

Appendix B  
CORRESPONDENCE





**PUTNAM COUNTY  
OFFICE OF THE SHERIFF  
AND  
CORRECTIONAL FACILITY  
THREE COUNTY CENTER  
CARMEL, NEW YORK 10512**



**DONALD B. SMITH**  
Brigadier General, U.S. Army (Ret.)  
SHERIFF

TELEPHONE  
(845) 225 - 4300

**PETER H. CONVERY**  
UNDERSHERIFF

October 5, 2006

Ms. Janell Herring, AICP  
Senior Planner  
Tim Miller Associates, Inc.  
10 North Street  
Cold Spring, New York 10516

**RE: STATELINE RETAIL CENTER DEVELOPMENT PROJECT, TOWN OF  
SOUTHEAST, PUTNAM COUNTY, NEW YORK**

Dear Ms. Herring:

This is in response to your letter, dated September 10, 2006, regarding the proposed Stateline retail center development in the Town of Southeast. I hope the following information is of use in your Environmental Impact Study:

The Putnam County Sheriff's Department, along with the New York State Police, provides primary police services to the entire Town of Southeast.

The Sheriff's Department has a minimum of two patrols assigned to that part of our County. The closest car concept is utilized in response to 911 emergency calls; either the Putnam County Sheriff's patrol unit or a New York State Police patrol unit would be dispatched, which ever is closer.

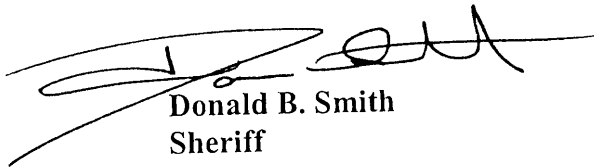
The Putnam County Sheriff's Department has 83 full time law enforcement officers. Our headquarters is located at Three County Center, Carmel, New York.

Ms. Herring  
October 5, 2006  
Page 2

We do not anticipate a significant impact to the Putnam County Sheriff's Department in providing police protection attributed to the Stateline Retail Center in the Town of Southeast, north side of Route 6 and the south end of Joe's Hill Road. However, since Putnam County is one of the fastest growing counties in New York State, the collective impact of many new developments on law enforcement would most certainly require more law enforcement resources in the future.

I hope the above information is helpful to your project. Should you need any additional information, please do not hesitate to contact me or Captain Thomas Lindert, who heads our Road Patrol Division, at (845) 225-7505.

Sincerely,



Donald B. Smith  
Sheriff

DBS/chh

**New York State Department of Environmental Conservation**  
**Division of Fish, Wildlife & Marine Resources**  
**New York Natural Heritage Program**  
625 Broadway, 5<sup>th</sup> floor, Albany, New York 12233-4757  
**Phone:** (518) 402-8935 • **FAX:** (518) 402-8925



September 20, 2006

Bruce R Friedmann  
Tim Miller Associates  
10 North Street  
Cold Spring, NY 10516

Dear Mr. Friedmann:

In response to your recent request, we have reviewed the New York Natural Heritage Program databases with respect to an Environmental Assessment for the proposed Retail Center - 'Stateline', 44 acres, area as indicated on the map you provided, located on Interstate 84 and Rtes 6/202, Town of Southeast, Putnam County.

We have no records of known occurrences of rare or state-listed animals or plants, significant natural communities, or other significant habitats, on or in the immediate vicinity of your site.

The absence of data does not necessarily mean that rare or state-listed species, natural communities or other significant habitats do not exist on or adjacent to the proposed site. Rather, our files currently do not contain any information which indicates their presence. For most sites, comprehensive field surveys have not been conducted. For these reasons, we cannot provide a definitive statement on the presence or absence of rare or state-listed species, or of significant natural communities. This information should not be substituted for on-site surveys that may be required for environmental assessment.

Our databases are continually growing as records are added and updated. If this proposed project is still under development one year from now, we recommend that you contact us again so that we may update this response with the most current information.

This response applies only to known occurrences of rare or state-listed animals and plants, significant natural communities and other significant habitats maintained in the Natural Heritage Data bases. Your project may require additional review or permits; for information regarding other permits that may be required under state law for regulated areas or activities (e.g., regulated wetlands), please contact the appropriate NYS DEC Regional Office, Division of Environmental Permits, at the enclosed address.

Sincerely,  
  
Jean Pietrusiak, Information Services  
New York Natural Heritage Program

Enc.

cc: Reg. 3, Wildlife Mgr.

DIVISION OF ENVIRONMENTAL PERMITS REGIONAL OFFICES

January 2004

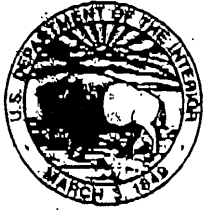
REGION	COUNTIES	REGIONAL PERMIT ADMINISTRATORS
1	Nassau & Suffolk	John Pavacic NYS-DEC BLDG. 40 SUNY at Stony Brook Stony Brook, NY 11790-2356 Telephone: (631) 444-0365
2	New York City (Boroughs of Manhattan, Brooklyn, Bronx, Queens, & Staten Island)	John Cryan NYS-DEC One Hunters Point Plaza 47-40 21st Street Long Island City, NY 11101-5407 Telephone: (718) 482-4997
3	Dutchess, Orange, Putnam, Rockland, Sullivan, Ulster & Westchester	Margaret Duke NYS-DEC 21 South Putt Corners Road New Paltz, NY 12561-1696 Telephone: (845) 256-3054
4	Albany, Columbia, Greene, Montgomery, Rensselaer & Schenectady	William Clarke NYS-DEC 1150 North Wescott Road Schenectady, NY 12306-2014 Telephone: (518) 357-2069
4 (sub-office)	Delaware, Otsego & Schoharie	Kent Sanders NYS-DEC Route 10 HCR#1, Box 3A Stamford, NY 12167-9503 Telephone: (607) 652-7741
5	Clinton, Essex, Franklin & Hamilton	Thomas Hall NYS-DEC Route 86, PO Box 296 Ray Brook, NY 12977-0296 Telephone: (518) 897-1234
5 (sub-office)	Fulton, Saratoga, Warren & Washington	Thomas Hall NYS-DEC County Route 40 PO Box 220 Warrensburg, NY 12885-0220 Telephone: (518) 623-1281
6	Jefferson, Lewis & St. Lawrence	Brian Fenlon NYS-DEC State Office Building 317 Washington Street Watertown, NY 13601-3787 Telephone: (315) 785-2245
6 (sub-office)	Herkimer & Oneida	J. Joseph Homburger* NYS-DEC State Office Building 207 Genesee Street Utica, NY 13501-2885 Telephone: (315) 793-2555

7	Cayuga, Madison, Onondaga & Oswego	John Feltman NYS-DEC 615 Erie Blvd. West (Env. Permits Room 206) Syracuse, NY 13204-2400 Telephone: (315) 426-7438
7 (sub-office)	Broome, Chenango, Cortland, Tioga & Thompson	Michael Barylski* NYS-DEC 1285 Fisher Avenue Cortland, NY 13045-1090 Telephone: (607) 753-3095
8	Chenung, Genesee, Livingston, Monroe, Ontario, Orleans, Schuyler, Seneca, Steuben, Wayne & Yates	Peter Lent NYS-DEC 6774 East Avon Lima Road Avon, NY 14414-9519 Telephone: (518) 226-2466
9	Erie, Niagara & Wyoming	Steve Doleski NYS-DEC 270 Michigan Avenue Buffalo, NY 14203-2999 Telephone: (716) 851-7165
9 (sub-office)	Allegany, Cattaraugus, Chautauqua	Ken Taft* NYS-DEC 182 East Union, Suite 3 Allegany, NY 14706-1328 Telephone: (716) 372-0645

\* Deputy Regional Permit Administrator







# United States Department of the Interior

## FISH AND WILDLIFE SERVICE

New York Field Office

3817 Luker Road

Cortland, NY 13045

Phone: (607) 753-9334 Fax: (607) 753-9699

<http://www.fws.gov/northeast/nyfo>



In Reply Refer to  
Project Number: 61665

To: Bruce Friedmann

Date: 10-12-06

Regarding: Stateline Retail Center Development

Town/County: Southwest / Putnam

The U.S. Fish and Wildlife Service's New York Field Office (Service) has received your request for information regarding occurrences of Federally-listed threatened and endangered species within the vicinity of the above-referenced project/property. Due to increasing workload and reduction of staff, we are no longer able to reply to endangered species list requests in a timely manner. Our current average processing time for letters is approximately 3-4 months from the date of receipt. In an effort to streamline project reviews, we are shifting all species list requests to our website at <http://www.fws.gov/northeast/nyfo/es/section7.htm>. However, for the next few months, we would like to offer you the choice of either having the Service review your project and provide information regarding listed species presence in writing, or you may review the materials provided on our website to determine potential listed species presence. Step-by-step instructions are found on our website. Please check your preferred processing method below and return by FAX to the Service. If we receive no response within 30 days from the date of this FAX, we will assume that you will be conducting this review.

I would like the Service to review the above-referenced project and provide a written response.

I will conduct project screening using the Service's website.

As a reminder, Section 9 of the Endangered Species Act (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) prohibits unauthorized taking of listed species and applies to Federal and non-Federal activities. Additionally, endangered species and their habitats are protected by Section 7(a)(2) of the ESA, which requires Federal agencies, in consultation with the Service, to ensure that any action it authorizes, funds, or carries out is not likely to jeopardize the continued existence of listed species or result in the destruction or adverse modification of critical habitat. An assessment of the potential direct, indirect, and cumulative impacts is required for all Federal actions that may affect listed species.

Project construction or implementation should not commence until all requirements of the ESA have been fulfilled. If you have any question or require further assistance regarding threatened or endangered species, please contact the Reviewing Biologist at (607) 753-9334. Please refer to the above document control number in any future correspondence.

Reviewing Biologist: Robyn A. Niver RAN





January 8, 2007

Tim Miller Associates  
Attn: Janelle Herring  
10 North St  
Cold Spring NY 10516 ,

Dear Ms. Herring:

This is to confirm that your recent request for NYSEG electric service for Route 6, Brewster, Tax Map Id# 68 Block 2 Lot 48. is in NYSEG service territory and NYSEG would be able to provide service at this location.

If you have any questions additional questions to ensure the prompt completion of your new service, please contact our Customer Relations Center at 1.800.572.1111, Monday through Friday, 7:30 a.m. to 4:30 p.m.

Thank you and we look forward to serving you.

Sincerely,

Customer Service Rep

to serving y



# **P.L.I., LLC**

1699 Route 6, Suite 1, Carmel, New York 10512 (845) 228-1400 FAX: 228-5400

December 15, 2006

## **By Hand Delivery**

Hon. John Dumford, Supervisor and  
Members of the Town Board  
Town of Southeast  
One Main Street  
Brewster, New York 10509

Re: Draft Zoning Code Amendments  
Street Works Memorandum

Dear Supervisor Dumford and Members of the Town Board:

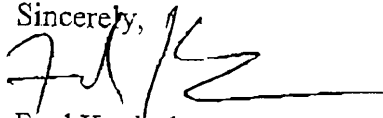
Pursuant to my letter to your Board dated December 4, 2006, I enclose a memorandum from Street-Works, LLC regarding retail development trends in general and Stateline Retail Center specifically.

As indicated in my December 4<sup>th</sup> letter, we believe that it would be beneficial for your Board to listen to and speak to Ken Narva of Street-Works before you finalize any proposed zoning legislation for consideration at a public hearing. Mr. Narva will discuss and answer questions regarding his memorandum as well as present related graphics. This discussion will enable your Board to make a more informed decision on the appropriate language for the contemplated zoning amendments.

We simply ask that you give us reasonable notice of when you will discuss the draft zoning code amendments again, so Mr. Narva can schedule such meeting. It is noted that Mr. Narva will be out of town the week of your January 11<sup>th</sup> work session.

Please feel free to call me if you have any questions or wish to discuss the proposed Stateline Retail Center.

Sincerely,

A handwritten signature in black ink, appearing to read 'FK', with a long horizontal stroke extending to the right.

Fred Koelsch, Esq., AICP  
Director of Realty Investments

c: Graham L. Trelstad, AICP (by facsimile)  
Paul Camarda  
Ken Narva  
Lucy Wildrick  
Jeff Contelmo, P.F.  
Tim Miller, AICP  
William Madden  
P. Daniel Hollis III, Esq.



**Street-Works LLC**  
Development and Consulting Group

Retail Development

Leasing Strategies

Mixed-use Planning

Entitlements

Architecture

30 Glenn Street  
White Plains, New York  
10603

tel 914.949.6505  
fax 914.949.1694

MEMORANDUM

TO: Fred Koelsch - Camarda Realty Investments, LLC

FROM: Ken Narva - Street-Works  
Lucy Wildrick - Street-Works

DATE: December 15, 2006

PROJECT: Stateline Retail Center  
Brewster, NY

SUBJECT: The Impact and Potential of Modifying "Big Box" Formats

Street-Works has been asked to render an opinion on the impact of potential new zoning restrictions that, if adopted, would apply to the Camarda Realty Investments proposal for Stateline Retail Center.

In order to do so, we have relied upon our own background and experience as developers and development consultants on retail and mixed-use projects throughout the Northeast and our knowledge and understanding of the retail marketplace in general. Among the projects we have drawn upon are the following:

- *Target, Stamford, CT.* Working with Target's "Unique Team" as the company's fee developer. Street-Works created an innovative urban prototype that works functionally and operationally for the retailer and its customers, and demonstrates that big box retail can work in an urban setting.
- *City Center, White Plains, NY.* Working first with Tishman Speyer Properties as architect and retail consultant, and subsequently with Cappelli Enterprises, Street-Works developed a plan for the 3+ acre former Macy's site in the middle of White Plains that incorporates larger retailers on several levels. Included in the tenant mix is Target on a single level below grade and a Loew's movie theater on a third level.
- *620 Avenue of the Americas, New York, NY.* A former department store in the historic Ladies Mile shopping district in Manhattan, this 700,000 s.f. landmark building triggered a renaissance of the district when it was redeveloped for large retail tenants in the 1990s. Street-Works was the strategic retail development consultant and architect for this trend-setting repositioning that was the first to bring large format tenants to the city.
- *Palisades Court, Englewood, NJ.* Designed as an extension of the existing downtown and in keeping with its scale, the 120,000 s.f. of retail was broken into eleven buildings of varied size and character focused around a supermarket anchor. Located on the "other side of the tracks", the development has succeeded in drawing shoppers from all segments of the local population. As developer, Street-Works was one of two Managing Partners.
- *NewRoc City, New Rochelle, NY.* Developed on the site of a failed shopping center, this 700,000 s.f. urban mixed-use project is retail-driven but incorporates



A Division of PEG/Park LLC

entertainment uses, a hotel, housing, retail and a public parking garage in two connected multi-level structures. Among the tenants is a Stop & Shop supermarket that sits, with its own parking, below an ice hockey rink and a movie theater. Street-Works, the developer of the project, acted as one of two Managing Partners.

- *Blue Back Square, West Hartford, CT.* This 600,000 s.f. mixed-use development for which Street-Works is Co-Managing Partner and Developer, is under construction following an extensive outreach and entitlement process. It includes street level retail throughout the district, residential above the retail in two buildings, office above retail in two buildings, two municipal parking garages, private underground parking in several locations, a public gathering place connecting the new uses, the existing library and the existing main street district and the redevelopment of several municipal buildings.
- *Bethesda Row, Bethesda, MD.* Undertaken in phases by Federal Realty Investment Trust over the course of ten years, Street-Works' role throughout has been as development consultant, architect, urban designer and design manager. This 500,000 s.f. multi-block development, which has become the new heart of Bethesda, incorporates mixed-use buildings – retail at grade with office or housing above – and wonderful sidewalks and gathering places. A Giant supermarket with below grade parking was constructed as one of the more recent phases of the development.

### *Tailoring Big Boxes*

It is our understanding that concerns have been expressed by Council members in the Town of Southeast about plans for the Stateline Retail Center. These concerns are focused on the square footage and size of the building footprints of some of the proposed tenants and the visual impact of the "big boxes". Such concerns are not uncommon.

"Big box" retailers, as popular as they are with shoppers across the country, often stir consternation on the part of Planning Boards and Town Councils because of their large size and cookie cutter appearance. As a result, in some communities efforts are made to control or modify these two aspects of the development of these stores. In considering modifications such as these, it's important to understand the reasons behind the store designs and footprints that are typically proposed and the impacts of modifying them.

"Big box" stores have evolved through the desire of retailers to satisfy customer demands for variety and low prices in a number of different product categories. Whether home improvement centers, low price department stores, or warehouse clubs, they operate on low margins which means that because each individual item yields very little profit, the company's money is made by keeping expenses as low as possible – whether initial site acquisition, design and construction costs or on-going overhead – and by selling in quantity.

A major category of expense for such retailers is their real estate and their physical facilities. The optimum site – on which the most cost effective store can be developed – meets a number of criteria:

- The cost of the required acreage is not prohibitive;
- The site is 10 to 12 acres in size, is relatively flat and can accommodate a single level, prototype design store with ample parking in close proximity to the front door;
- It offers access from a well traveled roadway and therefore visibility and exposure to many potential customers; and
- It is in an area of relatively dense population assuring the possibility of generating sufficient sales volume to maintain profitability.





Diverging from any of these criteria is done only when there are factors in play that offset the additional expense represented by the modifications.

From a physical facility perspective, the most cost effective format is the prototype: a single level, straight forward box. Every deviation from that standard costs more money. Depending on the value of the location and the level of desire to be in the market, a retailer may agree to modify its typical prototype look to suit a community, but in other instances they will not. It's important to understand how these decisions are made.

Some communities have looked to big box retailers to modify their buildings by downplaying or completely changing prototypical colors, materials, building forms and signage, by adding pitched roofs in place of the typical flat roof, by including more glass on the façade rather than bare walls, by incorporating more extensive landscaping in the parking lot rather than the more typical format or even by urging or requiring a two-story format.

Consider the impacts of these choices:

A building with a non-prototypical façade represents an increase in initial cost due to the need for additional design work and more expensive materials, installation and construction. In addition, a store's prototypical colors, materials, building forms and signage are considered essential to its identity and public recognition. Changing or modifying these will impact the store's ability to communicate its presence to potential customers, an issue of particular concern if the location is not heavily traveled and shopped already.

A pitched roof requires different structural framing than is typical and therefore has to be designed specifically for the site. It will also require more materials both in framing and roofing. In addition, the roofing materials utilized on a pitched roof are typically more expensive. The result, therefore, is greater initial cost due to the need for a tailored building design as well as more and more costly building materials and construction.

More glass on the façade would seem to make sense in an urban setting where people walk along the sidewalks and would appreciate something more interesting than blank walls at street level. But, consider the impact to the retailer. First, inside the store, back offices, customer bathrooms and storage rooms take up quite a lot of the perimeter areas while merchandise is displayed against the remaining walls. Therefore, a view into the store, except at the entrance doors, is not realistic. Department stores have historically used their display windows to entice shoppers into the store by carefully merchandising them. This effort has been undertaken by whole departments devoted to window dressing. Low cost retailers don't have such staff, however, and because corporate advertising and graphics are typically based in the headquarters and are focused on chain-wide strategies and events, it is rarely possible to get the attention needed at one location for large scale graphic panels to fill windows. Changing them periodically is definitely too high a hurdle.

Parking lot landscaping is another way to soften the appearance and impact of a big box retailer. Improved landscaping, however, definitely leads to greater costs. First, it will require the input and expertise of a landscape architect skilled in designing parking lot landscaping rather than a site engineer. There will be a greater investment in the number and quality of landscape materials. And, to ensure that

the enhanced landscaping has the intended effect long term, there will need to be a consistent maintenance and replacement program in place. All of this adds up, once again, to increased costs.

A multi-level store represents an even greater increase in cost. First, the vertical transportation systems that connect the two levels of the store – for both customers and product – represent a very considerable cost. To allow the store to operate properly, it will require an escalator that accommodates both people and shopping carts to connect both levels and it will need at least two elevators sized for shopping carts for use by customers in addition to at least two large elevators to serve the loading and service functions of the store. Together these components, that are unnecessary in a traditional single level store, add well over \$1 million in cost for the systems alone, before installation. In addition, to accommodate these required vertical transportation systems, the store itself has to be bigger than would otherwise be necessary. Storage space may also be larger because it's less efficient on two levels. So, for example, where a typical single level store might be 150,000 square feet, a two level facility will encompass as much as 180,000 square feet, representing a 20% increase in square footage and therefore greater cost. The operations of the store are also more costly because a larger staff is typically necessary to service two floors and the vertical transportation systems require regular maintenance and repairs to assure they function well consistently. The stores also exact a cost that is less easily quantified: customers must make an extra effort to "go upstairs" which means that half the store's product has less reliable exposure to all the customers that enter the store. As a result of all these factors, two level stores require a much more serious commitment of dollars and are therefore typically reserved for those markets in which land is most expensive and difficult to assemble and which have demographics that support the investment.

Any or all of these requests can be made of the developer. However, the impact of requiring them should be clear. Because each of them increases the cost of the new facility to the retailer, each one makes the hurdle of entry to the site a little higher. A retailer typically considers each site as a stand-alone investment. The question they pose is, will the cost of entry – whether land, construction cost or higher operational costs – be offset by higher anticipated volumes of sales at the proposed store? This equation can only be determined by the retailer, but some of the components are clear. A site on a busy thoroughfare and in a densely populated area has a better chance of carrying higher costs. Less population and less visibility will drive a decision to a lower cost facility.

The fact that some big box stores are locating in multi-level formats around the country has become news. What has not made news is how few in number these multi-level stores are. They remain very much the exception to the rule. For Target, in particular, of more than 1,100 stores nationwide, only 34% are two-level in format and perhaps half of these can be traced to the company's purchase of 35 Montgomery Ward sites in 2001, half of which were two level facilities. WalMart also operates in some multi-level locations. In White Plains, for instance, they moved into a former Sears Department Store and opened their doors after making minimal changes. In these instances, the cost of opening the doors at the new location is greatly reduced because there is no building to be built and no potentially expensive and lengthy public approval process to engage in.

Building new stores in a multi-level format is an unusual undertaking for big box retailers, one saved for the most dense and expensive urban locations. Because of the significantly increased costs of both building and operating the stores, and the need to balance the equation of costs versus potential revenues, the choice to do so is not made lightly. Population density is one of the major factors in determining whether such stores are viable.

Comparing demographic statistics for the Stateline site with those for two sites in the local area where non-traditional Target stores were built is instructive.

Population/Income	1 mile radius		3 mile radius		5 mile radius		10 mile radius	
Southeast	1,100	\$152,000	14,200	\$102,500	37,800	\$109,800	234,000	\$105,300
Stamford	14,000	\$104,800	122,300	\$101,500	174,400	\$139,300	380,200	\$142,600
White Plains	36,200	\$65,900	102,000	\$110,100	199,100	\$139,500	797,000	\$117,200

In 2004, Target opened a two level store that sits above four levels of parking on a two acre site in the middle of downtown Stamford, CT. The decision to pursue this wildly non-conventional store was clearly supported by very solid demographics. Not reflected in the typical demographic data above is the fact that in addition to a residential population of 174,400 within 5 miles of the downtown site, Stamford has a daytime working population in the immediate downtown area of over 200,000. These are impressive statistics. In addition, limited land availability and sky high land costs – of more than \$5 million per acre – dictated the unusual solution that conserves land, puts the store in the middle of an active downtown and into a market that the company had been seeking to enter for quite a few years.

Also in 2004, Target opened a single level store that sits below grade in the center of White Plains, NY. This unconventional location, in which its signage is its only identity on the surrounding streets, was again supported by White Plains' good demographics – even higher than Stamford's at 199,100 people within 5 miles, and also supplemented by an equally significant increase in daytime population in the downtown area to over 200,000. Again, limited land availability and high land cost – in this case approximately \$6 million per acre – and a long search for a site within the marketplace, justified the unusual store characteristics.

The Stateline Retail Center site on Route 6 in Southeast shares similar income characteristics to the sites in White Plains and Stamford and has solid demographics within 10 miles, but within 5 miles of the site, the area from which such stores draw their "bread and butter" customers, the population plummets to 37,800. It should be noted, however, on the plus side the site does have the unusual asset of potential visibility from I-84 which carries thousands of cars a day. In terms of land value, costs in the area are dramatically less, averaging approximately \$100,000 per acre. Thus, the site is clearly not in the same category as White Plains and Stamford. There's no incentive to undertake greater construction and future operational costs when the population density is such that the high sales volumes reached in those urban areas where the relatively few two-level stores exist are unlikely. On this basis, it is unrealistic to suggest that a big box retailer could justify a two-level or otherwise significantly non-prototypical store on the Stateline site.

That is not to say that no modifications to the standard store and shopping center prototype should be required. It would appear that concern about this particular site on Route 6, and in particular the visual impression of the big box stores, is driven at least in part by a desire on the part of the Council to establish a "gateway image" at this entrance point to the Town of Southeast. As architects, planners and developers of numerous downtown districts, we are experienced in creating designs for such locations. Village scale building design is probably not appropriate or effective in this location. The anchor retailers need to be able to project their identity, through building form, materials, colors and signage, not just to Route 6 which is very lightly traveled, but to I-84 which provides crucial visibility to large numbers of potential customers. In this case, we believe a better and more effective focus – for both retailers and the Town – is enhanced landscaping and thoughtful site layout and design. Together they can combine to create an appealing first impression of the Town from Route 6 while still respecting the needs of the retailer.



In addition, it may make sense for the town to require the applicant to present, as part of its Site Plan Approval submission, a series of specific planning and design criteria that would control the planning and three dimensional aspects of the big box tenants. Through its review and approval of these criteria, the Town would have the ability to control the creation of a retail environment that feels appropriate in this location while still respecting the realities of retailing on this site and in this marketplace, as described above.

Some examples of criteria that may make sense are:

- Landscaping at the Route 6 edge of the property that is significant enough in depth and variety of plant materials to create a welcoming image for the project and the Town year round.
- Berming and landscaping on the site to minimize the typical "sea of parking" view from Route 6.
- A palette of building forms and materials that respects the retailer's need to project identity while creating a cohesive development.
- Sidewalk and storefront design criteria that allow tenants to project identity while helping to create a unified development.

When carefully crafted, all of these elements can contribute to the creation of a new shopping environment that will meet the needs of the developer, the retail tenants and the Town of Southeast.



## MaureenS

---

**From:** Darrin Moret [dmoret@dot.state.ny.us]  
**Sent:** Wednesday, August 29, 2007 8:56 AM  
**To:** mfisher@timmlerassociates.com  
**Cc:** John Zamurs  
**Subject:** Intersection analysis guidance

Maureen:

The purpose of this e-mail is to follow up on our phone conversation this morning. Please be advised that your interpretation of the departments guidance is correct and is as follows:

For a microscale analysis of an intersection, it is the level of service (LOS) of the intersection as a whole that is to be achieved, not the LOS of individual approaches.

For example, if an intersection has 4 approaches with respective levels of service of "B", "B", "D" and "D", the average LOS for the intersection as a whole would be a LOS of "C".

Please feel free to contact me at my number below if you have any further questions.

Thank you,

Darrin Moret, Environmental Specialist 2  
NYS Dept. of Transportaion  
Environmental Analysis Bureau  
50 Wolf Road, Pod 41  
Albany, NY 12232  
phone: (518) 485-5310  
fax: (518) 457-6887



New York State Department of Environmental Conservation

Division of Environmental Permits, Region 3

21 South Platt Corners Road, New Paltz, New York 12561-1620

Phone: (845) 256-3054 • FAX: (845) 255-3042

Website: [www.dec.state.ny.us](http://www.dec.state.ny.us)



Denise M. Sheehan  
Commissioner

05665  
BM

Brendan Masterson

Date: Oct. 20, 2006

Tim Miller Associates INC

10 North Street

Cold Spring, NY 10516

RE: Stream inquiry - State line Commercial Development - See attached.

Location: T1 Southeast, Putnam County

Dear Mr. Masterson:

Based upon our review of your inquiry dated 10/16/06, we offer the following comments:

**PROTECTION OF WATERS**

The following stream(s)/pond(s)/waterbody(ies) is(are) located within or near the site you indicated:

Name	Class	DEC Water Index Number	Status
<u>Tribs of East Branch Reservoir</u>	<u>C</u>	<u>H-31-P44-24-P89-7-1</u>	[Protected, <u>non-protected</u> , navigable]
			[Protected, non-protected, navigable]

A Protection of Waters permit is required to physically disturb the bed or banks (up to 50 feet from stream) of any streams identified above as "protected." A permit is not required to disturb the bed or banks of "non-protected" streams.

A Protection of Waters permit is required for any excavation or filling below the mean high water line of any waterbodies identified above as "navigable."

There are no waterbodies that appear on our regulatory maps at the location/project site you identified. Therefore, if there is a stream or pond outlet present at the site with year-round flow, it assumes the classification of the watercourse into which it feeds, \_\_\_\_\_, Class "\_\_\_\_\_", and a Protection of Waters permit is/is not required. If there is a stream or pond outlet present at the site that runs intermittently (seasonally), it is not protected, and a Protection of Waters permit is not required.

If a permit is not required, please note, however, you are still responsible for ensuring that work shall not pollute any stream or waterbody. Care shall be taken to stabilize any disturbed areas promptly after construction, and all necessary precautions shall be taken to prevent contamination of the stream or waterbody by silt, sediment, fuels, solvents, lubricants, or any other pollutant associated with the project.

**FRESHWATER WETLANDS**

Your project/site is near or in Freshwater Wetland \_\_\_\_\_, Class \_\_\_\_\_. Be aware that a Freshwater Wetlands permit is required for any physical disturbance within these boundaries or within the 100 foot adjacent area. To have the boundary delineated, please read the attached notice.

RE: Mr. Masterson, Stream inquiry

Date: Oct. 20, 2006

Your project/site is not within a New York State protected Freshwater wetland. However, please contact your town officials and the United States Army Corps of Engineers in New York City, telephone (917) 790-8511 (Westchester/Rockland Counties), or (917) 790-8411 (other counties), for any permitting they might require.

**STATE-LISTED SPECIES**

DEC has reviewed the State's Master Habitat Databank (MHDB) records. We have determined that the site is located within or near record(s) of the following state-listed species: \_\_\_\_\_. If your inquiry is related to a specific development project, additional evaluation of the potential impacts of this project related to the sensitive resource(s) identified by this review, may be required. Please contact the person noted below.

No records of sensitive resources were identified by this review.

**OTHER:** \_\_\_\_\_

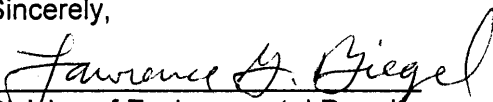
Please note that this letter only addresses the requirements for the following permits from the Department:

- Freshwater Wetlands       Master Habitat Databank       Other: \_\_\_\_\_  
 Protection of Waters

and that other permits from this Department or other agencies may be required for projects conducted on this property now or in the future. Also, regulations applicable to the location subject to this determination occasionally are revised and you should, therefore, verify the need for permits if your project is delayed or postponed. This determination regarding the need for permits will remain effective for a maximum of one year unless you are otherwise notified. Applications may be downloaded from our website at [www.dec.state.ny.us](http://www.dec.state.ny.us) under "Programs" then "Division of Environmental Permits."

Please contact this office if you have questions regarding the above information. Thank you.

Sincerely,

  
Division of Environmental Permits  
Region 3, Telephone No. 845/256-3041.

- Information/Permit Materials/Regulations (Map Brewster Quadrangle) Attached.  
 Web page information  
 NYC DEP Contact Information (this site is within the NYC Watershed).

cc: \_\_\_\_\_

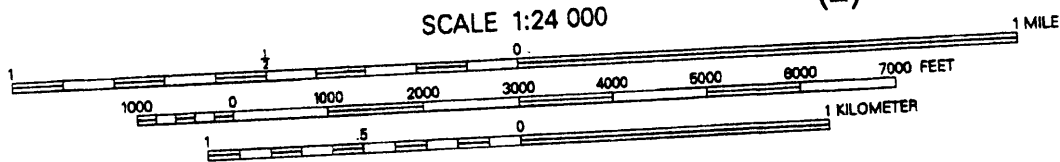
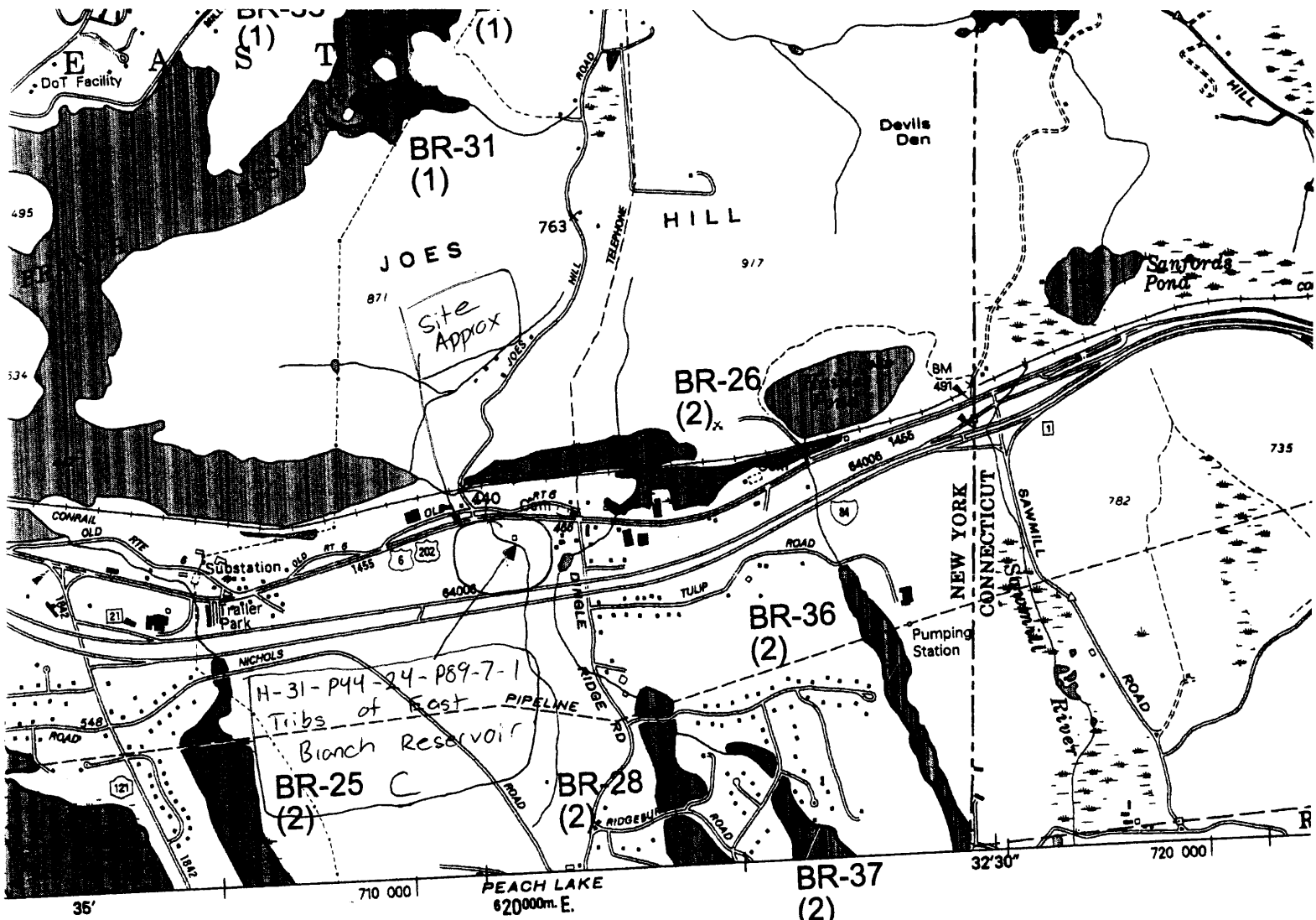
**NOTE: Regarding erosion/sedimentation control requirements:**

Stormwater discharges now require a SPDES Stormwater permit from this Department if they either:

- occur at industrial facilities and contain either toxic contaminants or priority pollutants OR
- result from construction projects involving the disturbance of one (1) or more acres of land.

Your project may be covered under one of two Statewide General Permits or may require an individual permit. If you believe your project would be covered under one of the General Permits and does not require any other DEC permits you may apply for coverage by filing a Notice of Intent with NYSDEC, Division of Water, 625 Broadway, Albany NY 12233-3505, (forms & permits available from this office or DEC Website at [www.dec.state.ny.us](http://www.dec.state.ny.us) or call 518-402-8109). If your project involves other DEC permits, please contact the regional Division of Environmental Permits office (see above).





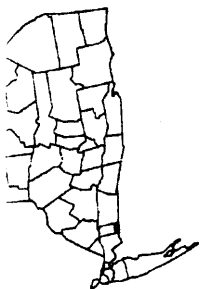
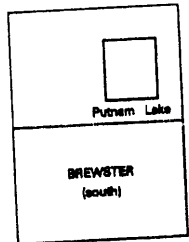
Polyconic projection. 1927 North American datum.

1000-meter ticks based on the New York Transverse Mercator grid. Between 72° and 78° West Longitude, this grid is identical to Zone 18 of the Universal Transverse Mercator grid. Areas east of 72° and west of 78° are direct mathematical extensions of Zone 18.

10,000-foot ticks based on the New York State Plane Coordinate System, East Zone.

Magnetic declination for 1989 is approximately 13.5° West

INDEX TO  
1:9600 (1" = 800')  
MAP COVERAGE



LOCATION

Brewster Quad.  
FINAL FRESHWATER WETLANDS MAP  
Putnam COUNTY  
Prepared pursuant to Article 24 of the  
Environmental Conservation Law  
NYS Department of Environmental Conservation  
FILED DATE: 11/7/84  
LAST REVISION: 4/26/06  
APPROXIMATE SCALE: 1 INCH = 1000 FEET  
(All Wetland Boundaries Are Approximate)





**BLU DOT INC.**  
161 Maple Road  
Brewster, NY 10509  
tel. 845-278-0947  
fax. 845-278-0466  
www.BDIENV.com

## MEMO

**To:** Tim Miller Associates  
**From:** Don Cuomo, BLU DOT INC.  
**CC:** Southeast Planning Board, T. Fenton, S. O'Kane, J. Dunford, W. Stephens, Jr.  
**Date:** 10/17/2007  
**Re:** Stateline Retail Center, PROJECTLOCATION

---

***Wetland Site Inspection per Chapter 78 "Freshwater & Wetlands Protection" §78-4.C.***

Introduction:

This Memo is submitted to inform the project applicant and applicable Town of Southeast board members and consultants of progress regarding the Wetland Permit Application for Stateline Retail Center. Acting as the Wetland Inspector for the Town of Southeast, BLU DOT INC. visited the Stateline project site on the morning of October 2<sup>nd</sup>, 2007. Also in attendance was the wetlands specialist, Jim Nash, of AKRF.

The purpose of this site visit was to verify the findings of a supplemental wetland soils memo (dated 8/22/07) received from the Applicant's Consultants, Tim Miller Associates (TMA). At issue is the presence of soils mapped as "hydric" (wetland) soils by the Natural Resources Conservation Service (NRCS) in the south/central portion of the project site which were not included in the Applicant's original wetland delineation completed for the Stateline Retail Center Draft Environmental Impact Statement prepared for the proposed Stateline Retail Center project.

Site inspection generally supports TMA's findings that, despite being mapped as hydric soil, field indicators of hydric soils are largely lacking throughout the majority of the area of concern. Therefore, this region cannot be considered wetland or a controlled area per Southeast Town Code §78-2.C,.

Findings:

Portions of the south-central project site are mapped as Fredon Loam (Fr) by the NRCS. This is a hydric soil that is referenced in the Town's wetlands ordinance as constituting regulated wetland (§78-2.A.(1)). TMA examined soil conditions in a portion of this area of mapped wetland soil adjacent to a southward-trending fieldstone wall. This area of soil inspection was verified and additional areas mapped as Fredon Loam (Fr) west of the wall were also examined by BDI and AKRF.

- **Soils:**  
Soil characteristics throughout this region show evidence of redox depletions/concentrations at a typical depth of 12-18 inches. The predominance of gravel/stone at or below the "B" horizon is a contributing factor accounting for slow percolation and buttressed rooting of overstory tree species. A limited area west of the fieldstone wall exhibits a sufficiently depleted soil matrix to satisfy USDA/NRCS criteria indicator "F3 - Depleted Matrix", thus qualifying as hydric soil. However, the majority of soil pits examined fall just short of this indicator, either due to soil chroma or depth of occurrence, and therefore do not meet the Federal definition of hydric soil.
- **Vegetation:**  
Although a comprehensive vegetation survey was not conducted, synoptic aerial coverage observations indicate a predominance of facultative and facultative wetland trees and shrubs. Therefore a majority of the area meets the Federal/State/Local vegetation criteria for regulated wetlands. Vegetation throughout the area of concern is a mix of facultative species including: green ash (*Fraxinus pennsylvanica*), American elm (*Ulmus americana*), nannyberry (*Viburnum lentago*), sugar maple (*Acer saccharum*), clearweed (*Pilea pumila*), rough-stemmed goldenrod (*Solidago rugosa*), jumpseed (*Polygonum virginianum*), black walnut (*Juglans nigra*), garlic mustard (*Alliaria officinalis*), multiflora rose (*Rosa multiflora*), and Japanese barberry (*Berberis thunbergii*).
- **Hydrology:**  
Portions of the area of concern satisfy the Federal criteria for wetland hydrology as evidenced by drift lines, sediment deposits, drainage patterns, and water stained leaves. However, a majority of the area lacked clear evidence of wetland hydrology during the October 2<sup>nd</sup> site visit. Therefore, the Federal wetland hydrology criteria are not met for most of the area in question.

#### Summary:

The area examined does not meet the Federal wetland criteria in accordance with the Corps of Engineers Wetlands Delineation Manual (Y-87-1). Although one or more of the Federal wetland criteria are met in this region of the project site, overall there is no consistent or substantial area that meets all three Federal wetland parameters.

Although mapped by the NRCS as hydric soil, field examination did not find hydric soil indicators for the majority of this region. Therefore, it is reasonable to discount the NRCS mapped soils at this location and the applicable Town regulations with respect to listed hydric soils conferring wetland regulatory status.

Despite the prevalence of hydrophytic vegetation in much of the area, the region is interspersed with small patches of land dominated by upland vegetation - where such species as black locust, sugar maple, black walnut and domestic apple occur.

#### Conclusion:

The area in question is a moist (mesic) woodland showing evidence of surface and subsurface hydrology modified by former land uses and the construction of Route 84 to the south. Wetland indicators likely were more prevalent in the recent past and may account for its mapping as hydric soil by the NRCS and the continued dominance of hydrophytic vegetation especially in the older overstory stratum. We appreciate the timely response of the applicant's environmental consultants in following up on this matter and find that the wetland delineation as shown on Drawing SP-1 (dated 01-22-07),

with the added inclusions noted (Figure 2) in the August 22<sup>nd</sup>, 2007 TMA memo, are an accurate demarcation of Town-regulated wetlands on the project site.

Regards,

A handwritten signature in black ink, appearing to read "D. J. Cwond". The signature is written in a cursive style with a large initial "D" and a distinct "C" at the end.

BLU DOT INC.



# JOHN COLLINS ENGINEERS, P.C.

TRAFFIC • TRANSPORTATION ENGINEERS

11 BRADHURST AVENUE • HAWTHORNE, N.Y. • 10532 • (914) 347-7500 • FAX (914) 347-7266

**MEETING SUBJECT:** **NYSDOT Meeting**  
**Discussion of Proposed Access Connections for the State Line Retail Complex on Route 6 in the Town of Southeast, New York**

**DATE/LOCATION:** November 13, 2007, NYSDOT Region 8, Poughkeepsie, New York

**MEETING ATTENDEES:** Glenn Boucher, P.E., New York State Department of Transportation  
Paul Camarda, Camarda Real Estate Investments, LLC  
Jeff Contelmo, P.E., Insite Engineering  
Richard Dillmann, P.E., New York State Department of Transportation  
Ursus Idosu, P.E., New York State Department of Transportation  
Fred Koelsch, Camarda Real Estate Investments, LLC  
Philip J. Grealy, Ph.D., P.E., John Collins Engineers, P.C.

**PROJECT NO.:** 438  
**PREPARED BY:** Philip J. Grealy, Ph.D., P.E.  
**DATE PREPARED:** December 5, 2007



This meeting was a follow-up to a preliminary meeting held in August 2007 to discuss the access for the proposed facility. The following items were discussed relative to the proposed access and the required improvements along Route 6:

1. The latest site plan was presented by Jeff Contelmo indicating the main access as well as the right turn entry/right turn exit access for the main retail facility. It was also indicated that due to the wetland buffers, grading, septic field locations and tenant mix, the westerly most parcel which would contain an approximately 14,000 s.f. office building would have its own entry to and from Route 6. Relative to the access to the office building, Richard Dillmann inquired whether or not access could be provided from the adjacent town road. However, as indicated by Jeff Contelmo, due to grades and other considerations this was not feasible. The discussion returned to the treatment relative to the modifications on the Route 6 at this driveway. It was concluded that associated with this access, there would be some median reconstruction to fix the current alignment of the median in that vicinity.
2. Due to the wetland location, the main driveway could not be aligned opposite Joe's Hill Road so the driveway was moved further west to avoid the wetlands and provide separation from Joe's Hill Road. It was also discussed whether Joe's Hill Road could be realigned to be directly opposite the proposed access. However, due to the wetlands and grades in this area,

this was not possible. In looking at the traffic volumes and the expected queues, this location would still function adequately.

3. Specific to the entrance improvements at the main (easterly) driveway, in addition to the signalization, Grealy indicated that the two lane section of the driveway exit would be extended further into the site to provide sufficient stacking on the site driveway approach to Route 6.

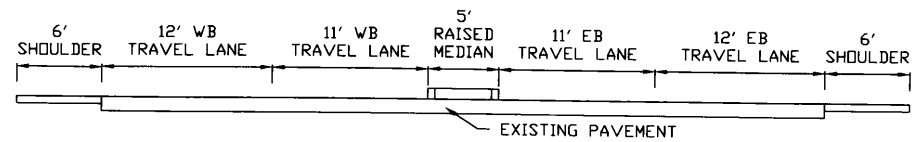
The previously submitted plan which had been developed to indicate a left turn lane on Route 6 by converting one of the existing westbound through lanes was then discussed. Richard Dillmann and Glenn Boucher, indicated that even though the volumes could be accommodated on a single through lane, in order to preserve the ability to accommodate additional traffic during times of delays or accidents on Route 84, the Department would not be in favor of this scheme. Instead the alternate which would reconstruct the existing median and develop the left turn lane while maintaining two through lanes should be pursued as part of the Highway Work Permit. This plan which is sensitive due to the watershed and wetland issues in the area (a copy of which is attached as Drawing CP-1) would limit the additional impervious pavement material.

The Department felt that by eliminating the existing median, adequate access could be provided and it would limit the additional pavement area which would be required. Of course, as part of this reconstruction, the existing shoulder area would also have to be replaced with full depth material. Ursus Idosu questioned whether the left turn queuing was looked at. Grealy indicated it had and the left turn lane would accommodate the 95<sup>th</sup> percentile queue.

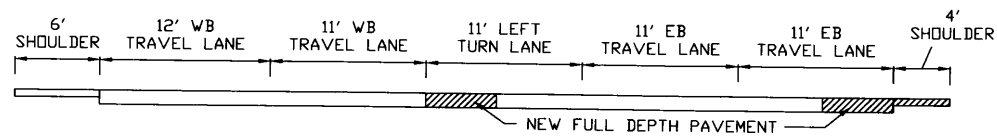
4. The location of the right turn entry/exit drive was discussed and appeared to be adequate. Richard Dillmann and Glenn Boucher also indicated that it may be desirable to close some of the other existing median openings in the immediate area and they would make that determination as part of the Highway Work Permit review.

We believe this represents an accurate summary of the meeting. Please review these minutes and notify us if any changes are required.

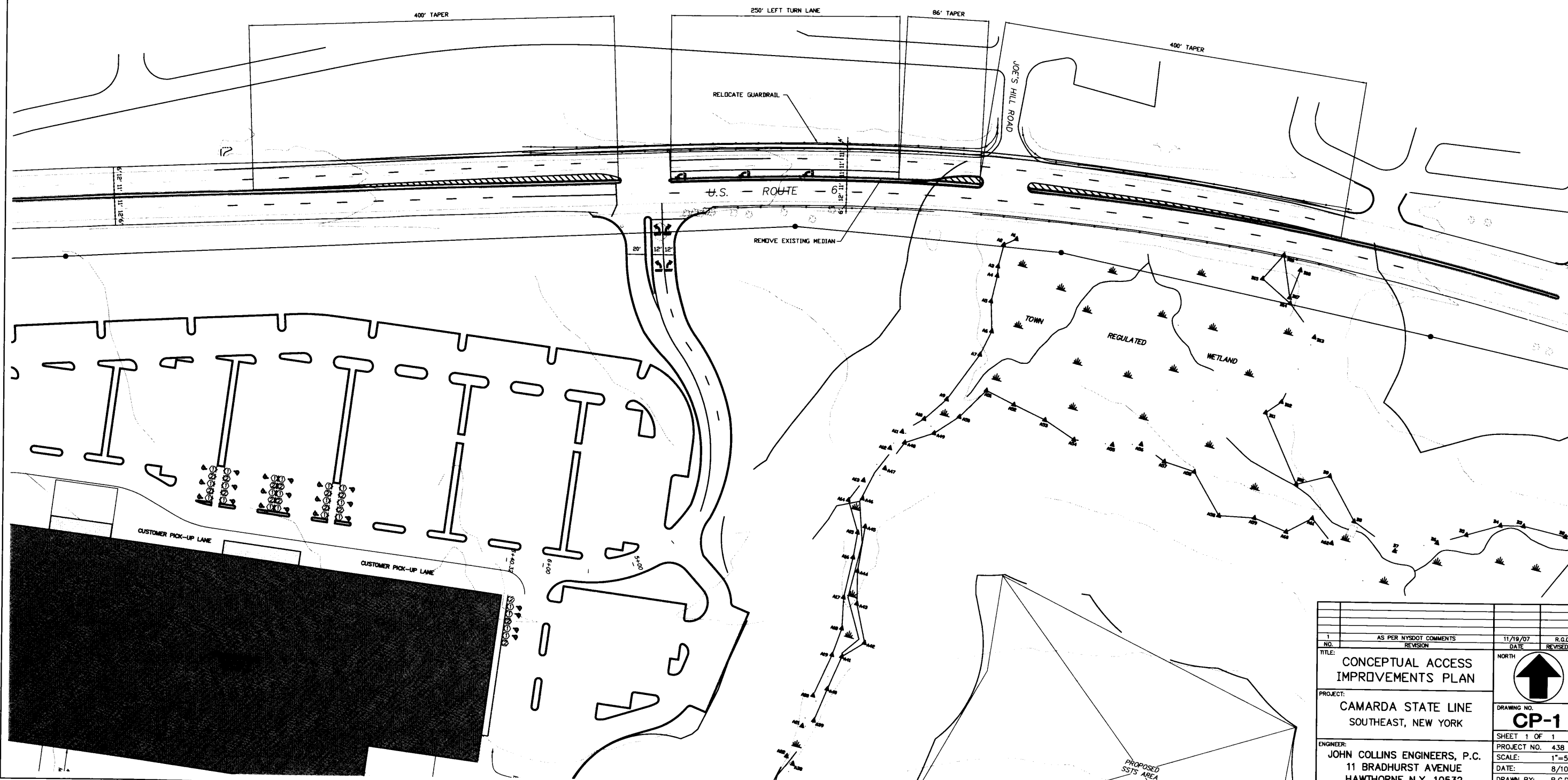




TYPICAL SECTION EXISTING CONDITIONS



TYPICAL SECTION PROPOSED CONDITIONS



NO.	1	AS PER NYS DOT COMMENTS	11/19/07	R.G.D.
REVISION			DATE	REVISED BY:
TITLE:		CONCEPTUAL ACCESS IMPROVEMENTS PLAN		
PROJECT:		CAMARDA STATE LINE SOUTHEAST, NEW YORK		
ENGINEER:		JOHN COLLINS ENGINEERS, P.C. 11 BRADHURST AVENUE HAWTHORNE N.Y. 10532		
DRAWING NO.		CP-1		
SHEET		1 OF 1		
PROJECT NO.		438		
SCALE:		1"=50'		
DATE:		8/10/07		
DRAWN BY:		R.G.D.		
CHECKED BY:		P.J.G.		





## New York State Office of Parks, Recreation and Historic Preservation

Historic Preservation Field Services Bureau • Peebles Island, PO Box 189, Waterford, New York 12188-0189

518-237-8643

www.nysparks.com

March 27, 2008

05065  
BM  
CF

David A. Paterson  
Governor

Carol Ash  
Commissioner

Brendan Masterson  
Tim Miller Associates  
10 North Street  
Cold Spring, New York 10516

Re: SEQRA  
Stateline Retail Center  
US 6, Town of Southeast, Putnam County  
07PR00764

Dear Mr. Masterson:

Thank you for requesting the comments of the Office of Parks, Recreation and Historic Preservation (OPRHP). We have reviewed the project in accordance with the New York State Parks, Recreation and Historic Preservation Law, Section 14.09.

The OPRHP has reviewed the Phase II report submitted for this project. Our office will need the Area-of-Potential Effect (APE) delineated on the project plan. Additionally, the site boundaries should be included on the plan.

Our office is not recommending further archeological excavation in Area A where the *Brush's Corners Historic Site (A07906.000077)* is concentrated. Confining the impacts to the access road as detailed in the report will avoid the historic features. The OPRHP does not concur with the recommendation for Area B as it is our opinion that the Brush's Corners Precontact Site (A07906.000079) is eligible under Criteria D for inclusion in the State and National Registers of Historic Places. Therefore a Data Recovery Plan (DRP) should be developed and discussed with our office before being submitted for review.

For further correspondence regarding this project, please be sure to refer to the OPRHP Project Review (PR) number noted above. If you have any questions, please call me at (518) 237-8643, extension 3288.

Sincerely,

Cynthia Blakemore  
Historic Preservation Program Analyst

cc. Jim Turner  
Town of Southeast Planning Board



# JOHN COLLINS ENGINEERS, P.C.

TRAFFIC • TRANSPORTATION ENGINEERS

===== 11 BRADHURST AVENUE • HAWTHORNE, N.Y. • 10532 • (914) 347-7500 • FAX (914) 347-7266 =====

**MEETING SUBJECT:**        **NYSDOT Meeting**  
**Discussion of the Camarda State Line Commercial Project -**  
**Route 6 in the Town of Southeast, New York**

**DATE/LOCATION:**            April 16, 2008, NYSDOT Region 8, Poughkeepsie, New York

**MEETING ATTENDEES:**   Paul Camarda, Camarda Real Estate Investments, LLC  
                                     Jeff Contelmo, P.E., Insite Engineering  
                                     Richard Dillmann, P.E., New York State Department of Transportation  
                                     Philip J. Grealy, Ph.D., P.E., John Collins Engineers, P.C.  
                                     Ursus Idosu, P.E., New York State Department of Transportation  
                                     Fred Koelsch, Camarda Real Estate Investments, LLC  
                                     Tim Miller, Tim Miller Associates  
                                     Michael Sassi, P.E., New York State Department of Transportation

**PROJECT NO.:**              438  
**PREPARED BY:**             Philip J. Grealy, Ph.D., P.E.  
**DATE PREPARED:**         April 24, 2008

---

The purpose of the meeting was to discuss the Camarda State Line Commercial Project on Route 6 in the Town of Southeast, New York. It included a discussion of the design of the access improvements and other components to be incorporated into the DEIS for the project. The following is a summary of the items discussed:

1. The retail site will be served by a full movement access connection to Route 6 which will be signalized and as previously discussed with the Department, will include the construction of a separate left turn lane for entering traffic. In addition, a right turn entry/right turn exit driveway will also be provided for the retail portion of the site. More detailed construction drawings are under preparation and as part of the Highway Work Permit process a Perm 33, Perm 51 and a \$2,000.00 check will have to be submitted to NYSDOT so that a PIN number will be assigned to the Project. Camarda Realty will complete the application and submit to NYSDOT.

2. The DEIS has been prepared and is undergoing review by the Town of Southeast prior to its circulation. In order to address some of the comments relative to operations along Route 6 and other intersections, some additional traffic data was collected and discussed as follows.
  - a. U.S. Route 6 and Peach Lake Road (NYS Route 121) – This channalized “T” intersection was requested to be studied further by the Town of Southeast including potential signalization. Tim Miller Associates (TMA) has prepared additional traffic volume data collection and prepared traffic signal warrant summaries for this location. Copies of the warrant summaries were handed out at the meeting. It was indicated by Mr. Miller and Mr. Grealy based purely on traffic volumes, the warrants for signalization at currently met at this location. Mr. Dillmann indicated that the Department does not have any current plans for improvements at this location and would check to see if this location had been reviewed in the past by the Department (subsequent to the meeting it was determined that a request for signalization was submitted in 2003/2004 and at that time the Department felt that signalization was not necessary). The Department will review the information submitted and provide further input on this during the SEQRA DEIS review process.
  - b. The intersection of Route 6 and Sodom Hill Road was also discussed briefly. It was determined that at the current time, NYSDOT does not have any plans form improving this intersection. TMA has also compiled additional traffic volume information for this location. Based on that, it appears that one warrant is marginally satisfied. The signal warrant analysis for this location will also be reviewed by NYSDOT as part of the SEQRA Review.
  - c. Once the Town of Southeast circulates the DEIS and site plans under SEQRA, NYSDOT will continue their review of the Project.