were those here who think that maybe what the area needs is the kind of shock and all development to kind of revitalize the area and provide the stimulus that the area needs.

But, as we've learned in another theater at other time, is what comes after the shock and all that we have to be concerned about, and many of the people who have come up here are talking not so much about the development itself, but all the implications of that it's going to come afterwards. That's kind of a preamble.

I just want to say that I read the entire DEIS, the comments I will give you in the interest of time, will be written.

MR. FON: Thank you.
MR. NETTLEFIELD: But, I did want to comment here on one thing that hasn't been talked about in detail before. And I should
also preface my comments by saying that $I$ have a little bit of experience in this field.

I have a degree in economic geography, a career in strategic planning, which includes retail location and such like. And my company works -- is currently working with the City of Poughkeepsie and the Dutches County Chamber of Commerce in helping them to figure out planning up there.

I am going to read this again to save everyone's time. This relates to the section in the DEIS, pages $I-38$, including appendix 7.K, as $I$ understand it, and it is the retail market analysis.

The DEIS attempts to justify the addition of a 150,000 square foot warehouse club, by using a patently outdated model of consumer retail behavior. First, assumptions have been made about the
distances that consumers are willing to drive to purchase goods based on national averages, with an adjustment to reflect local market conditions. There is no data in the DEIS on what this adjusted might be or how it varies from the national average. So, we would like to find what that would be.

Second, the retail market analysis looks at the cannibalization between the existing costco stores, but not other retail establishments, like BJs for example over the road. We would expect Costco to do their own market analysis to justify their additional store within their existing network of stores, but this does not tell us how it would impact other competitive retailers.

We know that the consultant quoted Reily's law of retail gravitation as the source and the application of this formula to determine the distances that consumers would travel to buy goods. Leaving aside that this formula was derived in 1931 and many factors have changed since then.

Simply to rely on this formula to calculate distances that people will travel to shop suggests a very superficial analysis.

Third, the use of three kinds of trade drinks to segment shopping habits by frequency and distance while appropriate for general shopping, makes much less sense for warehouse club shopping where large quantities of everything are purchased less frequently.

According to the subsequent analysis, breaking down the number of households, with a disposable income in these rings is flawed.

Fourth, the analysis makes no mentioned of the growth of internet sales, as a modifier to consumer shopping habits. In fact, the report asserts, for the purposes of this analysis it is assumed for the current year market conditions will not change between 2010 and 2015. That is a direct quote.

There is not a single serious study of retail, but does not devote extensive
analysis of changes due to the wide spread growth of internet shopping.

They net result of these shortcomings leads to the conclusion that this retail market analysis is somewhat self serving to the applicant and does not reflect the real impact that Costco would have. According to this, I urge you to reject this application. Thank you very much.

MR. FON: Thank you. If I could make one more point. Some of the speakers that have come up have asked like Mr. Netterfield specific questions, those will get answered. If you come up and just state an opinion it is going to be comment noted.

So, if you come up and have a specific question, make sure you ask it, so that it gets answered in the document. Thank you. Number 38, Chuck Catalfamo. And on the docket next would be thirty-nine, forty, forty-one. Thank you.

MR. CATALFAMO: Ladies and gentlemen, board members, my name is Chuck Catalfamo, I live at 2306 Depeyster Drive, in Glasbury Court. Costco coming to Yorktown, a no
brainer. First of all, the thousands in taxes that they will pay, got to help, will some three hundred temporary employees and from what $I$ hear, over two hundred employees that will be there forever.

That will give us an alternate for shopping, a different type of shopping. They will construct highway improvements. As the traffic, which is a detrimental to all of us here in Yorktown, there should not be any additional traffic. With the traffic improvements that they propose --

MR. FON: Alright.
MR. CATALFAMO: -- out of towners will come --

MR. FON: Sir, I am sorry with the traffic $I$ am going to cut you off.

MR. CATALFAMO: Okay, cut me off.
MR. FON: Thank you.
MR. CATALFAMO: Recently with the
Costco meetings someone said that his experience dictated that if Costco comes to Yorktown, BJs will go out and the BJs shopping center will dry up. Not so. Before BJs got there, there was a shopping
center --

MR. FON: Alright, not to cut you off again.

MR. CATALFAMO: Again, I am sorry I am reading and $I$ beg your pardon.

MR. FON: I understand.

MR. CATALFAMO: Okay. Well, some of the owners in Costco said they would welcome a Costco and and BJs owner said that they also would learn -- they also would love it because they learned that whenever a costco is built even near a BJs, businesses in their area would do better.

Putting together a list of positives and negatives, more positives than negatives. I implore the Board that respectfully okay this petition.

MR. FON: Thank you, sir. Okay, thirty-nine, Stephen Steeneck and then next would be forty, forty-one and forty-two, please.

MR. STEENECK: He will take my spot.

MR. FON: Okay, he is yielding to the consultant. If you could, basically give us a summary of what you found and submit your
report to us, please?

MR. GAROFALO: Is here okay?

MR. FON: Yes, thank you.

MR. GAROFALO: My name is James Garofalo, Director of Transportation Division at Tim Miller and Associates, Ten North Street, Cold Spring. You have already heard from Tim Miller who is the president of Tim Miller and Associates. I will try not to repeat anything that he discussed.

I will start with a discussion of the site plan which we did not get into. One question that $I$ have is, deals with the northern part of site in and is there going to be a discussion of the property to the north and the potential connection to -into the site from the property to the north?

As far as -- I am going to next jump over to the lower part down here. If there is any place that deserves an air quality analysis that there be a question mark here, there should be a analysis, you are going to have seven lanes, four lanes are going to be backed up trying to get to the pumps.

This is a depressed area, there will be vegetation over to the east when blocking in from clearing this area out, this location needs to have an air quality analysis.

Within this configuration you have seven lanes, which will go -- be into an area that will have approximately, forty-nine feet. So, you have seven lanes in a very short distance are going to be channeled in into forty-nine feet which could be five or four lanes, four lanes a little bit over twelve feet, which is a normal size.

What's that distance that you are going to be transitioned from seven into say four lanes? Once you get to those four lanes drivers have a choice, they can go to the right and go all the way around, which they are not going to do, that's like traveling around ten football fields. So, basically almost all of the traffic is going to be making a left turn.

What's the distance here, that those vehicles will be able to stack in the two
lanes that are there? Now, Costco's own data shows that approximately, thirty-three percent of the traffic is going to use both fueling station and the main building. So, most of the traffic is going to be making a left turn, when it gets to this side access here.

That access should be a level service analysis with queuing looking at that particular intersection and whether or not the traffic is going to queue back to this exceedingly large curve cut for the gas station.

There are, as I said two lanes, it looks like from the diagram -- from the figures that this is where the storage tanks are going to be for the fuel lane. Where exactly are the fuel trucks going to stop to unload their fuel? Is this going to interfere with this very key location?

Now, I don't know how you are going to get the four lanes to come out of the fueling station matching up to the two leans that are going to be accessed here in this short distance. I would like to know how
that is going to be accomplished.
Over, in front on the south side of Costco, there are a number of parking spaces up against the building. Now, the fact of the matter is this part of the road is going to be very heavily traveled, how many vehicles are going to be part of that road? How easy is it going to be to back in, back out of those locations which would probably be used quite frequently for loading and unloading and is that process when somebody is loading and unloading a very large thing like a large $T V$ set, is that going to interfere with the traffic that is on this main part of the road?

Normally you would not have parking in that portion of the road, you would leave that open and you will need all the parking on all these isles with its -- where the traffic has been broken up. In this particular case they are not doing that. There is going to be a lot of interference with their main access to the parking areas at that point.

There are also a number of other
problems, one of which is the sidelines here, near the access to the road that goes around the trucks. Also on the west side where in order to see vehicle drivers are going to have to turn their heads a lot more than ninety degrees, in some cases possibly a hundred and seventy, a hundred and ninety. That's very difficult for a normal driver, much less someone who is older.

Now, this is one of the reasons why most intersections are designed to be "T" intersections ninety degrees, very clearly do not have that in some locations. This needs to be addressed. You also have situations where you are going to have problems with the traffic coming in.

Down here, the secondary access you have traffic that is going to be coming in and in order to see the driver is going to have to be looking all the way across at a very steep angle, to see vehicles coming in, probably they will be coming in very fast.

Now, with the BJs, when BJs came in, they actual had a physical barrier along the road in front of their secondary access and
despite the fact that they had a curb there to prevent the vehicles from making left turns in, they were denied a secondary access.

In this particular case there is no barrier, so vehicles can physically do it, even though it is going to be illegal.

One of the things that it is not shown like the question is, where is it going to be shown that the striping and signing plan for this site -- so you can better understand what is going on, not only up here to find out that this is four lanes or five lanes coming out of the gas filling station, but how they're transitioning it.

And even though they show at that point there is a do not enter, once you get at little snow on that, people aren't gonna see that and you are going to have a forty-nine foot curb path that the drivers coming in would look like a two lane road. Forty-nine feet is awful wider than a normal road, two lanes would be twenty-four, so it is twice the width.

So, you need to have a signing and
striping plan so you better understand how traffic is circulating and being in control within the site. When is this going to be done so that not only you and Jacobs Engineering and the public will have a chance to comment on the circulation within the site? Now, there is no reason why they cannot have a plan that combines both the zoning required parking and not intruding on the wetlands and the wetland areas.

They've shown alternatives, which show only restrictions on impact on the wetlands with the reduced parking. Let them show a plan, showing that there is ways in which you can combine the required parking in the zoning and the facility without intrusion into the wetland and the wetlands buffers.

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    In this particular case, there really
isn't any on street parking or any other
parking unless maybe this northern side is
someday developed, where extra vehicles can
go, this is it. This is all the parking
they are going to have. So, you need to
take a very close look at looking at an
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alternative to not only this site plan but the alternatives which they provided in the DEIS.

The isle that comes from the secondary access, how can we redesign this so that there is no parking, so that vehicles can freely flow. Because vehicles are going to be coming in at such a slightly higher speed. It is going to be very difficult for the people coming in and out of parking spaces to see them coming in as well as these two access cross isles.

Where is the design to show that they can come in freely like they come in, in the main access road, assuming that, that main access even stays. Certainly there is some question in the analysis of the plans that show the lane configurations at the two access points and how the traffic and traffic analysis is done.

These need to be looked at and brought to a similar place, where the analysis is looking at what is on the plan, and the plan reflects the analysis that has been done.

This area on the southern part of Costco actually might be a very good place for people to quickly drop off and then leave, but what are the problems going to be when you actually have people trying to park there and un-park and load in that area, because that's the primary loading area for major sites -- for major items.

Now, there is a couple of things that I do want to provide to you, one is a letter from the Planning Board October 26 , which lists a whole series of different things which the town does not have, information that the town does not have, information the DOT has or DOT does not have.

One of the important things is the traffic counts themselves. The traffic counts are along with the peak hour factor, I am not going to explain that to you --

MR. FON: Thank you.
MR. GAROFALO: But, those two items are foremost among the data that is required for the capacity analysis. You do not have them -- you do not have them, Jacobs Engineering doesn't have them, I don't know
if the DOT has them to look at them. But, ask for them, get them and then you can do the analysis. When is that going to be available to the public also to analyze?

The other bit of information that $I$ am going to give you is a disc. This disc has the synchro-analysis, which is software which is somewhat similar to what is in the DEIS, with somewhat similar results. However, what does this give you is information on queuing where you have oversaturated situations, where you had spill back, where turning lanes are being blocked.

This becomes very critical information, DOT recognizes that in cases such as this, looking at queuing is a very important part of the puzzle. The town does not have the software, Jacob Engineering should have it, the Edwards and Kelsin who they purchased and has looked and worked on the development study use the synchro as past of their analysis.

So, hopefully they have the most up-to-date version of synchro and they can
look at this and report back with a summary, what are the implications of the queues and the spill back and the blocking of lanes which can turn what looks like a perfectly normal turning lane into something that is not functioning simply because the vehicles can't get into it.

So, I ask that you pass this on to Jacobs Engineering and have them look at it. Unfortunately, this information is riddle with some of the same problems as the analysis in the DEIS, including failure to use the lane utilization, and other problems which $I$ won't get into, but have been reported to you.

They need -- you know, when are they going to be corrected, both, for you and for DOT, so that any mitigation that is provided will meet the needs that are going to be developed based on what is going to happen. MR. FON: Thank you. You are going to submit that? Thank you very much. Alright, next is Greg Kravtsov, Kretzel, forty; and then we have forty-one, forty-two and forty-three up. Thank you for the
information.

MR. KRAVTSOV: Good evening, ladies and gentlemen, Gregory Kravtsov, of Yorktown Tax Payers Subsidy Committee, 2358 Broad Street, a resident of this town since 1996. I will omit as per request of the chairman the comments regarding the traffic that will be in the submitted record.

Just making one thing, if the gentleman with the doctorate degrees that says his company solves the problem or tried to solve the problem on Route 6 and Lexington Avenue, just a very quick question, if it was due to said work, the alternative route that goes say from Home Depot to Bare Mountain, that used to be open through Locust Avenue and then taken a left turn, then it was blocked by a explicit no left turn sign.

So, I was wondering if -- and I remember it very well, because I used to go this very well because I used to take this alternative route to Home Depot when it came to Yorktown and then all of a sudden it was blocked. So, I was wondering if --

MR. FON: That's off of this.
MR. KRAVTSOV: Okay.
MR. FON: Okay, thank you.
MR. KRAVTSOV: And as a concern. So,
I am representing -- as a representative of Yorktown Tax Subsidy Committee a not-for profit homeowners organization, designed to find alternative sources of revenue to reduce some of the highest taxes in Westchester County, I would like to put on record results of our organization's extensive polling of Yorktown residents regarding Costco.

So -- I mean reading the traffic portion and go right to the next which is brand new, you've never heard it from anybody, I can assure you of that. And that's a concern that all residents have was inherent inequity holding to two different wetland performance, wetland mitigation standards between regular homeowner's wetland property and Costco proposed wetland mitigation and variances.

We'll be glad to provide concrete proof of very harsh wetland performance
enforcement to the point of complete financial destruction of individual homeowners and we demand same rigor and harshness applied to Costco wetland proposal.

Furthermore, since Costco following in the footstep of Walmart has become such a heavy importer of Chinese manufactured goods and products -- well over fifty percent of their stock actually, our respondents asked to use the most stringent observation and enforcement of all federal and state trade regulatory and legal status which our federal government supplied ailing American manufacturing industries in their fight against Chinese dumping practices.

In other words, it is like they are saying, what is good for $G$-- General Motors is good for America, and it used to be what is good for Walmart is good for American by extension but, what is good for Costco is good for the public. But, not anymore.

Since the government force the
department to become a direct Chinese importer into this country, basically
bringing back of American manufactures, not to mention local small businesses, it goes much, much, deeper and farther.

So, their fighting and Chinese dumping fighting, namely, the Communist Government of People's Republic of China routinely disregards rule number 35, USC 271 Law against illegal use of foreign intellectual property without proper license, such as provisions, for example -this is a complete example, provisions for computer aided design, computer aiding manufacturing of numerous steel carved molds for plastic injection molding, used in majority of Costco more than retailers products.

For example, a computer mouse by Logitech manufacturer, specific patent violated is in US patent number 6462840, 3D monitor and tactile scanner. In other words, invading in the production of the plastic injection parts of the computer mouse, that specific patent it was violated.

Furthermore, US anti-money laundering
statute and US foreign trade corrupt
practices act are being routinely violated by large retailers such as Costco and Walmart. And all of us remember the latest scandal of Walmart and New Mexico bribery scandal.

We ask Yorktown Planning Board to stipulate on Costco permit our local resident's right to hold costco products sold in Yorktown the same high standards regarding above mentioned federal trade status, unforcible on local level, even after products have cleared US customs and border patrols as other laws such as wetlands laws are being enforced above federal and state standards.

We feel that it is our patriotic right and duty to initiate such observance and enforcement on a local level of what federal government is trying to do to protect American manufacturing from unfair Chinese dumping on a federal level.

As a side note, $I$ was estimated by leading economist that overwhelming portion of wealth amassed by Chinese communist government connected syndicates, and it is
in tens of billions of dollars, had been earned through violation of existing above mentioned US anti-money laundering and US foreign corrupt practices status.

Our US local pertinent patent holders
are in the process of filing appropriate complaints for patent infringement and expect full cooperation with local authorities in investigation enforcement laws. Thank you very much.

MR. FON: You are right, that's a new one, it certainly was. Thank you. I just want to check with our stenographer, how you doing? Okay, forty-one, Henry Steeneck.

MR. STEENECK: Mr. Chairman, I am going to let him speak for me, most of the people hired him, he is a consultant about the water.

MR. FON: Okay, sir. He is yielding his time to his professional.

MR. CANAVAN: How is everybody doing?
For the record, my name is Bill Canavan, I am a hydrogeologist for HydroEnvironmental Solutions, we are over in Somers, New York.

So, as Mr. Steeneck said they hired
us and basically we were hired to discuss what the potential impact a high volume retail gasoline station might be on the ground water and the surface waters of Yorktown and the State of New York. So, the first we did to developed a model is we used the United States Geological Survey Model mod flow, which is commonly used in this kind of applications. We developed for the site a specific model for this proposed Costco site, and that included some research including the ground water flow direction which we know from previous reports, the depth of the ground water, the soil type, the surface water hydrology of the drainage station for Hunterbrook and the tributary of Hunterbrook and Terry Brook.

Once we gathered all that information, we put it in the computer model and we developed a model to fit the real world. In others words, after the information is put in, you run the model, the model spits out results, and if they match up the real world information, in this
case the ground water elevation depth, the ground beneath the site, then you know you have a viable model.

Once you have a viable model, then we simulate what would occur if you had a gas station there and you had a large leak. In this case the model -- the constituent concern with used was benzine which a volatile again, a compound in gasoline, it is fairly soluble for the constituent of gasoline and it is also knows a carcinogenic, it is commonly used.

So, then we simulated -- excuse me, a spill from the proposed tanks at the retail station and we said what would happen if a known volume of gasoline leaked into the surface concentration, in this case we used ten thousand parts per million of benzine and the model predicted a couple of things. First, it predicted that ground water will travel from the proposed gas lanes of the site into Hunterbrook in approximately, two and a half years. That's one component that the model predicted. Then another other component the model predicted that the
benzine concentration at the creek, if you put a simulator observation while we are right at the creek or the brook, then the model predicted that it would exceed the New York State DEC ground water quality standard, which in this case is 0.7 .

Overtime, with the continued source that concentration would rise and -- it is all on the report and $I$ think the Board has it, but $I$ am just giving you the highlights.

The other thing we considered was, we know the numerous gasoline service -- retail stations along Route 6 in Yorktown in general, so we plotted them on a plan of you know, downgrading to the town, which we did a couple of things that the study said.

This is the average use of a retail gas station that is existent in the town and according to what Costco -- the proposed Costco retail station is, it is like ten times the volume of what these typical retail stations do in the town.

So, then we related that back to the hydrology of the Hunterbrook watershed at the drainage basin and you know, we point
out in the report a couple of things that say well, you are worried about both deliveries, a catastrophic release which is -- directly going to go to the brook or you are worry about long term just incidental spills, which we all know that when we go to a gas station we've all spilled gas on the ground accidentally. And we speak to that, that basically those two situations, the gasoline constituents would ultimately get to the brook. And you know that's -- I do not need to waste a lot of time here, that's basically what the report says.

Again, we it's been submitted, it's on the record if anybody in the town or the Board wants to read it, you know, it is there for them. The last thing I'll say is that, the intent of our report is to be used for the board as a tool to make their final decision. That's all I have to say. I have two copies with me, if the Board would like to keep these.

MR. FON: Thank you very much.
MR. CANAVAN: Thanks for your time, I
appreciate it.

MR. FON: Thank you for the summary. Next, number forty-two, Krista Yacovone and then forty-three, forty-four, and forty-five.

MS. YACOVONE: Good evening, Mr. Chairman and the Planning Board Members, my name is Krista Yacovone and I am a legal fellow of the Riverkeeper. I want to thank you for the opportunity to comment on the Draft Environmental Impact Statement for the proposed Costco Wholesale store and the fueling facility project being considered by the Board.

Riverkeeper is a member-supported watchdog organization dedicated to defending the Hudson River and its tributaries and protecting the drinking water supply of nine million New York City and Hudson Valley residents.

As a signatory to the New York City watershed agreement, we have a commitment to ensure that development projects in the watershed do not adversely impact service water resources that provide unfiltered
drinking water to consumers, which includes those in the Yorktown Consolidated Water District.

Accordingly, Riverkeeper opposes any development project in the New York City watershed that proposes potentially significant disturbances of streams, wetlands or their buffers.

In the DEIS the Costco project will degrade water quality in on-site and receiving downstream waters. The DEIS plan to discharge stormwater into a regulated stream and wetland that flow directly into the New Croton Reservoir. The terminal reservoir for the entire Croton system, is unacceptable.

Furthermore, the wetland in question is a headwater wetland that should be afforded heightened protection from such disturbance. Scientific evidence clearly shows that healthy headwaters are essential to the health of stream and river ecosystems.

The National Research Council recognizes that undisturbed wetlands and
buffers positioned at the head of surface waters provide the greatest water quality benefits because of their functions of sediment trapping, nutrient uptake and adsorption.

Discharging storm waters to wetlands and buffers at their point of origin, as proposed in the DEIS, impairs their ability to perform these functions and thereby degrades downstream water quality.

In the alternative section of the DEIS, Alternative $C$ describes a layout that avoids direct impacts to wetland buffers. This alternative would require reducing the footprint of the parking lot to avoid encroachment on the buffers and instead constructing a parking deck to accommodate spillover cars at full capacity.

However, Costco rejected this alternative with the weak and unsupported claim that a parking deck would be "unatractive for shoppers". This dubious claim assumes that here in Yorktown another behemont warehouse without a parking deck would be aesthetically pleasing to anyone.

The degradation of water quality in the drinking water supply watershed is a significantly greater consequence than the aesthetics of a parking deck.

We respectfully request that the Planning Board require Costco to modify their project design to avoid any disturbance of the on-site surface water resources and their buffers, consistent with the layout in Alternative $C$ of the DEIS.

Finally, we request that the Board establish a finite comment period that provides a minimum of thirty days following the close of this public hearing, to ensure that the public has an adequate opportunity to review and submit comments on the DEIS.

We will be submitting written comments by the close of the comment period that are in greater detail. We thank this opportunity to address the Board this evening.

MR. FON: Thank you. Next we've got forty-three, Patty Peckham. And then forty-four, forty-five and forty-six will be next.

MS. PECKHAM: Hi.

MR. FON: Hello.

MS. PECKHAM: How are you. I am Patty Peckham, I live right on Baptist Church Road, in Yorktown. I am here to talk about the "T" word, but not just to say I don't like, but if $I$ may, $I$ have some questions about it.

MR. FON: If you have specific questions, not --

MS. PECKHAM: Specific questions, specific. It was my understanding that the Planning Board approved an independent traffic study. My question is, has this been done, and if it is not, I will request that the DEIS not be considered complete until this independent traffic study has been done, submitted and time enough for the public to comment on it, to examine and comment on it. So, that is the first thing. Also, as a business person in Yorktown, I am one of four aggregate businesses within the probably two mile radius to Costco and -- my clientele are loyal to me, but convenience is very
important to them. I would request that the DEIS address the traffic impact on routes 35, 202, east of the triangle shopping center. Over fifty percent of my business come from east of 684.

MR. FON: We heard that, that was requested the last time, yes. MS. PECKHAM: Baldwin Road,

Hunterbrook Road, Baptist Church Road --

MR. FON: They asked about this -MS. PECKHAM: As a secondary. Okay, thank you about that. And also, a -- number forty-four is a man named James Bacon, called me, he told me that he was going to be late. So, I have another person that will take his spot, if that works with you for now.

MR. FON: As long as he is going -MS. PECKHAM: And Bacon is going to come later.

MR. FON: Okay. Thank you. MS. PECKHAM: Thank you. MR. McKEEN: Good evening, my name is Jim McKeen, I live at Baptist Church Road. I want to talk about a different "T" word,
taxes. We've been promised a rather substantial figures of taxes benefits as a primary benefit for having Costco come to town, both, for money for the town but also for the school district.

It is not uncommon for local municipalities to incorporate IDAs, Industrial Development Authorities, to negotiate with someone like Costco and in the process reducing those tax benefits. I would like to know specifically whether the town has any plans to incorporate an IDA to negotiate with Costco.

And secondly, I think that considering that Costco has offered specific figures on taxes, that we get it in writing and those are figures that they will stand by, since this is considered to be a main benefit for the town. That's all, thank you.

MR. FON: Thank you very much. Next we have number forty-five, Barry Levine, Barry Levine. And we will get up forty-six, forty-seven and forty-eight after that.

MR. LEVINE: Hi everybody, Barry

Levine, I live off of Mohansic Avenue, not too far from BJs and have been an active member of the Chamber of Commerce. I heard these comments that remind me now, I just want to be real quick, it might be a little redundant, but $I$ want to do it real quick.

I've been living off of Mohansic Avenue, behind BJs, $I$ welcome the road improvements that were made on Route 202 . Of the road that -- of the roadwork that was done a meandering bridge of how DOT can do things when they are willing to take a chance.

I am tired of seen realty signs around Yorktown and think it is time for the progress of Yorktwon. This is blight, business brings business. Regarding the amount of tax to it, things have changed drastically over the last few years. The UPS truck, Santa Clause, the delivery of products from Amazone, no one likes to go shopping, there is a competition.

I am sure that we would shop -- I am sure that we all shop by the internet. I recently had the opportunity to shop in the
build shopping center in Yonkers. There was a Stew Leonards, a Home Depot, Whole Foods, Shop Rite on Tuckahoe Road and any retailer and of course a Costco.

At a meeting that took place a few months ago, the manager of Staples, the shopping center, welcome the idea of Costco. Bed Bath and Beyond said they would stay in Yorktown of they knew that costco was coming. Since our last meeting the Town of Yorktown -- the Town of Cortlandt announced the expansion of the town shopping center.

During the gas shortage of a couple of weeks ago, Shell station on Route 202 was cited by the federal government for gouging price of gasoline, and that's about it. Let us work together with the Costco project, we all stand to benefit. Thank you.

MR. FLYNN: Thank you, sir. Alright.
At this time we would like to take a five
minute break, just so we give our
stenographer some wiggle room. Is that alright Tom?

TOM: Yes.
MR. FON: Thank you.
(Whereupon, a brief recess was
taken.)
(Time noted 8:59 p.m.)
(Whereupon, all the parties were present.)
(Time noted 9:11 p.m.)
MR. FON: Alright, this is part
continuation Costco. Next on the agenda will have forty-six, Steve Winkle. If we can get forty-seven, forty-eight and forty-nine up.

UNIDENTIFIED SPEAKER: What number do you go up to tonight?

MR. FON: It appears we have seventy-four.

UNIDENTIFIED SPEAKER: Thank you.
MR. WINKEL: Good evening, my name is Steven Winkel, I live on Strang Boulevard, I am not a lifetime Yorktown resident, but ten years ago after we got married we decided to buy our first home. We chose to live in Yorktown and we have been very happy with our choice.

Now, I do understand how the Planning

Board wanted to reduce redundancy in these
hearings, and it is admittedly a little bit difficult to avoid redundancy when you are number forty-six on the list to speak, so I am going to turn in my comments and concerns so they can be entered into the record. I didn't want to duck my civic responsibility.

But, just one thing $I$ wanted to clear
up. Bed Bath and Beyond's decision to relocate wouldn't have been impacted one way or the other by the existence of costco. The truth of the matter was, we needed a bigger building and we couldn't accommodated it in the center where we existed at that point. So, I just wanted to make that clear, alright.

MR. FON: Thank you, sir.
MR. WINKEL: Thank you.
MR. FON: Okay, forty-seven, Anthony
Bazzo. Mr. Bazzo? Alright, we will move on to forty-eight. Dan Harrison. Okay, forty-nine, Mark Lieberman. Number fifty, Elizabeth Bronk. Fifty-one, Howard Frank. Fifty-two, Lori Harrigan. This list is from the last meeting. Fifty-three, Kristen Steeneck. Fifty-four, Mark Shaiken.

Fifty-five -- excuse Chief McMahon, Daniel McMahon. Fifty-six, Adam Susinsky. Am I pronouncing that wrong? Fifty-seven, Ann Hickey. Fifty-eight, J. Miller. Fifty-nine, John Schroeder. How are you, sir?

MR. SCHROEDER: Did $I$ win something?
I just want to pass those down the line, maybe to Robyn then $I$ have my comments that I'll drop in the box here.

Good evening, my name is John Schroeder, I am the President of the Yorktown Land Trust, and my comments tonight will be from the Yorktown Land Trust. I'd like to start first with a housekeeping issue.

In the DEIS, Section 3A, page 19, refers to one of our local nature preserves as the Silver Nature Preserve, the correct terminology is the Sylvan Glen Park Preserve. So, just a housecleaning issue. Chairman Fon, and Members of the Board, the Yorktown Land Trust has the following comments on the Draft Environmental Impact Statement regarding the
proposed Costco wholesale store and refueling -- or fueling facility. Our comments are directed primarily to the DEIS issues concerning the impacts of the proposed project to the adjacent wetlands and the Hunter Brook.

Yorktown Land Trust has a long history of efforts to preserve the integrity of the Hunter Brook and its watershed. Our plan for the Hunter Brook Linear Park goes back to 1992. We hold a conservation easement on forty-five acres along the Hunter Brook that is owned by the Westchester Land Trust.

We partner with the Westchester Land Trust on projects that enhance water quality and educate the public about the Hunter Brook's importance to the Croton Reservoir as a source of public drinking water. Our comments are as follows. The discharge of storm water into wetland "A" will increase the volume of the water according to the DEIS.

There is no mention of the risk to the surrounding vegetation being flooded
potentially causing die off due to submersion of root rot. This potential -this potentially cause the forest canopy to open up and increase water temperatures.

Two, the discharge of stormwater into wetland "A" will be through a constructed channel. There is no mention in the DEIS of a maintenance plan for that channel. The DEIS interestingly notes of a maintenance plan of a drainage channel off the Taconic State Parkway, could not be found and may not exist. This project should not to that omission by not including a maintenance plan in the DEIS.

The discharge of stormwater into wetland "A" does not factor in any potential changes to the pH of the water in the wetland. The potential of change to the pH , may come from a number of sources, for example snow and ice control, rain, pollutants, etc. The pH is a critical factor in the Hunter Brook's ability to sustain the trout population.

The DEIS does not mention a maintenance plan for snow and ice control
and the effects de-icing will have on wetland "A". There is no discussion of storing de-icing materials on site and many mitigation there might be the offset of potential for movement of that material offsite.

Wetland "A" is recharged primarily by ground water seepage according to the DEIS. The DEIS does not address the issue of how the underground stormwater storage structures, under the parking lot will affect groundwater quality as it recharges wetland "A". These structures are designed to release their contents into the ground surrounding them.

The planting schedule for mitigation of wetland "A" buffer loss due to the location of the parking areas should reflect not only the use of native plant species, but species that are deer resistant.

The list of white pine, mountain laurel, red cedar and rhododendron, are all listed in the plating plan, but are known to be readily consumed by deer. Their loss will reduce the effect of the mitigation
efforts of the wetland buffer.

Wetland "A" is situated not only on the applicant's property, but a significant portion of it, including the vernal pool is found on New York State Park Land. The alteration of the use of that parkland as a discharge receptor for stormwater may be cause for an alienation situation.

At the very least, a review of the laws of New York State Parks, Recreation and Historic Preservation, as well as New York State Environmental Conservation Law and New York State Public Lands Law should be addressed by the DEIS.

All of the comments above deal directly with impacts to wetland "A". The wetland is a feeder to Hunter Brook and as such any impacts to the wetland has the potential to impact Hunter Brook. The Yorktown Land Trust respectfully requests our comments be thoroughly addressed in the FEIS. Thank you.

MR. FON: Thank you. Next, number sixty, Rita Nehmzow, $I$ am sorry if $I$ mispronouncing that wrong name. Sixty?

Now, on to the new list. Sixty-one, Larry Santori. This list is from tonight; from Crompond Road. I am having trouble with the script. 2676 Old -- the last name looks like Steeneck. We have a winner. Next will be sixty-three, sixty-four and sixty-five.

MR. SEENECK: Mr. Fon.

MR. FON: How are you, sir.

MR. SEENECK: How are you. Board

Member, $I$ hope you are having a good evening, $I$ hope it is exciting for you. Well, I've got several issues and a lot of them have been covered, but there is one thing $I$ got off the Patch today, it's from the Chief of Police, from the Town of Yorktown. And he said, the Yorktown Police Chief, Costco will have an unfavorable impact. It says it is going to have at least a hundred and six calls of service annually, which would increase the need for manpower and overtime.

Well, that's not a surprise. Not only that, the more traffic you are going to have there, the more accidents you are going to have there, that is just a given. Now, I
mean, this is kind of farfetched, but Costco it says here, Eric Scott's family files a lawsuit against Costco in shooting death.

It seems that a man went to costco in Las Vegas and he said that -- I guess he got a little upset and so on and so forth, they claim he had a gun, he didn't have a gun, went he got outside they went and shot him and killed him.

But, what happened is -- the bottom line is there a lawsuit here, and now they are suing Costco and they are suing the town. So, I just -- I don't know, I guess it may be farfetched, but $I$ just think that we are putting ourselves in jeopardy where we shouldn't be putting ourselves in jeopardy.

I think that this location is suited for a lot more things than a Costco, and as far as it was equated a few minutes ago as good as Nordstroms, well, I don't know about that. I've got paperwork here which I am going to submit to you, but $I$ am not going to submit it tonight, I am going to put it in order, of all the legal lawsuits
that Costco has against it.

As a fact, they've got a lawsuit against them, a Class Action suit of selling inferior gasoline. They've got a Class Action suit against them for charging people with their credit cards, with their own credit card when they don't renew it on time, if they renew it three months later, well, they charge them for a full year. So, they've got a lawsuit against them there, which they settled.

They settled for a lawsuit here for pollution and they paid 3.6 million dollars, and I've got more. It goes on, and on, and on, but $I$ don't want to waste your time and I will submit to you in paperwork, okay.

MR. FON: Thank you, sir.
MR. SEENECK: You are welcome.
MR. FON: Next is number sixty-three, Steven Steneck.

MR. STENECK: Good evening, how are you, ladies and gentlemen, my dad, thank you. I'll try and keep it brief. My name is obviously Steven Steneck, I have lived in Yorktown my entire life. I graduated from

Yorktown High School, and I am a fourth generation Yorktowner.

While others chose to leave and move away I stayed, I loved this town, I don't want to get a little chocked up, I love this town. We are so close to everything, yet far enough away. It is beautiful, it is pristine, it is just gorgeous up here.

And, when $I$ was younger we used to go down county, down to like Yonkers and New Rochelle and everybody would say, oh, you are from the stick up in Yorktown, and I would say not it is not the sticks, they would be like it is cow tipping and $I$ would say, well I'd have to ask my mom, I -- you know, $I$ don't know.

But anyway, the moral of the story here is now all my friends are moving up here, they are all moving here, believe me. No disrespect to you Mr. Primavera, but they didn't come here for the shopping. They didn't come here -- they came here to live a good life, to have a good life.

This is a place where we have
progress with preservation. Right down the
road we have a BJs. Now, I am not going to get into the traffic Mr. Fon --

MR. FON: Thank you.
MR. STENECK: I won't. We all know seven hundred fifty cars, we all know two and a half miles of traffic. We all know that, $I$ live there, $I$ live a half a mile from that area, $I$ go down it everyday.

I said to the poor lady at the bagel store, $I$ am sorry $I$ am not going to be able to come here anymore, and she is like, why not? I said, I am not going to battle that traffic to come down here. She says, what do you mean? I said, every Friday I go to the Country Cafe to get my tuna wrap with lettuce. I walk in and they are already making it for me. If you don't think so, come with me on a Friday and you will see.

But anyway, I said to her, I am sorry
I am not going to battle the traffic, and she said well, $I$ don't know what to tell you, I am sorry. She says, nobody told me, which leads me to my point. The Chamber of Commerce, they are all for this, $I$ guess in a closed door meeting, makes you wonder.

Closed door back door meeting on that.
Go ask the normal people, business owners, which I did. I talked to at least twenty, twenty-five of them, they don't know anything about the Costco. Nobody came to them and said to them, hey, do you know there is going to be a Costco here. If you think I am wrong, go to Genesis Jewelers right over here, his name is Steve, wonderful man.

He was a Chamber member, left. He said, it is not worth it for them, they do nothing for him. That's his issues. But, he said nobody came to him and asked him what his opinion was. No one, no one from here.

You know, what concerns me more is that people come up here and telling you their resumes, what they do. I am a finance guy, I work on Wall Street. As a CEO of a public's company and a CEO of another public company. I have an extensive resume, I am not going to sit here and preach to you that I am some god and know anything about it, I am numbers guy, $I$ am a finance guy.

I have tons of information here that just pokes wholes to this whole situation. Then you have a gentleman like Mr. Primavera with his army of minions --

MR. FON: If you can keep your comments away from --

MR. STENECK: -- sit there --
MR. FON: -- the personal, please.
MR. STENECK: Okay.
MR. FON: Thank you.
MR. STENECK: Cool. Needless to say, did you tell everybody that your house is for sale or hold off the marked now Mr. Primavera, but whatever.

MR. FON: Alright.
MR. STENECK: Moving forward.
Anyway, my questions are a follows. Demand a P\&L statement, which is a profit and lose statement for those that don't know, for all the local businesses that are affected according to the DEIS, which you know. I would like the P\&L statement for all the taxes that they pay.

Basically what that means is, you take up all the businesses, put them all
together and see what the taxes revenue that they generate. Now you look at what Costco is going to generate and you know what you don't want me to talk about, the sixty-eight percent that is affected in that downstream area, if you loose ten percent of that, that's two businesses. What if you loose more than ten percent what's going to happen then.

Now your tax is going to be adversely affected. People think oh, we are going to have a tax break, well, it is thirty-five to forty dollars. Michael Grace's new budget is seven percent increase -- over seven percent, excuse me.

UNIDENTIFIED SPEAKER: Not true. MR. STENECK: Yes, it is. MR. FON: Alright, thank you. MR. STENECK: Anyway, needles to say, I'll continue. Second question -- the first question is P\&L statement, profit and loss for all the affected area and businesses.

Second, the Planning Board should foil the local governments of Port Chester and Yonkers and see what the DEIS or their
preliminary DEISs contain and it's stated in terms of taxes and revenues, and then ask for three years running for now and to see what they are actually paying now.

So, you have a before and you have an after picture. Do you understand what $I$ mean?

MR. FON: Yes.
MR. STENECK: Thank you. Third, now you are going -- don't shoot me for this, but -- and $I$ know it's traffic, but it is not the traffic that you are talking about. I live on 202 -- on 132, if you go there and you go past the Taconic they what -- from what $I$ saw, and correct me if $I$ am wrong, but they want to have a turning lane to go north. Well, I would like a traffic study.

MR. FON: There is.
MR. STENECK: For that.
MR. FON: There is one.
MR. STENECK: For that portion alone, not for further down the line to see how many people actually go north, because I didn't see one, unless $I$ am mistaking.

MR. FON: There is one, you are
looking for the numbers, that's been asked for.

MR. STENECK: Okay. Well, I am asking for that as well.

MR. FON: Understood.
MR. STENECK: Alright.
MR. FON: Thank you.
MR. STENECK: Well, thank you very much for your time. Okay, have a nice day.

MR. FON: Thank you, you too.
Because the numbers aren't -- weren't submitted, $I$ will give you the last names of the last few people we have of now. William Pasana.

MR. MASCALLA: Mascalla.
MR. FON: Mascalla, forgive me. Then James Garafolo and Michael Pierce after that. How are you, sir?

MR. MASCALLA: Good evening. My name is William Mascalla, I've been in Yorktown since 1960, and before I make a couple of comments I just would like to remind the Board, that the last two speakers and the two so called experts are part of the petroleum industry in Yorktown, the industry
that the day after Sandy lowered their prices fifty cents, and one in particular, got cited by the Attorney General.

So, I would say that anything they've
got to say is irrelevant because they have an agenda and they would boost that agenda. Anyhow, okay.

I was here like I said since 1960, when the Jefferson Valley Mall was proposed all of the nay sayers and the chicken littles, the sky is falling and Canada is going to be part of the union and the price of fish and the amount of gas is going to go down the tubes. Never happened.

They said Yorktown will be a dust ball. The center of Yorktown they are asking less than $\$ 35.00$ per square foot, is that a dust ball? Second, I heard that a lot of ex politicians are against the mall. Why? They are ex politicians because we threw them out, so it should be irrelevant to them.

I ask the Board to make their
judgment, not on the comments you hear from people that have something to gain or to
loose. If ask the Board, if the mall at the -- if Costco is allowed under the zoning and they meet the criteria that Yorktown sets for any other store, then you should approve it. If they don't, then you should disapprove it.

I happen to feel that costco will be a major contributor to the well being of Yorktown. Second of all, I have heard people say oh, other stores BJs is going to go out of business, Costco will be here four years and then it is going to go out of business. They don't know retail, I built retail, $I$ own retail and $I$ rent retail.

They don't know what it is to put the key on the door and wait for business to come to them. So, they are not experts. These people did demographics, they know what you ate fors breakfast yesterday. That's why they give you a fifty pound box of fruit loops. They know what is going on.

So, like I said, judge the applicant on the merits of the law and what they are going to contribute to Yorktown, not on what people have to say about it. Thank you.

MR. FON: Thank you. Next, James Garafolo -- oh, he spoke earlier. Sixty-six, Michael Pierce. After that will be Win Birtle and Walt Daniels.

MR. PIERCE: My name is Michael Pierce, and I've been a resident of Yorktown for more than eleven years. Some of the things that $I$ have to say have been said, so I'll try to edit this. But, of particular concern, actually anger is to hear that somebody is gouging people in a hurricane. I mean, we all know who it is and what is that, but it is just amazing.

Obviously I am more for gasoline competition, if that would help, I don't know if Costco would be gouging people, but that's a stretch, I agree. But, I have a question or concern about the hydrological study that was presented by the gentleman from Somers, and that $I$ think was commissioned by one of the gas station owners.

The study says that there could be a runoff from Costco -- the Costco site into the Hunter Brook. But, from what I
understand and what $I$ am asking is, that the Board hopefully understands as well is that I do really believe that Costco has a sophisticated environmental protection. That's got to be in place, that's gonna prevent that.

But, here is what $I$ want to ask. The gas station that is directly across the street from Costco, the Costco site, I ask if such safeguards are in place and $I$ am only suggesting that perhaps the environmental committee of Yorktown could use those sophisticated environmental protection plans if Costco as part of their package, when they look at future gas stations they've done the work, and if it turns out that it is a good safe plan, that we try to incorporate it to save time when we look at further gas stations.

But, I would like to see that gas station across from Costco -- it has the brook near it too, whether safeguards have been looked at there. Thank you.

MR. FON: Thank you. Next is Win
Birtle. No longer here? Mr. Walt Daniels.

MR. DANIELS: Hi, my name is Walt Daniels, $I$ am a long standing member of the conservation board and the conservation board submitted a written memorandum on October 29th. So, I won't go into that in detail, but $I$ would appreciate waive the flags, the conservation board is paying attention to these kinds of applications and maybe make some of the other people aware of what some of the issues that we see here.

The -- many of the people have already mentioned the wetlands concerns, particularly wetland "A", we had have a number of comments on that, $I$ won't elaborate on that any. One of the ones I haven't heard is some of the stuff on the planting plan, and -- I'll just read a couple of paragraphs of that.

The DEIS states that the view of the roads Costco building from the Taconic Parkway scenic byway will be mitigated by the planting of trees and shrubs. The proposed planting plan does not adequately show the species and quality -- quantity of the plan, so we use for landscaping.

Additional planting material may be needed to insure the visual character of the scenic Taconic Parkway and the landscaping to mitigate tree removal throughout the site.

To see next for each planning zone needs further clarification. New England Conservancy company provides several kinds of measures for different uses. The announce is incomplete unless the specific segments for completion is done for each Planning zone.

Landscaping and planting plan is inadequate with a minimum or three year down tree in survivability of plantings from day of acceptance. This insures that all planting material is not dead or dying and adequate coverage is provided to satisfy the intended purposes.

The DEIS does not address how the proposed project will comply with the town's tree ordinance. There is also some remarks about storm water, other people have addressed those issues. Although, one person did mention the non-mentioning of
their plans for storm removal and de-icing, those add a potential for massive amounts of adding massive amounts of salt or other chemicals into the ground water.

Another issue is green technology concerns. The DEIS requests the independence of Costco in incorporating green technology in its development plan. They have a cookie cutter mold, they build the same place everywhere. They can -nowadays you can do a lot better than that in terms of things like lead certification, where they forty out of a hundred and eleven points from what they are -- looks like in their proposal.

Forty out of eleven is the minimum certification and their plans only come up to about twenty. So there is an opportunity for more -- using work green technology including geothermal power. But, both electric power, even Costco -- even Walmart is massively over the country installing their electric cells, the power for internal uses.

The planning in the parking lot of
trees is very minimal in the plans. Plan allowance have a -- they shave the parking surface and hence reduce the thermal water going into the ground water and so that is another thing that can be done.

In that same vein, later on in the program tonight $I$ see you are talking about the proposed zoning regulations which have a lot of information about reducing parking requirements for -- particularly the CSC category, this is a 3 category, where the parking is really sort of minimally, but my reading of the CSC proposal was rather a massive cut back of the parking and the if you cut back the parking, that will reduce the impervious pavement and -- impervious pavement and -- hence the thermo-pollution going into the water.

So, I think those are some of the issues that $I$ don't think have been covered earlier by the people.

MR. FON: Thank you very Mr. Daniels. Okay, the next three will be Peter Pergold, Olivia Buhel and Paul Moskowitz. So, next up is Peter Pergold.

MR. PERGOLA: Hello, my name is Pete Pergola, $I$ am kind of new to Yorktown, I have been living here fifteen years and I heard a lot of discussion about the landscape and the run off and it was brought up by certain people, $I$ have the article here, that have an agenda. They have a business in this town and they are afraid of competition.

MR. FON: I think we've heard that.
MR. PERGOLA: I know you heard it.
MR. FON: Anything new.
MR. PERGOLA: But, I have to ask you something, the gentleman just here for the conservers said that the landscaping is inadequate.

MR. FON: He is talking about different things than the original than the last.

MR. PERGOLA: What?
MR. FON: He was talking about different issues than the first.

MR. PERGOLA: No, no, no. What I am trying to get to the point is that, you have committees here, you have a design
committee, you have a landscape committees. They did all this and submit it to you. You have a right to either reject it or approve it. And they went through the approval process, Costco, I have been looking at the plan, $I$ am in the landscape business, and $I$ think they went beyond the call of duty to really make the place look great and to pick the plants that are native to this area.

The only thing $I$ found a problem with
is the white pine, which they should have used spruce because they are a little more deer resistant. But, the three or four people that came up here and they gave these big written things, they were hired by the opponents of this thing, of this project, and $I$ don't think it is fair to Costco.

I think they have absolute right, my taxes are going through the roof, I live in this town and it is not that $I$ am looking for a job, $I$ am looking to stay here. And I can't afford to stay here when we are going to loose $\$ 700,000.00$ a year in taxes. And that's the whole key here.

MR. FON: What this -- what we are
doing here is just receiving questions.
MR. PERGOLA: I know you are just
receiving them --

MR. FON: All those questions --
MR. PERGOLA: My questions are, did this plan go through the review process.

MR. FON: It is now.

MR. PERGOLA: Did they?
MR. FON: That's what is going through.

MR. PERGOLA: The landscape process, the run off, the water run off --

MR. FON: That's what this is.
MR. PERGOLA: I mean, to read this article in the paper about this gas spill that might happen --

MR. FON: Well, we've heard that.

MR. PERGOLA: The gentlemen before me hit it on the head, what about the gas stations across the street?

MR. FON: We understand.

MR. PERGOLA: The one down bellow the
river -- the one down bellow the street.

These gas stations have been there thirty, forty years, what prevention do they have
intact that Costco is putting a new project and we should be worrying about what their impact on the environment is going to be.

MR. FON: What we are looking at right now is what is in front of us.

MR. PERGOLA: You know --
MR. FON: Understood, that there is other gas stations and they might be, you know, predates certain codes. But, what we are looking at now is --

MR. PERGOLA: I mean, that's like me having a luncheonette in this town and saying I don't want McDonalds to come in, I am trying to fight it.

MR. FON: Point taken.
MR. PERGOLA: Okay.
MR. FON: Thank you.
MR. PERGOLA: And $I$ have another
question. I've been in that area, I am working right at FDR Park, we are doing the comfort stations there. That is a blighted area, that area needs a development like Costco.

MR. FON: We have heard that.
MR. PERGOLA: You know, you keep
cutting me short but $I$ am want to --

MR. FON: I am not trying to cut you short.

MR. PERGOLA: -- good couple of questions.

MR. FON: If you have questions that haven't been asked well, absolutely volunteer them.

MR. PERGOLA: I mean the traffic there --

MR. FON: We have heard that, we understand traffic --

MR. PERGOLA: Comes from the McDonalds south towards Peekskill.

MR. FON: We have heard --

MR. PERGOLA: I see a back up near the Taconic.

MR. FON: We understand, it's been discussed.

MR. PERGOLA: Alright, how long have they been in this process to this approval? And if they are disapproved, how long is it going to take to get someone else to do the development.

MR. FON: They are in the process
now.

MR. PERGOLA: But $I$ am just saying, it's -- if they are not --

MR. FON: I understand.
MR. PERGOLA: Knocked down, how long is it going to take for one someone else to come in there --

MR. FON: Understood.

MR. PERGOLA: -- and want to propose something. Another ten years, another seven million dollars worth of taxes --

MR. FON: Point taken, sir.
MR. PERGOLA: That we'll loose.
MR. FON: Understood.
MR. PERGOLA: Okay, that's all I have to say, I just want to thank you.

MR. FON: Thank you. Okay, next is Olivia Buhel, 1450 ; and the next will be Paul Moskowitz and then Dan Ciarcia. How are you?

MS. BUEL: Good evening, it is Olivia
Buel. I live on Old Logging Road west.

What I'd like to talk about is the things that are not in the DEIS. Despite the fact that it is a two thousand two hundred pages,
a big total of four pages was spent on alternatives.

And I understand that the applicant's job is to present the positive aspect of their proposal and give less attention to the negative ones, and $I$ understand that our job and your job is to take a look at that and see whether there are some things that are missing.

So, on the alternatives $I$ think that a very adequate job has been done on -showing us how these alternatives, the four alternatives that are proposed would result in less traffic, excuse me for mentioning the "T" word, less environmental problems, less negative impact on the existing businesses. More and better paying jobs and so on.

MR. FON: That's all been discussed.
MS. BUEHL: Okay, this analysis is practically non-existent. So, I would like to see a further, a deeper analysis of that.

MR. FON: Understood.
MS. BUEHL: There are other information that $I$ would like to see. First
of all, on traffic --

MR. FON: No, we've discussed the traffic. If you have anything new, though we know you spoke at the last meeting too.

MS. BUEHL: On the alternatives I just said that $I$ would like to see that -one alternative that was not given was the idea of Costco without a fueling station, I think that should be a detailed examination of the impact in all areas of the DEIS of that alternative.

On the parking, the argument that Costco has a different parking need than other -- than retail -- "retail stores is austerious at best". I'd like to see the ratio of prep entry and cashiers square footage of -- in the -- against the total store size and compare to other types of discount stores. I would suspect that the fact that this is supposedly not a retail environment but a wholesale environment may not make that big a difference.

Please provide the dollar sales of wholesale versus retail sales and the detail of what criteria used to constitute which is
which. For example, the entire jewelery department at Costco is retail not wholesale, you can go in there and buy one pair of diamond earings, you don't have to by a hundred. That's certainly retail, not wholesale.

Please provide the percentage of square footage in dollar sales volume for the -- each department against the total volumes, so that we can understand whether the parking requirements really do differ than other "retail stores."

Please also provide a letter from the Department of Transportation listing all the upcoming projects, detailing when work is to be done and whether it has a DOT pin number. My understanding is that the work that the DOT is planning to do would be done regardless of whether Costco comes to that location or not.

MR. FON: That has been discussed, yes.

MS. BUEHL: Okay. Please ask them also to provide start dates for the -- parts of the work that is definite and indicate
when those start dates is, that is preferable available. As far as the lighting goes, please explain in greater detail why their need set such special, why they cannot conform to the town's existing codes.

On signage, please explain why Costco
cannot go forward without having signage facing the Taconic State Parkway. You may stop me with blight and jobs, but $I$ would like to see the projected sales by Costco's nine categories in detail. Which percentages -- what percentages will come from existing sales versus untapped available sales.

Provide a listing of the "relevant stores" broken down into the categories, detailing the impacts and the percentages on their existing sales and projections on loss of sales and personnel accordingly. Please provide projections on the same nine categories of the impact to the gross margins by the applicant by category.

Provide an analysis of projected loss of tax revenue for the above relevant stores
when blighted. Provide in a list of stores in the liquor category, which was left out of the analysis, or if costco does not intend to sell liquor upon opening, how that could change in the future unless a deed restriction or someone other code restricts these sales and please state that.

Also show a detail by job category showing projected number of employees, starting wages and average turnover for the employees Costco maintains would be hired. One speaker earlier said that they will be hired forever, that would be unusual.

Provided the New York States UI percent age for existing stores in New York State for existent analysis lay off cost. Provide detailed information of payments made to Port Chester in the one percent give back to charity and the one percent give back to charities program. If it is not being done in Port Chester then provide another -- provide for another similar geographical location.

Provide projections for the first five years of sales and anticipated amounts
to be given to the charities program. Provide details on how the program would be monitored, how often and how and when payments will be made. On the alternative -- alternatives use for the sub -- alternative uses for the site, please provide detail of estimate assessment for proposed tax use.

My understanding is that many of the other alternatives could provide just as much tax revenue as Costco has said it would provide. Finally, I request an extension of sixty days be added to this comment period because of the size of the DEIS, the inability we citizens had to read the preliminary DEIS which was not made public until after the DEIS was made available and in order to further evaluate the answers to the many questions we have researched by our own experts. Thank you.

MR. FON: Thank you. Paul Moskowitz, then we have Dan Ciarcia, and Julian Charice, Charnice, excuse me.

MR. MOSKOWITZ: Thank you. Thank you for your patience specially and also thank
you for not holding this meeting on the night of the hurricane, it would've been very difficult to get here that night.

I wish to ask about the effect of this development on induced growth and in turn the effect of that in our school taxes, and $I$ will explain what $I$ mean by that.

At the last hearing $I$ heard a representative for the development say that Costco would not add one child to the school district. I also heard that Costco will net the school district, meaning the Yorktown school district over six hundred thousand dollars in school taxes.

I wish to ask whether this is indeed true or maybe there are mitigating factors that must be considered. I am thinking of induced growth and by this I mean that whenever you have a new development and you have infrastructure improvements that go with that new development, this can in itself spur additional occurrences. The building of a new road.

You build a new road, people want to travel on that road, they'll want to live
along that road, you have induced residential growth and also commercial growth. Or in a similar manner, if you create a new sewer system and provide sewer system for people, this too would increase the temptation naturally for those who own land to come up with new proposals for development on those sites which would not have been possible without that sewer system.

In the case of this development, there are two sewage districts which must be included, which are now not included in the Peekskil sewage -- sewer district in order for Costco to operate a all. The first of this is one that was created by the Town Board, Hunterbook 17, which is part of the Costco site and it also includes across Route 202, directly opposite Costco site of the proposed temple.

Second, also is part of the Costco site Hunterbook 20, which would include residential lots adjacent to the site for Costco. At the last hearing one of the speakers compared the revenue from Costco,
which we have according to the developer over $\$ 600,000.00$ comparing that to what would happen if you build sixty-eight townhouses adjacent to Costco.

His estimate was that there would be a 3.4 million dollar deficit, that is if you built townhouses and people have children you have to provide that education, and that's over $\$ 25,000.00$ each. That speaker said 3.4 million.

Even is that's an over estimate by a factor of two, let's say is half that, 1.7 million dollars, that still is three times the amount of revenue that you would receive from Costco. So, if you use the 1.7 million figure, you still are 1.7 million dollars in the hole and who makes up that deficit? Well, I, a resident of the Yorktown school district will have to make that up to my school taxes, and this is not insignificant.

The issue though is not either
building Costco or building the townhouses, it's building Costco and building the townhouses, because Costco brings with it
the creation of a new sewer system and the necessity for including two sewer systems, sewer districts, Hunterbrook 17 and 20 in the Peekskill sewer district.

This is not a theoretical question. The sixty-eight townhouses did not come out of thin area. At the October 9th meeting of the Town Board, this was a work session, a former town engineer and this gives him certain credibility, had a question with the Town Board about a proposal for the sixty-eight townhouses on -- over nine acres adjacent to the Costco site. This would bring about a deficit in the school budget.

If you believe the last hearing speaker 3.4 million dollars, you think even have that as 1.7 million dollars is -totally overwhelms the revenue for Costco. Also of course we have across the street, across from Route 202, twelve acres which was designated for the building of a temple. This was quite a few years ago, the temple has never been built, it may still be in the plans.

However, these twelve acres look very
attractive say for building more townhouse, which would further add to the school deficit. None of these project may come about, but once you increase the infrastructure, you invest in your infrastructure, you are going to have proposals for additional development.

I believe that what $I$ am asking for is that the DEIS should include -- or I should ask then, why does the -- the DEIS does not include a study on the effect of the infrastructure improvements on induced growth?

Additionally, what would be the effect of the induced growth on our school budget and the taxes that would be derived in the total, not just from one development, but from the total of all the developments that would be brought about by the two new sewer districts included in the Peekskil sewer district. And finally the question is, there has been a proposal, informal perhaps, but a proposal to the Town Board which was received very well by most of the Town Board Members.

What would be the effect in my school taxes of the building sixty-eight townhouses and months on a site adjacent to Costco within the Yorktown school district? Thank you.

MR. FON: Thank you. Next is Dan Ciarcia and then Julian Charnice and James Bacon.

MR. CIARCIA: Good evening, Dan Ciarcia, 2450 Mohansic Avenue. The Board I think knows me, $I$ have been banging around town for some time now, as $I$ look back is twenty seven-years of working on both sides of the fence and thank you for the prior speakers introduction of me as a former town engineer, but $I$ also work on land use on the other side of the fence and appeared before this board regularly.

First off, you know as a resident I am -- literally my driveway is a thousand feet away from this project and every day when $I$ pull out and go to work I've got to look at the run down gas station and hotel, and think about all the things that could have been and during my tenure of doing
this, all those things that could have been have come and gone and the bottom line is, nothing has happened, the things that have happened that we have to live with a homeless shelter and if this project doesn't go forward and goes down, who knows what may end up there.

So, unlike some of these other applicants the what $I$ have to look at would be the what if we don't take this opportunity and do something. If you look back I would I say, I would characterize it as a synergistic effect, which has happened in the past and which this applicant is doing and that's when you take private funds and public funds and leverage each others commitment to something, to really get ahead instead of you know, a project going away and losing and opportunity to actually fix something.

The examples I would cite, and I am sure they've come up before those, but when we did the Stoney Street realignment project, which many thought was for BJs, which was actually funded by -- to some
extent by the Adrians who were looking to develop the property across from BJs, and in that particular instance the town, the Adrians and the state DOT all worked together.

Then when BJs opened, which helped revitalize the -- what was then the old -well, it was the Building Design Center, but it was previously Weitz, it was a shopping center that really needed the revitalization. I think $I$ would be afraid to say that BJs help that happen.

Just like when we bisected the Levine piece, the site that the hardware store was set on, which was on -- I mean I love the store it was very convenient for me to get my hardware, but to see the attractive bank branch there as opposed to the Old Midway Hardware, is an improvement to the neighborhood.

So, along those lines what $I$ would like to say is that, I think this is an opportunity much like some of the other opportunities and things like the French old golf course that I don't think would've been
the end of the world, when people came up here, maybe not this theater, but spoke about BJs and that was going to be the end of the world, and also another point $I$ think is important to make, is that you know, with all the impacts we talked about the watershed and possible you know, additional you know, thermal impacts, pollutants and all that, the town once in a while, and this should be cited in the DEIS really needs to take credit for all of the open space that the town has acquired with no fanfare or thank yous from the DEP for all their land all their watershed that we go to preserve.

So, I think when the town proposes something like this along its limited commercial corridors, that ought to be considered and perhaps the developer here can even further those ambitions to the town to all -- to get additional open to help even subsidize the town doing that, because that all balance helps the quality of life in Yorktown and even helps offset this type of developments. Thank you.

MR. FON: Thank you. Next is Julian

Charice or Charnice. No. James Bacon. MR. BACON: High, how are you Mr. Chairman and Members of the Board. MR. FON: How are you?

MR. BACON: Good. My name is Jim
Bacon, I am an attorney, I represent
Yorktown Smart Growth and as an attorney I have litigate SEQRA issues for more than twenty years. For the past seven years I've being the Planning Board attorney for the Town of Walkill and I've also reviewed dozens of DEISs, looking at water quality on behalf of the clean water, Croton Watershed Clean Water Coalition.

So, I have reviewed the costco DEIS along with our engineering group David Kraus and Associates and $I$ will briefly sum up our findings and $I$ give our comments to you.

MR. FON: Thank you.
MR. BACON: We find that the DEIS is incomplete as it fails to included critical information concerning storm water impacts required by the clean water act and the DEIS
scope. As everyone is aware, the projects in the new Croton watershed which provides
drinking water to millions of New York City residents and over two million of gallon -two million gallons a day of water to Ossining.

It is no secret that the Croton waters are impaired by phosphorous. Phosphorus promotes algae blooms that result in degraded taste, odor and color. Algae blooms also reduce dissolved oxygen in the water which leads to increased levels of organic carbon in the water.

The problem with that is that cloning these infections of the waters that are height in organic carbon results in the formation of chemical bi-products called tetrahydro methanes which are a dangerous and suspected cancer causer. Just one pound of phosphorous actually produces more than five hundred pounds of algae.

This is cause which has been described as operation nightmare for DEP, which has had to shut down the flow of water from the New Croton or blend New Croton waters with higher quality waters from the Catskills to dilute the pollutants.

To counter the phosphorous impairment the state's implementation of the clean water act requires towns to significantly reduce non point phosphorous loads into the reservoirs. The state has established them as for program and TMDLs, which are total maximum daily loads, allocating phosphorous reduction by town.

In fact, Yorktown is required to reduce nine points of phosphorous loads into the New Croton by nine hundred and eighty-six pounds per year. Unfortunately this project sheds watershed the Hunterbrook basin is one of the most significant polluters of the New Croton.

Given this context the DEIS scope rightly required analysis of pre and post development stormwater quality and quantity. However, surprisingly the DEIS does not contain any loading analysis for phosphorous. It claims DEP doesn't require it, though the DEP correspondence in the DEIS doesn't grant any such waiver.

More importantly, the lead agency adopted the scope which would require the
analysis, no other agency can say that, that scoping requirement is unnecessary, especially in this case where Yorktown is the one that bears the burden of reducing phosphorous loads and needs the project's pre and post development phosphorous loading data to asses how the project comports with the MS4 requirements.

In fact, Yorktown annually must report to DEP by June lst on its progress and meeting its reduction allocation. The applicant will need to do the analysis at some point in the future anyway because DEC's regulations, their stormwater run off regulations require that each speed its permit insure compliance with the relevant TMDL.

According to Klauss and Associates, the specific problems with the analysis of the stormwater's quality and quantity. With regard to quantity the predeveloped time of concentration for many of the projects sub-catchments is too short and the current numbers are inaccurate. We will be giving you their report as well.

Therefore, the predevelopment run off rate is over estimated, as a result the post development run off rate would require substantially more retention capacity. Consequently if the project storm water management is not redesigned, any rainfall that would pass the through wet pond and be discharged directly into the wetland and tributary of the Hunter Brook, increasing run off rates and violations of DEC's regulations.

That is also a problem because the Hunter Brook is classified as a trout spawning stream and DEC forbids thermal discharges which raise water temperature by more than 2 degrees. Now concerning the agency's role during SEQRA, the lead agency must identify the substantive environmental impact to determine what those are.

Deferring that analysis to any other agency will shield that analysis from public scrutiny and if challenged, it would be subject to judicial demand. Further, this Board as the lead agency must certify that the project's significant impacts have been
mitigated to the maximum exempt practical.
Without a pollutant loading analysis
you cannot certify that. So, to sum up, the project's site having been partially developed with almost no storm water controls right now, appears to offer an excellent opportunity for Yorktown to actually reduce phosphorous loadings into the New Croton.

However, the project's nine plus acres of impervious surface will produce more than fourteen pounds of phosphorous and if untreated, will ultimately cause significantly algae blooms in the New Croton.

Consequently, the DEIS is incomplete and an inaccurate storm water analysis would fail, the judicial hurtle test and the DEIS's deficiencies can only be cured in a supplemental EIS. We would ask that be preceded by a written scoping comment period. The SEIS should especially address how the Croton will impact the phosphorous levels in the Hunter Brook and the New Croton.

And again, we will be submitting our comments in writing and we would respectfully request that the Board leave the public comment open for thirty days. Thank you very much.

MR. FON: Thank you, sir. Scott Carson, Scott Carson.

MS. BALLINGER: I know I do not look like Scott Carson, and $I$ know he is cuter, but he asked me to read this on his behalf.

MR. FON: Thank you.
MS. BALLINGER: May name is Scott
Carson, 1295 Winslow Drive. I have been a Yorktown resident for five years. The current real property taxes generated by the site currently are $\$ 110,000$ and change. $\$ 16,000$ to the Town of Yorktown, $\$ 16,000$ to Westchester County, and \$77,000 to the Yorktown School District.

Based upon and assessed value of twenty-five million, the applicant anticipates the proposed Costco to generate approximately $\$ 800,000$ annually in property taxes. \$92,000 to the town, \$91,000 to the county, and $\$ 613,000$ to the Yorktown Central

School District and special district taxes. I, like everyone else $I$ know came to Yorktown not for the shopping, but for the schools, and $I$ think we can all agree that our schools are awesome. One of the tax benefits to having Costco will be a substantial tax contribution towards our school district.

So, I wonder it would affect my tax bill, so I decided deed to do the math. Basically, Costco contribution in percentage terms is seven tents of one percent and anyone who interested $I$ can show you the math.

My school tax bill after the start is $\$ 64,012.00$, multiplied by . 007 percent comes to \$44.88. So, I am going to save a grand total of about $\$ 45.00$ a year, that is provided the school district will give that back to me, which we know since we've closed twenty percent of our schools and are running them out, $I$ haven't seen anything coming back to me, $I$ don't know about you all.

$$
\text { Anyhow, } I \text { would rather pay a dollar a }
$$

week than have to suffer up to a thousand cars per day on 202. I figured out that any money $I$ save is going to be burned up in fuel wasted sitting in traffic on 202 . That's from Scott.

I would just like to add that $I$ just moved into an area which is called Amawack Acres, $I$ believe it is one of the oldest subdivisions in Yorktown, and $I$ was so excited during the storm because I actually had Yorktown sewer and Yorktown water.

So, without electricity I had a few benefits that $I$ wasn't used to having. And I was talking to my neighbors and I said, isn't this wonderful, and he told me that very few people on my street had their sewers hooked up and I was shocked and I said why not, and he said they couldn't, that their sewer district was closed, and I was -- I didn't get that, I was really, really surprised.

I mean, this is the oldest
subdivision in Yorktown and they -- most of the people there couldn't get hooked up to a sewer in the past, $I$ think it was done about
fifteen years and now we are creating two new sewer districts so we can have a Costco come in and have the sewer and -- so that they can take care of the people in the immediate area on -- and they can be hooked up to the sewer, then my neighbors can't.

I think that's a little inequitable, and I really don't quite understand it. The other thing $I$ wanted to say is that as $I$ listened to everything, as $I$ looked at the Blue prints and $I$ see all these ten, fifteen acres for parking lots, $I$ wonder whether there is another way of doing this.

Why can't Costco do something that is
original, that it's innovative, that could possibly be a little bit greener. Why can't they put in underground parking? Why can't they do something that is really special and that shows the kind of company that they say that they are?

I think this could be a terrific
opportunity for all of us to be involved in a win/win, instead of having to go ahead and say fine. You know, the lovely man who was the landscaper, who spoke, I don't know how
you can do landscaping on fifteen acres of parking lot. I think that maybe if we can get them to do something that would mitigate all these issue it might be really interesting and it might be a real win/win for all of us. Thank you.

MR. FON: Thank you. Ma'am can we get your name for the record. Excuse me ma'am, can we just get your name for the record?

MS. BALLINGER: Babette Ballinger.

MR. FON: Babette Ballinger.
MS. BALLINGER: Yes.

MR. FON: Thank you. Is there anybody else out there that wishes to speak to the topic. Sir?

MR. CAPELLINI: I just happen to leave a few minutes of your time to conclude the presentation for you. I have a hundred and seventy-six cards that were submitted to us from households in Yorktown who are in support of this project. It is a great deal pedigree involvement in these card, they're genuine people. I will hand it up for the record.

I would like just point out for the benefit of all of us who are watching, who are in this massive auditorium, that the report and study that is being done, which is the subject of this entire process, the Draft Environmental Impact Statement, was not an ex-party exercise. It was a study that was developed in collaboration and cooperation with the town's departments, their department heads and your consultants.

This is a very serious document and it is a very intensive one, in parts it was totally rewritten. It does not represent a polemic. I have heard polemics and we've had our share. This is not an effort on the part of Costco or the Breslin organization to pull a wool over anyone.

We have given you what we considered is an excellent Draft Environmental Impact Statement, and we want to go forward and get to the stage where we can prepare a Final Environmental Impact Statement, which will take in all of the questions, all of the concerns that have been raised throughout this five to six hours hearing that's lasted
two dates.

We ask you to close this hearing and establish a reasonable period of time, of ten days, we have already had sixty days of comment, ten day is normal and let us proceed with the final stage of this inquiry. Thank you.

MR. FON: Thank you. One last time, any takers? You wanted to submit that? At.

MS. BALLINGER: I forgot.
MR. FON: Thank you. Alright, I
would like to ask at this time what the feeling is about the written period. How do you want to approach the written period? We've heard sixty days, thirty any days, ten days. What does counsel have to say about that.

MS. HOCHMAN: I think a a minimum of ten days.

MR. FON: Ten days. Alright, we are going to set a thirty day timeframe for written comments. At that point anybody who wants to get in something in written, please get it to the Yorktown Planning office, care of John Tegederer or Robyn Steinberg.

At this point we have no more verbal comments. A motion to adjourn or close the hearing, excuse me -- correct, and there'd be a further work session such as this. This isn't the end of the process. At this point, do we have a motion to close the public session with a thirty day written comment.

MR. SAVOCA: So moved.
MS. HOCHMAN: Second.

MR. FON: All of those is favor? Any
opposed? Motion carries. Thank you. That is the close of our regular session, I would like to thank everybody for the civility of the tone of the hearing. Do I have a motion to close the public session of the meeting?

MR. KINCART: So moved.
MR. FON: Second.
MR. FLYNN: Second.
MR. FON: All of those in favor?
Motion carries. We will move into the work session. Thank you very much.
(Time noted 10:20 p.m.)


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