



Village of Cold Spring - Planning Board

85 Main Street, Cold Spring, NY 10516

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MEETING AGENDA
Village Hall – 85 Main Street
October 13, 2022 @ 7:00 PM

- 1.) Chairman's remarks
- 2.) Opportunity to Request a Vote to Add/Modify Agenda Items
- 3.) Approval of minutes: 7/14/2022, 8/11/2022, 9/08/2022
- 4.) Report of members *NO Y.D. NO L.E. All Present*
- 5.) Correspondence: Gretchen Dykstra, Michael Reisman, Derek Graham
- 6.) Old Business:
40 Main St. Application for a change of use from Retail to Personal Services
public hearing.
- 7.) New Business
Philipstown Trails Committee Presentation
- 8.) Public Comment
- 9.) Board Business
- 10.) Adjournment

Members of the public are invited to attend the meeting in-person at Village Hall (85 Main Street) or via Videoconference pursuant to Chapter 56 of the Laws of 2022. To join the Zoom Meeting:

<https://us06web.zoom.us/j/82854849639?pwd=NTBvc2JrcGpkNnhDaTN6Vzl5cytaZz09>

Meeting ID: 828 5484 9639

Passcode: 559249

Or by Phone 646- 876-9923 US (New York)

Village of Cold Spring Planning Board
Thursday July 14, 2022
Meeting Minutes

The Village of Cold Spring Planning Board held a Meeting via videoconference as per Chapter 1 NYS Laws of 2022 on July 14, 2022. Members present: Chairperson Jack Goldstein, Sue Meyer, Matt Francisco, and Lara Eldin. Yaslyn Daniels was absent. The Meeting was called to order at 7:19 p.m.

1. Chairperson Remarks.

Chairperson J. Goldstein welcomed all attendees to the Meeting.

J. Goldstein reported that there is a subcommittee of the Code Update Committee assigned to update §134. The Board needs to assign a liaison for that process, as aspects of revisions will affect the work of the Planning Board. M. Francisco agreed to act as liaison on behalf of the Board.

J. Goldstein reported he attended the July 13, 2022 VBOT Meeting in person to submit the June Planning Board monthly report. J. Goldstein noted that the VBOT approved a request from the Fjord Trail to provide a letter of support for an application for a consolidated grant. The purpose of the grant was not clear due to a lack of articulation, and the poor audio quality of the Village Hall equipment, but he believed the grant relates to the proposed use of Dutchess Manor as the visitor center. J. Goldstein stated he would review the VBOT meeting video to clarify the extent and import of the grant. J. Goldstein expressed concern that the VBOT support for this grant is tantamount to taking a position of support for the Fjord Trail project. M. Francisco agreed that the optics and message of the VBOT is one of support for the project.

2. Approval of Minutes

March 24, 2022

The Chairman called for a MOTION

M. Francisco made a motion to approve the minutes as amended. S. Meyer seconded the motion and it passed 4-0-0-1 (Y. Daniels absent).

June 23, 2022

The Chairman called for a MOTION

L. Eldin made a motion to approve the minutes as amended. S. Meyer seconded the motion and it passed 3-0-1-1 (M. Francisco abstained; Y. Daniels absent).

3. Member Reports – None.

4. Correspondence – None.

5. Old Business

Public Hearing

37 Chestnut Street, 49.5-3-65; Louis and Joanne Grasso, Landlords; Katherine MacInnes, Applicant. Change from retail (print shop) to mixed-use gym/retail (exercise and dance studio) requiring site plan approval as per Code §134-10(B)(1) and (B)5. Application materials shared with all participants.

K. MacInnes described the project as fitness and performance arts space. K. MacInnes stated CEO Wunner advised that the existing bathroom is acceptable.

J. Goldstein read the Notice of Public Hearing into the record. J. Goldstein noted for the record that the following documentation has been received from K. MacInnes:

- Proof of mailing to parties in the “blast zone”;
- Short Form EAF Part 1 completed by K. MacInnes;
- Parking Table;
- Site plan.

J. Goldstein further noted that on June 23, 2022 the Board declared the Application as a TYPE II action for SEQRA purposes and no further EIS review would be necessary.

J. Goldstein declared the Public Hearing open.

Public Comment

Michelle Kupper of 56 Paulding Avenue expressed her support for the project and will be welcomed by the community; her only concern was parking.

Kimberly Massey of 6 Alpin Road welcomed the project as a wonderful idea for the community.

Board Comment

Discussion ensued regarding the available parking.

K. MacInnes noted the Landlord has designated ten (10) dedicated spaces in her lease. Her understanding from the last Board meeting is that there is sufficient, ample parking available in the plaza to meet requirements.

Reference was made to the Parking Table calculations:

- total 1,796 sq. feet calculated @ 150 sq. ft. per space:
- twenty (20) spaces – studio/assembly/commercial amusement (1,036 sq. ft.);
- three (3) spaces – back-of-house storage and office (498 sq. ft.);
- one (1) space – retail (116 sq. ft);
- 33 shared spaces in plaza.

J. Goldstein commented that there are ten (10) dedicated spaces in the lease, and people that attend the classes can use any available parking. The issue before the Board is the sufficiency of parking for this articulated use. The Board makes that determination as there is no parking requirement for this use under the Code.

M. Francisco commented that the Board is bound by the Code, and cannot turn a blind eye to potential over-promising of parking spaces to tenants. M. Francisco asked K. MacInnes if the Landlord had provided assurances that all the spaces are available. In addition, he noted that the Landlord is not in conformance with the filed approved site plan. The Landlord has blocked a one-way parking area with a tractor to prevent speeders and drivers using that part of the lot as a pass-through to Marion Avenue.

M. Francisco stated the positioning of the tractor makes the spaces behind it inaccessible. He further noted that the spaces behind the building are also inaccessible due to equipment parked in that area. Furthermore, there are five (5) reserved spaces in front of the design studio (marked for Power & Harr?), that are not numbered or included in the filed site plan. K. MacInnes's count of twenty (20) available spaces in the front of the building – eight (8) along the street, five (5) in front of the building, and five (5) along the side in front of the tractor - are presently the only available spaces.

M. Francisco disagreed that the spaces behind the tractor are accessible from Marion Avenue. The area behind the tractor is marked as one-way on the approved site plan. Accessing those spaces would require driving the wrong way on an area marked as one-way, and backing into a diagonal space. In order for Applicant's customers to access the side parking and ensure the safety of her customers, the tractor should be removed.

L. Eldin commented that the Board has determined that ten (10) designated spaces plus ten (10) flex spaces are sufficient for the use. The parking table should be marked to reflect that determination. The ten (10) designated spaces could be designated on the site plan as running along the alley wall behind the tractor, which leaves the 20 available spaces in the front. Could the Board approve the parking plan "as built" on the approved filed site plan? L. Eldin recognized M. Francisco's concern - if the document used for the site approval is not accurate as to what exists on the ground, it can lead to problems in the future.

M. Francisco commented that he supported L. Eldin's plan and that putting the designated spaces along the side forces the landlord to come into compliance, and will leave sufficient parking in the front of the building for other tenants and quick-trip traffic. M. Francisco also stated that to include spaces 14 through 24 makes sense - it could force the Landlord to come into compliance with their site, and puts the long-trip parking in the least busy section of the site. M. Francisco and J. Goldstein agreed the spaces in the back were not usable as they covered with equipment. M. Francisco noted, however, that the Landlord needs to agree to this.

S. Meyer asked K. MacInnes if the Landlord had told her where the ten (10) designated spots were going to be? She replied that the Landlord stated those spaces would be behind the tractor. K. MacInnes noted she does not see the location of the tractor as a problem for her purposes, because the spaces behind the tractor could be accessed from Marion Avenue.

K. MacInnes asked if the tractor was removed, would the spaces be considered accessible? M. Francisco reiterated his point that the tractor has to be removed. M. Francisco noted that K. MacInnes needs to show the location of spaces available to her on the parking table exhibit.

J. Goldstein suggested that the landlord could change the orientation of the spots. M. Francisco stated he did not know who determined the alley to be one-way, and did not think changing the striping would matter. It is private property but M. Francisco noted

that the Planning Board does look at traffic flow. He stated that while he understood the Landlord's frustration (with the safety situation) he did not agree to this solution.

M. Francisco noted that MacInnes has indicated the Landlord is giving her the ten (10) out of the eleven (11) required spaces. M. Francisco noted there is thirty-eight (38) space maximum in the lot and the owner is taking up about half of the parking. This Application requires Landlord to clean up the site, making the parking available so there really are thirty-eight (38) spaces and her customers can enter and exit the site safely.

J. Goldstein stated that the Landlord was willing to move the tractor, and K. MacInnes confirmed this. K. MacInnes noted he had put the tractor there for safety but said he could move it. L. Eldin stated that this was then the path forward.

Discussion ensued about safety with suggestions about placing signage in the area or speed bumps. M. Francisco added that accessing parking in the alleyway could act as "traffic-calming."

S. Meyer noted this was not the first time the Board has discussed the Landlord's parking issues. She suggested that someone from the Board or Village speak to him to make sure the parking is safe and available and that he is not overpromising parking spaces to his tenants.

J. Goldstein noted the only other businesses on that site are the interior design store, which is only open three days a week, and Main Course, which is short term parking and does not require dedicated parking. As such, there really is no issue of overpromising tenants. J. Goldstein remarked he would bring the non-conformity of the site plan to the attention of CEO Wunner.

There was no further public comment.

The Chairman called for a MOTION.

M. Francisco made a motion to close the Public Hearing and the Public Comment. L. Eldin seconded the motion and it passed 4-0-0-1 (Y. Daniels absent).

The Board agreed it could approve the application with the following *provisos*:

- Approval from Putnam County Planning Department;
- Amended parking table showing 20 spaces in total, ten (10) of which are

dedicated;

- The ten (10) dedicated spaces are marked with the tenant's name and striped;
- Short Form EAF must be corrected to indicate the property located in the Historic District

The Chairman called for a MOTION.

M. Francisco made a motion to approve the application. S. Meyer seconded the motion and the application was approved 4-0-0-1 (Y. Daniels absent).

Hudson Highlands Fjord Trail Presentation

Board Members expressed gratitude to Yaslyn Daniels for her organization and consolidation of the Board's concerns and questions for the scheduled Hudson Highlands Fjord Trail ("HHFT") presentation on August 11, 2022. J. Goldstein noted that Y. Daniels included references to the Code that outline the responsibilities of the Board.

Board Members agreed to review the proposed document, and submit further comments and/or questions to Yaslyn Daniels, with a goal of finalizing the document at the July 28, 2022 Meeting. The document will then be submitted to the HHFT, who will then have a two-week lead time for review before their presentation to the Board. Board members agreed that individual comments can be communicated via e-mail under the heading of "information sharing", as there is no application before the Board upon which it can take action.

J. Goldstein agreed with S. Meyer comment that it is unpredictable as to what the HHFT response to the Board questions may be, but it is a first step in framing issues and concerns about the project.

6. New Business - None

7. Public Comment - None

8. Board Business - None

9. Adjournment

The Chairman called for a MOTION.

M. Francisco made a motion to adjourn the Meeting. L. Eldin seconded the motion and it passed 4-0-0-1 (Y. Daniels absent). Meeting adjourned at 8:33 p.m.

Prepared by: Karen Herbert

Jack Goldstein, Chair

Date

Village of Cold Spring Planning Board
Thursday August 11, 2022
Meeting Minutes

The Village of Cold Spring Planning Board held a Meeting via videoconference as per Chapter 1 NYS Laws of 2022 on Thursday August 11, 2022. Members present: Chairperson Jack Goldstein, Sue Meyer, Matt Francisco, and Yaslyn Daniels present (Lara Eldin absent). The Meeting was called to order at 7:03 p.m.

1. Chairperson Remarks.

Chairperson J. Goldstein welcomed all attendees to the Meeting

2. Opportunity to Request Vote to Add/Modify Agenda Items

The Chairman called for a Motion

Y. Daniels made a motion to move Agenda Items to the end of the Meeting. S Meyer seconded the Motion and it Passed 4-0-0-1 (L. Eldin absent).

Hudson Highlands Fjord Trail Presentation

J. Goldstein welcomed M.J. Martin, Director of Development & Community Engagement and Amy Kacala, Executive Director with Hudson Highlands Fjord Trail, Inc. ("HHFT"). J. Goldstein thanked

Yaslyn Daniels for her efforts in compiling and organizing Board Members questions to the HHFT.

M.J. Martin acknowledged the presence of Lori Moss, Communications Manager for HHFTA and turned the Presentation over to A. Kacala. A. Kacala took the Board and audience through a presentation that provided information on the HHFT Organization, role of the Planning Board, Master Plan 2020, and ongoing relationship with partners. Key points included:

- **About HHFT, Inc.**
 - 509(a)3 supporting organization of Scenic Hudson, Inc.
 - HHFT is the project sponsor and organization responsible for planning, design, building and operating the HHFT linear park
 - HHFT Design Team
 - HHFT Design Council

- **Role of the Village Comprehensive Plan**
 - Developed with Community input
 - Creates policies to guide Village decisions and action
 - Provide predictable to residents and businesses about
 - Guides investment decisions by the Village
 - Goal of the 2012 Village Comprehension Plan was to take advantage of Hudson River location
 1. Develop Riverwalk
 2. Develop and implement plan for Dockside Park
 3. Encourage Riverfront events

- **Village LWRP (2011)**
 - Maintaining natural space while still making path along the river, and providing benches and restrooms
 - Work with other agencies to prevent erosion of shoreline and seek funding for same
 - Provide non-motorized boat launch
 - Identified priority projects for waterfront
 1. Continuous ADA route along riverfront
 2. Signage and Maps
 3. Designing additional segments when funds availability
 4. Conduct River Loop Options

- **Planning Timelines 2006 through 2020 led by Philipstown Greenway Committee, Philipstown Plus, VCS LWRP, Comprehensive Plan, Master Plan and Updated Master Plan.**

- **History of Community & Stakeholder Input**
 - Visioning and Presentations from 2021 through 2022

- **SEQRA**
 - DGEIS full study of environmental impacts from transportation, Infrastructure, community character, zoning and land use, biological resources, socioeconomics, and scenic resources. Anticipated to be finished by end of year.

- **Village Role In SEQRA**
 - OPRHP is the agency principally responsible for the project and as such is designated Lead Agency
 - Village of Cold Spring, Town of Fishkill, City of Beacon, Town of Philipstown, Dutchess County, and Putnam County are Interested Agencies in the HHFT SEQRA process, having no jurisdiction to fund, approve or directly undertake the project, but may participate in the SEQRA process by commenting on the Draft GEIS in the public review period.

- **Ongoing Community Input - Dockside Park, Little Stony Point, Dutchess Manor, Wayfinding through Village, and Parking/Shuttle Study.**

- **Dockside Park Cooperative Agreement among HHFT, OPRHP and the Village**
 - Agreement in effect through 2027
 - Cancelable at any time by either party
 - If canceled by the Village, new agreements would be legally formalized between HHFT and OPRHP

- **Community Inclusive Design Process, e.g., Little Stony Point, Dutchess Manor, Routes and Wayfinding from Train Station to Dockside**
 - What is the role of Village Planning Board and HDRB?
 - Ideas for methods of community input?
 - Parking and Shuttle Studies
 - I. Village is on Committee
 - II. Stakeholder listening sessions
 - III. Data gathering
 - IV. Public meetings will be held

- **Target Dates**
 - Winter 2022 - Breakneck Connector and Upper Overlook Construction Begins
 - Early 2023 – Breakneck Connector & bridge Construction Dutchess Manor renovation begins
 - Early 2025 - HHFT Breakneck connector & Bridge & Dutchess Manor; Visitor Center completed and open to public and full shuttle service begins
 - Early 2024 – Shoreline Trail construction starts, Little Stony Point, Dockside Park Enhancements Begin

Board Comments

A. Kacala asked the Board what it considers the best way forward in engaging the community to ensure all ideas are included.

Y. Daniels responded that, in the absence of clarity in future planning and how the project gets to site plan, it is difficult to answer how to engage the community. Y. Daniels further commented that the following would help to clarify the process going forward:

- define the specific areas where Planning Board and/or HDRB can provide input;
- define roles and responsibilities;
- set a timeline for such input.

A Kacala noted that wayfinding and treatments of routes are areas where Planning Board and HDRB may be needed.

Y. Daniels that for the Planning Board and the VBOT, the concern is less about design features and more about function, operation and management. Y. Daniels suggested putting together a project plan for the Village that overlays the Master Plan, to better define the project initiatives. A. Kacala agreed that would be a good idea. M.J. Martin commented that overlays could serve as a great discussion point.

M. Francisco commented that there has been some success with charrettes in the past – it is a good way to get people to get together and hear their thoughts, as well as providing documentation of community intent. Using the cooperative agreement between the Village and Dockside Park as an example, M. Francisco commented on the importance of the following for residents:

- Understanding how the agreement affects existing and beloved events, such as movies on the waterfront;
- How residents maintain control over the local experience;
- What happens when the Village is no longer the licensee of Dockside Park and State Parks takes control?

A. Kacala responded that the Village could be brought together for a review of the cooperative agreement terms.

M. Francisco further commented that the it must be recognized that the HHFT solutions to pedestrian traffic and routing may not be the community's solutions. Moreover, the Comprehensive Plan and the LWRP did not anticipate a project such as this.

S. Meyer asked if Dockside Park will be linked to little Stony Point.

A. Kacala responded that the current plan for Phase Two is for Dockside to be start of the

trail, which then continues over the causeway and connects people directly to Little Stony Point. Breakneck Ridge and Bridge Connector will be constructed first. A. Kacala noted that design development has not yet begun on Dockside.

J. Goldstein commented on the enormity of the project and the number of inter-related and semi-dependent moving parts, and questioned what structure would be put in place for the Village to be able to address all of these parties on behalf of the public. J.

Goldstein posed the following questions:

- Are both Phase One and Phase Two of the project being dealt with in the Draft DGEIS?
- Will the public necessarily need to speak to its environmental concerns on all of those issues?

J. Goldstein noted that because the design development has not been started on Dockside yet, the EIS will not address the impact on that phase. Referring to the presentation of the development in Little Stony Point, J. Goldstein further noted that they fail to address use by many visitors, not just the community itself – how will the influx of people coming to these facilities be managed? A. Kacala stated that this project is rooted in managing visitation which was already here. The need for infrastructure and management strategies has increased – the question is do we do nothing or find resources to manage it.

A. Kacala stated they do have enough data at this point to do an EIS. Regarding Dockside although they have not yet done a site plan review, a footprint has been committed to. There will be opportunity for comment upon the issuance of the DGEIS, which may lead to additional studies - the Lead Agency has the power in that process.

J. Goldstein asked if State Parks compel the HHFT to change their design based upon public comment? A. Kacala responded they would have to see how it plays out. M.J. Martin commented that HHFT does want the communities to be served and benefit from by the planned amenities, but it should be remembered that these areas go through State Parks are for the People, all NY State residents. HHFT is implementing visitor management strategies that actually stretch usage. J. Goldstein agreed but noted the Park areas should not be used to the extent they become unusable.

Sean Conway, speaking as Vice Chair of the HDRB, commented on the subject of wayfinding and the role of the HDRB. The HDRB does not review for content or graphics HDRB reviews materials, size and placement, and how it affects existing placement. Directional signs or traffic signs to be installed on public streets or grass lines would not be subject to HDRB review, unless the Board is specifically asked to do so by the VBOT.

In any event, Dockside does not fall within the Historic District.

Village Mayor Kathleen Foley, thanked the Planning Board for its critical and well considered questions, and expressed hope that Parks and HHFT will respond fully and well. K. Foley expressed concern around HHFT expectations of the Village in implementing the project:

- The project is not of the Village's choosing, and far beyond the scope of the Village budget;
- The Village has no capacity to implement anything on its own;
- Impacts, including quality of life, are not a burden the Village should bear.

K. Foley commented that HHFT was asked not only for a pedestrian traffic flow study, but also a vehicular traffic flow study, which is critical to the Village post-COVID. A. Kacala stated that the vehicular study has been completed as part of the EIS. The study will be expanded and updated to make sure it is "right-sized." K. Foley agreed with M. Francisco that the LWRP and the Comprehensive Plan did not anticipate a project of this size.

In terms of wayfinding, K. Foley suggested visual clues be placed in the Village that alert visitors that they are now in a residential community.

L. Bozzi of the VBOT asked if the expanded traffic study will address both the impact of traffic coming to the Village, and traffic coming through Cold Spring to reach other project destinations, both during construction and after completion of Phase One. A. Kacala stated that the study includes a parking study and the possibility of having parking areas located elsewhere and providing shuttles to bring visitors to various points.

J. Goldstein noted that the Village does not have access to traffic consultants, environmental lawyers or consultants, or other resources that can measure the potential impacts of this larger project on the Village. J. Goldstein noted that he is aware of instances where a project applicant has paid for independent consultation for an affected party. A. Kacala responded that State Parks would not fund special studies, but noted that there are many studies being conducted and providing data that determines what needs to be done. She suggested that those studies be shared, as well traffic study and the DGEIS. The Village will then be able to ask questions of these various consultants.

J. Goldstein thanked M.J. Martin and A. Kacala for the informative presentation. Discussion ensued about scheduling the joint meeting with the VBOT in September and noted the attendance of HHFT and State Parks would be beneficial to the discussion.

3. Approval of Minutes – None.

4. Member Reports – None.

5. Correspondence – None.

6. Old Business

11 Main Street, 48.12-1-72, Locally-listed area of the Historic District and Nationally-Listed Historic District. Angela Laikin, Owner. Change-of-Use from commercial to retail.

The Chairman called for a Motion

S. Meyers made a motion to amend the prior 7/28/2022 motion to set a public hearing for August 25, 2022, to include certified mail notice to neighboring properties within a 300 - foot radius. M. Francisco seconded the motion and it passed 4-0-0-1 (L. Eldin absent)

7. New Business

8. Public Comment - None

9. Board Business - None

10. Adjournment

The Chairman called for a MOTION.

M. Francisco made a motion to adjourn the Meeting. S. Meyer seconded the motion and it passed 4-0-0-1 (L. Eldin absent). Meeting adjourned at 8:58 p.m.

Prepared by: Karen Herbert

Jack Goldstein, Chair

Date

Village of Cold Spring Planning Board
Thursday September 8, 2022
Meeting Minutes

The Village of Cold Spring Planning Board held a Meeting via videoconference as per Chapter 1 NYS Laws of 2022 on Thursday September 8, 2022. Members present: Chairperson Jack Goldstein, Sue Meyer, Matt Francisco, Yaslyn Daniels, and Lara Eldin. The Meeting was called to order at 7:06 p.m.

1. Chairperson Remarks.

Chairperson J. Goldstein welcomed all attendees to the Meeting. J. Goldstein reported that he had a meeting with the Mayor, Village Clerk and Board Secretary regarding improvements to systems and communications. Board Chairs will now have e-mails addresses on the Village server.

J, Goldstein further reported that the Planning Board Lara Eldin will be working with him to develop information pages for the Village website to provide guidelines to the public on the Board process, and the relationship among the Board, Village Hall, and the Building Department. A document draft will be circulated amongst all Board members.

2. Opportunity to Request Vote to Add/Modify Agenda Items

The Chairman called for a Motion

S. Meyer made a motion to table approval of outstanding minutes (7/14/2022, 7/28/2022, and 8/25/2022) until the next Meeting. L. Eldin seconded the motion and it passed 4-0-0-1 (Y, Daniels absent).

3. Approval of Minutes

See #2 above.

4. Member Reports

S. Meyer reported that work continues in Dockside Park. A gravel path has been placed leading to the launchpad, and topsoil placed along the shoreline. S. Meyer questioned where toilet facilities will be located who will maintain them? She expressed concern about how the Park will be used and the effect of increased traffic.

J. Goldstein responded responsibility for maintaining Dockside Park will shift to Village pursuant to Licensing/User Agreement.

5. **Correspondence** – None.

6. **New Business** – None.

7. **Old Business**

40 Main Street, 48.12-1-72, Locally-designated area of the Historic District. Janko Rasic Architects, Applicant; Owner 40 Main Street CS LLC by James Gary. Revision of previously approved site plan.

By way of introduction, J. Goldstein noted the Board had approved change-of-use to 40 Main Street to retail and office in May of 2022.

J. Gary stated that the previously site plan consisted of commercial (office) with two (2) retail spaces flanking the garage door. Proposed revision is still a mixed-use but reduces the square footage of the commercial office space and expands retail spaces A & B moving them back fifteen (15) feet and further expanding center area of Retail B use.

Board Comment

M. Francisco asked if the application was for site plan amendment or change-of-use? J. Goldstein replied application was for site plan amendment.

M. Francisco asked about effect of the amendment on the existing Parking Agreement. J. Gary responded the amendment did not affect the Parking Agreement – reduction of the of commercial office space would result in a net reduction, no additional parking needed. The net negative is to the Owner who is paying extra for less spaces needed. J. Gary stated further discussion can take place at the time of annual review of the Parking Agreement. J. Gary agreed that was probable. J. Goldstein noted that the VBOT committed to inclusion of the Planning Board at annual reviews.

Discussion ensued regarding to ingress and egress of the building. J. Goldstein noted that the original site plan provided for entrance to office space through central corridor, which will now be blocked by expanded retail space. The entrance to Retail B will be from the door at the front of 40 Main St.

M. Francisco asked if the proposed doors were accessible by alleyways. Using site plan, J. Gary pointed out the following:

- entrance/exit to office space, with access to a one hundred and ten foot (110) square foot landing leading to alleyway facing Depot Square; J. Gary noted that he currently owns three (3) parcels abutting 40 Main Street, and the 40 Main St Deed includes a right of way to lot;
- entrance/exit to office space in alleyway facing Bijou and leading out to Main Street.

M. Francisco noted ingress and egress will be Code Enforcement issue. Gary clarified that the “bump outs” on the site plan are just dimension lines, not structures. J. Gary noted that the door that is in the deed for 40 Main has right of access to 48.12.-2-3.

J. Goldstein noted that the site plan amendment appears to be a TYPE II action under SEQRA, and no Putnam County Department of Planning approval required.

The Chairman called for a MOTION

L. Eldin made a motion for a public hearing on September 22, 2022 with the agreed upon notification area. M. Francisco seconded the motion and it passed 5-0-0-0.

(L. Eldin lost connection temporarily at approximately 7:43 p.m.)

J. Gary raised the issue of a potential change-of-use on the expanded Retail B (CS Apothecary) that includes a three-station partitioned salon area and treatment rooms, to be installed and used by a sub-tenant of CS Apothecary.

M. Francisco recalled a similar situation with Apothecary CS at 75 Main Street location where a coffee station was installed. M. Francisco noted an updated referral for change-of-use from retail to retail/personal services under Village Code §134-9.C would be needed from the CEO, as well as a new parking table and purchase of new parking waivers.

(L. Eldin re-connected at approximately 8:03).

HHFT

Discussion ensued about preparations for joint VBOT and Planning Board Meeting scheduled for September 28, 2022. J. Goldstein and Y. Daniels to meet on September 13, 2022 with the Mayor and Village Attorney to discuss logistics, restrictions, and goals of the meeting, and clarify roles and responsibilities. J. Goldstein will communicate with the Board after that meeting. Y. Daniels commented the focus should be on solutions as opposed to complaints. M. Francisco asked for clarification of the LWRP status. M. Francisco noted that it is the responsibility to get the majority opinion on the project. Board Members continued to identify concerns regarding traffic control and visitor management.

(S. Meyer lost connection at approximately 8:23 p.m., returning at 8:30 p.m.)

8. Public Comment - None**9. Adjournment**

The Chairman called for a MOTION.

Y. Daniels made a motion to adjourn the Meeting. M. Francisco seconded the motion and it passed 5-0-0-0. Meeting adjourned at 8:30 p.m.

Prepared by: Karen Herbert

Jack Goldstein, Chair

Date

Gretchen Dykstra
8 Garden Street
Cold Spring, NY 10516
Gdykstra200@gmail.com

Board of Trustees
Planning Board
Village of Cold Spring

September 28, 2022

Re: Fjord Trail

Dear Friends:

Thank you for holding the joint meeting about the fjord trail last evening. I have been following it, but nowhere near as closely as you all have, but I find myself equally shocked by the absence of information or respect for a true collaborative process. As a highly effective good government advocate once told me, "They'll trust the outcome if they trust the process." Uh-oh.

I, however, want to focus on money: Money promised, money spent and money to be spent. There are rumors, which I believe need to be substantiated or debunked:

- 1) Chris Davis initiated this project with a promise of \$150 million. For what? To whom? With any more to come? How much has already been spent?
- 2) Assemblywoman Galef secured \$1 million for a new sidewalk along Fair Street, which was never expended.
- 3) \$20 million was allocated in last year's NYS capital budget for the fjord trail, but with no details for what and to whom.
- 4) 512 paid parking places will be added, which are far too many, but are the only apparent source of revenue for a massive project that so far has no *estimated* operating budget.
- 5) Money has been donated through PACs to key elected officials.
- 6) Vague promises of building an endowment have been made. Barry Diller, by the way, did not cut the ribbon on "his" Little Island in the Hudson River until he had pledged \$160 million for an endowment. Why can't the same be demanded of Chris Davis thereby dramatically reducing the number of parking spaces—unlike most rural tourist attractions we have a train!
- 7) And then, finally, the fiscal and governance structure is suspect. With funds passing through Scenic Hudson it is close to impossible for the public to answer the questions above.

Good luck and regards,

Cc; Amy Kacala
Chip Rowe

AN OPEN LETTER REGARDING THE PROPOSAL TO BEGIN THE PLANNED FJORD TRAIL AT DOCKSIDE PARK IN COLD SPRING, NEW YORK

Michael D. Reisman
30 Rock Street
Cold Spring, NY 10516

September 27, 2022

I write as a resident of the Village of Cold Spring for almost 20 years. The views expressed in this letter are informed by my hundreds of volunteer hours in service to the Village as an appointed member of the Comprehensive Plan/Local Waterfront Revitalization Plan Special Board (from 2009 through 2014) and the Code Update Committee (from 2018 through 2020). In particular, I helped organize many public meetings that led to drafting and adoption of the Village Comprehensive Plan. These views are also informed by many, many visits to Dockside Park in Cold Spring.

I have serious concerns about the anticipated Fjord Trail, in particular the recent proposal by Hudson Highlands Fjord Trail Inc. (“HHFT”) to begin the trail with a boardwalk along the river connecting to Dockside (the “Dockside Entrance”). My concerns are both substantive and procedural:

1. Without disclosing to the public any specific plans for the Dockside Entrance, HHFT is treating the project as a fait accompli.

Dockside is a stunningly beautiful park that a diverse range of Village residents and visitors have enjoyed for many years. It already offers rare “toe in the water” public access to the Hudson River. That said, it is an extremely narrow, environmentally precarious piece of land that is subject to overcrowding (as during the first year of the pandemic) and massive flooding and erosion (it was completely submerged in 2011 and 2012). It remains to be seen whether the recently completed \$1.85 million taxpayer-funded shoreline stabilization project will protect the site from further erosion. Yet HHFT proposes to turn Dockside into an extension of its proposed linear park, with bicycle use. This could render the site dangerous and unusable. If built, the Dockside Entrance would undoubtedly become a tourist attraction to which people would seek to drive. There is a limited amount of on-street parking in the vicinity, and the traffic could become unbearable for all.

In May 2022, HHFT presented to the Village of Cold Spring Board of Trustees a slide deck that lacked any meaningful specifics about the Dockside Entrance. Tellingly, the 2015 Fjord Trail Draft Master Plan does not mention the Dockside Entrance at all. (For some reason, HHFT’s website does not contain the 2015 document or its 2020 update, but the 2015 version is available at <https://parks.ny.gov/inside-our-agency/master-plans.aspx>. During the May 2022 meeting, HHFT staff referred to a “feasibility study,” which apparently did not address the Dockside Entrance; that study also is not on HHFT’s website. Troublingly, HHFT staff suggested that the Dockside Entrance was being proposed due to complaints about visitors walking along Fair

Street in Cold Spring. What about concerns of other residents of the Village regarding the Dockside Entrance? Is there another reason why HHFT has changed its plans for the entrance to its signature project? These questions demand answers. Relatedly, HHFT should commit to making available *all* planning documents on its website.

HHFT has also failed to provide specifics on critical issues such as safety, environmental impacts, traffic impacts, or costs to the Village from the Dockside Entrance. Missing as well are any specifics regarding how the Fjord Project complies with the Coastal Zone Management Act (which gave rise to the Local Waterfront Stabilization Strategy that was presented to the Village Trustees in 2011) or N.Y. Scenic Area of Statewide Significance (“SASS”) regulations (19 NYCRR Part 602, Policy 24), which are referenced in the Comprehensive Plan and were the subject of proposed amendments to the Village Code last year. These questions demand answers.

Although HHFT’s May 2022 slides stated that “Route Alternatives Analysis” was to be “Included in Environmental Review,” no details about such analysis were provided. In fact, HHFT stated that it asked contractors on the Dockside shoreline stabilization project to move dirt so as not to block the anticipated Fjord Trail. This action was premature. The slides vaguely refer to “the idea that a shuttle should help move people throughout the system,” without acknowledging that a trolley has existed in Cold Spring for many years, with sparse ridership. Why should we believe that a new shuttle would work now? And what would be the impact of a frequent shuttle from the Cold Spring Train Station parking lot to the Dockside Entrance, or elsewhere? These questions demand answers.

Despite the fact that no studies of the potential impacts of the Dockside Project on the Village of Cold Spring have been made public, the FAQ on HHFT’s website boldly asserts that the Fjord Trail will limit “strains” on Cold Spring because it “will create clear wayfinding at both the Cold Spring train station and at Dockside Park” and such “amenities will improve quality of life in Cold Spring in ways that would be financially challenging for the Village to implement on its own.” This statement, which dubiously suggests that signage might solve all problems, completely fails to address the question presented, which is how will the project limit strains on the Village.

It is unacceptable for any developer – much less a tax-exempt one – to promote a massive land use project without providing essential details and for which no approvals have been secured. This is marketing, not planning. Much greater transparency on the part of HHFT is required.

2. HHFT has appointed itself to manage the “problem” of visitation to Cold Spring, which it admits will increase with the Fjord Trail.

In the September 16, 2022 issue of the Highlands Current, HHFT Executive Director Amy Kacala admitted that “[w]e can’t say that this isn’t going to draw more people,” but “to do nothing doesn’t seem like a reasonable answer.” Aside from wrongly suggesting that the approach of Cold Spring residents and officials is to “do nothing,” Ms. Kacala implied that only HHFT has the answer. She stated, “I haven’t heard an alternate scenario for how visitation will be managed without the Fjord Trail.” HHFT, a private organization, is essentially saying that only it – not local governments, which are elected by and are accountable to residents – has the

solution to a “problem” that *it* will exacerbate. This is dubious logic. The “problem” of too many cars has been managed to some extent, including with parking meters and ferries. That said, there is certainly room for improvement. But it defies common sense to conclude that the solution requires a multimillion-dollar “fix” that would change the face of the Village and the coastal environment forever, and potentially make things worse. Establishing the entrance to a linear park in the middle of the Village of Cold Spring is not the answer to overcrowding, but an invitation for more people to drive more cars into the Village and look for places to park. There are many alternatives, such as ending the Fjord trail at Little Stony Point, which has both easy pedestrian access to the center of Cold Spring and parking, which was recently improved at taxpayer expense.

In the September 16 Highlands Current, Ms. Kacala asserted that the Fjord Trail “fits into Cold Spring’s comprehensive plan and will help solve issues that the village and the state parks department don’t have the resources to deal with, such as trash collection, restrooms and swimming at Little Stony Point.” She added that “This project is implementing the vision the community had for itself.” What is the basis for these statements? Does HHFT get the final word on whether its project is consistent with the Village’s Comprehensive Plan, which has the force of law? (*See* N.Y. Village Law § 7-722.) These questions demand answers.

3. HHFT should clarify decision-making, governance and administration for the Fjord Trail.

HHFT’s statements to date suggest that the Village of Cold Spring does not have a formal role in decision-making regarding the Fjord Trail. This is troubling. In fact, HHFT’s May 2021 Form 990 filed with the IRS states that HHFT’s mission is “[t]o develop and operate an accessible linear park, in cooperation with the State of New York, located between Cold Spring, NY and Beacon, NY, currently known as the Fjord Trail.” Is HHFT an agent of the State on this project? Is it a contractor? To whom is it accountable? What, if any, governmental entities and/or agencies have the ability formally to approve or disapprove aspects of the Fjord Trail? Does Cold Spring get a vote? (*See* N.Y. Village Law § 7-722.) What will be the governance structure for the Fjord Trail? What is the “entity responsible to manage and maintain” restrooms and garbage bins along the trail, as described in the May 2022 slides? These questions demand answers.

4. HHFT should be transparent about funding for the Fjord Trail.

A recent article in the Poughkeepsie Journal reported a statement from HHFT and its related organization Scenic Hudson that the project will be funded by \$20 million from the State of New York, \$14 million from the New York City Department of Environmental Protection, and \$36 million in private charitable contributions. As no budget information is available for the Fjord Trail, it is impossible to know whether \$70 million is too much or too little. (Given the tremendous need to address the pandemic, the opioid epidemic, and the mental health crisis in the Hudson Valley, query whether spending \$70 million on a linear park is warranted.) And how

much of that \$70 million is guaranteed? Presumably any public funding is subject to the annual budget approval process. If any of the funding – public or private – is not available in the future (due to recession or other reasons), what happens? Who makes sure the money is spent properly? Who watches for waste, fraud, and abuse? Who foots the bill for ongoing maintenance and supervision, which will undoubtedly be substantial? These questions demand answers.

5. HHFT has unfairly portrayed those who question or criticize the Fjord Trail

In the September 16 Current article, Ms. Kacala implied that critics of the Fjord Trail seek to “shut the door and say, ‘It’s ours.’” This is incorrect and offensive. Those who have doubts about the trail – people like myself who love and have served their communities voluntarily, at their personal expense – are asking important questions, many of which should already have been answered. I do not want to “shut the door” to visitors. Ironically, it seems that some proponents of the Fjord Trail wish to “shut the door” to further comments and questions, as if to say, “it’s already been planned.” It has not. Ms. Kacala also stated that the development of the trail is “a matter of equity,” suggesting that to disagree with HHFT is to promote inequity. This is also offensive. During the almost two decades I’ve lived in Cold Spring, the Village has become more open to people of different races, religions, ages, orientations, abilities, and backgrounds. Yes, it has a way to go, perhaps a long way. But since well before the arrival of HHFT or the shoreline stabilization “improvements,” Dockside was a public place that a diverse range of people enjoyed, where they have been able to come into physical contact with the majesty of the Hudson River and the natural environment. I hope that the Fjord Trail does not disturb this fragile beauty.

Respectfully,

Michael D. Reisman

Karen Herbert

From: Jack Goldstein <chair.cspb@gmail.com>
Sent: Tuesday, October 11, 2022 3:41 PM
To: Yaslyn Daniels; Matt Francisco; Sue Meyer; Lara shihab-eldin; John Furst
Cc: Karen Herbert
Subject: Fwd: VCS Advocay

Hi,

Here's the email from **Derek Graham**. I haven't met with him. Best, Jack

----- Forwarded message -----

From: **Jack Goldstein** <jlgconsultants@gmail.com>
Date: Sun, Sep 25, 2022 at 12:28 PM
Subject: Re: VCS Advocay
To: RepOne Consulting <rep1consulting@gmail.com>, <chair.cspb@gmail.com>, <kherbert@coldspringny.gov>

Dear Derek,

I appreciate your contacting me. I'd be happy to sit down over a cup of coffee to discuss your concerns. At the moment I'm preparing for the joint Trustees and Planning Board session on Wednesday evening, but I'm happy to arrange a time after that.

Thanks for your interest.

Best,

Jack

PS. I copied my Planing Board email address for future use. I know that my fellow Board Members would like to be looped in.

On Sat, Sep 24, 2022 at 12:14 PM RepOne Consulting <rep1consulting@gmail.com> wrote:

Hi Jack, Nat P. shared your contact info with me. I am a veteran building professional living on West Street. I advocate for safety and quality of life issues on the west side of the tracks.

I have spoken at length with Nat - a good sounding board and a fine chap - about my various concerns, and he mentioned that some of our concerns might converge.

I spoke at a meeting at Phillipstown Hall, where you also spoke - voicing concerns about the developers keeping VCS out of the loop.

Toward that end I wanted to share my concerns with you - especially regarding the Fjord Trail, which I first opined against in 2016, and continue to oppose for practical and hypothetical reasons.

I would be pleased to discuss some finer points of these issues at your convenience. My contact info, below.

I also opined to the Board and Highlands reader comments below, this April:

To the Editor

The recent public meeting re the Fjord Trail (Highline-on-Hudson) at the Philipstown Village Hall raises serious practical concerns about the Fjord Trail project, and the fabric of the Cold Spring Community. There is a striking lack of due-diligence and transparency in the project that is only exceeded by its insidiousness. Typically, feasibility studies are concluded before a plan is pitched. This plan has done no such study/

While the presenter's flashy presentation eye-candy of sylvan riverside trails sparked the imagination, the unreadable tiny type of the slides denoted rank amateurism, as does the scarcity of information about the project on the Fjord website: "Under Construction."

The major missteps and ill conceptions are as follows:

The project lacks proper pro forma environmental and traffic studies that would have otherwise quickly derailed this fantasy. Traffic already inundates Cold Spring from Spring through Fall, to the extent that streets and sidewalks are snarled and impassable for entire weekends. The notion of drawing more traffic and redirecting it to the lower village is untenable, as the area already lacks parking and sidewalks.

The addition of 400 parking spots and creation of several parking lots, alarms locals and first responders who depend on these single-lane Revolutionary War Era carriage roads for reasonable conveyance. The promise of additional armies of tourists and hikers will be resented by all residents, excepting shopkeepers who may benefit: but who else does? No one.

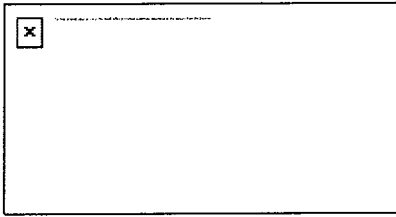
The Fjord team never consulted with the Village regarding its expansion of the plan to include a river walkway thru Dockside to Little Stony Point. The function of the walkway is to divert foot traffic away from hikers heading north on Fair Street. This part of the project seems most ill-conceived and superfluous, and offers no benefit to the community other than to saddle out emergency responders with more amenities to monitor and service. The impact of impounding the shoreline for this walkway has an environmental effect that has not been considered. There simply aren't enough parking spots in the lower village, nor is there proper access, with only one sidewalk leading to the park - this sidewalk belongs to the ice-cream line.

Cold Spring is already in danger of losing its provincial charm to throngs of well-heeled tourists and transient hikers who have made the Village one of the most crowded destinations on the East coast. There's nothing quaint about the scow that deposits its bounty of 800 tourists on its 'scow' line on our Dockside doorstep, nor is the inability to walk on the sidewalk charming. The incessant noise at dockside makes it a poor choice for a place for anyone to relax. What quality of life impacts were considered by the Fjord team? Only that it would enhance. The only enhancement I feel is anxiety.

Understand that adding an unnecessary and unwanted amenity that could exacerbate our already severely strained resources will change the fabric of the community forever. Before the Fjord megaproject loomed, weren't we all discussing ideas for how to decompress the onslaught, not exacerbate it? I am confident the new Foley administration and other local governments will not endorse the plan, and seek to abolish it. As a resident, attend the meetings as I did, and don't be afraid to voice your concerns, regardless of what the Philipstown Town official says.

Best

Derek Graham



[Type here]

VILLAGE OF COLD SPRING
PLANNING BOARD

PLEASE TAKE NOTICE that the Planning Board of the Village of Cold Spring will hold a public hearing on Thursday, October 13, 2022 at 7:00 p.m., at Village Hall, 85 Main Street, Cold Spring, NY 10516, or as soon thereafter as the matter may be heard on said date.

Members of the public are invited to attend the meeting in-person at Village Hall (85 Main Street) or via Videoconference. To join the Zoom Meeting:

<https://us06web.zoom.us/j/82854849639?pwd=NTBvc2JrcGpkNnhDaTN6Vzl5cytaZz09>

Meeting ID: 828 5484 9639

Passcode: 559249

The telephone conference can be accessed by dialing 646- 876 9923 US (New York).

The Planning Board will consider the application by 40 Main Street CS LLC for a revision to a previously approved site plan under Section 134-9.B and 134-27.A of the Village Code. The applicant is proposing Change-of-Use from the approved Retail/Office space, to add a small space for Personal Services to operate a salon within the previously approved Retail space, which Personal Service use is permitted as per §134-9.C (3) of the Village Code. The subject property is located at 40 Main Street, Cold Spring, New York and designated as Tax Map Section 48.12-2-4, and is located within the General Business Zoning District (B-1) as well as the Village's Locally-Designated Historic District.

Application materials are available to view on the Village website:

<https://www.coldspringny.gov/planningboard/pages/public-hearings>. Hard copies of the application materials are available for review in Village Hall, 85 Main Street, Cold Spring, NY 10516 by appointment only. Please call the Village Clerk at 845-265-3611 to make an appointment.

Written comment on the application can be delivered to Village Hall, or emailed to the Village Clerk, vcsclerk@coldspringny.gov

The Planning Board will consider all verbal and/or written statements from all person interested in the proposed application in the various manners described above. The Planning Board will also consider such further relief as it finds necessary.

Dated: September 22, 2022

BY ORDER OF THE PLANNING BOARD OF
THE VILLAGE OF COLD SPRING
CHAIRMAN JACK GOLDSTEIN

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Sent to **Blanche Colvino**
 Street and Apt. No., or PO Box No. **PO Box 560**
 City, State, ZIP+4® **Cald Springs NY 10516**

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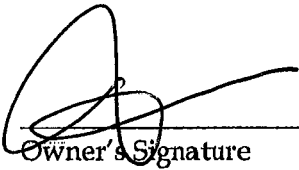
OWNER'S ENDORSEMENT

STATE OF New York)
)SS:
COUNTY OF Putnam)

Jamil James Gary, being duly sworn, deposes and says that (s)he resides at
231 S. Highland Rd., Garrison, in the County of Putnam and
(Owner's Address)

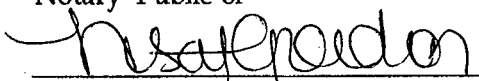
State of New York and that (s)he is (the owner in fee) or
Partner of the 40 Main CS, LLC Corporation which
(Official Title)

is the owner in fee of the premises described in the foregoing application and that (s)he has
authorized Stacey Dugliss-Wesselman to make the foregoing application as described herein
and that (s)he agrees to be bound by all statements, conditions and representations contained
therein as if (s)he had so petitioned.



Owner's Signature

Sworn to before me this 29
day of September, 2022.

Notary Public of


LISA J GORDON
NOTARY PUBLIC, STATE OF NEW YORK
Registration No. 01GO6146706
Qualified in Dutchess County
My Commission Expires May 22, 2026

LEGAL NOTICE

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Members of the public are invited to attend the meeting in-person at Village Hall (85 Main Street) or via Video conference. To join the Zoom Meeting:

https://us06web.zoom.us/j/82854849639?pwd=NTBvc2JrcGpkNnhDaTN6VzIuScytZz09 Meeting ID: 828 5484 9639 Passcode: 559249

The telephone conference can be accessed by dialing 646-876-9923 US (New York).

The Planning Board will consider the application by 40 Main Street CS LLC for a revision to a previously approved site plan under Section 134-9.B and 134-27.A of the Village Code. The applicant is proposing Change-of-Use from the approved Retail/Office space, to add a small space for Personal Services to operate a salon within the previously approved Retail space, which Personal Service use is permitted as per §134-9.C (3) of the Village Code. The subject property is located at 40 Main Street, Cold Spring, New York and designated as Tax Map Section 48.12-2-4, and is located within the General Business Zoning District (B-1) as well as the Village's Locally-Designated Historic District.

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The Planning Board will consider all verbal and/or written statements from all person interested in the proposed application in the various manners described above. The Planning Board will also consider such further relief as it finds necessary.

Dated: September 22, 2022
BY ORDER OF THE
PLANNING BOARD OF
THE VILLAGE OF COLD
SPRING
CHAIRMAN JACK GOLD-
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SIDE-BY-SIDE COMPARISON

[Approved]

Architectural floor plan for the approved site. The plan shows a building layout with an 'ALLEY' on the left and 'MAIN STREET' at the bottom. It includes various rooms, corridors, and utility areas. A north arrow is present in the top right corner.

NO.	REVISION	DATE
1	ISSUED FOR PERMITTING	05/05/2022

REVISIONS

DATE: 05/05/2022
 DRAWN BY: J. R. JANKO
 CHECKED BY: J. R. JANKO
 PROJECT NO.: 2022-001

JR JANKO ARCHITECTS
 1000 W. 10TH AVE. SUITE 100
 DENVER, CO 80202
 (303) 733-1111

[Proposed]

Architectural floor plan for the proposed site. The plan shows a building layout with an 'ALLEY' on the left and 'MAIN STREET' at the bottom. It includes various rooms, corridors, and utility areas. A north arrow is present in the top right corner.

NO.	REVISION	DATE
1	ISSUED FOR PERMITTING	05/05/2022

REVISIONS

DATE: 05/05/2022
 DRAWN BY: J. R. JANKO
 CHECKED BY: J. R. JANKO
 PROJECT NO.: 2022-001

JR JANKO ARCHITECTS
 1000 W. 10TH AVE. SUITE 100
 DENVER, CO 80202
 (303) 733-1111

Approved site plan as per the Planning Board Resolution 03-2022 issued on May 5, 2022.

Modification to previously approved site plan as per the Planning Board Resolution 03-2022 issued on May 5, 2022. There will still be 2 retail spaces and one office space as previously approved. What is being proposed is to expand the amount of space that is allocated to retail as opposed to office (more space for retail, less for commercial). Specifically, the whole front will be retail with one space in what was previously retail A and the other in Retail B plus in the center space (where the garage door is). So, same number of retail and commercial spaces, just a different allocation of the percentage of space between the three.



VILLAGE OF COLD SPRING

85 MAIN STREET
COLD SPRING, NEW YORK 10516
PHONE (845) 265-3611 FAX (845) 265-1002

REVISED REFERRAL TO THE PLANNING BOARD

REFERENCE NUMBER: 2022-08-004

REFERRAL DATE: September 14, 2022

OWNER: 40 Main Street CS LLC

ADDRESS: PO Box 560, Garrison NY 10524

PHONE # 917-588-4850

TAX MAP # 48.12-2-4

APPLICANT: Janko Rasic Architects

ADDRESS: 109 E. 37th Street, New York, NY 10016

PHONE # 212-685-9500

LOCATION OF PROPERTY: 40 Main Street

PROJECT DESCRIPTION: Modifications to previously approved Site Plan under §134-9 of the Village Code to (1) decrease Office space and increase Retail space; AND (2) Change of Permitted Use from Retail/Office to Retail/Office/Personal Services, as §134-9 C. Per §134-9 of the Village Code, site plan approval is required from the Planning Board.

NOTICE: Site Plan approval from the Planning Board is not a Building Permit. A Permit from the Building Inspector **must be issued** before commencing any work.

Greg Wunner, Code Enforcement Officer