

STATE OF NEW YORK : COUNTY OF ORANGE
TOWN OF NEWBURGH PLANNING BOARD

----- X
In the Matter of

ROUTE 300 CENTER
(2012-05)

1413 Route 300
Section 60; Block 3; Lots 40 & 41.22
IB Zone

----- X
CONCEPTUAL SITE PLAN

Date: February 16, 2012
Time: 7:40 p.m.
Place: Town of Newburgh
Town Hall
1496 Route 300
Newburgh, NY 12550

BOARD MEMBERS: JOHN P. EWASUTYN, Chairman
FRANK S. GALLI
KENNETH MENNERICH
JOSEPH E. PROFACI
JOHN A. WARD

ALSO PRESENT: MICHAEL H. DONNELLY, ESQ.
BRYANT COCKS
PATRICK HINES
GERALD CANFIELD

APPLICANT'S REPRESENTATIVE: TIMOTHY ONDERKO,
JOHN CAPPELLO & LISA DAVIS

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MICHELLE L. CONERO
10 Westview Drive
Wallkill, New York 12589
(845)895-3018

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2 MR. PROFACI: The next item on
3 tonight's agenda is a conceptual site plan for
4 Route 300 Center, 2012-05, 1413 Route 300,
5 Section 60; Block 3; Lots 40 and 41.22, located
6 in the IB Zone, being represented by Timothy
7 Onderko

8 MR. WARD: I think he stepped out. He
9 might be in the hall.

10 MR. CAPPELLO: Good evening, everyone.
11 My name is John Cappello, I'm an Attorney with
12 Jacobowitz & Gubits and I'm here with Jim Onderko
13 from Langan Engineering, the project engineer,
14 and Lisa Davis from Lisa Davis Associates, the
15 Planning Consultant, for a project on a
16 three-acre parcel adjacent to the Newburgh Mall,
17 on the west side of Union Avenue just north of
18 the mall. There's an old trucking facility
19 located -- like a trucking distribution facility
20 where they used to maintain their trucks, and
21 also gas their trucks at one point. You'll see
22 why I mention that. That will come into play
23 later.

24 What we're proposing to do, and I'll
25 have Lisa and Tim give it to you in more detail,

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but really is to locate a gas station with ten pumps -- ten pump islands and a little kiosk. The gas station will be a Stop & Shop gas station, so folks who shop at the Stop & Shop up the road accumulate points with their cards, they can go redeem them and gas up here at the Stop & Shop. Many grocery stores are doing that now on their own property, but given the limitations of the existing Stop & Shop property, we thought this would be a good location for it.

We're also showing a 12,600 square foot tire service facility and a potential proposed bank credit union building here.

So really what we're here for is to present this in concept, and also to be referred over to the ZBA because a couple properties down is the Mobil station on the corner there, and I think -- I believe you still have the law that for some reason has a 1,000 foot area restriction between gas stations. So we would need to go to the ZBA for a variance from that.

We wanted to come here and at least get your comments -- present the plan and get your comments on the plan so when we do go to the ZBA,

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ROUTE 300 CENTER

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at least we can have some initial feedback from your Board.

With that, I will give it over to whoever wants to go first. Tim.

MR. ONDERKO: Sure.

CHAIRMAN EWASUTYN: Just for the record, Tim, give your first and last name.

MR. ONDERKO: Sure. Tim Onderko, O-N-D-E-R-K-O, with Langan Engineering and Environmental Services.

I'll start at the beginning here with the survey, which I believe is in your packet. Union Avenue/Route is 300 here. The box in the middle is the existing tractor terminal building.

We currently have two curb cuts, one kind of adjacent to the property line closest to the mall, around 25 feet wide, and another curb cut closer to Wendy's or Perkins. What's next? That's the Valvoline next door. This curb cut is on the order of around 50 feet.

Nearly the entirety of the site is developed property line to property line, asphalt curbing from Union Ave to some point about three-quarters of the way back, and then the back

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2 quarter of the site is a gravel parking field.

3 The proposed case, we looked to close
4 off the two existing curb cuts, go to one curb
5 cut aligned with the Dunkin Donuts, Auto Zone
6 across the street so we have better sight
7 distances and better sight of the adjacent or the
8 intersection across from us, and take that 95
9 percent impervious or gravel coverage and take
10 that number up to around 30 percent pervious,
11 where today it's about 5 percent, so we get a
12 significant amount of green space back, and use
13 kind of an internal circulating drive here to
14 guide users to the Stop & Shop fueling facility
15 in the front, the tire service center behind
16 that, and then the credit union or bank building
17 on the north side of the drive.

18 I'll kind of walk you through the uses
19 quickly. The gas station is actually five pumps
20 with ten positions. The pumps are double sided.
21 You would have ten vehicles cue at the pump. Our
22 vision at this point is that you would enter the
23 site, drive into the far side of the station and
24 then fill in the pumps from the back and leave
25 through either of these driveways. The driveway

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2 closest to Union Ave is an out only to allow
3 users to get into the exit lanes and not create a
4 conflicting crossing movement there. The gas
5 station is served by a 115 square foot kiosk.
6 The kiosk is -- the front half is the attendant
7 area with the controls for the pumps and the back
8 half is the restroom. It's a self-contained
9 unit. It's not a convenient store. They do sell
10 washer fluid, oil and gum and some ancillary
11 things. There's no room for a user to actually
12 get into the booth, it's just for the attendant.
13 The back use is a tire service center. They have
14 six bays facing the internal circulating drive
15 that would be used for tire service. The bank at
16 this point is probably the one use that we're
17 still playing with the footprint, but we've got a
18 place over here for a normal width of a bank.
19 That could change based on the actual tenant but
20 we've created a layout here that accommodates a
21 drive-through. We have the drive-through use at
22 the back of the site to keep those movements out
23 from the every day user of the center for either
24 the tire or the gas station.

25 As I mentioned before, landscaping in

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2 any area we could. At this point we're showing
3 around 97 parking spaces for the three uses plus
4 another 10 if you counted the positions at the
5 pump as counting as a parking space.

6 Utilities would be served from existing
7 infrastructure on Route 300, and everything would
8 be new connections, drainage would be new,
9 landscaping, lighting.

10 I would be more than happy to answer
11 any questions. Or, Lisa, if you want to chime in
12 on anything on the Stop & Shop program.

13 MS. DAVIS: If anyone has any questions
14 on how the program operates, I'd be happy to
15 answer.

16 CHAIRMAN EWASUTYN: Why don't you talk
17 to us about the operation, please. Give your
18 name and your company.

19 MS. DAVIS: Sure. Lisa Davis, Lisa
20 Davis Associates from Lexington, Massachusetts.

21 Stop & Shop got into the business of
22 operating gas stations about fifteen years ago.
23 Right now they're operating about seventy of
24 them. They initially started putting them within
25 the parking lots of their stores. In locations

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where the parking lots did not lend themselves, they started to look at off-site locations and have been constructing a number of them.

In case your are not familiar with how it works, when you go to a Stop & Shop supermarket, for every \$100 that you spend you get \$0.10 off gas at their gas station as well as some participating Shell stations.

The real kind of driving force behind the fueling facility program is to get customers to spend more money at the supermarket. The supermarket business has changed a lot over the years. It used to be you went to one store, you did all the food shopping. Today most people split their food shopping between warehouse clubs and grocery stores and convenient stores and whatever. So really what this program is is designed as a loyalty program to the Stop & Shop customer, the more you spend at Stop & Shop the greater the discount at your gas.

So that is really the driving force behind the gas station program. I can't really comment much on the other uses other than what Tim has said.

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2 This one is a -- there is a deal -- I
3 don't know if I would go so far, but there is at
4 least interest from an actual user and this is a
5 little bit more conceptual at this point.

6 I would be happy to answer any
7 questions.

8 CHAIRMAN EWASUTYN: Thank you, Lisa.

9 Comments from Board Members. Frank
10 Galli?

11 MR. GALLI: The gas station, is it
12 seven days a week?

13 MS. DAVIS: Yes. It's seven days a
14 week but it doesn't have the same hours of the
15 store. Typically -- I'm not sure if this is a
16 twenty-four hour store. We've gone away from
17 twenty-four hour stores. Typically the gas
18 stations are open at about 6 in the morning and
19 they close between 10 and 11 at night. Sundays
20 it's compressed, they usually close around 9:00
21 and they open at 7 or 8 in the morning.

22 MR. GALLI: The tire place, is that a
23 seven-day-a-week operation?

24 MS. DAVIS: I guess so.

25 Just to take a step back on the Stop &

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2 Shop, it is covered by a canopy. We have some
3 elevations to show what the canopy looks like.
4 We're not going to go into it now but it is
5 really a state-of-the-art facility. It has all
6 the most sophisticated environmental safety
7 features that are out there.

8 CHAIRMAN EWASUTYN: Frank, any more
9 questions?

10 MR. GALLI: No. Not at this stage.

11 CHAIRMAN EWASUTYN: Ken Mennerich?

12 MR. MENNERICH: The main concern I had
13 was relative to the traffic. You said this is
14 across from the entrance to Dunkin Donuts and
15 that mall plaza there. I guess I'm concerned
16 about the left turns in for traffic heading north
17 on 300 and the left turns for people leaving the
18 site and wanting to go north.

19 MR. ONDERKO: At this point we haven't
20 completed a traffic study but have had our
21 traffic engineers take a look at the uses.
22 Certainly the left turn out of both Dunkin Donuts
23 today and out of the site would be kind of the
24 driving force of the operation of the
25 intersection. Currently Dunkin Donuts has an

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2 exclusive left-hand turn lane heading southbound
3 on 300. The lane south of our driveway is
4 currently kind of a double left. We would
5 propose talking to DOT to make this an exclusive
6 left so that we'd have the same exclusive turn
7 lane that Dunkin Donuts has. So that would
8 hopefully satisfy some of the concern and address
9 the left-turning movement in. But the turning
10 movement out would operate the same as the Dunkin
11 Donuts today. It would be patience at 5:00 on a
12 Friday.

13 MR. MENNERICH: The left turn out of
14 Dunkin Donuts heading south on 300, it's a real
15 suicide run when you want to try to make that.
16 The DOT would be the organization that will --

17 MR. ONDERKO: The change to the turn
18 lane would certainly be the first part of our
19 conversation, and then any restrictions on
20 turning movements would be a conversation with
21 them as well. The sight distances aren't an
22 issue. It's a matter of finding that gap.

23 Thankfully one thing about our use is
24 the tire service center is a very low generator
25 of trips. Banks and gas stations are not a

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destination that you leave your house to add a new car to the network. You're usually on the road going somewhere, to work, home from work, to the store, when you stop at the bank and get gas. Thankfully for the network on Route 300, we don't anticipate this being an addition of trips, just how are we going to handle the trips that are already out there. It's certainly something that we'll be investigating.

MR. MENNERICH: Did you consider a possible connection, like from Stop & Shop you can go to the back of the site and get into the Newburgh Mall, a connection from the Newburgh Mall into your site where the gas pumps are?

MR. ONDERKO: That's a good point. There's actually an easement for this property to get you out to Meadow Hill. There's a fifty-foot easement that heads out the back of the site. This is our site, the mall is here. There's a fifty-foot easement that heads out to the mall access road and turns up to Meadow Hill. Unfortunately for us at this point, this entire area has grown to be wetlands where at one time it was a small isolated patch. We've had the

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2 wetlands delineated. We're working on having
3 them surveyed. We're certainly going to continue
4 to evaluate the possibility. Right now do I
5 think that we could get a connection in the
6 existing easement? No. But the dialogue of some
7 other way to the mall access road is certainly
8 something we're going to entertain. That takes
9 that left turn movement we're concerned about and
10 lessens it to some point. Good point. It is
11 something that exists. Actually on the survey
12 you can kind of see the hatch on the back for the
13 location of that easement.

14 MR. MENNERICH: Thank you.

15 CHAIRMAN EWASUTYN: When the plans are
16 more defined -- the Planning Board is represented
17 by Creighton, Manning Engineers. They review and
18 make recommendations to the Planning Board. At a
19 later time we'll coordinate that review.

20 MR. ONDERKO: Thank you.

21 CHAIRMAN EWASUTYN: Joe Profaci?

22 MR. PROFACI: Has any thought been
23 given to a traffic signal at that intersection?

24 MR. ONDERKO: At this point, no. I
25 know that in The Marketplace study, which we've

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2 seen, this was actually one of the intersections
3 that they studied. I believe they gave both the
4 -- everything but the left-hand movement through
5 here operates at a level of service C. The
6 left-hand turn obviously doesn't operate that
7 well. What they have said in their build
8 condition, they recommended -- they didn't say
9 you need a signal, they recommended that it be
10 studied further or reviewed at a later date.
11 Their traffic would certainly add to the volumes
12 on Route 300. But again, it will be a
13 conversation that we have with the State about
14 the -- whether it meets the warrants to require
15 one and if they think it's an appropriate
16 location for it.

17 MR. PROFACI: Thank you.

18 CHAIRMAN EWASUTYN: John Ward?

19 MR. WARD: I have two questions. One
20 was the access road going to the back. If you
21 have wetlands there, how about where the mall is,
22 on that side, to have an exit there? That would
23 take a super lot of traffic out of the flow. And
24 you're coming from Stop & Shop. I always take the
25 back way. I don't go 300 because of the

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2 situation. So you go across from Stop & Shop,
3 you're there.

4 MR. ONDERKO: Yeah. It's absolutely
5 something we would entertain. Unfortunately that
6 easement is not in place today. Right now we've
7 been investigating the existing easement that
8 gives them the right --

9 MR. WARD: You have a problem with the
10 wetlands. That's an idea the other way.

11 MR. ONDERKO: Absolutely.

12 MR. WARD: That's what I'm saying.

13 The other question I had, between the
14 bank and the tire, the line in between, the
15 divider, what is that?

16 MR. ONDERKO: This is a -- at this
17 point we're proposing a rumble strip, about an
18 inch to an inch-and-a-half raised concrete island
19 that gives you a visual cue of the separation
20 between the center circulating lane and the use
21 here. Because these are garage bays with cars
22 backing in and out, to have an island here, it
23 kind of restricts the movement a little bit more
24 than you would with something that's able to be
25 passed over by a car. It still defines the lane.

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ROUTE 300 CENTER

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At this point we're proposing it. It's certainly something we can discuss further.

MR. WARD: I'm concerned if it's a bank or anything with pedestrians walking, you need something to block from them backing up, God forbid, you know. I feel something should be there.

MR. ONDERKO: Okay.

MR. GALLI: John, I just have another.

CHAIRMAN EWASUTYN: Please.

MR. GALLI: Just a comment. When you move forward with this, if it's a proposed center, I suggest working with them on your parking. I don't know if you're going to have enough. I know you meet the requirements. I think you're going to end up with overflow parking into the bank area. You're going to have people walking across the drive because a service station that size with the tire store is probably going to see an average of thirty to thirty-five cars during the week, at any one given point, and probably fifty to fifty-five cars on the weekend.

MR. ONDERKO: Okay. This layout was dictated by them but we can certainly actually do

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a little bit more work on what their peak requirement is. The thirty spaces are --

MR. GALLI: Thirty-four.

MR. ONDERKO: Ten plus fourteen plus six over there. Yeah. So twenty-eight spaces.

MR. GALLI: Like John says, when they're backing out of the garage, I would just be concerned with that.

MR. ONDERKO: Something to separate them, --

MR. GALLI: Mm'hm'.

MR. ONDERKO: -- more so than that strip.

MR. GALLI: Yup.

CHAIRMAN EWASUTYN: Jerry Canfield, Code Compliance?

MR. CANFIELD: I believe Mr. Cappello had discussed about the potential for a zoning variance. We asked, and we discussed it at the work session, that you look at Section 185-28 of our Municipal Code. That deals with service stations, and that's where it is spelled out the 1,000 feet separation requirement.

There's an additional requirement that

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we're not certain if this complies with. We would ask that you would display compliance. It's a 200-foot separation between the actual fuel dispensing pump and a public assembly structure, and that is defined as anything with an occupant load of fifty or more for eating and drinking and what have you. There is a Dunkin Donuts across the street. I don't think they qualify with the fifty-person occupant load. There's also Wendy's, Perkins and I believe Taco Bell. So you just may want to examine that, and, if you could, in the next submittal, display that there is compliance there. If not, that's something that may be subject to a variance as well.

The other item -- I did not submit any written comments, but the other item is that the Town of Newburgh has a more restrictive sprinkler requirement than the New York State Fire Prevention and Building Code, and how it would apply to this is the bank building, which is 6,600, 6,700 square foot, and the tire center both would require sprinkler systems to be put in.

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MR. ONDERKO: Okay.

MR. CANFIELD: That's all I have at this time.

CHAIRMAN EWASUTYN: Pat Hines, Drainage Consultant?

MR. HINES: We have a couple comments on the preliminary plan. We'll be looking at the site. As you said, it's currently 95 percent impervious. We'll be looking at it as a redevelopment site. That will give you a little more flexibility for the stormwater.

The gasoline service area will be treated as a hot spot when you do that analysis.

A DOT permit will be required.

The Town has the demolition permit and requirement and notes that will be added to the plans.

I don't know if you have my comments. I think they went to the wrong Langan office.

MR. ONDERKO: They're in New Jersey?

MR. HINES: I think they were here last time.

We need a hydraulic loading calculation from the site, existing and proposed, because we

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2 need approval from the City of Newburgh, a flow
3 acceptance letter. If you can take a look at
4 either historic water data from the existing site
5 or hydraulic loading rates for the truck facility
6 versus what's proposed now to determine just how
7 much flow we need to request, or it may not need,
8 based on that analysis, an approval for that.

9 Our next comment is that obviously this
10 is conceptual and we'll be looking for more
11 detail.

12 The issue with backing, is it possible
13 to have the tire center a through bay system
14 which eliminates backing on the site?

15 MR. ONDERKO: That's a good question.

16 MR. HINES: Just a suggestion. There
17 was a concern of backing out there.

18 I was just wondering, while looking at
19 the plan, why the bank is so far back. The Town
20 has design guidelines that say no parking in the
21 front. I don't know if it was to leave the gas
22 station exposed. If the bank was moved up, the
23 parking could be moved back. That's something to
24 look at.

25 MR. ONDERKO: Sure. I can comment on

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that.

CHAIRMAN EWASUTYN: Comment on it.

MR. ONDERKO: Sure. The position was set, one, as we move north with the State right-of-way, kind of moving our setback further in. So I really -- I don't have the lines here but I might be able to move the building thirty or forty feet. I was worried about the alignment of the gas station entrance and exit without creating multiple Ts as you moved on to circulate. That's certainly something we can take a look at.

CHAIRMAN EWASUTYN: Tim, I have an extra copy.

MR. ONDERKO: Oh, great. Thank you.

CHAIRMAN EWASUTYN: Pat, anything else?

MR. HINES: That's all we have.

CHAIRMAN EWASUTYN: Bryant Cocks, Planning Consultant?

MR. COCKS: My concern with the building layout is especially with that rumble strip in the middle. The yellow line ends right there and then, you know, the rumble strip is not really lined up with that. If there's two-way

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traffic coming from the bank, say they come down and want to go over, I don't know how much room there is. The rumble strip is kind of offset from the yellow line. So two-way traffic with someone backing up in there with no lines telling people where to go is just a little confusing.

Also with the drive-through lanes, you kind of pass by them, have to whip around that little grass area. It just seems like, you know, it must be very well striped and signed that people are going to think they can just kind of make a right and not really be sure which side the ATM is on or which side of the building the window is going to be on. Also that is open on top of there. You have two arrows for the drive-through lanes, but people can cut across there to come down. It feels awkward and I just feel like the traffic movements would be a little strange in there.

Other than that, just the signage with the stop bar up there, just make sure that there's some signage saying you can't enter the gas station from there, because there will be people trying to slip in and go straight down if

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they think they can do that.

You said that the wetland is already flagged?

MR. ONDERKO: Yes.

MR. COCKS: Are you showing it here?

MR. ONDERKO: Yes.

MR. COCKS: I know you're showing the 100 foot buffer. That only applies to DEC wetlands. That can be removed.

The handicap ramp for the tire center, I know it meets the requirements but it seems kind of far away.

MR. ONDERKO: Spin it to the side.

MR. COCKS: Spin it to the side.

This is conceptual, but a landscaping and lighting plan are going to be needed. With the lighting plan, just look at the height of the lights. The design guidelines say sixteen feet for parking lots is recommended. I know with the canopy they're going to be a little above, but just make sure you take a look at that.

In the EAF, just elaborate on the threatened and endangered species section. You have to look at the DEC environmental resource

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map. That's about it.

This will have to go to the Orange County Planning Department, the DOT and the DEC.

CHAIRMAN EWASUTYN: In your EAF you mention the fire department. I think you may give that another look. I don't believe it is the Goodwill Fire Department.

MR. GALLI: It's Winona Lake. Orange Lake Fire District.

MR. ONDERKO: I asked one of the fire chiefs.

MR. HINES: It wasn't me.

CHAIRMAN EWASUTYN: There's a question of whether or not -- you don't have to apply for it now, whether or not at some point in the future you'll need a variance for signage.

MR. CAPPELLO: Right. We were talking about that out in the hallway.

CHAIRMAN EWASUTYN: John Ward?

MR. WARD: I have one question. I'm sitting here looking at it. Now it's going to be a gas station. How are they getting a truck in to fill up the tanks with the way it is with the curbs?

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2 MR. ONDERKO: Sure. We've got a
3 movement. The truck would enter, make this
4 movement. The valves are on the passenger side
5 of the truck, so they can unload to the tank here
6 and pull out to the stop bar and leave. So this
7 has all been -- the whole gas station layout is
8 contingent on making the truck movement work.
9 They would make that a counterclockwise movement
10 around.

11 MR. WARD: Thank you.

12 CHAIRMAN EWASUTYN: At this point
13 you're looking for a referral to the Zoning Board
14 of Appeals?

15 MR. CAPPELLO: Yes.

16 CHAIRMAN EWASUTYN: And Mike, the
17 standing issue at this point in reference to the
18 200-foot separation, what would you recommend to
19 the Board?

20 MR. DONNELLY: My suggestion would be
21 I'd write a referral letter specifically tying
22 into the 1,000 foot separation, mention the
23 possibilities, subject to verification in the
24 field, of the need for the 200 feet from place of
25 public assembly. I'll also suggest to the Board

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ROUTE 300 CENTER

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they handle SEQRA on an uncoordinated basis because we're not ready to issue a declaration of significance here.

MR. HINES: Just for the 200 feet, it's 200 feet from the gasoline dispensing, not the property lines.

MR. CANFIELD: Right. From the actual dispensing devices to the structure.

MR. ONDERKO: Okay.

CHAIRMAN EWASUTYN: I'll move for a motion from the Board to grant conceptual approval for the Route 300 Center, to have our Attorney, Mike Donnelly, prepare a letter to the ZBA for determination on the matters that were discussed, to circulate to the Orange County Planning Department and declare our intent for lead agency.

MR. PROFACI: So moved.

MR. WARD: Second.

CHAIRMAN EWASUTYN: I have motion by Joe Profaci. I have a second by John Ward. Any discussion of the motion?

MR. MENNERICH: Is the intent for lead agency to --

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MR. DONNELLY: Actually, if we're going to be uncoordinated we probably shouldn't do it at this point.

CHAIRMAN EWASUTYN: I'll rescind that motion at this point.

MR. PROFACI: I will remake it.

CHAIRMAN EWASUTYN: We'll remake the motion to grant conceptual approval, to have our Attorney, Mike Donnelly, prepare a letter to the ZBA for the necessary variances, and to circulate to the Orange County Planning Department. I'll rescind the motion. The motion was made by Joe Profaci, seconded by John Ward. Any further discussion of the motion?

(No response.)

CHAIRMAN EWASUTYN: There being no further discussion, I'll move for a roll call vote starting with Frank Galli.

MR. GALLI: Aye.

MR. MENNERICH: Aye.

MR. PROFACI: Aye.

MR. WARD: Aye.

CHAIRMAN EWASUTYN: Myself. So carried.

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If you could get maps to Bryant Cocks and we'll circulate to the Orange County Planning Department.

MR. ONDERKO: Sure.

CHAIRMAN EWASUTYN: Between now and the next meeting, if you could define the hours of operation just for the record.

MS. DAVIS: Sure.

MR. CAPPELLO: While we're approaching the ZBA, would it be beneficial if we started responding to some of these questions and continue the Planning Board review?

MR. DONNELLY: I don't see why not.

CHAIRMAN EWASUTYN: That's fine.

MR. CAPPELLO: Okay.

(Time noted: 8:11 p.m.)

C E R T I F I C A T I O N

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7 I, Michelle Conero, a Shorthand
8 Reporter and Notary Public within and for
9 the State of New York, do hereby certify
10 that I recorded stenographically the
11 proceedings herein at the time and place
12 noted in the heading hereof, and that the
13 foregoing is an accurate and complete
14 transcript of same to the best of my
15 knowledge and belief.
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DATED: March 10, 2012