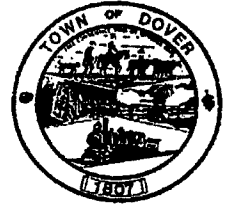


Town of Dover
Town Board



Town of Dover
126 East Duncan Hill Road
Dover Plains, NY 12522

845 832-6130
fax 845 832-3048

May 12, 2005

Dover Knolls Development Company, LLC

Mr. Alvin Benjamin
c/o Benjamin Development Co., LLC
377 Oak Street, Suite 401
Garden City, NY 11530

Mr. Paul Pearson
c/o Pearson Partners, Inc.
610 Fifth Avenue
New York, NY 10020

Dear Mr. Benjamin and Mr. Pearson:

We appreciated the opportunity for our consultants, Joel Russell and Dr. Michael Klemens, to meet on April 5, 2005, with your consultants, John Saccardi and John Sullivan, and with John Clarke of Dutchess County Department of Planning and Development, to further clarify the Town's and your visions for the redevelopment of the Harlem Valley Psychiatric Center (HVPC) campus. As Town Board members, we remain committed to an economically successful redevelopment of the HVPC campus and we are eager to continue to work with you to develop a revised concept plan that accomplishes our shared objectives and reflects the feedback from Town residents that we have received in two public meetings and in conversations with members of the public. This feedback included strong support for the principles of transit-oriented mixed use development and traditional neighborhood design.

Based upon the April 5th meeting, we look forward to receiving a revised plan from you that focuses attention on the following:

1. Fulfillment of the attached Transit-Oriented Development principles as articulated at the public meeting we held on March 16, 2005.
2. Taking advantage of the most significant retail development opportunity along Route 22 in the Town of Dover. We have made a conscious effort to make this property the *only* new site in the Town where larger-scale retail development (especially of a major grocery store) is actively encouraged. We believe, based upon the interest in retail development shown elsewhere in the Route 22 corridor by other developers in both Dover and Amenia, that there are significant opportunities here. The Town has shown how a retail/mixed use area anchored by a major

grocery store could be built in the first phase with limited need for site improvements or demolition of existing buildings.

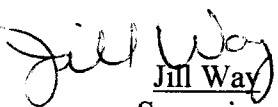




3. Making job creation and economic development of the HVPC campus area the primary goal of the project, as promoted by New York State in its sale of the property. This was the original reason for creating the MC overlay district and seeking the Empire Zone designation. Mr. Pearson's commitment to this goal from the outset was the main reason we encouraged him to be the designated developer of the campus.
4. Concentrating residential density and mixed-use development within walking distance of the train station, in all phases of the project. This does not mean that we will not consider development elsewhere on the site, only that we want to see a significant amount of activity close to the station from the beginning. It should take place on both the east and west sides of the site in the first phase.
5. Improving the 9-hole golf course, while maintaining it as open to and affordable to the local community. The Reuse Plan adopted by the State specifically required that the 9-hole golf course remain open to the public. Many in the community would prefer an 18-hole golf course. We strongly recommend that you reserve land for an expansion to 18 holes in the future.
6. A phasing plan that reflects the priorities stated above.

On several occasions, members of the Town Board and their consultants have conferred with expert developers on transit-oriented and traditional neighborhood development and have visited some of these developments. These discussions and visits have confirmed our belief that the type of development we would like to see on the HVPC campus site is economically feasible and would have strong market appeal.

The HVPC site presents a singular opportunity to do transit-oriented development around an existing commuter train station on a very large parcel of land in single ownership. This is a unique site because it not only has a train station, but also water and sewer infrastructure, highway capacity, scenic beauty, recreational assets, and appropriate zoning in place. We are confident that no similar opportunity exists anywhere else in the entire New York City metropolitan area. We would like the Town of Dover and your organization to be able to take maximum advantage of this opportunity.

As a follow-up to the meeting of April 5 between our consultants and your consultants, we look forward to seeing your next submission and meeting with you.

Sincerely,

 <u>Jill Way</u> Supervisor	 <u>Brian Kelly</u> Deputy Supervisor	 <u>Tim Basting</u> Councilman	 <u>Kathryn Palmer-House</u> Councilwoman	 <u>Richard Hawthorne</u> Councilman
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Attachment

- cc. Frank McCullough, Esq.
John Saccardi
John Sullivan
Shannon Lafrance, Esq.
Joel Russell, Planner
Dr. Michael Klemens
John Clarke, Dutchess County Department of Planning and Development

Design Principles for the Former Harlem Valley Psychiatric Center

1. Rail-Centered Redevelopment

Wingdale is a unique location to focus development within a walkable 1/2-mile radius from a regional rail station. Transit-Oriented Development features a close-knit, pedestrian-friendly mix of storefronts, housing, entertainment, employment, civic, and cultural uses within a 10-minute walk of a rail station or express bus stop. We should be building traditional walk-and-ride villages around our rail stations, rather than lifeless and traffic-inducing park-and-ride lots.

Benefits of Transit-Oriented Development:

- Supports traditional neighborhood center development, takes advantage of existing infrastructure, and counteracts auto-dependent commercial and residential sprawl;
- Replaces “dead all day” station parking lots, which contribute almost nothing to the local economy, with high value economic development district;
- Promotes public transportation improvements by increasing ridership;
- Reduces traffic congestion and pollution and encourages healthier lifestyles by making most trips possible by foot, bicycle, or public transportation;
- Attracts smaller households (seniors, singles, couples with no kids, and empty-nesters), residents with disposable income and fewer children to burden schools.

2. Natural Greenbelt and Golf Course around the Perimeter

Rather than keeping the 9-hole golf course in the middle and separating new housing from the commercial center, wrap the course around the development. This layout reinforces the center, surrounds the housing with protected greenspace views, and appears to provide room for a higher quality, economically attractive 18-hole course.

3. Mix of Commercial and Residential Uses

Close-in mix of housing types promotes neighborhood diversity, encourages walkability, and supports new central commercial uses. Dover’s zoning for this area requires a mix of uses in each construction phase.

4. Mix of Old and New Buildings

The former HVPC campus is considered eligible for the National Register of Historic Places, so the plan should retain a representative group of buildings along the frontage. Keeping buildings and the basic road system up front could allow some early infill development on the east side of Route 22 without wholesale demolition, while maintaining a sense of history, authentic character, and quality construction on the site.

March 16, 2005