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STATE OF NEW YORK : COUNTY OF ULSTER
TOWN OF MARLBOROUGH PLANNING BOARD

----- X

In the Matter of

SUSAN BAGATTA

Project No. 17-1027
1 Top Hill Road, Marlboro
Section 109.1; Block 4; Lot 70.220

----- X

FINAL - LOT LINE CHANGE

Date: March 5, 2018
Time: 7:30 p.m.
Place: Town of Marlborough
Town Hall
21 Milton Turnpike
Milton, NY 12547

BOARD MEMBERS: CHRIS BRAND, Chairman
JOEL TRUNCALI
BEN TRAPANI
CINDY LANZETTA
JOSEPH LOFARO
MANNY CAUCHI

ALSO PRESENT: RONALD BLASS, ESQ.
PATRICK HINES
VIRGINIA FLYNN

APPLICANT'S REPRESENTATIVE: PATRICIA BROOKS

----- X

MICHELLE L. CONERO
PMB #276
56 North Plank Road, Suite 1
Newburgh, New York 12550
(845)541-4163

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SUSAN BAGATTA

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CHAIRMAN BRAND: I'd like to call the meeting to order with the Pledge of Allegiance to the flag of our country.

(Pledge of Allegiance.)

MR. TRUNCALI: Agenda, Town of Marlborough Planning Board, March 5, 2018. Regular meeting 7:30 p.m. Approval of stenographic minutes for 2/5. Susan Bagatta, final, lot line; Young's 9W Plymouth, sketch, site plan. Next deadline: Friday, March 9th. Next scheduled meeting: Monday, March 19th.

CHAIRMAN BRAND: Excellent. I think we've had enough time to look at the minutes for February 5th. Can I have a motion to approve those minutes?

MS. LANZETTA: I'll make that motion.

CHAIRMAN BRAND: Is there a second?

MR. LOFARO: I'll second.

CHAIRMAN BRAND: Any discussion?

(No response.)

CHAIRMAN BRAND: All those in favor?

MR. TRAPANI: Aye.

MS. LANZETTA: Aye.

MR. TRUNCALI: Aye.

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SUSAN BAGATTA

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MR. CAUCHI: Aye.

MR. LOFARO: Aye.

CHAIRMAN BRAND: Aye.

Any opposed?

(No response.)

MS. FLYNN: Can we just say that Cindy first it and Joe second it, because the Stenographer is not here?

CHAIRMAN BRAND: Sure.

MS. FLYNN: Thank you.

CHAIRMAN BRAND: Cindy made the motion and it was seconded by Joe. Excellent.

First up, Susan Bagatta, final, lot line, 1 Top Hill Road, Marlboro.

Pat?

MR. HINES: This is here for final approval. I think we discussed it at the last meeting. The only thing lacking was the written neg dec and the written final approval. I think we worked through the issues on it. The final approval contains some conditions. We addressed things like access and the building permits and such, no future subdivision.

MS. BROOKS: The only question that I

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SUSAN BAGATTA

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did have is one of the notes that Sue came back with was related to -- it's okay to call it the existing 50 foot wide right-of-way but get rid of note as Tops Hill Road. That is a family name for that road. It used to be Tops TV that the dad owned in the front. It is Tops Hill on the tax map. The addresses for those properties are 7 Tops Hill and 1 Tops Hill. So Tops Hill is of record and the owner would very much like to leave it in print. Is there a particular concern about it that prevents us from leaving it on the map? It is what the address is.

MR. BLASS: What if they added "Not a Town road"?

MS. BROOKS: Oh, absolutely.

MR. HINES: The reason is if it's a road shown on a subdivision map, that takes away the 280-A issue.

MS. BROOKS: Got it.

MR. HINES: I don't know how it got called Tops Hill Road. Maybe the 911 address.

MS. BROOKS: I'm not sure either but --

MR. HINES: It sounds like it's a 911 address.

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SUSAN BAGATTA

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MS. LANZETTA: I'm sorry, I didn't hear, what was the --

MS. BROOKS: If I put underneath "Not a Town road."

MS. LANZETTA: Okay.

CHAIRMAN BRAND: That doesn't bring up any private road issues or anything?

MR. BLASS: No, I don't think so. So we'll say condition number 2 would be with reference to known as Top Hill Road, we'll include a statement that it's not a Town road.

CHAIRMAN BRAND: Ron, did you have anything else?

MR. BLASS: What we have tonight is part 2 of the E.A.F., a negative declaration and the resolution of approval.

MS. BROOKS: I have something to say, Pat. What I can do -- right now we have existing 50 foot wide right-of-way known as Tops Hill Road. If I put it in a parenthesis right-of-way only, not a road, and then it's not a private road, it's not a Town road. Maybe that would be more inclusive?

MR. HINES: I think so.

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SUSAN BAGATTA

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MS. BROOKS: I understand your concern.

If that's okay with the Board. I mean --

CHAIRMAN BRAND: Mh'hm'.

MR. HINES: That's okay.

CHAIRMAN BRAND: Any questions or
comments from the Board?

(No response.)

CHAIRMAN BRAND: No. So I would like a
motion to accept the short E.A.F. Part 3
determination of significance, please.

MR. LOFARO: I'll make that motion.

CHAIRMAN BRAND: Joe.

MR. TRAPANI: I'll second it.

CHAIRMAN BRAND: Seconded by Ben. All
those in favor, say aye.

MR. TRAPANI: Aye.

MS. LANZETTA: Aye.

MR. TRUNCALI: Aye.

MR. CAUCHI: Aye.

MR. LOFARO: Aye.

CHAIRMAN BRAND: Aye.

Any opposed?

(No response.)

CHAIRMAN BRAND: Excellent. We also

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SUSAN BAGATTA

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have a motion before us for the SEQRA negative declaration, notice of determination of significance.

Jen, would you poll the Board, please?

MS. FLYNN: Member Truncali?

MR. TRUNCALI: Yes.

MS. FLYNN: Member Trapani?

MR. TRAPANI: Yes.

MS. FLYNN: Member Lanzetta?

MS. LANZETTA: Yes.

MS. FLYNN: Member Lofaro?

MR. LOFARO: Yes.

MS. FLYNN: Member Cauchi?

MR. CAUCHI: Yes.

MS. FLYNN: Member Clarke is not here.

Chair Brand?

CHAIRMAN BRAND: Yes. We also have

before us a resolution of approval by the Town of Marlborough Planning Board. We discussed condition number 2 to include the text on the map that it's not a Town road, it's a right-of-way only.

Jen --

MS. BROOKS: I haven't seen the

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SUSAN BAGATTA

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resolution.

MS. LANZETTA: It's for two -- we're going to be changing it to -- it won't say remove the reference, it will say --

CHAIRMAN BRAND: You'll add the inclusion it's not a Town road, it's a right-of-way.

MS. BROOKS: So that's condition 2. Condition 1 is, I'm assuming, with regard to removal of the storage?

CHAIRMAN BRAND: Condition 1 is payment of all relevant fees.

MS. BROOKS: Okay.

CHAIRMAN BRAND: 2, removing the reference. 3, no further subdivision of any lot without access to a public or a private road constructed in accordance with the Town of Marlborough specifications. Existing Top Hill Road does not qualify. 4, storage trailers on the premises shall be removed. 5, a suitable access easement shall be given to lot 2 by the applicant to benefit the lands of Andrew Bagatta Junior and the said easement shall follow the location of the actual existing driveway which

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SUSAN BAGATTA

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accesses that parcel.

MS. BROOKS: Great.

MS. LANZETTA: The only thing, perhaps for 3 then we should leave off existing Top Hill Road does not qualify. Isn't that kind of redundant because we're calling it a road again?

MR. BLASS: I can take that out. Yeah.

CHAIRMAN BRAND: Okay. Jen, would you poll the Board?

MS. FLYNN: Member Lanzetta?

MS. LANZETTA: Yes.

MS. FLYNN: Member Truncali?

MR. TRUNCALI: Yes.

MS. FLYNN: Member Trapani?

MR. TRAPANI: Yes.

MS. FLYNN: Member Lofaro?

MR. LOFARO: Yes.

MS. FLYNN: Member Clarke?

Member Cauchi?

MR. CAUCHI: Yes.

CHAIRMAN BRAND: I'll say yes as well.

MS. FLYNN: Chair Brand. Sorry.

CHAIRMAN BRAND: That's quite all right.

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SUSAN BAGATTA

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Okay. I think you're all set. Thank
you.

(Time noted: 7:43 p.m.)

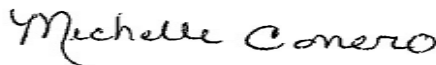
C E R T I F I C A T I O N

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 18th day of March 2018.



MICHELLE CONERO

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STATE OF NEW YORK : COUNTY OF ULSTER
TOWN OF MARLBOROUGH PLANNING BOARD

----- X

In the Matter of

YOUNG'S 9W PLYMOUTH

Project No. 18-2002
1871 Route 9W, Milton
Section 103.1; Block 1; Lot 28

----- X

SKETCH - SITE PLAN

Date: March 5, 2018
Time: 7:43 p.m.
Place: Town of Marlborough
Town Hall
21 Milton Turnpike
Milton, NY 12547

BOARD MEMBERS: CHRIS BRAND, Chairman
JOEL TRUNCALI
BEN TRAPANI
CINDY LANZETTA
JOSEPH LOFARO
MANNY CAUCHI

ALSO PRESENT: RONALD BLASS, ESQ.
PATRICK HINES
VIRGINIA FLYNN

APPLICANT'S REPRESENTATIVE: PATRICIA BROOKS

----- X

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CHAIRMAN BRAND: Next on the agenda is Young's 9W Plymouth, sketch, site plan.

Did you want to go through the map a little bit with us first? Are there significant changes than what we saw at the lot line?

MS. BROOKS: Basically what we did is we took the original lot line subdivision map, we synced it as a site plan map and added some of the site features that are required for a site plan map.

I note that in our case we made some errors on it but basically we added the light poles, we added the topography, we showed the dumpster location, I think we showed the lighting on the building, where the parking areas were. Basically just tried to update it to add the features that we generally would show on a site plan.

Again, it is an as-built site plan map. There are no additional changes at this point in time.

CHAIRMAN BRAND: Pat, would you run through your comments, please?

MR. HINES: Sure. Our first comment

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just notes that now that it is a site plan they need the referral from the code enforcement officer to the Board. It may be similar as the lot line change ones.

MS. LANZETTA: We did get that.

MS. BROOKS: If I could get a copy of that as well, that would be great.

MR. HINES: There has been previous excavation activities on the site. If the excavation is complete, the areas that are disturbed should be revegetated. Site landscaping should be evaluated by the Board with regard to mitigating the previous rock excavation on the site. It's looks not like a quarry there right there now. If there is any concern of the Board for that. Whether any landscaping should be required. The code would require some landscaping along the frontage.

The bulk table refers to note 12. I think it's supposed to refer to note 13 regarding the previous need for variances.

A portion of the property for new car sales is identified as gravel in the area of that new excavation. Typically the Board requires

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commercial areas to be paved. I wasn't sure if this was going to be open for the public or just for inventory. It's less of a concern if it's storage for inventory. If you have customers walking through the gravel parking lot, that may be an issue.

There's been no stormwater management addressed on the site. We're going to be looking for that. It's disturbing -- more than an acre of the site was disturbed, so compliance with DEC regulations regarding that.

DOT input is required based on the proximity to the State highway.

County DPW also would be an involved agency. There's no change of access but that needs to be submitted.

An Ulster County Planning referral for the site details including any proposed lighting or landscaping, any grading or drainage improvements.

This is along the Route 9W corridor. I do note that it is north of Milton Turnpike. I don't know where the sidewalks that we're doing along the 9W corridor would enter in. There

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should be a discussion whether or not the Board feels there should be sidewalks along the frontage. I don't know where you're walking from or to, but that's something we talk about along that corridor.

And then an erosion and sediment control plan would be appropriate for the site as well.

MS. BROOKS: So I guess we'll start at the beginning. So the excavation that has taken place at the site was all rock outcrop which basically was just flattened out. So it was impervious surface to begin with, it's impervious surface now. They did not change anything with regard to stormwater. It was rock and it's still rock. It never had any ground cover on it. It never was landscaped. Anybody who goes past it every single day, it was rock and it's rock and it's rock and it's rock. So, you know --

MR. HINES: I'll defer to the Board. I don't know what it looked like before it became a quarry, for lack of a better term.

MR. ALDRICH: It's just grass.

MR. HINES: If it was rock then and

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YOUNG'S 9W PLYMOUTH

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rock now, I don't have much concern.

CHAIRMAN BRAND: Did we decide what that's going to be used for?

MR. ALDRICH: It will just be for storage. If I have to move the cars there like when it snows. I can move cars over there by the lot and then pull them back onto the blacktop. Customers won't have to walk there. I can keep all the vehicles, as you can see, on the blacktop.

MR. TRAPANI: They were moved down the next day.

CHAIRMAN BRAND: Yeah.

MR. HINES: I'm not concerned if it's for overflow inventory. If you've got 120 cars -- I just don't like to encourage customers to walk into --

MS. BROOKS: Yeah. I can put in parenthesis there "Not a customer area."

MR. HINES: Yeah.

MR. ALDRICH: I never encourage customers to go up there anyway.

MR. HINES: We don't want people coming in and saying hey, Young's Motors has a gravel

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YOUNG'S 9W PLYMOUTH

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lot. You know, there's a reason for it. There's logic to it, that it is for inventory storage and not for public access and sales.

MR. LOFARO: Putting that on map, though, does that prevent him from doing it in the future if he wants to pave that and use that? You don't want to take that away from him if he wants to do that.

MR. HINES: I think he'd have to come back.

MS. BROOKS: He'd have to come back. As long as we're leaving it gravel, I'm going to change it to say "Gravel parking lot for new car inventory" instead of sales.

MS. LANZETTA: Okay.

MS. BROOKS: That should be -- will that address that, Pat?

MR. HINES: I think so, yeah.

MS. LANZETTA: Okay.

MS. BROOKS: So I think that takes care of the excavation.

The site area, we have a proposal of -- that's going to be revised. The asterisk does relate to 13. As the Board will remember, a few

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years ago when they were looking to put an addition on the building we had made application to the Planning Board at that point in time for site plan approval, and so we sought variances at that point in time. That's what those variances were related to. And then subsequent to that, when it looked like it was going to take a real long time for the sewer to get over there, those plans were abandoned. So those variances were granted by the ZBA at that point back in 2013.

I think we took care of the overflow inventory.

Stormwater management, again we're -- we don't have disturbance of more than one acre of non-impervious surface to impervious surface. It always has been impervious.

I guess my question is with regard to DOT and Ulster County Planning Board, if none of the changes that were made here, basically it was just taking down that mountain of rock and turning it into gravel, that's the only change that was made, does it warrant going to DOT and Ulster County Planning Board if there's been no impact? The access, ingress/egress is still the

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same. Everything has been maintained the same.

MR. BLASS: You have to go to County Planning. There's no way around that.

MS. BROOKS: No way around that?

MR. BLASS: No.

CHAIRMAN BRAND: It has to go to DOT, too, because it's on a State highway. Correct?

MR. HINES: It fronts on a State highway.

MS. BROOKS: Well I guess -- yeah. I mean I would say because it's going to go to them as part of the SEQRA circulation anyway; right?

MR. BLASS: Yeah.

MS. BROOKS: So it will go to -- it will go to DPW and DOT as far as the SEQRA circulation, and we should get feedback from them relative to that.

MR. BLASS: It will be a --

MS. BROOKS: I just don't have -- I'm sorry, Ron.

MR. TRUNCALI: We're not making any changes, we're --

CHAIRMAN BRAND: Pretty much, yeah. But then it changes the use.

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MS. BROOKS: I just don't have an application to submit to DOT or Ulster County DPW. What I'm asking is if we do a coordinated review of the circulation of SEQRA, will that be sufficient?

MR. HINES: Yes.

MS. BROOKS: I'm not talking about Ulster County Planning Board. I'm only talking about DOT and County DPW.

MR. HINES: We will do that during the SEQRA process and that would be sufficient notice for those agencies.

MS. BROOKS: Is that acceptable to the Board? I just don't know what to apply -- you now, I have nothing to apply for. I think that --

MR. HINES: You may have time to look at it under SEQRA. I don't know. That could raise whatever issues they have on the site.

MS. BROOKS: Correct. Yeah. But I think that's probably the more appropriate way to circulate it.

MR. HINES: That's fine. Landscaping and sidewalks are probably the two other issues.

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CHAIRMAN BRAND: Yeah. I think in the past we have asked people north of the Milton Turnpike to do sidewalks. We required Luvero's north of that, and as was the Grand Slam Auto, some of the other sites there. I think personally speaking for me, I know that being a customer there a lot, in the front there, if it was possible to put some type of pedestrian marked off space, I think that wouldn't be a terrible idea. I would prefer to see sidewalks there if we could, just maybe in front of that -- you know, like from the light up to maybe the bay, and then on the blacktop you could paint something just to show that people could walk there. The idea was to kind of encourage pedestrian use.

MS. BROOKS: So you're talking about behind the curbed area? Right now there's all parking there for the cars.

CHAIRMAN BRAND: Right.

MS. BROOKS: I'm not sure --

CHAIRMAN BRAND: Right where the sign, is pretty much there. I don't know, is there room to get a piece of sidewalk in, like just in

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YOUNG'S 9W PLYMOUTH

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front of the building?

MS. BROOKS: Can you show me where?

CHAIRMAN BRAND: From here to here.

Here to here pretty much because this is the
driveway; right?

MS. BROOKS: That's the driveway, yeah.

MR. ALDRICH: The driveway into the
overhead door?

CHAIRMAN BRAND: No. From like south
of that to the corner.

MR. LOFARO: The gas pump used to be
there.

CHAIRMAN BRAND: There used to be a gas
pump there?

MR. ALDRICH: It's a driveway.

MS. BROOKS: That's where people pull
in and out. That would definitely be a
dangerous --

MR. TRUNCALI: From the curb cut to the
corner.

CHAIRMAN BRAND: That's pretty much
what I meant.

MS. BROOKS: So basically Chris is
talking about the area sort of midway to the

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YOUNG'S 9W PLYMOUTH

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building, for the audio, southerly to the intersection.

CHAIRMAN BRAND: It's very difficult to cross here. Standing here you're kind of taking your life into your hands. I mean you're definitely taking your life into your hands.

MR. ALDRICH: You want a sidewalk there?

MS. BROOKS: You don't necessarily want to be encouraging people to walk there is the point.

CHAIRMAN BRAND: Yeah.

MR. ALDRICH: That's what I was thinking.

CHAIRMAN BRAND: I think somehow I would like to see some type of pedestrian marking so that they know where to walk. Does that make sense?

MR. TRAPANI: You're talking right in front of the showcase? Where they used to have the showcase there?

MS. LANZETTA: He's talking about right here.

MR. TRAPANI: Here's Milton Turnpike.

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YOUNG'S 9W PLYMOUTH

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Right here? And 9W. Don't they pull in here with the cars?

MS. LANZETTA: They go in here.

MR. TRAPANI: But they pull in through here so that they don't have to pull out onto 9W.

MS. LANZETTA: Yeah, and then they go this way, too.

MS. BROOKS: Correct.

MR. TRAPANI: That's what I'm saying.

MS. BROOKS: The only curbed area is from here to here. This single line here is not a curb, that's the edge of the pavement. So there's still cars coming in here all the time.

MR. TRAPANI: Go out, get into traffic and come around this way.

CHAIRMAN BRAND: There is a curb there.

MR. TRUNCALI: That's paved.

MS. BROOKS: They come in this way.

MR. ALDRICH: If I mark that off as a walkway --

CHAIRMAN BRAND: Just so that I'm clear, there is a curb pretty much from here --

MS. BROOKS: From here to about here. Wherever the double line ends is where the curb

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YOUNG'S 9W PLYMOUTH

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line -- it's a --

MR. ALDRICH: The curb starts where --
you guys have a drain there and then --

MS. BROOKS: There's the catch basin
right there. That's pretty much where the curb
starts.

MR. ALDRICH: Where the curb starts.
That keeps -- you want people to walk on that?
That's my driveway. That's how I get the
vehicles around the dealership.

MS. BROOKS: Without going on the
highway, which is what DOT wants to avoid.

CHAIRMAN BRAND: And there's not room
for that -- I mean where would you walk?

MS. BROOKS: There isn't.

MR. ALDRICH: I'm right on 9W.

CHAIRMAN BRAND: Right.

MR. ALDRICH: I've got nowhere to go.

CHAIRMAN BRAND: Yeah. Like I don't
think it's necessary here because if you're a
pedestrian, I mean you could --

MS. BROOKS: Walk behind the cars.

MR. ALDRICH: I will say this. The
kids when they're walking, they will -- actually

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they cross on the other side of the road. They don't stand in front of the dealership. Sometimes they'll stand in front of the dealership and run across to Stewart's.

CHAIRMAN BRAND: Right.

MR. ALDRICH: They stand right there on the drive-through, on the walk around. If I mark that as a walkway can I still drive over that to get the cars into the shop? Because what happens is I've got handicap parking on the --

MS. BROOKS: Right here.

MR. ALDRICH: -- on the side of the building and they've got to get around too. If I clog it all up, I've got to move my display or --

CHAIRMAN BRAND: Yeah. I know you do park the cars -- what's the -- what's the distance here? 26 feet?

MS. BROOKS: Yeah. 26.8. Yup.

CHAIRMAN BRAND: So what's a sidewalk?
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MS. BROOKS: Mm'hm'.

MR. HINES: 5 for handicap.

CHAIRMAN BRAND: So you've still got 21 feet there; right?

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MR. ALDRICH: But then you've got the light poles.

MR. HINES: DOT has been encouraging them in the right-of-way.

CHAIRMAN BRAND: True.

MR. HINES: They had a change of heart.

MS. LANZETTA: I think what you're going to find is when this goes up to County and DOT, they're both going to come back saying you've got to make some pedestrian accommodations.

CHAIRMAN BRAND: I'm sure they are.

MS. LANZETTA: And then for us to -- you know, we have to take that into consideration.

MR. ALDRICH: Do I just stripe it out and put pedestrian -- how do I --

MS. BROOKS: I think what you and I should do is meet out there and lay out -- it's hard -- right now we're all trying to visualize it. I think it might be best to try to lay it out on the site and then put some sort of striping in there, because it's already blacktopped. I don't know that you need to put

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new --

MR. TRUNCALI: So you guys are worried about people walking down Milton Turnpike to 9W?

CHAIRMAN BRAND: For me as a customer and having to have come out this way and try to cross the street here, which I know I'm sure your guys do for lunch and stuff to go to Stewart's. I mean eventually our plan was to continue it so that pedestrians could go to the town park and get all the way through. I think that's a pretty decent coordination.

MS. BROOKS: We need a nice crosswalk across.

CHAIRMAN BRAND: Yes. I would love to have that.

MR. ALDRICH: You'll get run over.

CHAIRMAN BRAND: It's terrible.

MS. BROOKS: I know it's terrible at that intersection.

MR. TRAPANI: The light doesn't make any difference.

CHAIRMAN BRAND: It's not long enough.

MR. ALDRICH: I watch there every day. Everybody's doing 75 to beat the light. Nobody

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is doing 55.

CHAIRMAN BRAND: I would think -- I mean I don't really know what the good plan is for you but I would think something -- some type of consideration for pedestrian walking through as much of the site as possible. This obviously is going to be problematic, and I don't know it needs to continue all the way down there.

MS. BROOKS: All right. Jeff and I will take a look at it before the deadline on Friday when we have to send the revised plans.

CHAIRMAN BRAND: Okay.

MS. BROOKS: And then as long as we're here and you're all looking at the maps, what about landscaping? Because again, you know, it's a blacktopped site.

MS. LANZETTA: I think you should perhaps include some pictures of the existing situation --

MS. BROOKS: Okay.

MS. LANZETTA: -- and make it clear to them that like as far as lighting, there's going to be no new lighting --

MS. BROOKS: Okay.

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MS. LANZETTA: -- because --

MS. BROOKS: Tailor it towards the things that are --

MS. LANZETTA: Let them know that this isn't a new site.

MR. HINES: Do you have security issues up there? I know new car parking lots seem to --

MR. ALDRICH: That's why the lot itself is lit but not the shale part. So everything else is lit.

MS. LANZETTA: There will be no new lighting up here; right?

MR. ALDRICH: No.

MS. BROOKS: Right now he doesn't keep cars there except when he's snowplowing.

MS. LANZETTA: Just to make it clear that everything, as you were saying to us, it's existing.

MS. BROOKS: Right.

MS. LANZETTA: So that they don't come back and say to us, you know, we need a lighting -- you need lighting details.

MS. BROOKS: Right. So a good letter of intent on this is probably going to be key for

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the reviewing agencies that I'm not directly, you know, speaking to.

MR. ALDRICH: In the past I displayed vehicles up there. You all know that. If that's the case and I can't do that, that's no problem. I'll just --

MS. BROOKS: Well you can display -- I think you can put them there for inventory. You can't allow customers up there.

MR. ALDRICH: Correct.

MS. LANZETTA: If you start highlighting them with lights and stuff, then that becomes a sales lot.

MR. ALDRICH: Right.

MS. LANZETTA: So you have to weigh whether you --

MR. ALDRICH: No lighting is going up there. I was thinking about putting a flagpole but I didn't bring that in.

MR. LOFARO: I thought the same thing.

MR. ALDRICH: That would be an awesome place for a huge flag.

CHAIRMAN BRAND: On the rocks.

MR. ALDRICH: Yeah. Up on that hill.

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MS. BROOKS: You're okay with the
flagpole?

MR. HINES: Personally I'm okay with
the flagpole.

CHAIRMAN BRAND: I think -- yeah.
Okay. That's it.

MR. TRUNCALI: As far as landscaping, I
don't see any need for landscaping in this rock
pile over here. The rest of the site, you know,
there's nowhere for landscaping.

MR. ALDRICH: That was always rock.

MS. BROOKS: It looks great. I mean
that -- the facelift there really --

MR. TRAPANI: To even put vehicles up
there compared to the way it was all those years.

MS. LANZETTA: That's why if you take
some shots --

MS. BROOKS: Okay.

MS. LANZETTA: -- and send them along
with it so that they just understand that you're
not just arbitrarily not doing landscaping.

MS. BROOKS: Okay.

MR. TRAPANI: Maybe put something in
where the lighting that you have there now was

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YOUNG'S 9W PLYMOUTH

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approved the last time for when we put the addition up on the north side of the building. Right? That's all new lighting.

MR. ALDRICH: It's the same light poles. Central Hudson came in and put them in.

CHAIRMAN BRAND: Pat, do you know if when we send this to DOT can we make some type of request that if he is improving the pedestrian accessibility there, that they do put in a crosswalk there on 9W? How does that work?

MR. HINES: Yes. That would be the appropriate time to start that recommendation. It could be a recommendation of the Planning Board and DOT will look at it. They may say no way but --

CHAIRMAN BRAND: Yeah. I think that would be great.

MR. HINES: I put that comment, the Planning Board has concerns about the existing pedestrian access. The existing situation, we can call it to their attention.

CHAIRMAN BRAND: Service people and employees. I mean it's not that many --

MR. LOFARO: The bus stops there too,

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doesn't it?

MR. ADLRICH: What's that?

MR. LOFARO: Doesn't the bus stop there?

MR. ALDRICH: On the Stewart's side.

MR. LOFARO: Either way people are crossing back and forth.

CHAIRMAN BRAND: I would definitely like to have that included in the letter, to look at that. Maybe that would help as well with your decision-making process.

MS. BROOKS: So we'll put a package together. When I do the submission for Friday I will give you a separate envelop for the Ulster County Planning Board. I'll label it Ulster County Planning Board and it will have duplicates of everything that I've submitted.

CHAIRMAN BRAND: On other projects they actually put the crosswalk in the right-of-way in the front. They put them, I guess it would be here; right? Is that the shoulder of the road?

MS. BROOKS: Right. Because the blue line and the boundary line. There would be probably 4 feet in there to put a striped

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crosswalk in there, a pedestrian walkway. So that might be --

MR. LOFARO: You still might be able to drive over it, use that space.

CHAIRMAN BRAND: It's not a thoroughfare. It's just pulling the cars up.

MR. ALDRICH: I don't want the technicians to drive the customer's vehicle on the road, around and try to cut back in. It's more of -- it's more risk.

CHAIRMAN BRAND: Absolutely.

MR. ALDRICH: As long as I can just keep using that.

CHAIRMAN BRAND: Yeah.

MS. LANZETTA: Al, do you know of anything in the new DOT study that the Town --

MR. LANZETTA: I think there's a crosswalk across from Young's to Stewart's. There's a crosswalk I think from Young's to go across the turnpike, maybe on the inside. I don't know, I'll have to look at it. DOT was there. We're talking about that and also a circle in there.

MS. LANZETTA: A roundabout?

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MR. LANZETTA: Yeah. At this point that's undeveloped.

CHAIRMAN BRAND: Anything else for the Board?

(No response.)

CHAIRMAN BRAND: Do you have guys have anything for this?

(No response.)

MS. FLYNN: They have their public hearing scheduled for March 19th.

CHAIRMAN BRAND: Yes.

MS. BROOKS: May I put both public notices in the same certified letter envelop?

MR. HINES: Yes. I think so. The same people are going to hear it.

MS. BROOKS: The same people are going to get them. It will save the duplicate.

CHAIRMAN BRAND: Public hearing March 19th.

MS. BROOKS: All right. Thank you very much. I think that's it.

CHAIRMAN BRAND: Great. Thank you. Anything else from the Board?

MS. LANZETTA: Just that they got the

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updated --

CHAIRMAN BRAND: We did get the revised
-- yes.

MS. LANZETTA: The only addition was
the disclaimer that Chris had asked for. That's
the only change.

CHAIRMAN BRAND: And I think just we
did get the e-mail but the Planning Board, ZBA
and Town Board are scheduling a group meeting. I
think we're looking at April 2nd if that works
for everybody else. If not it'll have to be
pushed further out. We can try to be at the
April 2nd meeting. It will be at this meeting.
After our regular meeting we'll meet with them.

MS. FLYNN: I'll have Penny send out an
e-mail tomorrow to see if it's okay for the
Zoning Board --

CHAIRMAN BRAND: Okay.

MS. FLYNN: -- to come that day.

CHAIRMAN BRAND: Motion to adjourn?

MR. CAUCHI: I'll make the motion.

MR. LOFARO: Second.

CHAIRMAN BRAND: Manny makes the
motion. Joe seconds it. All those in favor?

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MR. TRAPANI: Aye.

MS. LANZETTA: Aye.

MR. TRUNCALI: Aye.

MR. CAUCHI: Aye.

MR. LOFARO: Aye.

CHAIRMAN BRAND: Aye.

Any opposed?

(No response.)

(Time noted: 8:15 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 18th day of March 2018.

Michelle Conero

MICHELLE CONERO