

**TOWN OF EAST FISHKILL
PLANNING BOARD MEETING
MAY 19, 2026**

Chairperson John Eickman called the meeting to order at 6:00 PM.

Members present:

John Giovagnoli, John Eickman, Richard Campbell, Ed Miyoshi; Sarah Bledsoe; Sinead McLoughlin, Attorney; Scott Bryant, Engineer; Michelle Robbins, Planner; Rich Rennia, Engineer; Danielle Angyal, Assistant Planner; Dave Palin, Fire Advisory Board; Staff: Jackie Keenan, Clerk.

The meeting began with the Pledge of Allegiance.

CHAIRPERSON COMMENTS

Chairperson Eickman stated that the upcoming meetings are Tuesday, June 16, 2026, and Tuesday, July 21, 2026.

APPROVAL OF MINUTES:

April 21, 2026

MOTION made by Richard Campbell, seconded by Ed Miyoshi, to accept the minutes of the April 21, 2026, meeting. Voted and carried unanimously.

DECISION:

2025-099 – Ridges at Stormville Mountain Subdivision, 20 Stormville Mountain Road (6656-00-536587)

Applicant is applying for a 10 lot subdivision on 41.19 acres in a R2 zone.

Amy Patine was present.

Ms. Patine stated that they were here last month and since then they have received the latest comments. It seems like they have satisfied the issue with the sight distance and there are a few minor SWPPP comments. They are here tonight for the Negative Declaration and the preliminary.

Chairperson Eickman asked if there were any questions or comments from Board members. There were none.

Chairperson Eickman asked if there were any questions or comments from the Town Professional. There were none.

Chairperson Eickman stated there was a Conditional Negative Declaration.

The name of the action is The Ridges at Stormville Mountain Road. The proposed action would result in the transfer of 14.51 acres of an existing, undeveloped, 41.183-acre parcel (parent parcel) to two existing lots through lot line realignments and subdivide the remaining 26.673 acres into 10 new lots with driveways on Stormville Mountain Road. Through the lot line realignments 3.12 acres of the parent lot transfers to 15 Vanbrook Drive (Lot 11) and 11.39 acres of the parent lot transfers to 24 Vanbrook Drive (Lot 12). The proposed subdivision of the remaining 26.673 acres into 10 new lots requires substantial clearing and grading work along Stormville Mountain Road to obtain the required sight distance for all the proposed lots except Lots 2 and 10.

To avoid the potential for significant adverse impacts related to traffic and pedestrian impacts due to sight distance the subdivision will be phased and filed in two sections. This is an unlisted SEQRA action. The following documentation was analyzed in making this negative declaration:

1. A Long Form EAF
2. Supplemental Part III Information
3. Site Plan

The proposed action would not be expected to result in any significant adverse impacts.

The applicant agrees to a phased subdivision filed in two sections to ensure the implementation of mitigation relating to traffic and pedestrian operations, which would avoid the potential for any significant adverse impacts.

This Conditional Negative Declaration has been prepared in accordance with Article 8 of the Environmental Conservations Law 6NYCRR part 617.

MOTION made by Ed Miyoshi, seconded by John Giovagnoli, to approve this Negative Declaration. Voted and carried unanimously.

RESOLUTION OF SUBDIVISION APPROVAL

NAME OF SUBDIVISION PLAN: The Ridges at Stormville Mountain Road
NAME OF APPLICANT: Roya Development, LLC
LOCATION: Stormville Road
GRID NO: 132800-6656-00-536587-0000 (20 Stormville Mountain Road)
132800-6656-00-536517-0000 (24 Vanbrook Drive)
132800-6656-00-504555-0000 (15 Vanbrook Drive)

Resolution Offered by Planning Board Member: John Eickman

WHEREAS, on April 30, 2025 the applicant submitted an application to transfer 14.51 acres of an existing 41.183-acre lot (parent lot at 20 Stormville Mountain Road) to two existing lots through lot line realignments and subdivide the remaining 26.673 acres into 10 new lots; and

WHEREAS, through the lot line realignments 3.12 acres of the parent lot transfers to 15 Vanbrook Drive (Lot 11) and 11.39 acres of the parent lot transfers to 24 Vanbrook Drive (Lot 12); and

WHEREAS, the proposed subdivision of the remaining 26.673 acres into 10 new lots requires substantial clearing and grading work along Stormville Mountain Road to obtain the required sight distance for all the proposed lots except Lots 2 and 10 and to avoid significant adverse impacts to traffic and pedestrians; and

WHEREAS, as mitigation for the potential traffic and pedestrian impacts the applicant is requesting a phased subdivision approval of the parent lot into two sections; and

WHEREAS, the filed map for Section 1 contains the proposed lot line realignments and transfer of acreage from the parent lot to 15 and 24 Vanbrook Drive (described above) and the creation of Lots 2, 10 and A (remaining lands to be subdivided in Section 2 into future lots 1, 3 to 9) along with required clearing and grading to achieve the necessary sight distance; and

WHEREAS, the approved maps will be filed in two sections. Section number one will consist of Lots 2 and 10 and the third lot will contain the area of the balance (remaining lands) of the parcels (future 8 lots). Section number two further dividing Lot A on the Section 1 map will be signed and released for filing upon the completion of the site work and clearing required for sight distance clearance; and

WHEREAS, approval for Section 2 is contingent upon the applicant meeting all the required conditions of the Section 1 subdivision approval (including Lot Line Realignments and the required clearing and grading to achieve sight distance for the 8 lots on the remaining lands); and

WHEREAS, pursuant to SEQRA:

On April 30, 2025 the Applicant submitted an Environmental Assessment Form (EAF) to the Town of East Fishkill; and

On June 12, 2025, the Town of East Fishkill declared its Intent to be Lead Agency; and

On June 25, 2025 the Town of East Fishkill Planning Board circulated the EAF and Notice of Intent to be Lead Agency to all Involved Agencies and a coordinated review was undertaken; and

On October 30, 2025, the Town of East Fishkill Planning Board declared itself Lead Agency;

On May 19, 2026 the Planning Board adopted a Conditional Negative Declaration on the application; and

WHEREAS, a public hearing was opened on 12/16/25 and closed on 4/21/26; and

NOW, THEREFORE, BE IT RESOLVED, that the Planning Board hereby grants subdivision approval for the above project as represented on a map entitled "Proposed Subdivision The Ridges at Stormville Mountain Road" prepared by LRC Engineering and Surveying, dated April 30, 2025 and last revised April 30, 2026 subject to the following conditions:

1. Submission of two subdivision plats herein known as "Section 1 Subdivision Plat Ridges at Stormville Mountain Road" and "Section 2 Subdivision Plat Ridges at Stormville Mountain Road."
 - a. The Section 1 subdivision plat will contain the proposed lot line realignments for the transfer of acreage from the parent lot to 15 and 24 Vanbrook Drive and the creation of Lots 2, 10 and A (remaining lands to be subdivided as represented on the Section 2

subdivision plat (future lots 1, 3 to 9) along with required clearing and grading to achieve the necessary sight distance.

- b. The Section 2 subdivision plat will contain the proposed subdivision of the remaining lands ("Lot A") from the Section 1 subdivision plat into Lots 1, 3 to 9.
2. Approval from the Dutchess County Board of Health
3. Recreation fees in the amount of \$65,000.00 due to the Town of East Fishkill prior to the signing of the Section 1 subdivision plat in final form by the duly authorized officer of the East Fishkill Planning Board and pursuant to a Planning Board resolution granting final approval to the plat or after conditions specified in a resolution granting conditional approval of the plat are completed.
4. Satisfactory resolution of any outstanding comments from the Rennia Engineering Design, PLLC review letter dated May 15, 2026.
5. Satisfactory resolution of any outstanding comments from Hudson Valley Engineering Associates (HVEA) review letter dated May 15, 2026.
6. Town Highway approval of the proposed driveways entrances on Lots 2 and 10 off Stormville Mountain Road in Section 1 and Lots 1, 3 to 9 in Section 2.
7. Satisfactory resolution of any NYSDEC conditions.
8. No disturbance or tree removal between March 31st and November 1st to avoid impacts to Indiana bats.
9. An escrow payment in the amount of \$7,500 for an environmental monitor during construction.
10. All applicable local, county, state and regional permits shall be obtained prior to obtaining a Building Permit. In the event that such permit(s) requires a modification to the subdivision approved by this resolution, a determination shall be made by the Building Inspector as to whether the modification is substantive and should be returned to the Planning Board.
11. The Applicant must prepare and submit a Notice of intent to NYSDEC to seek coverage under General Permit GP-02-0 I for Construction Activity.

The Applicant shall copy the Town on all correspondence relevant to the NYSDEC permit.

12. Final site lines will be required to be certified by the Owner's NYS licensed surveyor.
13. Special inspections will be required during the site line work and to confirm site lines have all been established. A \$10,000 escrow will be required for these inspections to be replenished as necessary.
14. The Owner agrees to convey drainage easements to the Town, as requested by the Town Engineer or Highway Supt., upon completion of the clearing and grading work. These easements will have no impact on lot count.
15. A note reading "landscaping, structures, and any other objects or natural features within the areas of the lots that must be cleared and maintained in perpetuity to maintain sight distance." This note to be placed on the subdivision plats: "Section 1 Subdivision Plat Ridges at Stormville Mountain Road" and "Section 2 Subdivision Plat Ridges at Stormville Mountain Road"
16. All required site line easements shall be filed with the County Clerk prior to issuance of building permits. Easements shall be prepared and properly executed between the owner of the subject property, future purchasers and adjacent property owners, where applicable. These easements and agreements shall be submitted to the Town Attorney and Town Engineer for review prior to being recorded to ensure consistency with the purpose and intent of the phased subdivision approval. In addition, notes shall be added to the subdivision plat listing these and all other easements on the property.

BE IT FURTHER RESOLVED, that within five (5) business days of the adoption of this resolution, the Chair or other duly authorized member of the Planning Board shall cause a copy of this resolution to be filed with the Town Clerk and a copy sent to the Applicant/Owner.

Resolution Seconded by Planning Board Member: Rich Campbell

The votes were as follows:

Board Member Ed Miyoshi	Aye
Board Member Sarah Bledsoe	Absent
Board Member Richard Campbell	Aye
Board Member Donald Papae	Absent
Board Member John Giovagnoli	Aye
Chairperson John Eickman	Aye

PUBLIC HEARINGS:

PUBLIC HEARING:

2026-112 – TEG Federal Credit Union, 839 Route 376 (6358-02-939516)

Applicant is applying for site plan approval for a 6,512 sf. 2-story bank in the B3 district.

Brian Stokosa was present.

MOTION made by Richard Campbell, seconded by Ed Miyoshi, to open this Public Hearing. Voted and carried unanimously.

Mr. Stokosa stated this is a proposed bank on Route 376 across from Van Wyck Junior High School and the Blue Fountain Restaurant. They have been in front of the Board since the beginning of this year with planned revisions going through the development of the parcel. They are proposing a 6,500 square foot, two-story bank. It will have parking in the front. It will have a proposed entrance across from the Blue Fountain Restaurant. They have sidewalks along Route 376. There will be a drive through. There will be two lanes that go around the rear of the building. There will be an ATM lane and a bank teller lane. There will also be an escape lane that allows you to go around those two lanes and exiting out toward the original entrance. As part of this, they have gone through and detailed the landscaping and they were sensitive to the residential neighbors to the south. They will be installing a six foot solid PVC white fence along that property line. There will also be evergreen trees spaced around the dumpster enclosure, the ATM aisle, and the escape lane. They

will also be along the access going out to Route 376. They have done soil testing on site. The Health Department has been on site and they have an application into the Board of Health that is under review. They have on-site septic and will be connecting to central water that goes along the Route 376 corridor. When the applicant first started looking at this parcel, they had a pre application meeting with the Town in January of 2025. Part of that meeting was to discuss the impact to traffic. Before they made an application to the Town they contacted Colliers Engineering. They are a traffic specialist. They were given a copy of the site plan, their anticipated use, and vehicle trip generation. They worked with the DOT for most of 2025 doing analysis, review, and traffic impact studies. That study was completed in January of 2026. They determined that the entrance location as proposed is adequate, providing they have some warning signage and they keep landscaping to 30 inches or below. The site plan does reflect those recommendations by Colliers and by the DOT. They presented the traffic impact analysis to the Board. Hudson Valley Engineering is the traffic consultant for the Town and they reviewed the analysis. They did ask for some additional revisions and to look at how the school functions as it exists now and with the future expansion. They have gone ahead and Colliers did that analysis and submitted it to the Town. Based upon those findings, the entrance and the use as proposed is acceptable to the DOT. They were in front of the ARC for review of the building. It will have a teller area down below. The reason for the two-story building is they have two existing sites that they currently rent in East Fishkill. One is at the Robinson Plaza and the other one is at Heritage Plaza. They are looking to combine those two spaces into this one single building. He presented elevations with the result of the ARC meeting. They are going with more neutral tone colors on the two-story building. They will have a cultured stone along the bottom. There will be some standing seam metal roofs details. There will be Hardy plank on the second floor and it will have architectural grade asphalt shingles. They are here tonight to receive public comments and to respond accordingly.

Chairperson Eickman asked if there were any questions or comments from Board members. Mr. Campbell stated some of the documents are not available on line to be reviewed. He does not have a copy of the traffic information. Mr. Stokosa stated they did submit it and the documents are on file with the Town Planning Department. Engineer Bryant stated it is still a work in progress. The

location of the driveway is OK as it has the sight distance. As far as impact to the intersection, that is still a work in progress. The note from HVEC says they still need more information.

Chairperson Eickman asked if there were any questions or comments from the Town Professionals. Ms. Robbins asked if he could explain the proposed lighting. Mr. Stokosa stated they did free standing lights as you come in the parking lot at the southern entrance. There is a free standing light fixture next to the sign and there are two free standing light fixtures toward the parking lot closest to the existing law firm next door. There are a couple of lights along the drive aisle. There will also be some soft lighting on the building. Ms. Robbins asked if the lights facing any residential properties could be shielded and Mr. Stokosa said yes. She stated that sometimes the lights under the soffits, especially near the drive throughs, can be quite bright. She is asking that be maintained at whatever is needed for ATM safety levels, which she believes is approximately 5 foot candles. She knows it is difficult to get that exact number, but it should be as close to that average that they are trying to achieve. She can review that with him a little later, but they are trying to keep the lighting levels as low as possible. Mr. Stokosa stated on some other commercial sites next to residential zones they have put a note on the plan that prior to CO issuance they can do a light test to make sure they are below the five foot candles. Sometimes to refine it they put it on a dimmer so they can adjust the intensity. Ms. Robbins stated they also like to keep a colored temperature around 2700 K, but that can be discussed later as well. She does want to ensure that they are full cut off as well.

Mr. Rennia stated that on the plan they have added the porous pavers and they had the very large stone tech chambers. Mr. Stokosa stated when they did their soil test they focused on the Health Department and making that submission. Then they pivoted over to storm water. They realized they had a little bit higher elevation in groundwater due to seasonal high groundwater. They started revising their drainage report to use more green infrastructure and they will be switching to shallow water chambers that will give them more separation to groundwater. They just haven't made that change yet, but it is in process and it will be on their next submission. Mr. Rennia asked if the porous pavers were going to stay in the parking lot. He does want the Board to understand that the

parking lot will have a different surface effect in some of the parking spaces if that is the case. Mr. Stokosa stated they are going to try to see if they can make it work with the shallower chambers and stretch them out. From a maintenance standpoint, sometimes pervious pavement do not have the result that they intended. Mr. Rennia stated that is what they are concerned about. They do want the Board to know that there could be extra maintenance for that. Mr. Stokosa stated they will have a better answer for that by the next submission.

Mr. Palin asked if there had been any determination made on putting sprinklers in the building. Mr. Stokosa stated they have not had that discussion yet.

Chairperson Eickman asked if there were any comments or questions from the public. He did state that everyone should plan on only speaking one time per application, sign in when they come up to speak, and if a question or concern has been raised already they do not need to readdress it.

Eva Sanzo said she lives at 77 Brandy Lane and has concerns regarding traffic. That triangle with the yield sign is there and 90% of the people don't yield to the yield sign. She stated she is concerned how it will all work out especially when the school traffic is added in. Chairperson Eickman stated that he does believe Mr. Stokosa will address these issues after he receives all the comments but he also believes there has been a very extensive traffic study done and that the DOT has signed off on this and believes that it will all be workable.

Tom Brundage stated he had some concerns. He moved up here because of the bucolic nature of the area. When you turn in from the school all you see now are trees and a beautiful little old white Victorian house. Then you pull into Miller Drive, which is where he lives. It is a 45 mile an hour speed limit. He is concerned about the trees being taken down. A six foot fence isn't going to cut it in his opinion. He did feel the lighting was also an important issue. They already get too much light as it is. He doesn't know if the lights can be timed on and timed off due to security. He asked if the ones in the front of the building would be below the roof pitch or above it. He is very concerned about the excess light. He does not know who handles the 45 mile an hour speed limit

on that road but that concerns him greatly. He asked if there was a roundabout proposed for that location.

Joseph Saad lives next to the Blue Fountain. He stated it is a nightmare for traffic already in the morning. People don't realize that a bank is going to be functioning at the same time as the school. He stated sometimes you can wait between 20 and 25 minutes now to get out and it used to be 10 to 15 minutes and you would be on Robinson Lane. He does not believe the study should allow something like this. He stated this will cause them to have more nightmares, drop the speed limit, increase the traffic lights, and turn the area into Westchester. He didn't move to this area to move into a Westchester County environment. He stated that buildings like that with a large parking lot will accumulate a lot of snow and he asked where they were going to push it to. He asked if they were pushing it into the creek to pollute the creek. He stated the lights are going to be a nightmare to the area and he doesn't believe this was studied fairly enough. He believes it is a bad project in a bad spot. It would be beautiful if it didn't have a school across the street.

There were no other members of the public to speak. Mr. Stokosa stated they knew that traffic was going to be a big issue with this project. That is why they did engage Colliers Engineering who is a traffic specialist firm. There were three divisions that were done with Colliers during that process. They looked at traffic numbers, future build out, and conditions. In May of last year they did a full traffic count at the request of the Town. The traffic data that was used is current and was during school periods. The analysis is done for current conditions and future build out conditions, which included their site, in those traffic numbers. DOT did accept that analysis and they did accept the entrance location. They did propose some warning signage before you enter the turn going around the site. The correspondence that his traffic engineer had with DOT is on file with the planning department. They spent over a year looking at traffic in relation to the site. Specific to trees, there are residential buffers they have to maintain. The object is to keep everything green. They don't want to disturb the existing tree line, especially that which borders the residential properties to the South. That line is not being proposed to be encroached upon. The fence was added as another layer of protection for both noise and light. They do have a series of pine trees and evergreen trees

that will be in front of that as well. Per Town Code they cannot have lighting levels that exceed or go past their property line. The light they do produce on their site will be at 0 or below at the property line. The lighting analysis does reflect that. They will add shielding and add a caveat to have dimming to make sure that those light levels are at the appropriate levels before they receive their CO. They are here to try to blend in with the property. This is the first business commercial piece and then you go into a more residential field. The ARC was working with the applicant to try to blend into that field but this is one of the first properties that does lead into a commercial corridor. They are trying to work within the confines of the code and working with the agencies. Chairperson Eickman asked if they have made provisions for snow removal. Mr. Stokosa stated snow removal will be off to the side within their parking lot areas. Everything will be self-contained. It is part of standard procedure. There are areas that are next to the dumpster for snow removal. There are areas north and south of the parking areas for snow removal.

Chairperson Eickman asked if there were any additional questions or comments and there were none.

MOTION made by Joseph Giovagnoli, seconded by Ed Miyoshi, to close this Public Hearing. Voted and carried unanimously.

Chairperson Eickman stated that although the Public Hearing is closed, the applicant will be back next month with more updates.

PUBLIC HEARING:

2026-114 – 225 Robinson, 225 Robinson Lane (6358-02-887660)

Applicant is applying for site plan approval and Special Permit for a contractor and commercial vehicle storage yard in a R1 B3 zone.

Brian Stokosa was here.

MOTION made by Richard Campbell, seconded by Ed Miyoshi, to open this Public Hearing. Voted and carried unanimously.

Chairperson Eickman stated that Mr. Campbell has recused himself from this application so he will step out of the room.

Mr. Stokosa stated this is a 54 acre existing parcel that is located along Robinson Lane behind the Nesheiwat Plaza. It has been an existing farm for a while. It is in disrepair. There is a local business owner that is in the process of purchasing the property and the intent is to improve the farm. If you have driven past the farm it is overgrown and has a lot of scattered material and debris on site. The existing fences are in disrepair. The applicant would like to restore the property. He has an existing business and the Town of East Fishkill has a section of the code that allows for contractor storage to be contained within existing farmland. They have gone ahead and submitted a site plan that shows, in concept, where this location would be. On the map he provided, he showed exactly where the contractor storage area would be located. It is 2.72 acres of the 54 acres. By code they are allowed a certain percentage. The area would be fenced in and access is being shown next to the entrance to the existing plaza. They did try to push that entrance location down away from the residences across the street. It will be accessed through existing gravel roads that are on site right now. Part of this is to have a spot for the applicant to have his machinery. With any farm, trying to get them back to a state where they used to be does take money. There will be machines that will be on site at sometimes. He has a construction business. If machines are on site and being stored there, they are not making money. The object is to not have the machines there. They are supposed to be on sites working because that is where you make the money. As far as machines coming in and out, this is not a daily thing. This is where they will be periodically stored. As far as ground cover and what would be there, initial discussions with the Town included a wash area. If there is any potential washing of the vehicles they did show an oil water separator. As they advanced conversations with the Town, as far as what the material would be where the trucks travel and where they are stored, they are proposing millings to be placed. That would be along the roads and in the storage area. Over the course of time as you get the hot days, that material

does harden. In talking to the applicant as far as making sure there is no contaminants that infiltrate the groundwater, they offered the water separator for that area also. Typically when they do these in gas stations there is a maintenance schedule that goes along with them. There are a series of inspections that happen. There are logs that are taken and there's a chain of custody when they are cleaned out by licensed haulers. Part of this will require a Storm Water Pollution Prevention Plan. They are going to be required to do soil testing similar to the TEG site. The object is to work within the confines of the existing grade and use the land to their advantage. They are not proposing any heavy grading here. It is a flat piece of property and they are trying to use that to their advantage. They will slope certain areas and have them come into water treatment areas that will be designed in accordance with the DEC Stormwater Manual. The purpose of tonight is to get in front of the Board because this is the first project that is being applied for under this section of the code. They did want to get public comments and develop their plans accordingly in response to those comments. They did have a site visit with the Planning Board. They showed where the storage area was going to be and how it is going to be accessed. They did discuss screening while they were out there. They identified a couple of areas where the existing tree line is a little light. The school is located towards the southeast. There was a section of trees in that general area that is light so they are proposing some evergreen trees along the rear line. If you are looking at the site from Stewart's, you can see the back of the store slightly, so they will be putting in a set of evergreens along there to provide screening as well. When they look at separation distances, the code is very specific on buffering to existing residential properties and existing businesses. That buffer line is shown on their map with a beige line and it is 150 feet from the nearest residence and 30 and 50 feet from a business zone. From their proposed storage area from the property line to the school is approximately 182 feet to the closest point. They are 672 feet from the closest residence on Robinson lane. Across Robinson Lane they are 1083 feet to the closest point. If they are looking at proximity from their closest point to the edge of the school building they are almost 500 feet away. The purpose of this project is to have the ability to generate some income and preserve the farm. There are existing horses that are there now that will stay. They would like to refurbish the barns as time and money permits. The existing fence lines would be improved. Eventually as they bring everything up there will be more crops installed. The paddocks will be

improved. Step one is trying to generate some income. If you look at the Town's Comprehensive Master Plan, farm preservation is one of the key items that is brought up in that plan. The Town code actually allows for this and permits this in an effort to save existing farms. He does understand there are a lot of public comments tonight. He will receive them all and respond accordingly.

Chairperson Eickman asked if there were any questions or comments from Board members. Mr. Miyoshi stated that on the site visit Mr. Stokosa stated that there would be no additional buildings that would be visible from the road. Most of that is actually hidden behind the existing barn. Mr. Stokosa stated there are existing paddocks that the horses use and a barn that is in desperate need of a new roof. Between the overgrowth in the front yard and the barn you could see a corner of a house maybe. Mr. Miyoshi stated the leaves were not in as good as they are now either.

Mr. Palin asked if the entrance drive off of Robinson Lane was the existing one. Mr. Stokosa stated no it is further up the road. There is an existing asphalt apron with a gate currently. There are three residences between their parcel boundary and the first barn structure. They're trying to push the entrance down. They will be working with the Town Highway Department and the Town Traffic Engineers in regard to separations and making sure that all of the requirements are met but the object is to push the entrance location down. Mr. Palin asked if the new road was going to be wider than the existing lane that is there now. What is there now is very narrow. Mr. Stokosa stated this will be brought up to current town standards so it will be at least 24 feet, which is a standard entrance. It will have the standard aprons coming in and out. This is an existing business owner that has existing equipment in the area. This is not an outside vendor with new equipment coming in. These trucks already use these roads. They're already going down these paths. As far as truck increases and things like that, these vehicles are already here. The thought process was to try to get them on this site and generate some income and fix up the farm. Mr. Palin asked if that intersection would meet the turning radius for the Fire District ladder truck and Mr. Stokosa said yes. They will run a turning template so it can be seen.

Chairperson Eickman asked if there were other questions or comments from the Town

Professionals. Ms. Robbins asked if they had any idea how many vehicles would be stored at any given time on this site, or if they knew what the maximum number of vehicles would be. She asked if they were going to try to create actual spaces or just leave it as an open yard. Mr. Stokosa stated they did envision having a central corridor that goes down into there. He does feel there will be some kind of delineation. It may be millings. That way if they had to delineate with striping, they could.

Chairperson Eickman asked if there were any additional questions or comments from the Town Professionals. There were none.

Chairperson Eickman asked if there were any comments or questions from the public. He gave the same instructions as the last Public Hearing. He stated there were also several letters he was going to read into the record and that should cover the bulk of the issues that the remainder of the people may have. These letters can be attached to these minutes. Mr. Stokosa has stated he will collect all of those questions and comments. When the Public Hearing is adjourned tonight the applicant will come back next month and he will be prepared with any answers he does not have tonight.

He read into the record and e-mail from Theresa Cordero concerns about the compatibility of this project with the primarily residential and agricultural area, especially with its proximity to homes, schools, and an aquifer that supplies drinking water to their surrounding residents. She also had concerns about the hours of operation. There was an email from Linda Hasset on Robinson Lane expressing concerns regarding the application lacking enough details for the residents to make an informed decision. She questioned the number and type of vehicles as well as the amount of truck traffic. She expressed concerns about Metzger Construction fleet records. There was an email from Bob Koko at 136 Robinson Lane. His concerns were regarding the environmental impacts and expressed that they are against this proposal pending further study. There was an e-mail from Nisa Caldorin from 146 Robinson Lane. She stated she is against this application in part because of the impact to the wildlife in the area and the amount of traffic in the area already. There was an e-mail from Vincent DeLuca at 223 Robinson Lane. He stated the property is currently an eyesore and it

could not have been sold to a better family. He is in full support of anything they would be doing there. There was an e-mail from Karl Ginter at 208 Robinson Lane. He is writing to express his support for this project as the property is currently in disrepair and is an eyesore. He believes the contractor area will be well screened and will be largely unnoticed by the community. Steve and Lordes Kracko sent an email expressing concern for the project with the hours of operation and additional traffic as well as pollution issues. The last e-mail is a very long letter written from Kristen Melandez sighting her many concerns regarding the unconfined aquifer that provides drinking water to the surrounding area, noise and air pollution from emissions and excess dust and the likely contamination of the area's drinking water due to vehicular spills and leaks. She also cited traffic delays already existing at that intersection. She feels the application does not meet the inherent intent of the Town Code, nor is the proposed activity compatible with the surrounding area. She expressed concerns on the water and oil separator. Flood issues already existing on the road were expressed. She listed 21 issues.

Chairperson Eickman asked if there was anyone in the audience who wanted to speak for or against this application.

Doug Welch stated he lives directly across the road from this site. He stated this parcel is the last vestige of 600 historical homestead acres. Every location in Summerlin Court has white farm fences in front of their houses emulating the white fences that were once there across the street. He does enjoy the wildlife that comes around in that area. He does have health issues due to his Tetraplegia. He has a very low lung capacity. Carbon monoxide fumes exacerbate his condition. He stated there are a few trucks there and he can smell the fumes. He believes this should be maintained as the farmland that it was. He and his neighbors have experienced flooding due to the sedimentary soils in the area and he is concerned about that increasing and affecting their wells. This whole area is in a flood zone.

Adam Tinter from Tamarack Drive stated he would like to implore the Town to be mindful of the intent and to the character of the Town as they approve continued projects.

Christina Murcarello stated she lives right across the street from this project. She is concerned about the valuation of her home and the impact this project will have. She does understand it has been an eyesore for a long time and implores the Town to consider that this might not be the best interest for this location. The Town has never required the owner to fix the fences or make the property look better in the past.

Eric Hutchinson lives at 201 Robinson Lane. He has always enjoyed the green space and wildlife in the area and this project sounds very commercial. He wants to know what proof do they have that the horses will stay or is it something that is being said just to get the project started. He stated the same applicant had a storage facility on the same road 20 years ago and it was a bunch of vehicles all over the place. Their current yard where vehicles are stored now is just a bunch of vehicles and snow plowing equipment. He wants to know what kind of guarantee they will have regarding the applicant storing aggregate, stone, salt, or other things that may inject into the groundwater. He asked if there would be fuel storage on site. He has concerns about groundwater pollution. He is concerned if it will be rezoned to expand the commercial side of this property at a later date. He wants to have a guarantee that it will not be changed into commercial space that will be leased out to other storage places. He is also concerned about the commercial aspect of it taking away from the property values.

Steve Hoffman stated he lives at 23 Summerlin Court. He is echoing the concerns of others in regard to traffic. They run a home day care out of that property as well. In order to get to where the vehicles will be stored they have to go through a very busy intersection. It is close to two schools. He rides his bike from his home to the head of the rail trail which is 7/10 of a mile and he is hesitant because as the road is now it is dangerous, so a lot of times he drives his car over there with his bike. He feels this concern will get much greater with additional commercial traffic. He asked if fixing the property was the main reason for doing this then there should be other ways to do that. Adding the commercial vehicles there are not going to beautify the property. He asked at what cost to the community is beautifying the property with the additional commercial vehicle

storage.

Janine Castaldi lives at 217 Robinson lane. She has concerns regarding the aquifer and the wash stations. She feels it will impact the water levels at her house and she wants guarantees that it will not do that. She has concerns about potential contamination of the soil and the water. She's concerned about the trucks leaking fuel or oil or the wash station overflowing into the groundwater. She does not want the area to turn into a junkyard. She does not want the possibility of this creating a Superfund site.

Resident from 223 Robinson Lane stated that at 6:00 in the morning there are cars coming in and trucks coming in. He stated his property value is affected by how it looks now and it would present an obstacle if he tried to sell his house with it looking like that. He is concerned with the environment but he is assuming the Town has their controls on it. Right now there are two entrances. The one at Summerlin is not often used. The one that he's used more often is directly next to his house. It is an unpaved road. The sounds of those trucks going through are quite obvious. It is awful looking as it currently is. He is assuming the Town is not going to let this project go through without having safeguards for the environment in place. He does not believe that property values will come down due to this project. He stated if this property was purchased and developed by other land owners it would have been sold and there would be homes being built there. It seems like the intentions of this applicant are to bring back horses that had left due to the disrepair. The entrance that they are proposing is far better than the way that it is now. Right now there is a trailer on the property and somebody is living in it. They are burning and cooking outside. There is a leaking roof. There is probably mold in the barn and people are occupying that property. He is thrilled that they will be putting up a new fence. He wouldn't be thrilled with 18 to 20 commercial trucks in there, but that is not how it was presented to him. If there is storage there and they are going out onto Summerlin he cannot see anything but a benefit by moving the two entrances down further. He assumes the Town is going to protect their drinking water. In regard to the flooding there now, what he gets is from the pond that is there. He does hope that their plans will include some mitigation of that water so the water doesn't continue to go to the front of his property. He does believe that there are some things happening on the property currently that are

not quite right. The dwelling that is there now is dangerous and horrible to look at.

Robert Grasso stated he lives directly across from what is currently Metzger's farm. He has never known them to do anything but improve their property. They keep it impeccable. He has never heard them say anything by way of circumventing anything that might be wrong. He feels they are responsible and respectable people. He does not believe there is anything to worry about with this application. He believes the Town will oversee all of the concerns that the people are raising. They have vehicles on their property now and they are in and out once in a while. He does not think it would be something that would be happening all day long and he is in favor of this project.

Dave Melendez stated his wife wrote the detailed letter that was already read. He did look at the FEMA map and gave an additional letter to the Zoning Clerk to be included in the minutes tonight. He does believe the trucks will be a big thing. Even with fences and trees you can see the truck depots that are currently around Town. He does not believe this is worth contaminating the aquifer. Once it is done, you can't go back and then it becomes a Superfund site. He believes they have to look 20 to 30 years ahead. The concerns would be that the operation will have grown and once it is contaminated it is nearly impossible to clean. He thinks it is abominable to even take the chance.

Jessica McLeen stated she works at 225 Robinson Lane with the horses. She stated it is an eyesore and it has gotten worse over the years. They are trying to work with whatever they have. With the Metzger plan, he would be investing and bringing that back. They will have that beautiful farm that they once saw. It will make the value of their homes better. Where the storage is proposed it is far back and will not be an eyesore. It will be tucked away. The parcel is very large. Metzger's do not have any farms that look bad. She does believe they will cover any issues in regard to issues or anything else that comes up. It is a very well put together business and she is in favor of this project.

Chairperson Eickman asked if there were any other questions or comments from the public. There were none. He stated that at this point they would adjourn the Public Hearing until next month. In

the meantime anyone can send something in in writing, or they can come in in person at the next meeting, which is June 16th, 2026. He did thank everyone for coming out.

MOTION made by Ed Miyoshi, seconded by John Giovagnoli, to adjourn this Public Hearing to the June 16th, 2026 meeting. Voted and carried unanimously.

DISCUSSIONS:

DISCUSSION:

2026-116 – Alpine Industries, 1343 Route 82 (6558—01-029784)

Applicant is applying for an amended site plan and a special permit to construct a 1040 sf. building for storage, retail and office space in the B3 mixed use district.

Brian Stokosa was present.

Mr. Stokosa has stated this is an existing site at 1374 Route 82. The site plan was in front of the Board back in 2015. It is an existing landscape supply site that is in use. Part of the 2015 site plan detailed the expansion of his second building. There is an existing building to the north. There is an asphalt parking lot area in the front. In 2015 they proposed a second building and a stockpile storage area. They were getting ready to pull a permit on the existing building when they came to find out that the 2016 site plan did receive conditional final, it never received a signed site plan. He spoke with the planning department and Ms. Robbins and they are trying to resurrect and reestablish approvals on this site. They took elements from that 2015 site plan and overlaid it on an updated survey. They wanted to get in front of the Board with an initial submission just to discuss the project and circulate. Some of the existing pine trees that are around the property are in good shape and some of them have succumbed to disease. Part of this site plan would be to reestablish that vegetative ring around the parcel. That would include delineation of some of the parking spots in the center. One of the good things that happened with this parcel is that it is one

of the last pieces on Route 82 that has central water. This building was connected to central water. The idea would be that they would tee off of the existing building supply and supply the second building. Some of the zoning has changed slightly. It used to be an I zone and now it is a B zone. With that, some of the setback restrictions have increased. This is the initial submission and they are working with the Town consultants to bring it up to current code. They will provide turning templates, a lighting plan, looking at existing fixtures and how they illuminate the site. This would continue to be a landscape supply. The proposed building is approximately 1000 square feet and it is largely for storage to get material and machines undercover and provide an office area for his staff.

Chairperson Eickman asked if there were any questions or comments from Board members. There were none.

Chairperson Eickman asked if there were any questions or comments from the Town Professionals. Ms. Robbins asked Mr. Stokosa to please go through what is changing in addition to the new building. Mr. Stokosa stated they will push back the building from the original proposal to make sure that they meet these setback requirements. There is a separate septic area. They're adding a paved area that they will be extending. This will allow access to the overhead door in the new building. There are a couple of employee parking areas in the front for his office. There is a little concrete sidewalk that would access the front. There is also some material storage areas and stockpile areas. They did receive the comments from the Town Engineer. They will confine those and show how they get access to those stockpile areas in their next submission. They will be delineating some of the striping and increasing the asphalt area to support the new building. With the expanded asphalt area they will have the ability to swing a fire truck through the site. They will provide turning templates. They will also show how garbage will be taken off site. Ms. Robbins asked if everything was already paved except for the diagonally marked areas on the map, which would be new paving and Mr. Stokosa said yes, although the existing pavement has some rough sections that they will probably saw cut and repair.

Ms. Robbins stated this application would need to be referred to the ARC.

Chairperson Eickman stated he did believe that the engineering letter from Rennia Engineering stated that they may require a variance for one setback. Mr. Stokosa stated for the proposed building they will make sure that it meets the setbacks from the front yard. He does believe the existing building maybe preexisting non-conforming. Mr. Rennia stated there is a 100 foot setback requirement and it is only 89 feet from the edge of the road. Mr. Stokosa stated he does believe they can push the building back so they will not need that. That may be taken from the edge of the concrete walkway and he will clarify that.

MOTION made by Ed Miyoshi, seconded by Richard Campbell, to refer this applicant to the ARC. Voted and carried unanimously.

MOTION made by Ed Miyoshi, seconded by John Giovagnoli, to declare intent to be lead agency. Voted and carried unanimously.

DISCUSSION:

2026-117 – **1557-1559 Route 82,** 1557-1559 Route 82 (6559-03211252)

Applicant is applying for a subdivision and amended site plan of an existing commercial lot.

Brian Stokosa was present.

Mr. Stokosa stated this is an existing commercial site next to Flores Mobile on Route 82. It used to be his old office. In the front there is a 4800 square foot existing building. There is an access easement that goes through Flores Mobile and uses the existing entrance. There is an access easement that supports Flores parking area and supports the 4800 square foot building. Behind it, in the mid 2000's, Flores built this medical building. It is approximately a 1-story, 9000 square foot medical building. There is a creek that cuts through the property that separates the two

buildings. There is an existing bridge. The parcel is supplied water via Covered Bridge. The existing medical building does have a central water connection. The building in the front has a central water connection and actually there is an easement that goes through next to the 4800 square foot building and serves Flores Mobile. There is on-site septic for both buildings. The intent is to subdivide these two pieces so they are standalone. They are not proposing any disturbance, just a subdivision line. In the 4800 square foot building they want to put in a dermatologist. There is an existing dermatologist that wants to come in. They have a few doctors and some office staff. Looking at the code and at their operation and use, they only require 16 parking spaces. If you look at the medical use definition, the lot requires 32 parking spaces. When and if this ever does change or expand to a different type of medical operation, that would be required. In concept, they did show that if those 32 spaces were ever required to be installed they would be installed in a valet style parking configuration. They would be limited to employee parking. Right now there are 24 current parking spaces and they only anticipate using 16. Looking at the same concept of medical and allowable parking spaces, that building in the back has sufficient parking. There are no improvements that are proposed to the back parking lot area. This is just a subdivision proposal.

Chairperson Eickman asked if there were any lighting or landscaping proposed. Mr. Stokosa stated he did believe that the rear sight had an approved lighting and landscaping plan when that came through the planning process. He asked Ms. Robbins if this was worth a site visit and she said yes. She stated there is a shortfall of parking for a medical office. This particular medical use probably won't require the full 32 spaces but they do have to assume the worst and that in the future someone could come in without having to come to the Planning Board for a change of use as it would still be a medical office. She has asked Mr. Stokosa to show the land bank parking, which is what he did. He was able to get the full 8 spaces required for land banking. She also noted that there is a larger area for refuse and she was wondering if there might be an ability to squeeze a space in around there. She verified that at this point he is just planning to land bank everything and he said yes. She stated it would be up to the Board to decide if they feel the land banking is appropriate or if they want him to add the spaces at this time. She feels that these 16 spaces will probably suffice and they can monitor it for a year after its operation to make sure there are no parking issues. The

parking that is proposed is stacked for the employees. It is a little tricky but not unheard of for some medical practices. In regard to the driveway, as it is an entrance and access that will be shared by both of the medical buildings. They will have to have some sort of agreement or easement agreement between the owners. She stated she does believe there is emergency access out to the subdivision next door and Mr. Stokosa said that was correct. Ms. Robbins stated there is an easement there they are not allowed to touch because of the creek but the original site plan did show some sort of emergency access out that way. She stated there might be a tree in the way now. They may need to address that. Mr. Stokosa suggested they take a site visit out there to look at the lighting and the landscaping. Chairperson Eickman asked if the existing 24 parking spots included these stacked parking for employees and Mr. Stokosa said no. The stack parking is the land banked area. That would just be when and if they ever needed it. Ms. Robbins stated she does not believe this application needs anything from the DEC for the land bank parking. She asked if it was a C or a CT stream and Mr. Stokosa will look into it.

Chairperson Eickman asked if there were any other questions or comments from Board members or Town Professionals. There were none. Ms. Robbins did state they should make sure that everything else on the site is operating the way they wanted to and that it looks the way they wanted to because this is the time for any additional landscaping, lighting, or refuse to be addressed.

Chairperson Eickman asked if there was any other business to be brought before the Board at this time. There was none.

ADJOURNMENT

MOTION made by Richard Campbell, seconded by John Giovagnoli, to adjourn the Planning Board meeting. Voted and carried unanimously.

Respectfully submitted:

Julie J. Beyer, Meeting Secretary
East Fishkill Planning Board