

TOWN OF FORESTBURGH PLANNING BOARD
Grand Luxury Retreat
DRAFT SEQRA Public Hearing Minutes
December 16, 2025

The SEQRA Public Hearing was called to order at 7:04pm by Chairman Richard Robbins at the Town Hall in Forestburgh.

Members Present: Alan Devlin
 Katherine Barnhart
 Anthony Cardoso
 Susan Hawvermale
 Richard Robbins - Chairman
 Robert Sipos

Absent: Arthur Leaney-Levenson

Town Attorney: Javid Afzali

Town Engineer's
Representative: Tim Gottlieb

Recording Secretary: Billie Jean McGinnis

Chairman Robbins opened the SEQRA public hearing for Grand Luxury Retreat.

Chairman Robbins: "Our first order of business is going to be a public hearing, a SEQRA public hearing on the Grand Luxury Retreat. And before I actually open that to public comment, Ryan if you would just give the members of the public who are here just kind of a rundown, Ryan or anybody else from the team, kind of a rundown of what the project is; what your vision is; to maybe show us a few things."

Ryan Fellenzer: "Sure. Thank you, Mr. Chairman and members of the Board. My name is Ryan Fellenzer of Fellenzer Engineering representing Grand Luxury Retreat at 80 Tannery Road. I'll kind of run through the bullet points here. The proposed project aims to follow hotel use per the town zoning code proposing 42 high end luxury cabins that's thoughtfully located across the property. Cabins will range in size from 400 square feet to approximately 600 square feet with 10 two bedroom units and 32 one bedroom units currently proposed. The following amenities we are also proposing are a lodge that's an existing structure that's the previous golf clubhouse that was there. That's going to be approximately 3300 square feet. That will be used for

registration, your check in, dining options, laundry. A new spa building approximately 6500 square feet that will have your typical exercise equipment, sauna, a jacuzzi spa treatments. An Event Center approximately 3900 square feet for hosting conferences, parties and banquets. Hiking trails and footpaths spread throughout. As far as utilities and public water supplies...so for public water, we plan on using existing on-site wells which will supply water to a proposed well house. The well house will use that area for treatment of the water per New York State Department of Health standards which we've been in coordination with New York State with that. Our application is in for our well location approval plan. So that is forthcoming. Sanitary will be utilized via on site subsurface septic systems so a lot of the units are linked together for certain sizes. They share certain tanks depending on the number of bedrooms that they have in the various units. It will be distributed to a distribution field underground. We have about 1200kva electric service which we're coordinating with Orange & Rockland. So we have a load letter in with them for that. Stormwater which Joe Bruning from our office last meeting briefly mentioned that we're using bio retention for this particular site which we think was a good fit to meet the New York State design manual requirements for that. So we provided a SWPPP for that and I see we do have comments from the consultant on that. So I have a copy of that. We have approximately 130 parking spaces. The roadways that we have shown are at least 20 feet wide and that's for New York State Fire Code access. We did a traffic study by Mr. Stephan Maffia who is here tonight to answer any questions that may arise based on the traffic analysis. What I'd like to do next then is kind of turn it over to Mike Jr. and Mr. Joe Iraci on the buildings here and maybe go over their renderings that they did and talk to you about that."

Mike Nastro Jr.: "Good evening everybody."

Joe Iraci: "Good evening. I'm Joe Iraci from Warwick, architect. This is Mike Nastro."

Mike Nastro Jr. "So I basically gave a summarization of all the buildings and I'll go through all of that right now. Ryan touched on a lot of it already but we'll start with the resort with the lodge building. When you arrive at the resort the first place you find yourself at is the lodge. After you valet your car at the timber portico which you can see here, you'll be met by high vaulted wood plank ceilings with timber beams and a large floor to ceiling natural stone fireplace. Here's where you'll check in for your stay or your dinner reservations at the restaurant. While you wait for either your table or your shuttle to your cabin, you can relax in the lounge, which you can see here which is next to registration, or at the full service bar while you're waiting for your shuttle. We'll go to the cabins.

"Once you're registered, once you are registered you and your luggage will be shuttled up to the secluded meadows to one of our 42 luxury secluded private cabins. We have 32 studio units which you can see here in 10 two-bedroom units carefully placed in the center of the 200 acre property with privacy and natural views in mind. Both units feature vaulted wood plank ceilings, slate floors, gas fireplaces beverage centers and full bathrooms with heated floors and custom showers assuring a relaxing and comfortable year round. We're gonna go to the spa as you can see here.

“At the heart of the property set on a plateau among the cabins is our full service spa. This building takes advantage of 360° views when it's finished with natural wood stone and timber beams and trusses. The building houses several amenities including an indoor pool for year round swimming, a gym with fitness equipment, treadmills and space for yoga and Pilates. There's a dedicated wing for spa treatments like massages and other beauty treatments and services. Also in the building there is a café, which you can see here. There they'll serve smoothies, salads, wraps as well as other snacks and light fare. In addition to the indoor amenities, there's also a large outdoor pool with access to and drinks from the café. The spa is within walking distance from all the cabins but guests can utilize the resort shuttle service to get there and back as there's no personal vehicles permitted in the upper meadows.

“And finally we have the Event Center. Back down near the lodge, we have an Event Center that will mainly serve as a center for the arts but also as a venue for parties and weddings. The resort plans to host guest speakers, corporate retreats musical performance and other live events and entertainment in an intimate setting throughout the year while still scheduling private events such as weddings and other receptions. The nearly 4000 square foot space will be finished in natural stone, rustic wood and timber beams, same as the other buildings. There's an on site prep kitchen to warm meals prepared by the commercial kitchen at the lodge. The Event Center also has indoor/outdoor full service bars and stone patios and the timber portico for valet service. If you have any questions...”

Joe Iraci: “I'll just quickly show you the drawings so this is the existing golf building that's there now. The old clubhouse, we're recycling the footprint of the building and the structure of the building. We're adding a carport for drop offs and then we're adding porches on all three sides for multi directional views. There's a lower level here which will serve as the, there will be an ice cream stand down there. There will be a little sundry store for toothpaste and things like that for the people that live here or are visiting here. There will be a prep kitchen down there. The employees will be down there. It has a walk out on one side which is this lower level here but we're not showing that. But this is the main building here.

“These are three different views. This is the frontal view which you can see when you drive up. This is the rear view right here. And then this is kind of a kitty corner view showing you right here. We're adding these little porches around the perimeter of the building.

“As Mike mentioned, this is the typical little small cabin. Basically just a little open studio space. There's not a separate bedroom, bathroom, a little coffee bar, small half refrigerator. There's no cooking in these things. Everything is delivered if you want a meal, breakfast or whatever. They'll bring it to you. This is some images of the exterior of the studio cabin. The other cabins are two bedrooms, 2 separate rooms. It's a little bit bigger. Each has a fireplace. 600 square feet. And that's the imagery of the exterior. Again, they were going for this Adirondack kind of style with exposed trusses wood, heated radiant floors.

"By the way we're placing them, with this little drawing which is kind of key to the whole thing as you don't see other cabins from your own cabinets tucking. We're tucking them into the hillside. We have a lot of greenery between them. They are roughly 80 to 100 feet apart. They each have their own views but you don't see anything from these other buildings and you don't see other cabins. They're all separated."

K. Barnhart: "Where, could you put the, could you show me where that is on the big map because I missed a couple meetings."

Joe Iraci: "These black dots are all"

K. Barnhart: "Thank you."

Joe Iraci: "These black dots are cabins. The two bedroom ones will probably be along there. They're more maybe families or some with a child. And then these are single units. The way they're set, they're all multidirectional views but you don't see each other from them."

Mike Nastro Jr.: "They're inset into the greenery enough, where there's enough foliage between you."

K. Barnhart: "Thank you."

Joe Iraci: "And the layout also takes advantage of the existing fairway greens, these long strips of land so we're really not cutting lot of trees down. We're probably going to add more trees between all of these. So we're taking advantage of what's there in terms of views and green spaces. So there's not a lot of cutting going on. And also the roads that are there, these paths, were all there for the golf carts originally. So they'll just be gravel paths. We're not even building a lot of roads. The only road we are proposing, which is that, is just a way to get to the spa building."

Mike Nastro: "Do you want me to"

Joe Araci: "Just so no one is seeing vehicles and employee cars driving through. So that's gonna come to a back way. Mike, why don't you explain that."

Mike Nastro Jr.: "Really what's happening is we don't want any personal vehicles or employee vehicles other than the hotel shuttle and personal golf cart shuttles in these upper meadows where the spa and all the cabins are. So it keeps it away from the traffic of the parking lot, main lodge and the event center. So that is a way to access for employees and deliveries to the spa without without interference"

Mike Nastro: "do you want me to approach so I can show you?"

Chairman Robbins: "Well actually this this presentation is for the public. So if you want to speak to the public, that's."

Mike Nastro: "Sure. My point to this, this fairway right here, this fairway right here leads to a water building which is right here. So what we're gonna do is utilize that access road, that service road to the water building and then there's a pathway that cuts into this that goes to the backside of the spa. So that if there's employees, because we were asked we were asked at the meeting a couple of times so we solved that problem. So employees will drive, nobody will even see them because it's in a completely different section down low. They come through here and pop into a parking lot as well as like service vehicles or deliveries because we don't want anything going on out here. So that solved that problem. That's basically it."

Joe Iraci: "So to continue, this is our spa building. It sort of has four wings. That's the public side. It has an indoor pool with sauna and steam room. It has a café for smoothies and snacks. On one side is has bathrooms with changing rooms and lockers in the middle. We have massages and facials and other treatments, personal treatments. This is all the administration over here. Reception, waiting area. This is the main entry on that side. That's a little step out area. Then this is kind of a yoga, gym, just an exercise area on the front. The main pool is down here below it, the exterior pool. So we really see this as kind of the heart of the whole project, where people come when they're bored from being in their rooms. They can come to the spa and they can either eat or exercise."

"So these are some views. This is kind of an image of the interior pool building. This is a kitty corner view of the exterior of the two wings with the tower in the middle. This is sort of the approach side. Then you'll see the trussery that is inside and outside all four buildings. This is the event center which is really just a big room with a bar at one end, stage at the other. Airlock entry, a car port also. It will be again people will be dropping people off here. People staying here will not be driving. This is sort of our little service area here. We have a type of kitchen which is just warm up. Food will be prepared elsewhere on site and brought here and the waiters just come and serve it. They're really not cooking here. It's just warming up. That's the bathrooms and janitor area. Then there's an outdoor bar here you can kind of see an image of that right here. A trellis. This is also a kitty corner view of the structure with a car port on one end and the outdoor heating on the other end. This is kind of the overall interior of the main room."

Mike Nastro: "Point out for people in the audience the spa so they see."

Joe Iraci: "yeah show all the buildings."

Mike Nastro: "That's the spa. It's kind of centralized and on a high vantage point. Incredible views. It's kind of in the middle of everything."

Mike Nastro Jr.: "More importantly, it's in the center of a private meadow where no one is allowed to drive or any traffic and it's walking distance. You can get shuttled if need be. But this

is all walking distance up here so that way anything that's happening at the event center or the lodge is not disturbing anything that's up here."

Joe Iraci: "This is the main road, Route 42. This is the driveway that comes in. This is Tannery Road that comes all the way through. But that's the way people would come in to the site. And you first come up this little hill here and you have the parking lots are furthest away. Then you have the existing lodge building. That's the first building. Then the second building is the event center. The third building, commercial building, is the spa. And it all has these beautiful rivers and ponds that you come through. There's actually a waterfall right on the road. That's a nice feature so it feels like you're in nature. There's a huge lot with beautiful views once you're in there."

Ryan Fellenzer: "I would like to add, since Joey brought up 42 and Tannery Road. I'd like to introduce Mr. Stephan Maffia, who did the traffic study to kind of talk about the study that he did, the results of the study and talk about the impact or lack thereof in terms of the environmental impact."

Stephan Maffia: "Thank you, Ryan. My name is Stephan Maffia. I'm a licensed professional engineer in New York State. I conducted the traffic study for the proposed Grand Luxury Retreat. My initial study was dated in October but we did some revisions and the final study was dated November 7th. There were some responses from the town's, or some comments from the town's traffic consulting company, Colliers Engineering. Their first set of comments came in on October 21st. My response memo was dated November 10th. There were some additional comments from Colliers in early December and I have a memo that will be submitted to the Board shortly.

"In essence the traffic study looked at potential traffic impacts outside of the study. Studies are generally external to the site. They're not really focused on the site. They're focused on how traffic outside the site might be affected and to do that we have to establish base conditions along the roadway that are adjacent to the site. In this case the main road and basically the only road for access purposes, State Route 42 which runs north/south to the site. We looked at the intersections at St. Joseph's Hill Road, County Road 108, Tannery Road of course because that's the entrance that will feed into the site and the four-way intersection to the south of the site, about a quarter mile or so from here at Forestburgh and Hartwood Road, where the flasher is. I'm sure everybody knows that intersection. Once we've done that, we have basically identified the key intersections in that area along Route 42 where we would expect most of the significant impacts, if there were going to be any, would occur at those intersections. Because once you get beyond those points, as you get farther away from the site, traffic tends to turn off to a side road or continue straight or make another turn at another intersection. For example, if I had traffic going south from the site would make a right onto Tannery Road towards the Forestburgh/Hartwood intersection, once it got there, that chunk of traffic once it gets there has three options. Some of it can go straight ahead. Some of it can turn left. Some of it can turn right. So at that point, we reduced the impact. The next intersection has that much less traffic. So looking at the intersections like we did as close to the site as we're looking, here it gives us

the best example of how the impacts are going to be and whether or not the existing roadways can handle that traffic.

“The next step is to evaluate or estimate how much traffic this proposed project will generate. This project consists of lodging. So we looked at hotel rates. Basically as cabins, they’re still considered as hotel rooms, lodging. An example of that a small boutique hotel for example. We use the Institute of Transportation Engineers which is a go-to reference that all traffic engineers use to estimate traffic volumes for various types of intersections, rather developments because that’s the basic tool where they have all sorts of references and existing sites to develop trip rates at that type of development. So the spa, same thing. There are trip rates and ITE for spa use and the same thing for other developments on the site.

“What we did was, we did base counts for three different time periods. First one we did was Friday afternoon during rush hour which is around 4:00pm to 6:00pm in the late afternoon. We also did an early evening count because at those times we would expect that some of the uses like the event center or restaurant for example that’s the time when those uses would generate more traffic. We also did Saturday afternoon because some events, as we all know, weddings and other events are scheduled for Saturdays, for the weekend usually Saturday afternoons as a prime example. So we looked at three different time periods. We did trip generation for all three time periods and a distribution of the traffic for that based on the distribution of traffic as it exists today telling us how much traffic goes to Monticello in the north. How much of it is running along Route 42 to the south. And we did the same thing with our trips. Applied them, assigned them to traffic roadways and turning movements according to the existing travel patterns.

“What we found, there were, the basic way to do this is to analyze the existing condition without any traffic from the proposed development. That’s a base traffic condition. Then we add the traffic. We also add a growth factor because this isn’t going to happen tomorrow. And in a couple years there could be increases with other developments in the area that are going to add traffic to the location. Then we do a future analysis where we add that other traffic, background growth and traffic from the site as we develop the ITE rates. Then do another analysis which is called the build condition. We compare that to the conditions on the roadways before the construction is completed. We have a comparison of the no build to the build and that difference is the impact of the project.

“What we found in doing so is that the existing levels of service hardly change. The level of service is how well or how poorly the intersection is operating under the traffic loads and that traffic from this development will not overtax the conditions at existing intersections. Site distances are acceptable on Route 42 and Tannery Roads. So getting in or out of that driveway, that roadway, that side road with the additional traffic that’s going to there will not be an issue. So at this point, we are in the process of sending our final responses to your traffic engineer. If you have any questions yourselves or if the public has any questions, I’d be happy to answer them.”

Chairman Robbins: "I think what we're going to do now is before we actually open the public hearing per se, I just want to note for the record that as with the traffic, there's going to be additional materials that are going to come in. We just received a few hours ago our comments in regards to the SWPPP. We're going to need to evaluate those and they're going to need to be made available to the public as well. Likewise the updated water quality yield testing is another aspect that is part of the SEQRA picture and is going to require and deserve to be looked at by the public. Also the lighting plan you told us is in the works. We're going to need to have that before we close the SEQRA public hearing and the landscaping plan as well. So there's a number of items that are still going to be coming and so, I'm going to open the public hearing now but we're going to keep the public hearing for SEQRA open after we finish tonight so that those additional materials can be reviewed and commented upon if they like by the public. So with that, I'll note that I'm going to open the public hearing, note that notice was published. We have the affidavit from the paper. Note that a sign was posted and is there for all to see. You sent certified mail to the adjacent neighbors so procedurally we are ready to start the public hearing. All that being said, I don't think anyone has actually signed in to speak."

B. McGinnis: "No one has."

Chairman Robbins: "Is there anybody who forgot to sign in who wants to speak as a member of the public with regard to this application? Okay. We will now keep the public meeting, public hearing open and will now proceed with the regular Planning Board meeting."

The public hearing was adjourned at 7:30pm.