

**TOWN OF NORTH CASTLE  
WORK SESSION  
TOWN BOARD & PLANNING BOARD  
15 BEDFORD ROAD – COURT ROOM  
5:30 P.M.  
April 7, 2014**

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Town Board Members Present: Michael Schiliro, Supervisor  
Steve D'Angelo  
Barbara Digiacinto  
Jose Berra

Town Board Member Absent: Barry Reider

Planning Board Members Present: Art Adelman, Chairman  
John Delano  
Steve Sauro  
Christopher Carthy

Planning Board Member Absent: Guy Mezzancello

Also Present: Adam R. Kaufman, AICP  
Director of Planning  
  
Joseph Cermele, PE  
Consulting Town Engineer  
Kellard Sessions PC  
  
Roland Baroni, Esq. Town Counsel  
Stephens, Baroni, Reilly & Lewis, LLP  
  
Valerie B. Desimone  
Planning Board Secretary  
Recording Secretary  
  
Conservation Board Representative:  
John Fava

The meeting was called to order at 5:35 p.m.

**DISCUSSION:**

**11 NEW KING STREET PARKING**

**Site Plan**

**Section 119.03/ Block 1, Lot 1**

**Status Update**

Present for the applicant was Bill Null, Esq. Cuddy & Feder LLP, Nanette Bourne, AKRF, Principals Jeff Brown and Kim Frank.

The original application was for a 1,450 space structured parking facility located within the IND-AA district. Mr. Null stated that the new proposal is just under 1400 spaces. An Automated parking system is proposed. A van will take the patrons from the facility to the airport. The applicant is currently working on the FEIS (Final Environmental Impact Statement) and hopes to submit that within the next month or so. A drainage easement has been worked on and a draft was submitted to Mr. Baroni for his review.

Mrs. Bourne stated that extensive work has been done to clarify and verify the water courses on site and underground. She has confirmed her work with the Army Corps of Engineers. Due to the wetlands and water courses on site, the building has been pulled in to avoid the wetlands and water courses. A NYCDEP wetland permit will be needed in order to make the driveway entrance wide enough for two cars. This is an unconventional structure and will be 59 feet high, a more functional wetland is also proposed on site.

Mr. Brown commissioned many tests to determine the amount of parking spaces to propose on site. The tests have shown a true demand for the amount of parking spaces proposed, this building is for the storage of cars, not for people. The entry and exit of cars will be entered into the system so they know when to make your car available for pick up. They have reviewed many different areas of the proposed parking structure to make sure that it is safe, well lit.

Mr. Null stated that when people use a service or a friend to drop them off at the airport, that entails four trips, two towards the airport and two away from the airport. This garage will reduce that from four trips to two trips.

Mr. Brown noted that reports have shown that 50% of the people use their car to go to the airport and park there. In Westchester County only 25% of the people park on site. JFK airport has used something similar for the past 6 years and they have learned a lot from that use.

A video of how the system would work was shown at this time, the following website was shown at the end of the video [aptparking.com](http://aptparking.com). It was noted that there will be no attendant moving the cars, no dings on your car when parked. It was also noted that the parking would be more affordable for longer trips.

In response to Mr. Carthy's comments, Mr. Null stated that Westchester County can't build anything competitive next to the existing parking garage. There will be no burden on the schools, this will decrease traffic. The applicant has not looked into specific locations regarding signage at this point to the garage.

Mr. Adelman noted that the airport is flight limited; there will be no more additional flights as a result of this parking garage.

Mrs. DiGiacinto inquired how the height of this structure compares to the existing buildings in the area. Mr. Null stated that they built it to be the same height as the parking structure at MBIA which is setback off of the road.

Mr. Kaufman noted that the biggest visual impact will be from Route 120.

Mr. Brown noted that no one wants to see the garage, but everyone wants to use it.

In response to Mr. Berra's comment, Mr. Null stated the structure would be approximately 200 feet from the road.

Mr. Brown inquired how hard would it be to change the amount of passengers that could fly out/in. Mr. Adelman noted that 244 passengers per ½ hour can fly out, the FAA and Westchester County would be the ones to change it.

In response to Mrs. DiGiacinto's comments, Mr. Null stated that his client is open to the exterior appearance of the building. Mr. Brown stated it would take 12 -14 months to build.

In response to Mr. Reider's comments, Mr. Brown stated that the cost to build these parking spaces vs. traditional parking spaces is about the same, approximately \$25,000 per space. Light systems will turn on as needed; they are debating if solar panels will be installed on the roof. Generators are proposed in case of a power outage. If there is a glitch on site, it can be fixed electronically from home; the person does not have to be on site.

In response to Mr. Reider's comment about an indirect effect on ticket prices, Mr. Null stated that no analysis can be done regarding the indirect effect the parking structure will have on ticket prices.

In response to Mrs. DiGiacinto's comment regarding next steps for the applicant, Mr. Null stated that the applicant will submit the FEIS within the next month and he noted a lot of work has been done on this project than what normally would be done between the DEIS and the FEIS. The Zoning Text amendment has to be approved by the Town Board, if approved the applicant will go to the Planning Board for a SUP/Site Plan. If the Town Board does not approve the zoning text amendment, the application stops and will not return to the Planning Board.

Ms. Bourne reminded both boards that stormwater today runs off directly into the Reservoir and the applicant is proposing to significantly reduce the amount of runoff from this site and the abutting sites. The water will travel through three basins before being discharged into the reservoir.

In response to Mrs. DiGiacinto's comment, Mr. Null stated the building was built in the 1950's.

Meeting adjourned at 6:40 p.m.