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

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In the Matter of

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MCDONALD'S  
(2017-26)

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65 North Plank Road  
Section 1; Block 1; Lot 76  
B Zone

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INITIAL APPEARANCE  
AMENDED SITE PLAN

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Date: November 2, 2017  
Time: 7:00 p.m.  
Place: Town of Newburgh  
Town Hall  
1496 Route 300  
Newburgh, NY 12550

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BOARD MEMBERS: JOHN P. EWASUTYN, Chairman  
FRANK S. GALLI  
CLIFFORD C. BROWNE  
STEPHANIE DELUCA  
KENNETH MENNERICH  
DAVID DOMINICK  
JOHN A. WARD

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ALSO PRESENT: MICHAEL H. DONNELLY, ESQ.  
PATRICK HINES  
GERALD CANFIELD  
KAREN ARENT

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APPLICANT'S REPRESENTATIVES: MATTHEW DUDLEY, ESQ.  
BRAD BOHLER

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MICHELLE L. CONERO  
3 Francis Street  
Newburgh, New York 12550  
(845) 541-4163

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McDONALD'S

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CHAIRMAN EWASUTYN: I'd like to welcome everyone to the Town of Newburgh Planning Board meeting of the 2nd of November. This evening we have four items on the agenda.

At this time we'll call the meeting to order with a roll call vote.

MR. GALLI: Present.

MS. DeLUCA: Present.

MR. MENNERICH: Present.

CHAIRMAN EWASUTYN: Present.

MR. BROWNE: Present.

MR. DOMINICK: Present.

MR. WARD: Present.

MR. DONNELLY: Michael Donnelly,  
Planning Board Attorney, present.

MS. CONERO: Michelle Conero,  
Stenographer.

MR. CANFIELD: Jerry Canfield, Code  
Compliance Supervisor.

MR. HINES: Pat Hines with McGoey,  
Hauser & Edsall Consulting Engineers.

MS. ARENT: Karen Arent, Landscape  
Architectural Consultant.

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CHAIRMAN EWASUTYN: At this time I'll turn the meeting over to John Ward.

MR. WARD: Please stand to say the Pledge.

(Pledge of Allegiance.)

MR. WARD: Please turn off your phones or on vibrate. Thank you.

CHAIRMAN EWASUTYN: Our first item on the agenda this evening is McDonald's. It's located on North Plank Road in the B Zone. It's an amended site plan. Harris, Beach and Bohler Engineering.

MR. DUDLEY: Good evening, Mr. Chairman, Members the Board, Town Staff. My name is Matt Dudley and I'm an attorney with Harris, Beach. We represent the applicant, McDonald's, for a site plan application for it's restaurant located at 65 North Plank Road, otherwise known as Route 32. That's located in between Gardnertown Road and Gidney Avenue.

McDonald's is proposing that it demolish the existing structure and redevelop the site so as to modernize it and increase and cure the traffic flow around the restaurant,

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particularly with respect to the drive-through aisle. One of the main features that McDonald's proposes is a dual aisle system where there are two points to order, there's two menu boards. Those two aisles will cue into one aisle at which the customers in their vehicles can go to the payment window and then to the pick-up window. This is designed to improve the traffic flow in and around the parking lot of the restaurant.

The building that's proposed is slightly smaller in square feet than the existing structure. It's approximately 400 square feet smaller in size.

The proposal does require a number of area variances from the Zoning Board, five of which were outlined in our October 11, 2016 letter, the sixth of which was noted in the engineering consultant's recent comments which is for an increase in overall square footage of the signage on the property. The proposal will also require approval from the Architectural Review Board.

Our hope is that this Board will refer us to the ZBA for the requisite area variances in

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addition to declaring it's intent to be lead agency for SEQRA purposes and referring the project to the County Planning Department pursuant to General Municipal Law 239-M, as well as the New York State DOT since it abuts a State road.

I have Brad Bohler here from Bohler Engineering tonight to answer any questions you may have, as well as Phil Weisberger who is the construction manager for McDonald's and Dan Hickey who is the operator of the restaurant. So unless you have any questions for me, I would like to hand it over to Brad to explain some more of the specifics of the project.

CHAIRMAN EWASUTYN: Makes good sense. Brad, welcome.

MR. BOHLER: Thank you. I will show the survey first. We were here probably four years ago or so. It's a little bit of a different application.

Just to, I guess, refresh the Board's memory on the current site, there's currently a McDonald's existing on North Plank Road. The entrance to the site is through the northern side

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2 of that property. Parking is on the north side,  
3 west side, and then also on the south side. In  
4 that location there's about ninety parking spaces  
5 on site. There's no recirculation lane on the  
6 site right now, so anyone that wants to use the  
7 drive-through currently has to use the North  
8 Plank Road entrance. People actually do come off  
9 Gidney Avenue and do an illegal turn around back  
10 there. As part of our proposal we would be going  
11 through and trying to make that more efficient in  
12 our application.

13 One of the requests at the last hearing  
14 was to determine whether or not we could rebuild  
15 the McDonald's with regard to the existing  
16 nonconforming use. The Zoning Board, probably  
17 three years ago, had a determination we could  
18 rebuild the McDonald's within the existing  
19 footprint of the current McDonald's building as  
20 long as we didn't increase the setback to North  
21 Plank Road or the square footage of the building.  
22 Our proposal tonight is to do that.

23 This is the rendering for the site and  
24 a site plan and landscape plan shown on it.  
25 Essentially we're proposing a 450 square foot

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smaller building within the current footprint of the building. It's set back 30 more feet from the right-of-away along North Plank Road and incorporates parking spaces along the north side of the building, which is the non drive-through side, as well as re-striping and reconfiguring spaces to the south.

We did implement the same drive-through configuration that we had shown last time. I know it's been a while. It's a side-by-side drive-through. It allows for more efficient maneuver through the drive-through configuration. Currently there's one lane at that location. It will allow people to process their orders more quickly through that process and then allows them to exit to North Plank Road.

We also provide a recirculation lane, which we don't currently have, that allows for customers, if they want to enter off Gidney or Gardnertown Road, to circulate the proper way into the drive-through or also go back to those roads, unlike the current conditions where you have to exit right onto North Plank Road.

That's the summary of our changes for

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the proposal tonight.

CHAIRMAN EWASUTYN: Questions from  
Board Members?

MR. GALLI: You said that was a  
landscape plan also?

MR. BOHLER: It's the landscape plan  
superimposed. Yes.

MR. GALLI: Do you want to go over that  
maybe?

MR. BOHLER: We did enhance the  
landscaping on the site. There's deciduous  
evergreen shrubs along the front of the building,  
also a hedgerow along the north side of the  
building as well where the neighboring property  
is. We provided some additional trees on the  
site. Currently on the south side of the  
property we did provide deciduous trees.  
Anywhere that's disturbed we would plant back  
with grass essentially.

MR. GALLI: That's all I have right  
now.

CHAIRMAN EWASUTYN: Stephanie?

MS. DeLUCA: No.

CHAIRMAN EWASUTYN: Ken?



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MR. MENNERICH: Will you be repaving everything once you build the new building?

MR. BOHLER: The majority of the site will be repaved. The areas that we can try to save we'll topcoat with a sealant and then re-stripe so it looks the same color. The light gray areas are those areas that would be sealed. The dark gray are the areas that would be proposed new pavement.

MR. MENNERICH: In the light gray areas would you be changing the light fixtures that are there?

MR. BOHLER: We propose to do new light fixtures. There will be LED lights on the site. Some of the light fixtures stay where they are, we'll replace the heads, but some of the new features will have new lights around the site.

CHAIRMAN EWASUTYN: Why wouldn't you at least overlay the existing asphalt with an inch-and-a-half of asphalt rather than paint it with black paint?

MR. BOHLER: It's really a pavement evaluation. If we get the feel when we go to build it and --

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CHAIRMAN EWASUTYN: What if we make a recommendation that you mill it and put an inch-and-a-half of top on it? I mean it's kind of like going out in a new suit and pulling a tie out of your closet that's fifteen years of age. I mean no matter how good you look, the tie is going to blow your whole image. Okay. So let's end it on that. Really, painting something black is -- it's just not our business as to what it's going to cost to do this but that's not heard of.

MR. WARD: Especially after construction.

CHAIRMAN EWASUTYN: And another thing. Ken Wersted, our Traffic Consultant, suggested -- made a recommendation that you have a sidewalk along North Plank Road which would be compatible with what was done at Walgreens, Orange County Trust. We're going to make that part of the condition that you do put in a sidewalk.

MR. BOHLER: That's not a problem. Just along North Plank only? Okay.

CHAIRMAN EWASUTYN: That's my final thought. Cliff?

MR. BROWNE: Are you still proposing to

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leave the dumpster location where it's at?

MR. BOHLER: Yes. It will function the same way it does currently.

MR. BROWNE: Okay.

CHAIRMAN EWASUTYN: Dave Dominick?

MR. DOMINICK: Brad, from breaking ground to completion, what is the estimate in time, do you think, for this?

MR. BOHLER: I'll say it's dependent kind of on what's in the building from a remediation perspective and utility disconnect. Ballpark, about 120 days from shutdown to open. It fluctuates a couple weeks here and there based on utilities, if it takes a little while for the utility to cut power or whatever it may be.

MR. DOMINICK: I'm done.

MR. WARD: At work session we met and we were talking in reference to your lights. Across the street, like we say, we're trying to keep it low. The lights they have for the parking lot, if you could possibly go with the flow with that. Karen will hit that more later in reference to it.

John said about the sidewalk. I'm

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McDONALD'S

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recommending, for design purposes, looking at the landscape, a stonewall with the sidewalk. A 24-inch stonewall to match your fascia, the stone that's beyond the building.

When you came in front of us four years ago, where the Sycamore tree is on the corner, --

MR. BOHLER: Here?

MR. WARD: -- you were proposing like a picnic area or something like that at the time. You were going to have a dumpster there. That's back where it should be.

MR. BOHLER: Right.

MR. WARD: What I'm saying is you could have like picnic tables or something. You were proposing that at that time.

MR. BOHLER: Okay.

MR. WARD: All right. Thank you.

MR. BROWNE: Also at the work session we were talking about the delivery, the trucks coming in for deliveries. How do you propose to do that when there's basically no access for deliveries?

MR. BOHLER: There's a striped area between the drive-through and the aisle. It's

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about 12 feet wide, a little bit more than that.  
We would like to see it proposed to go there.  
The other option is they do come on off-peak  
hours so there's generally not a lot of people.  
We could cordon off a couple parking spaces on  
the north side of the building and they could  
just enter in the loading area. It would be  
preferred to use that because it's closer to  
where the freezer and cooler doors are.

MR. BROWNE: When you say generally  
they come in at off peak hours, is that generally  
like 95 percent or is that generally like 30  
percent?

MR. BOHLER: Like 95 percent.

MR. BROWNE: Okay.

MR. BOHLER: I'll say 99 percent.  
Every once in awhile they might hit a little bit  
of a breakfast peak. That's about it.

CHAIRMAN EWASUTYN: The hours of  
operation for the public, what are the hours?

MR. BOHLER: There's no change to the  
hours right now.

CHAIRMAN EWASUTYN: I'm not familiar  
with the hours.

2 MR. HICKEY: The lobby is 6 in the  
3 morning until 11 at night and the drive-through  
4 is 24 hours.

5 CHAIRMAN EWASUTYN: Thank you.

6 For the record, you are?

7 MR. HICKEY: Dan Hickey. I work for  
8 the owner/operator.

9 CHAIRMAN EWASUTYN: Any more questions  
10 from the Board?

11 (No response.)

12 CHAIRMAN EWASUTYN: Jerry Canfield,  
13 questions?

14 MR. CANFIELD: Just one question. Did  
15 I hear you say start to finish 120 days?

16 MR. BOHLER: Yes.

17 MR. CANFIELD: What type of  
18 construction is that for the new building?

19 MR. BOHLER: Is it made of wood, steel,  
20 is that what you're asking?

21 MR. CANFIELD: Prefabbed panel or --

22 MR. BOHLER: It's stick built. There's  
23 a concrete foundation.

24 MR. CANFIELD: It's all stick built,  
25 truss configuration?

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MR. BOHLER: Yes.

MR. CANFIELD: That's an amazing  
turnaround time.

MR. BOHLER: They're very efficient.

MR. CANFIELD: That's all I have, John.

CHAIRMAN EWASUTYN: Thanks. Karen  
Arent is our Landscape Architect. She has some  
comments to make.

MS. ARENT: So it would be nice to  
match the lights that are at the Walgreens and  
the Orange County Trust, the style of the  
lighting --

MR. BOHLER: Okay.

MS. ARENT: -- and the poles. I  
believe the height of those lights are 16 but I  
will double check that.

MR. BOHLER: Do you have a detail you  
could send us?

MS. ARENT: I think I might have the  
details of the lights. I have to look that up.

MR. BOHLER: We can look at that.

MS. ARENT: And if you're finding it's  
much more efficient to have the 24 foot pole,  
that would be acceptable in the middle of the

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parking lot but around the perimeter where it's really visible it would be nice to have the pole height match what's across the street.

And the sidewalk along Route 32, that was spoken about.

And then you can also look at the walls that are along Route 32 at the Walgreens and the bank. It's important for the stone to match those stonewalls. It would be great for your stone on your building to match. It's not going to match perfectly but at least the colors and the sizes of the stones could match.

It's going to be cultured stone, correct, on the building?

MR. BOHLER: That's what we propose right now.

MS. ARENT: There is some cultured stone that really matches those buildings -- the local stonewalls very nicely. It would be important to try to match that.

I was looking at the site plan. It looks like people are going to be going across the landscaping and across the traffic to get into the building from the parking area. If you



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can show crosswalks. Maybe they're decorative or nicely painted.

MR. BOHLER: We can paint some crosswalks.

CHAIRMAN EWASUTYN: Could they do a stamped asphalt?

MS. ARENT: They could do a stamped asphalt, too. Something interesting.

CHAIRMAN EWASUTYN: Maybe a stamped asphalt with color and then the borders be another color. The United States Military Academy at West Point, they do the stamped asphalt and, for simple words, a red and then the border in white. They actually added the white border in the last year or so because they felt that highlighted the pedestrian safety.

MS. ARENT: You could see it better. It doesn't have to be red. It could be a color that coordinates with the building or something.

MR. DONNELLY: I know you guys like yellow.

MR. BOHLER: McDonald's is red, so we'll take it.

MS. ARENT: I'm sorry, I forgot about

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that.

CHAIRMAN EWASUTYN: What was that?

MS. ARENT: McDonald's is red so they're going to go for it.

There should be street trees along all the streets, not just North Plank Road. I was thinking maybe -- I don't know what's in the point created by Gardnertown and Gidney but maybe some nice landscaping there to kind of announce -- just make it look nice so that -- that's a very visible point. It would be like you might need to combine it with some kind of stormwater management. That could be a nice -- stormwater management plantings don't have to look ugly, they can look really beautiful. Consider somehow creating a beautiful point there.

And then your outdoor dining space. If you're going to make something, maybe it looks like something that you landscape or put trees around.

Coordinate the trash cans and the site furniture. Try to make that all look coordinated and nice.

Also, if you can show cut sheets of

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what you're proposing and include that in the details.

And then another thing. I was looking, it would be great to kind of soften the view of the cars from all the roads, the parked cars. Maybe put some hedging or something.

MR. BOHLER: We captured that in some of the areas. We can certainly look.

MS. ARENT: I did see some of that in the front, which is great. Being there's roads on all sides, it would be great to kind of soften that view. It also might help with people cutting through. Maybe they can't see where they're going and maybe they won't cut through.

Then I didn't look to see if the dumpster area was screened. If you could just show screening.

CHAIRMAN EWASUTYN: Pat Hines is going to bring you along. There's a project that we'll soon be signing the site plan.

Pat, discuss with him Gardnertown Commons and the improvements there also.

MR. HINES: Down Gidney Avenue, at the intersection of Gidney and Gardnertown, there's a

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164 unit apartment complex proposed. It's going to be under construction in the near future. At that intersection there is proposed to be a stop light added and some lane improvements to channel that traffic better than it is now. That will serve to dress up that area as well. I guess it's to the south of you there.

Along with Karen's comments regarding the stonewall, the Town has design guidelines. Realizing that you're upgrading an existing site, one of the design guidelines is that parking is not permitted in the front yard setback. That's difficult for you when you have three front yard setbacks on the roads. One of the mitigating measures the Town has in the past accepted, similar to your neighbors across North Plank Road, is that small stonewall feature to screen the front of the cars, as well as Karen mentioned the large parking area on Gardnertown Road there, to screen that. The Town Planning Board often considers a waiver of that design guideline.

Similar with the lights. The design guidelines address the lighting. If you can look at Karen's comments regarding that, that would be

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a waiver that the Board could also consider. It requires pedestrian scale lights ,whether they're 16 feet or lower. You're proposing 20 foot. I think it's important to match across the street, whatever height those are. That's where those comments come from. We do have the design guidelines.

A demolition permit will be required. You have a demolition plan. A note on that demolition plan just requires a permit from the building department.

You had mentioned the variances. Just to put them on the record, the front yard setback is proposed on Route 32, 60 feet is required, 57.1 is proposed. There's a variance needed for the entrance and exit to off-street parking, 150 feet from an intersection where 120.8 is provided. One off-street loading site is required where you're proposing no off-street loading. I'm sure Ken Wersted in the future, our Traffic Consultant, will address that. There may be a note required on the plans regarding deliveries if that moves forward. I think your deliveries are made by tractor trailers. That

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could certainly affect the operation of this site and the traffic circulation.

There's a requirement that drive-through aisles exit into parking areas. You'll need a variance for that because your drive-through is aimed directly at Route 32. That will be an interpretation by the Board as well because you really don't directly discharge there. Since you're going to the ZBA anyway, we'll have you address that.

And then signage which I picked up on. Our allowable signage based on your calculations is 766 plus or minus half a foot there and you're proposing 833.1. So those are the variances that you'll need.

The Town of Newburgh has double striped parking areas. I can provide you with that detail. Since you're redoing the entire parking lot, that Town required double striping is required.

We discussed the crosswalks that I had mentioned in my comment.

We do identify the referral to County Planning. I think the plans are in okay shape

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for that at this point.

County Planning as well as my future other comments are going to look at stormwater on the site. I don't know -- you're close to that acre. I don't know if you're at the acre. The Town of Newburgh also has more stringent requirements than the DEC. We are going to need a stormwater pollution prevention plan.

Along with that I noted you have an 18-inch pipe proposed directing stormwater into the Town's 12-inch diameter pipe. There may be a need for analysis of that 12-inch diameter pipe.

MR. BOHLER: We'll look at that.

MR. HINES: We'll be needing that.

We can't send it to County Planning until we have the stormwater pollution prevention plan. They're going to send it back as incomplete. The sooner you can get that to us we can have the County referral done.

We do concur that lead agency can be declared tonight and the plans can be sent to DOT. You aren't changing any drainage out to DOT but you are changing the traffic flow.

The water service. You're proposing a

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McDONALD'S

separate fire and potable water line. The Town requires that be a single line. The arrangement has to be such that if the fire flow is terminated to the building, the potable water is also terminated to the building. That works very well for us because the fire lines don't stay off very long when there's no potable water in the building. I can provide you with that detail as well.

MR. BOHLER: Can we go back to the signs real quick, just so I have clarification? You noted the variance required. We went through the ordinance and the directional signs were excluded from that calculation. The tally we have is for the free-standing and building mounted signs which is below that requirement, the 768 square foot plus or minus. The jump up is through the directional signs on the site, many for the enter/exit. If those are included I'm okay in asking for the variance. I want to make sure I have clarification.

MR. HINES: I'm not real clear. I just went based on your calculation. I don't know if the menu board is a directional sign either.



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MR. CANFIELD: The directional signs permissible are 2 square feet.

MR. HINES: Yours are 4.

MR. CANFIELD: You've got like an additional 60 square feet. That's a lot of directional signs.

MR. BOHLER: Most of them are how to get through the drive-through, et cetera. We counted the menu boards as a directional sign. It's not advertising.

MR. HINES: I think you're going to the ZBA. If that was the only reason to go to the ZBA I think it would warrant further analysis. Since you're going there, I think you can get that clarified and get it out of the way. We don't want you trying to get your building permit and not have signs be declared directional. I don't know what they look like but if it has an M on it for McDonald's or something, that may not be a directional sign.

MR. DONNELLY: You can certainly argue to them --

MR. BOHLER: Just a clarification. We're good.

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McDONALD'S

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MR. HINES: I have technical comments I was skipping over. I know you have my comments.

You're trying to preserve the parking, a small piece of the parking lot at Gidneytown but you're showing that as a stabilized construction entrance. That may have to be torn out to put the stabilized construction entrance in. I think you're going to be repaving the site anyway from what I heard earlier.

Concrete thrust blocks are shown on your water mains. The Town requires restrained joint pipe, not concrete thrust blocks. If you need those details I can provide them as well. There will need to be a restrained joint pipe chart put on there.

We have a comment the survey shows ownership to the center line of the road throughout. If it's a subdivision we would require dedication. I don't know if that's a typical site plan requirement. They own to the center line of Gardnertown and Gidney Avenue.

MR. DONNELLY: It must be a road by use.

MR. HINES: It could be a road by use

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but I don't know if at this point it would be appropriate to send it to the highway department to see if they would like a dedication.

MR. CANFIELD: It's existing.

MR. HINES: It's an existing condition.

MR. DONNELLY: I don't know. Often with residential subdivisions we request dedication. I don't know that that's necessary here.

MR. HINES: I think this is one of the first commercials we've seen where it goes to the center line, just because of the age of the facility I believe.

CHAIRMAN EWASUTYN: You'll have the same construction people building this as they built other McDonald's in the area for you? The point I'm getting at is building during the winter -- building in general in this area and the traffic and vehicles coming out, it would be good if you could provide someone along the road when you have trucks backing in and pulling out just for the safety of that busy intersection.

MR. BOHLER: I understand. They go out to bid but they can use local contractors so

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McDONALD'S

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they'll be familiar with the area.

CHAIRMAN EWASUTYN: I'm not so concerned whether they're local or they're not local. What I'm concerned about is having a flag person --

MR. BOHLER: Okay.

CHAIRMAN EWASUTYN: -- at the construction entrance, whether it be a concrete truck coming out or a stone truck coming in back and forth. I know the trades. Trucks are going to just be running in and out of there and it's going to create a safety issue and possibly a liability issue as far as tracking on the road.

MR. BOHLER: Sure.

CHAIRMAN EWASUTYN: So we'll go on record as stating that now. In the future if people start complaining, we'll realize that no one took that serious.

MR. BOHLER: Right.

CHAIRMAN EWASUTYN: The most difficult job in the trades is directing traffic. The most dangerous. Again, you have a tough area to work in.

MR. WARD: Under construction is it

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going to go out the back way?

MR. BOHLER: I don't think we figured that out yet.

MR. HINES: Initially in the first phase there is a stabilized construction entrance off of Gidney Avenue. There are other plans that show a stabilized construction access as well at the southern end of the Route 32 access, which that may be a difficult way to access the site.

CHAIRMAN EWASUTYN: Be careful there. It's a great location. It's a great project. There again, this was one of the hamlets that was discussed many years ago. There's fifteen hamlets in the Town. We're trying to still maintain that hamlet identity, whether it be with streetlights, sidewalks or stonewalls. It's a hamlet of the Town.

Okay. Anything else?

(No response.)

CHAIRMAN EWASUTYN: So at this point we would -- help me along with this. We'll ask the Board if they would grant conceptual approval, we'll declare our intent for lead agency and refer it to the DOT. Mike Donnelly will prepare

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the letter to the ZBA listing the variances.

MR. DONNELLY: Correct.

CHAIRMAN EWASUTYN: Then I'll move for a motion that we grant conceptual approval, that we declare intent for lead agency, we do a referral to the DOT and Mike Donnelly prepare a referral letter to the Zoning Board of Appeals.

MR. DOMINICK: Motion.

MR. WARD: Second.

MR. HINES: John, it needs to go to County Planning. I can't send it until we get the stormwater --

CHAIRMAN EWASUTYN: I did say that.

MR. HINES: Because they have to go to the ZBA, there would be some time if they want to submit that. If you want to approve it --

CHAIRMAN EWASUTYN: We'll make that motion now.

MR. HINES: Just include that. When we get the SWPPP we can send it, otherwise we'll be waiting a couple months. The County does want the stuff early.

CHAIRMAN EWASUTYN: I'll amend that motion. I think as Matt said earlier, 239-M of

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the Municipal Law, we'll refer it to the Orange County Planning Department.

Pat, as far as the notice of adjoining property owners within the next ten days, do you want to explain that?

MR. HINES: The Town has a requirement to notify properties within 500 feet ten days from the appearance at this meeting. You can't come back to a Planning Board meeting before then. So I will prepare a notice and I will get the addresses from the assessor which I will provide to you, you will address the envelopes, stamp the envelopes, stuff the envelopes and bring them to the Town supervisor's office.

CHAIRMAN EWASUTYN: You'll bring them to the personnel department. Charlene Black will be the responsible person. Charlene is in her office between the hours of 7 and 3. We would ask that you give her 24 hours notice that you plan on coming in.

MR. DUDLEY: Sure.

MR. HINES: They're just first class mail stamps. The Town does the mailings. It saves that certified mail. You'll be doing a lot

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McDONALD'S

of mailings. Then you'll have the ZBA and potentially a public hearing at this Board as well.

CHAIRMAN EWASUTYN: Okay. Anything else?

(No response.)

CHAIRMAN EWASUTYN: We had a motion made by Dave Dominick, a second by John Ward. We had discussion. We added the referral to the Orange County Planning Department. At this point I'll move for approval starting with Frank Galli.

MR. GALLI: Aye.

MS. DeLUCA: Aye.

MR. MENNERICH: Aye.

MR. BROWNE: Aye.

MR. DOMINICK: Aye.

MR. WARD: Aye.

CHAIRMAN EWASUTYN: Aye.

Motion carried.

Thank you.

MR. DUDLEY: Thank you very much.

(Time noted: 7:31 p.m.)



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

I, MICHELLE CONERO, a Notary Public  
for and within the State of New York, do hereby  
certify:

That hereinbefore set forth is a  
true record of the proceedings.

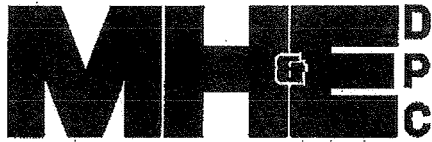
I further certify that I am not  
related to any of the parties to this proceeding by  
blood or by marriage and that I am in no way  
interested in the outcome of this matter.

IN WITNESS WHEREOF, I have hereunto  
set my hand this 14th day of November 2017.

*Michelle Conero*

---

MICHELLE CONERO



**McGOEY, HAUSER and EDSALL  
CONSULTING ENGINEERS D.P.C.**

MARK J. EDSALL, P.E., P.P. (NY, NJ & PA)  
 MICHAEL W. WEEKS, P.E. (NY, NJ & PA)  
 MICHAEL J. LAMOREAUX, P.E. (NY, NJ, PA, VT, VA & CT)  
 MATTHEW J. SICKLER, P.E. (NY & PA)  
 PATRICK J. HINES  
 LYLE R. SHUTE, P.E. (NY, NJ, PA)

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 e-mail: [mheny@mhepc.com](mailto:mheny@mhepc.com)

Principal Emeritus:  
 RICHARD D. McGOEY, P.E. (NY & PA)  
 WILLIAM J. HAUSER, P.E. (NY, NJ & PA)

**TOWN OF NEWBURGH  
 PLANNING BOARD  
 TECHNICAL REVIEW COMMENTS**

**PROJECT: MCDONALDS ROUTE 32-NORTH PLANK ROAD**  
**PROJECT NO.: 17-26**  
**PROJECT LOCATION: SECTION 1, BLOCK 1.1, LOT 76**  
**REVIEW DATE: 30 OCTOBER 2017**  
**MEETING DATE: 02 NOVEMBER 2017**  
**PROJECT REPRESENTATIVE: HARRIS BEACH/BOHLER ENGINEERING- WARREN NJ**

1. A demolition permit is required from the Town of Newburgh Building Department. Reference to this requirement shall be placed on the demolition plan sheet C-3.
2. Variances are required as identified in the submission letter. Front yard setback Route 32 60 feet required, 57.1 foot proposed. Exit/entrance for off street parking within 150 feet of an intersection 150 feet required, 120.8 proposed Town Code 185-13(D)(6)(b). One off street loading site required, 0 proposed Town Code section 185-13 (B) (6). Drive thru aisle exiting to New York State Route 32 " drive thru aisles are prohibited to exit directly to state highways Town Code 185-42(L).
3. Lead agency circulation is required as project fronts on New York State Route 32.
4. The approval title block on sheet C-1 should only have the Planning Board Chairperson's signature block, board secretary and municipal engineer to be removed.
5. The proposed signage identified on the plan is in excess of the 766.49 sq. ft. identified in the permitted signage total signage identified as 833.1 this is an additional variance required.
6. Standard Town of Newburgh double striped parking spot details should be added to the plan sheets. All parking spaces in the Town of Newburgh must comply with the double striped requirement.

7. Consideration for a cross walk between the southern parking spots and the structure should be undertaken. All pedestrians from the south portion of the site must cross in front of the drive thru window aisles.
8. Referral to County Planning is required.
9. Water service must comply with Town of Newburgh's requirements permitting one tap to provide both fire flow and potable water. Valve arrangements must be such that if fire flow water is terminated to the structure the potable water is similarly terminated. Standard detail can be provided.
10. Sizing for the proposed grease trap in compliance with the NYSDEC requirements should be submitted.
11. Detail of the proposed sanitary cleanout at the connection of the sanitary line, grease trap line and transition to 6 inch pipes should be provided.
12. A stormwater pollution prevention plan in compliance with NYSDEC and Town of Newburgh requirements should be provided for the project. It is noted that all flow is directed towards a 12 inch HDPE pipe crossing under Gidney Avenue. Capacity of the 12 inch CMP should be identified in a storm water management report.
13. A 15 inch flared end section is depicted on the proposed 18 in RCP pipe. This should be clarified.
14. Site lighting plan identifies 20 foot high lighting poles which are higher than the pedestrian scale lighting suggested by the design guidelines. Planning Board's comment on height of lighting should be received with guidance to the Applicant's representative as to compliance with the design guidelines or a request for a waiver of the pedestrian scale lighting.
15. Erosion control plan contains a curbed inlet filter. This detail does not meet requirements of the NYSDEC's blue book. Covering of storm grates with filter fabric is not an appropriate erosion control methodology.
16. The anti-tracking pad at the construction entrance is identified in an area where existing asphalt pavement is to remain. This should be further evaluated for placement of the stabilized construction entrance.
17. Detail 12 on sheet C-13 should be modified to Towns standard striping detail. Similar comment for sheet C-14 detail number 5.
18. Standard Town of Newburgh water and sewer notes must be added to the Plan sheets.
19. Concrete thrust blocks are depicted on detail sheet. Retrained joint pipe is required to be utilized in Town of Newburgh. Retrained joint pipe schedule should be added to the plans. Standard water notes must be added to the plans as well.

20. The survey depicts ownership to the centerline or greater than in the Town Roads. Mike Donnelly's comments regarding the need for roadway dedication parcels for a site plan should be received.

Respectfully submitted,

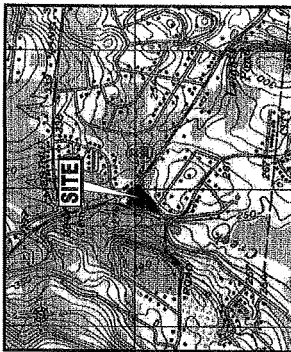
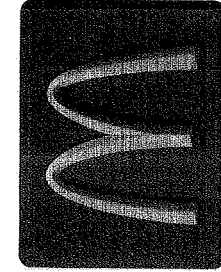
**McGoey, Hauser and Edsall**  
**Consulting Engineers, D.P.C.**

---

Patrick J. Hines  
Principal

# PRELIMINARY & FINAL SITE PLAN

FOR PROPOSED



## MCDONALD'S RESTAURANT WITH DRIVE THRU

65 NORTH PLANK ROAD  
TOWN OF NEWBURGH  
ORANGE COUNTY, NY  
SECTION 76, BLOCK 1, LOTS 1.1  
ZONE B; TAX MAP SHEET #76

**OWNER CERTIFICATION**

I CERTIFY THAT I AM THE OWNER OF SECTION 76, BLOCK 1, LOT 1.1 AND CONSENT TO THE FILING OF THIS APPLICATION.

SIGNATURE: [Signature] DATE: 8/4/12

NAME: MARK ERIKSON PROPERTIES, LLC A NEW YORK LIMITED LIABILITY COMPANY (4% TO 20% INTEREST)

**OWNER CERTIFICATION**

I CERTIFY THAT I AM THE OWNER OF SECTION 76, BLOCK 1, LOT 1.2 AND CONSENT TO THE FILING OF THIS APPLICATION.

SIGNATURE: [Signature] DATE: 8/4/12

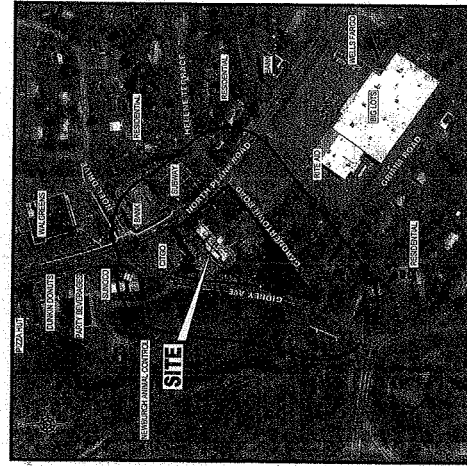
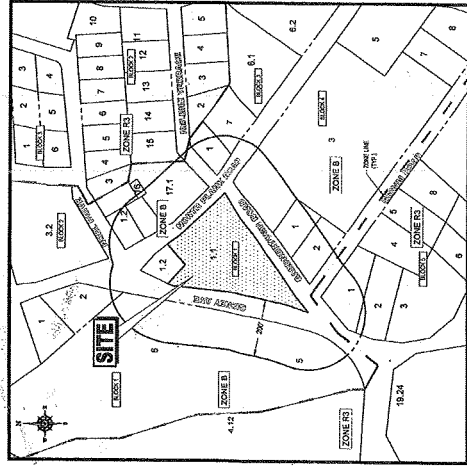
NAME: MARK ERIKSON PROPERTIES, LLC A NEW YORK LIMITED LIABILITY COMPANY (4% TO 20% INTEREST)

**UTILITY INFORMATION**

GAZ	CENTRAL HUDSON GAS & ELECTRIC (914) 290-0606
ELECTRIC	CENTRAL HUDSON GAS & ELECTRIC (914) 290-0606
SEWER	TOWN OF NEWBURGH (914) 362-2820
WATER	TOWN OF NEWBURGH (914) 362-2820
PHONE & CABLE	VERIZON COMMUNICATIONS (914) 494-5266

**ADJOINING NEIGHBOURS**

SECTION 76, BLOCK 1, LOT 1.2  
BHM ENTERPRISES, LLC

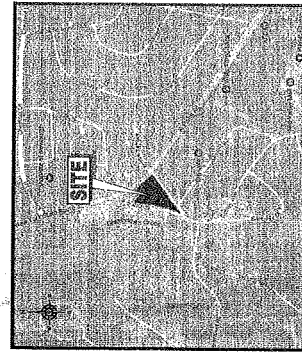


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New York  
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**DRAWING SHEET INDEX**

SHEET TITLE	SHEET NUMBER
COVER SHEET	C-1 OF 15
OVERALL SITE & STORAGE PLAN	C-2 OF 15
DEMOLITION PLAN	C-3 OF 15
SITE LAYOUT PLAN	C-4 OF 15
GRADING PLAN	C-4 OF 15
DRAINAGE & UTILITIES PLAN	C-4 OF 15
LIGHTING PLAN	C-7 OF 15
LANDSCAPE PLAN	C-8 OF 15
SOIL EROSION & SEDIMENT CONTROL PLAN - PHASE 1	C-8 OF 15
SOIL EROSION & SEDIMENT CONTROL PLAN - PHASE 2	C-9 OF 15
SOIL EROSION & SEDIMENT CONTROL PLAN - PHASE 3	C-10 OF 15
TOPSOIL DETAIL	C-10 OF 15
CEMENT DETAIL	C-10 OF 15
CEMENT DETAIL	C-10 OF 15
CEMENT DETAIL	C-10 OF 15
TOPOGRAPHIC / Aerial SURVEY (BY OTHER)	106 1

**APPROVAL BLOCK**

TOWNSHIP OFFICE NUMBER FOR RECORD APPROVAL  
APPROVED BY THE PLANNING BOARD OF THE TOWNSHIP OF NEWBURGH, NY.

BOARD CHAIRPERSON \_\_\_\_\_ DATE \_\_\_\_\_  
BOARD SECRETARY \_\_\_\_\_ DATE \_\_\_\_\_  
MUNICIPAL ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

**PLAN APPROVALS**

DATE	STATUS	STATE	PLAN DESCRIPTION
08/15/17	PRELIMINARY	NY	TOWN OF NEWBURGH
08/15/17	PLAN CHECKED	NY	COUNTY
08/15/17	NY	ORANGE	
	AL-SUB1		REGIONAL DRWG NO 001-0145

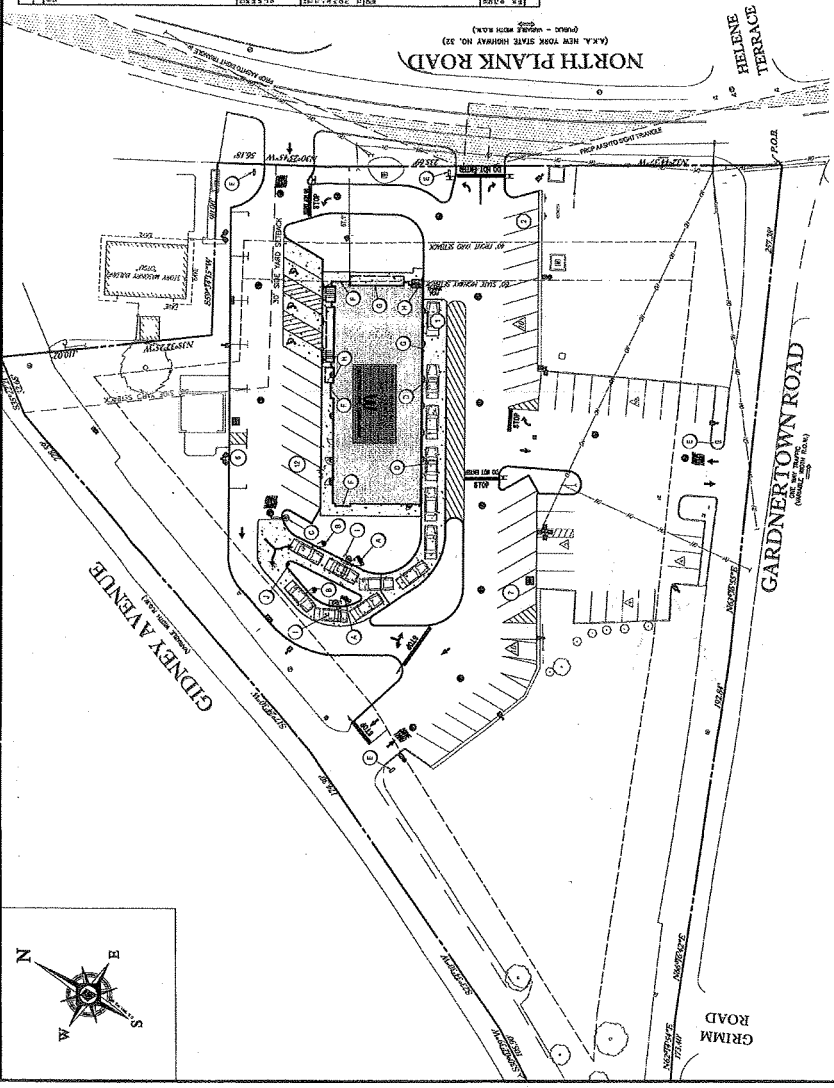
PLAN SHEET NO: C1

NO.	REV.	DATE	DESCRIPTION	BY	ISSUE REF.

**McDonald's**

THESE PLANS AND SPECIFICATIONS ARE THE PROPERTY OF MCDONALD'S LLC AND SHALL NOT BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS WITHOUT THE WRITTEN PERMISSION OF MCDONALD'S LLC.

111 WOOD AVENUE SOUTH, SUITE 200  
NEW YORK REGION  
TEL: (914) 290-0606



### ZONING TABLE

SECTION 165.18-1j

EXISTING ZONING	PROPOSED ZONING	PERMITTED USES	PROHIBITED USES
RESIDENTIAL	COMMERCIAL	...	...

### APPLICANT/OWNER INFORMATION

NAME: [Redacted]  
 ADDRESS: [Redacted]  
 CITY: [Redacted]

### BULK REQUIREMENTS

ITEM	REQUIREMENT	EXISTING	PROPOSED
1. MAXIMUM HEIGHT	...	...	...
2. MINIMUM LOT AREA	...	...	...

### PARKING REQUIREMENTS

TYPE	REQUIREMENT	EXISTING	PROPOSED
1. TOTAL PARKING	...	...	...
2. VISITOR PARKING	...	...	...

### LAND USE AND ZONING NOTES

1. THE PROPOSED USE IS PERMITTED BY THE ZONING REGULATIONS...
2. THE PROPOSED USE IS PERMITTED BY THE ZONING REGULATIONS...

### VARIANCE LIST:

1. FROM THE ZONING REGULATIONS...
2. FROM THE ZONING REGULATIONS...

### FINAL PLAN SIGNATURES

DATE: \_\_\_\_\_

DATE: \_\_\_\_\_

DATE: \_\_\_\_\_

### PLAN APPROVALS

DATE: \_\_\_\_\_

DATE: \_\_\_\_\_

DATE: \_\_\_\_\_

### PROPOSED SITE IMPROVEMENTS

SECTION 76, BLOCK 1, LOT 1.1

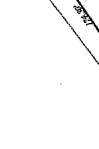
66 NORTH PLANK ROAD

TOWN OF NEWBURGH  
 COUNTY OF ORANGE  
 REGIONAL D.W.G. NO. 031-0145

SECTION 76, BLOCK 1, LOT 1.1  
 66 NORTH PLANK ROAD

SECTION 76, BLOCK 1, LOT 1.1  
 66 NORTH PLANK ROAD

SECTION 76, BLOCK 1, LOT 1.1  
 66 NORTH PLANK ROAD



**Bohler Engineering**  
 100 WEST 10TH STREET  
 NEWBURGH, NY 10975  
 845-353-7662

**Dig Safely New York**  
 800-962-7862

**SEE ADA PLAN & DETAIL SHEET FOR SIGN DETAILS**

**C-4**

DATE: 08/15/17  
PRELIMINARY: 08/15/17  
PLAN CHECKED: 08/15/17  
AS-BUILT: \_\_\_\_\_

STATUS: \_\_\_\_\_  
DATE: \_\_\_\_\_  
BY: \_\_\_\_\_  
CO-SIGNATURES: \_\_\_\_\_

PROJECT NO.: \_\_\_\_\_  
DATE: \_\_\_\_\_  
SIGNATURE (S REQUIRED): \_\_\_\_\_

PROPOSED SITE IMPROVEMENTS  
SECTION 76, BLOCK 1, LOT 1.1  
STREET ADDRESS  
65 NORTH PLANK ROAD  
CITY: NEWBURGH NY  
COUNTY: ORANGE  
REGIONAL DWG NO: 081-0145  
PLAN DESCRIPTION: SITE LAYOUT  
PLAN

**GENERAL NOTES:**

CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL AGENCIES INVOLVED. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL AGENCIES INVOLVED.

1. THE FOLLOWING DOCUMENTS ARE REFERRED TO BY REFERENCE IN THESE SPECIFICATIONS:

- A. ALL SPECIFICATIONS AND NOTES ON THESE PLANS.
- B. ALL CITY AND COUNTY ORDINANCES AND REGULATIONS.
- C. ALL STATE AND FEDERAL LAWS AND REGULATIONS.
- D. ALL RELEVANT CONTRACT DOCUMENTS AND AGREEMENTS.
- E. ALL RELEVANT ENGINEERING AND ARCHITECTURAL DRAWINGS.
- F. ALL RELEVANT SURVEYING AND GEODETIC DATA.
- G. ALL RELEVANT ENVIRONMENTAL AND HISTORICAL RECORDS.
- H. ALL RELEVANT UTILITIES AND INFRASTRUCTURE RECORDS.
- I. ALL RELEVANT TRAFFIC AND TRANSPORTATION RECORDS.
- J. ALL RELEVANT SOIL AND GEOTECHNICAL RECORDS.
- K. ALL RELEVANT PLANNING AND ZONING RECORDS.
- L. ALL RELEVANT PUBLIC WORKS AND RECORDS.
- M. ALL RELEVANT RECORDS OF PREVIOUS CONSTRUCTION AND IMPROVEMENTS.
- N. ALL RELEVANT RECORDS OF ADJACENT PROPERTIES AND UTILITIES.
- O. ALL RELEVANT RECORDS OF LOCAL, STATE, AND FEDERAL AGENCIES.
- P. ALL RELEVANT RECORDS OF PROFESSIONAL ENGINEERS AND ARCHITECTS.
- Q. ALL RELEVANT RECORDS OF SURVEYORS AND GEODETIC ENGINEERS.
- R. ALL RELEVANT RECORDS OF ENVIRONMENTAL ENGINEERS AND SCIENTISTS.
- S. ALL RELEVANT RECORDS OF HISTORICAL ARCHITECTS AND PRESERVATIONISTS.
- T. ALL RELEVANT RECORDS OF TRANSPORTATION ENGINEERS AND PLANNERS.
- U. ALL RELEVANT RECORDS OF SOIL ENGINEERS AND GEOTECHNICAL ENGINEERS.
- V. ALL RELEVANT RECORDS OF PLANNING AND ZONING ENGINEERS.
- W. ALL RELEVANT RECORDS OF PUBLIC WORKS ENGINEERS.
- X. ALL RELEVANT RECORDS OF PREVIOUS CONSTRUCTION AND IMPROVEMENTS.
- Y. ALL RELEVANT RECORDS OF ADJACENT PROPERTIES AND UTILITIES.
- Z. ALL RELEVANT RECORDS OF LOCAL, STATE, AND FEDERAL AGENCIES.

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL AGENCIES INVOLVED. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL AGENCIES INVOLVED.

3. ALL UTILITIES SHALL BE PROTECTED AND MAINTAINED AT ALL TIMES. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL AGENCIES INVOLVED.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL AGENCIES INVOLVED. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL AGENCIES INVOLVED.

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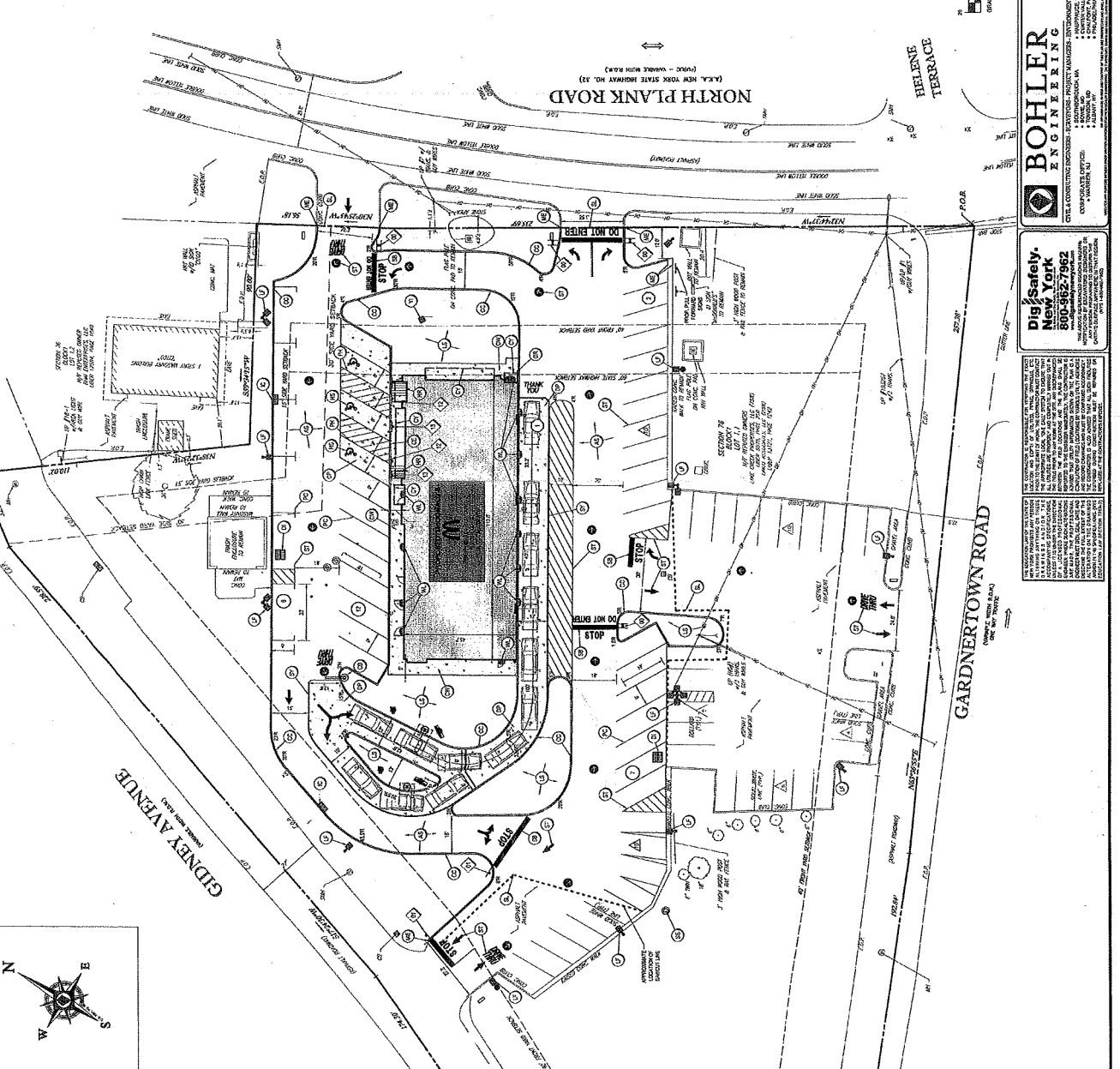
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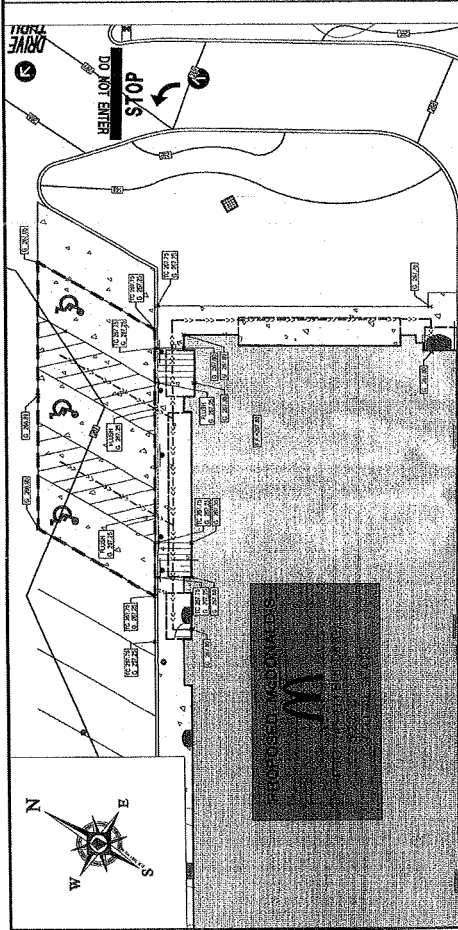
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- PROPOSED KEY:**
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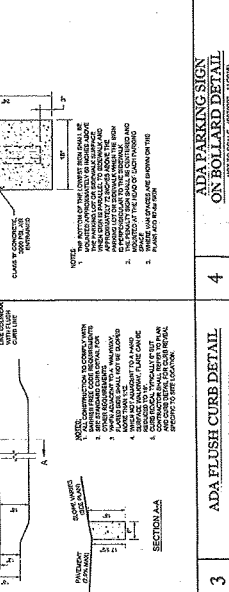
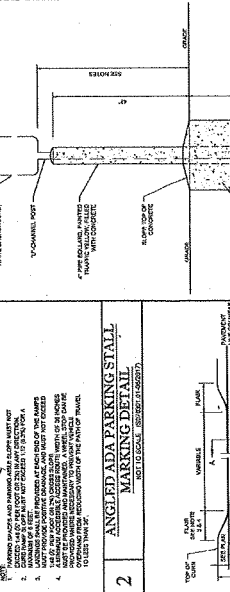
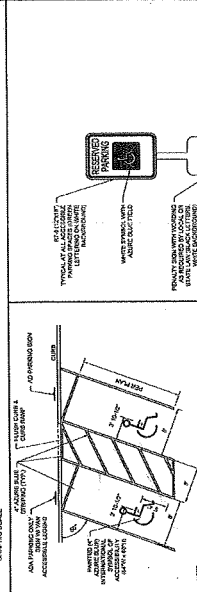








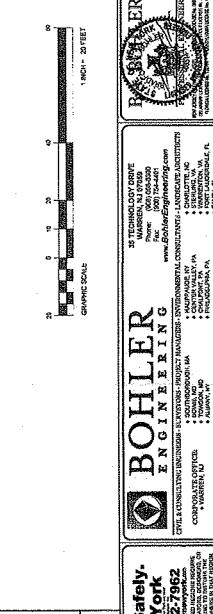
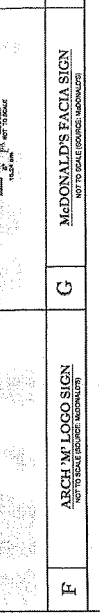
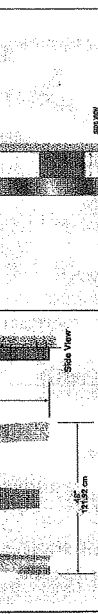
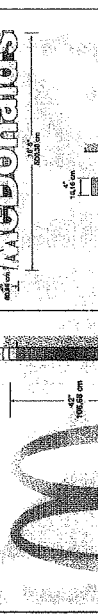
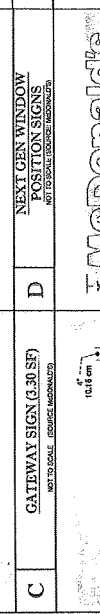
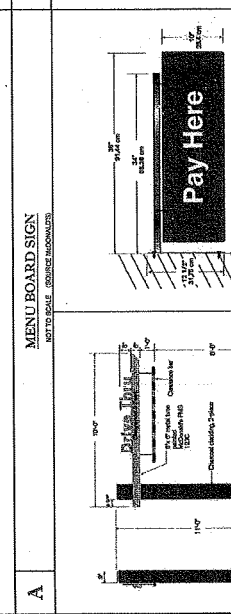
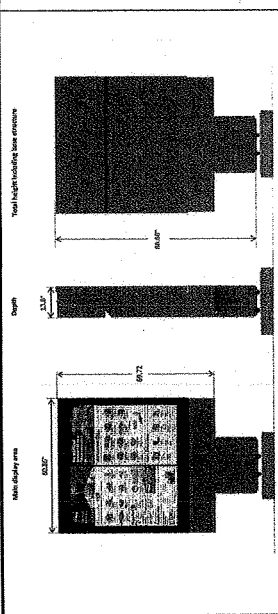
**ADA ENLARGEMENT**  
SCALE 1" = 10'  
GRAPHIC SCALE  
1" = 10 FEET



**ADA RAMP ALONG BUILDING DETAIL**  
SCALE 1" = 10 FEET

**ADA FLUSH CURB DETAIL**  
SCALE 1" = 10 FEET

**ADA PARKING SIGN ON BOLLARD DETAIL**  
SCALE 1" = 10 FEET



REV	DATE	DESCRIPTION	BY	ISSUE REF
P.M.				
G.P.				
C/O				

PLAN APPROVALS	DATE	REMARKS (IF REQUIRED)

OFFICE	ADDRESS
NEW YORK REGION 111 WOOD AVENUE, SUITE 400 NEW YORK, NY 10002 (212) 875-8900	

PROPOSED SITE IMPROVEMENTS	SECTION 76, BLOCK 1, LOT 1.1	STREET ADDRESS	CITY	STATE
		66 NORTH PLANK ROAD	TOWN OF NEWBURGH	NY

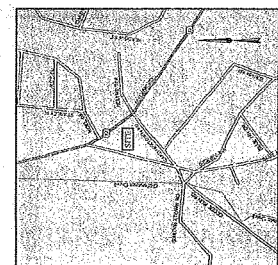
PLANNING	DATE	BY

**BOHLER ENGINEERING**  
24 TECHNOLOGY DRIVE  
NEW YORK, NY 10002  
www.bohlerengineering.com

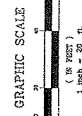
**Dig Safely. New York**  
800-862-7962

**McDonald's**  
111 WOOD AVENUE, SUITE 400  
NEW YORK, NY 10002

PLAN DESCRIPTION	REGIONAL DIV. NO.	COUNTY	CITY
ADA PLAN & DETAILS	091-0146	ORANGE	TOWN OF NEWBURGH



VICINITY MAP  
DATE: 11/16/11



*J. C. Weid*  
**JAMES C. WEID** LICENSE # 116222  
REGISTERED PROFESSIONAL ENGINEER  
CIVIL

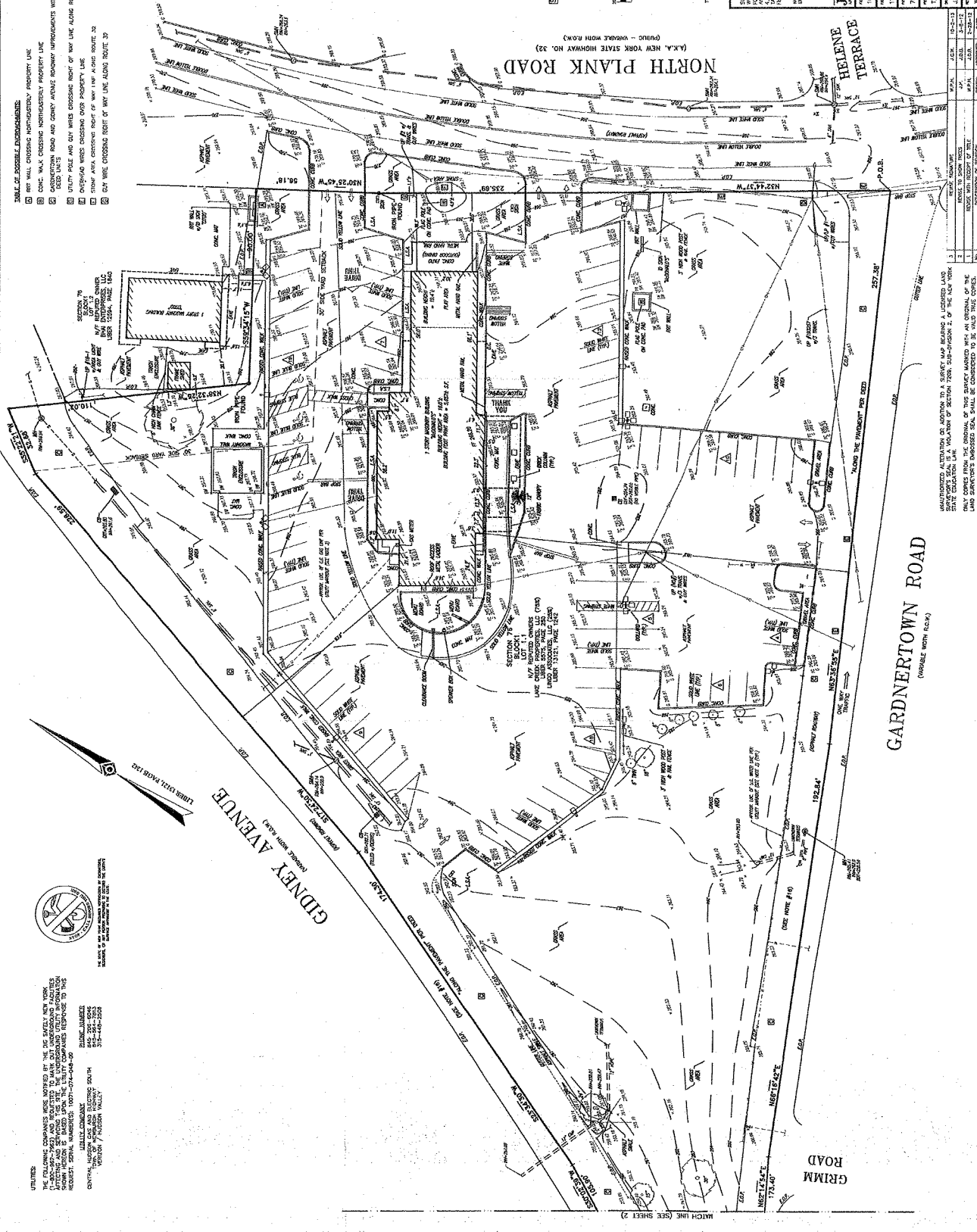
**ALTA/ACSM LAND TITLE SURVEY**  
**McDONALD'S USA, LLC**  
McDONALD'S USA, LLC  
167 NORTH PLANK ROAD  
LOT 11, BLOCK 1, SECTION 76  
L/C 467-04-045, ORANGE COUNTY, NEW YORK

**CONTROL POINT**  
SURVEYING & ENGINEERING, INC.  
244 WEST 234th STREET  
ROSELAND, NY 11423  
PHONE: 718-761-1111  
FAX: 718-761-1122  
WWW: CONTROLPOINTNY.COM

TO: McDONALD'S CORPORATION, A DELAWARE CORPORATION, 1450 WILMINGTON AVENUE, WILMINGTON, DE 19802  
FROM: CONTROL POINT SURVEYING & ENGINEERING, INC., A NEW YORK CORPORATION, 244 WEST 234th STREET, ROSELAND, NY 11423

THIS IS TO CERTIFY THAT THE MAP OR PART OF THE MAP AND THE SURVEY DATA HEREON WERE PREPARED BY ME OR UNDER MY SUPERVISION AND THAT I AM A LICENSED PROFESSIONAL ENGINEER IN THE STATE OF NEW YORK AND THAT I AM A MEMBER OF THE ENGINEERING COUNCIL ON PRACTICE AND ETHICS. THE FIELD WORK WAS CONDUCTED ON 11/16/11 AND 11/17/11.

- TABLE OF POSSIBLE ENCUMBRANCES:**
- ① 10' SIDE SETBACKS, INDICATED BY PROPERTY LINE
  - ② 5' SIDE SETBACKS, INDICATED BY PROPERTY LINE
  - ③ 0' SIDE SETBACKS, INDICATED BY PROPERTY LINE
  - ④ CONSTRUCTION BARRIERS AND CHAINS ALONG ROADWAY APPROXIMATELY SHOWN
  - ⑤ EXISTING UTILITIES
  - ⑥ UTILITY POLES AND GUY WIRES CROSSING RIGHT OF WAY LINE ALONG ROUTE 22
  - ⑦ OVERHEAD WIRES CROSSING OVER PROPERTY LINE
  - ⑧ OTHER AREA CROSSING RIGHT OF WAY LINE ALONG ROUTE 30
  - ⑨ CITY LINE CROSSING RIGHT OF WAY LINE ALONG ROUTE 39

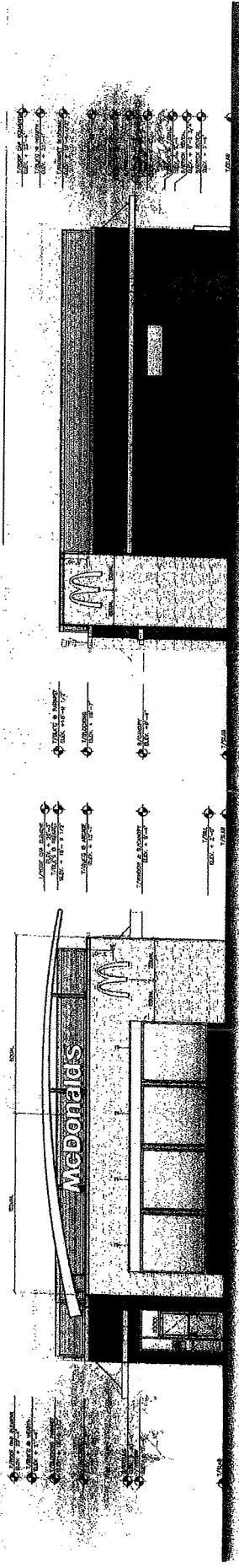


STANDARDIZED ALTIMETRY IS SHOWN ON THIS SURVEY MAP BEARING A REFERRED LANG GUARDIAN SURVEYING SYSTEM OF POSITION DATA, THE NUMBER 14, OF THE NEW YORK STATE EDUCATION LAW. THIS SYSTEM IS NOT TO BE MISTAKENLY USED AS AN ORIGINAL OF THE LAND SURVEYING PROFESSION'S ORIGINAL DATA. ANY REPRODUCTION OF THIS DATA WITHOUT THE WRITTEN CONSENT OF CONTROL POINT SURVEYING & ENGINEERING, INC. IS PROHIBITED.

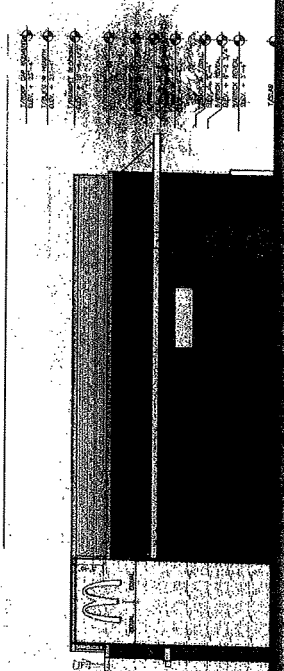


**UNITIES:**  
ALL MEASUREMENTS ARE IN FEET AND DECIMAL FRACTIONS UNLESS OTHERWISE SPECIFIED.  
ALL ANGLE MEASUREMENTS ARE IN DEGREES AND MINUTES UNLESS OTHERWISE SPECIFIED.  
ALL DISTANCE MEASUREMENTS ARE IN FEET AND DECIMAL FRACTIONS UNLESS OTHERWISE SPECIFIED.  
ALL AREA MEASUREMENTS ARE IN SQUARE FEET UNLESS OTHERWISE SPECIFIED.  
ALL VOLUME MEASUREMENTS ARE IN CUBIC FEET UNLESS OTHERWISE SPECIFIED.  
ALL WEIGHT MEASUREMENTS ARE IN POUNDS UNLESS OTHERWISE SPECIFIED.  
ALL TEMPERATURE MEASUREMENTS ARE IN DEGREES FAHRENHEIT UNLESS OTHERWISE SPECIFIED.  
ALL PRESSURE MEASUREMENTS ARE IN POUNDS PER SQUARE INCH UNLESS OTHERWISE SPECIFIED.  
ALL FORCE MEASUREMENTS ARE IN POUNDS UNLESS OTHERWISE SPECIFIED.  
ALL ENERGY MEASUREMENTS ARE IN FOOT-POUNDS UNLESS OTHERWISE SPECIFIED.  
ALL POWER MEASUREMENTS ARE IN WATTS UNLESS OTHERWISE SPECIFIED.  
ALL SPEED MEASUREMENTS ARE IN FEET PER SECOND UNLESS OTHERWISE SPECIFIED.  
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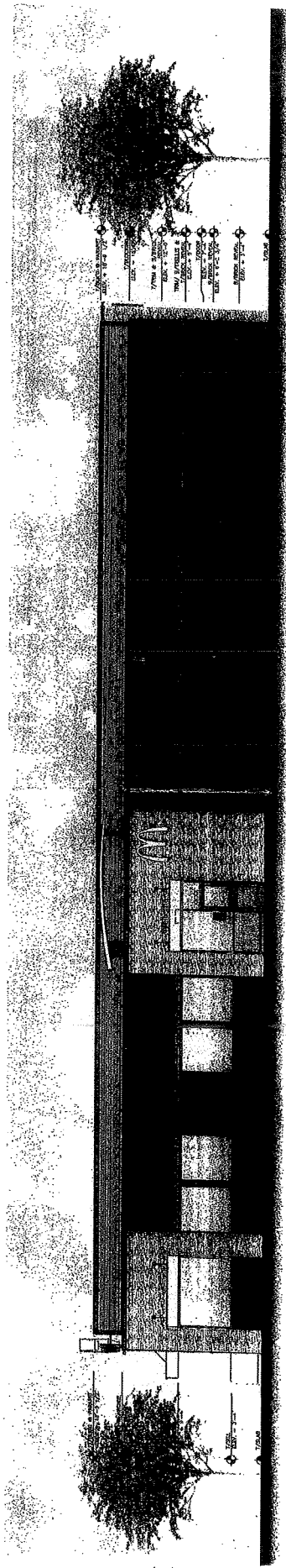




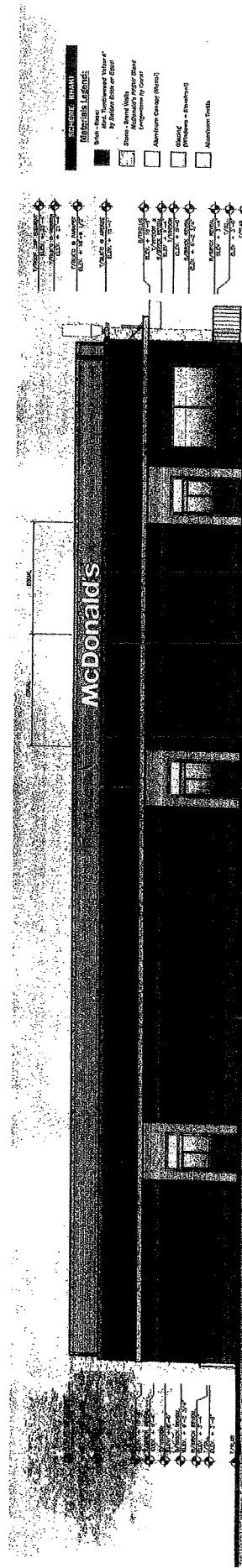
Front Elevation



Rear Elevation



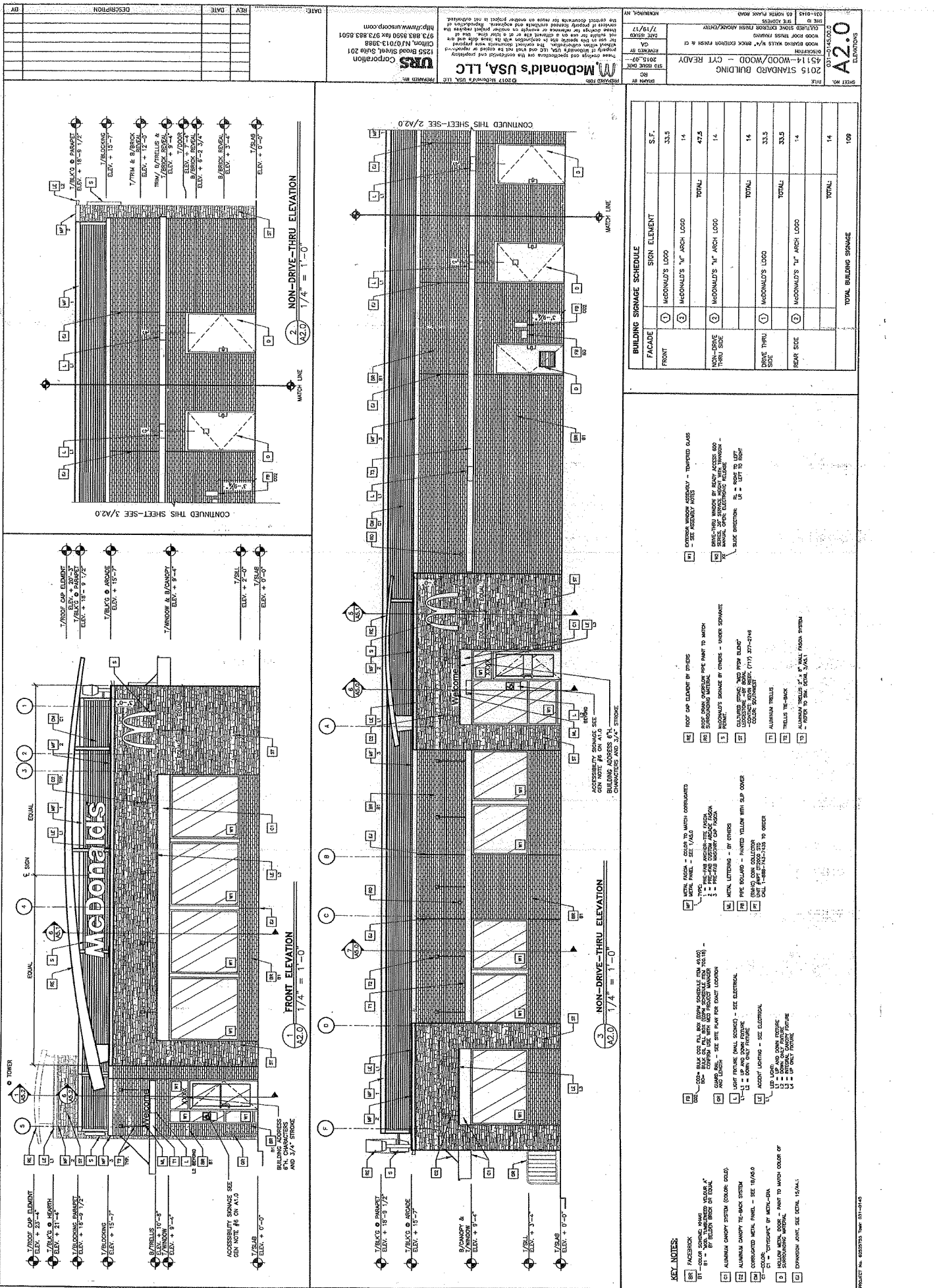
Non-Drive-Thru Side Elevation



Drive-Thru Side Elevation

- SCHEMATIC SYMBOLS**
- █ Material Legend
  - █ Solid Material
  - █ Glass
  - █ Aluminum Cladding (Aluminum)
  - █ Aluminum Trim





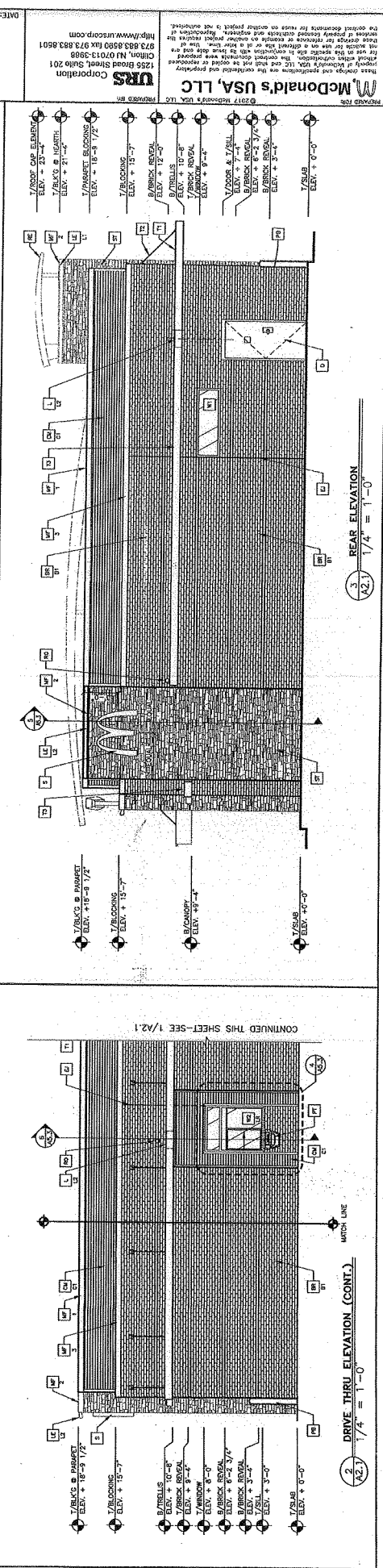
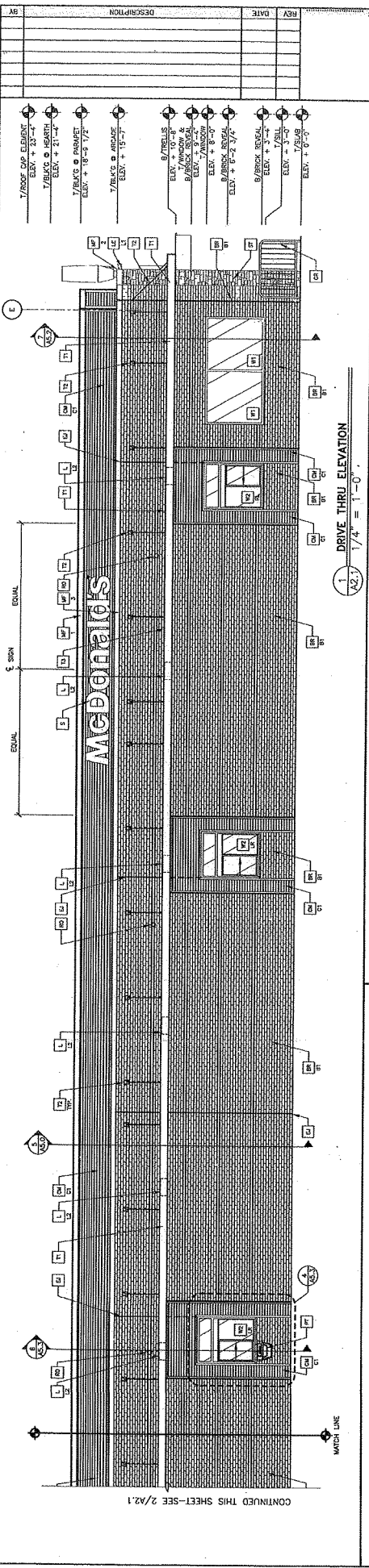
FACADE	SIGN ELEMENT	S.F.	
		Quantity	Area
FRONT	McDonald's Logo	1	33.5
	McDonald's 'M' Arch Logo	14	14
TOTAL			47.5
NON-DRIVE THRU SIDE	McDonald's 'M' Arch Logo	14	14
	McDonald's Logo	1	33.5
TOTAL			33.5
REAR SIDE	McDonald's 'M' Arch Logo	14	14
	McDonald's Logo	1	33.5
TOTAL			14
TOTAL BUILDING SIGNATURE			109

**KEY NOTES:**  
 1. PLACE SIGN  
 2. SEE SIGN MANUFACTURER SPECIFICATIONS FOR SIGN  
 3. SEE SIGN MANUFACTURER SPECIFICATIONS FOR SIGN  
 4. ALUMINUM CANTY SYSTEM (COLOR GOLD)  
 5. CONTOURED METAL PANEL - SEE 18/640  
 6. 'MCDONALD'S' BY METAL-INK  
 7. HOLLOW METAL LOGO - PAINT TO MATCH COLOR OF SURROUNDING METAL.  
 8. EXPANSION JOINT. SEE DETAIL 15/141.

**SKY NOTES:**  
 1. ROOF CAP ELEMENT - SEE 23/44  
 2. GUTTER - SEE 18/640  
 3. DOWNSPOUT - SEE 18/640  
 4. LIGHT FIXTURE (HALL LIGHTS) - SEE ELECTRICAL  
 5. ACCENT LIGHTING - SEE ELECTRICAL  
 6. METAL PANEL - COLOR TO MATCH COORDINATED METAL PANEL - SEE 1/4/60  
 7. THE 6" SIGN AND THE SIGN  
 8. SEE 18/640 FOR THE SIGN AND THE SIGN  
 9. THE 6" SIGN AND THE SIGN  
 10. SEE 18/640 FOR THE SIGN AND THE SIGN

**BUILDING SIGNATURE SCHEDULE**  
 1. MCDONALD'S LOGO  
 2. MCDONALD'S 'M' ARCH LOGO  
 3. MCDONALD'S 'M' ARCH LOGO  
 4. MCDONALD'S LOGO  
 5. MCDONALD'S 'M' ARCH LOGO

**FRONT ELEVATION**  
 1. MCDONALD'S LOGO  
 2. MCDONALD'S 'M' ARCH LOGO  
 3. MCDONALD'S 'M' ARCH LOGO  
 4. MCDONALD'S LOGO  
 5. MCDONALD'S 'M' ARCH LOGO



**KEY NOTES:**

- 181 - FACEBRICK
- BT - COLOR SIGNAGE BASK
- BT - COLOR SIGNAGE BASK BY THE SIGNAGE OF THE
- 21 - ALUMINUM CHIMNEY SYSTEM (COLOR: OGD)
- 22 - ALUMINUM CHIMNEY TE-JACK SYSTEM
- 23 - CORRUGATED METAL PANEL - SEE 18/ALSO
- 24 - COLOR
- CI - "TYPED" BY METAL-CON
- 5 - ALUMINUM TELLER
- 6 - DOWNDRAFT JOINT - SEE DETAIL 14/AL1
- 7 - METAL PANEL - COLOR TO MATCH CORRUGATED
- 8 - METAL LETTERING - SEE 18/ALSO
- 9 - METAL LETTERING - BY OTHERS
- 10 - METAL LETTERING - BY OTHERS
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- 100 - METAL LETTERING - BY OTHERS

**BUILDING SIGNAGE SCHEDULE**

FACADE	SIGN ELEMENT	S.F.
FRONT	1. McDONALD'S LOGO	33.5
	2. McDONALD'S "M" ARCH LOGO	14
	TOTAL	47.5
NON-DRIVE THRU SIDE	3. McDONALD'S "M" ARCH LOGO	14
	TOTAL	14
	4. McDONALD'S LOGO	33.5
DRIVE THRU SIDE	5. McDONALD'S LOGO	33.5
	TOTAL	33.5
	6. McDONALD'S "M" ARCH LOGO	14
SIGN SIDE	TOTAL	14
	TOTAL	109

**2015 STANDARD BUILDING**  
4514 WOOD/WOOD - CYT READY

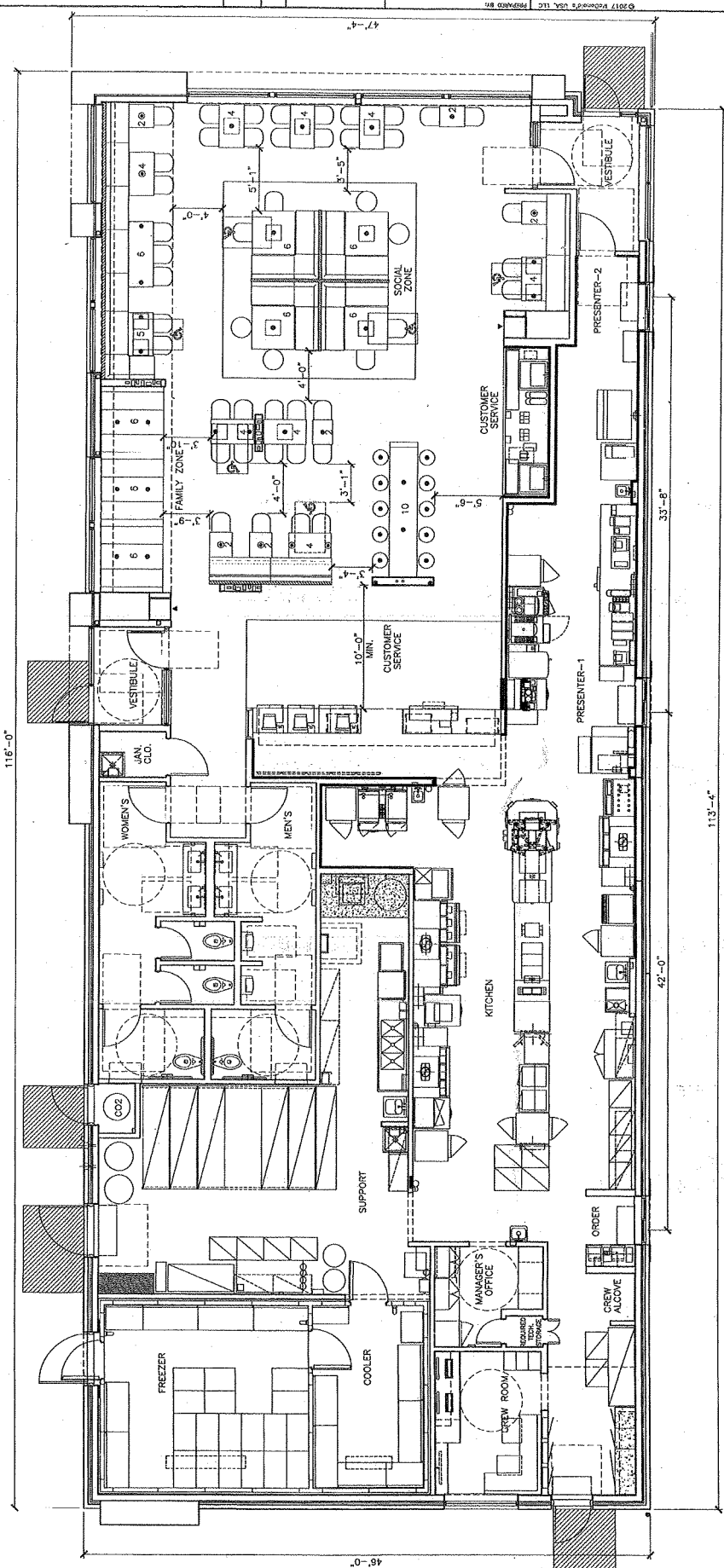
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http://www.mcdcorp.com

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# 45114-WW PLAN

## 5,311 GROSS SQ. FT. / 4,893 NET SQ. FT.

### 107 SEATS (6 ACCESSIBLE SEATS)



REV.	DATE	DESCRIPTION

**URS**  
Architecture & Engineering -  
1255 Broad Street, Suite 201  
Chiron, NJ 07012-2888  
Tel: 973 883 8500 Fax: 973 883 8501  
<http://www.urscorp.com>

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McDonald's USA, LLC  
3801 E. 15th Avenue  
Denver, CO 80202

PROJECT NO.	45114-WOOD/WOOD - CYT READY
DATE	12/13/17
DESCRIPTION	WOOD FLOORING INSTALLATION
LOCATION	45114-WOOD/WOOD - CYT READY
PROJECT NO.	45114-WOOD/WOOD - CYT READY
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DATE	12/13/17
DESCRIPTION	WOOD FLOORING INSTALLATION
LOCATION	45114-WOOD/WOOD - CYT READY

**FLOOR PLAN**  
1/4"=1'-0"