

DEERPARK PLANNING BOARD - JULY 13, 2011 - PAGE #
PUBLIC HEARING - DATANG DEVELOPMENT LLC.

The Deerpark Planning Board met for a public hearing on Wednesday, July 13, 2011 at 7:00 p.m. at Deerpark Town Hall, 420 Route 209, Huguenot, N.Y. The following were present:

PLANNING BOARD MEMBERS

Al Schock, Vice-Chairman Dan Loeb Theresa Santiago Mike Hunter Willard Schadt Bob Vicaretti Derek Wilson

OTHERS

Mr. Glen A. Plotsky, Town Attorney Mr. Alfred A. Fusco, III, Town Engineer Mr. David Dean, Town Board Liaison
Mr. Karl Brabenec, Town Supervisor Mr. Timothy Gottlieb, Gottlieb Engineering Mrs. Rochelle Johnson, Adjoiner
Mr. Ronnie Bertucci, Adjoiner Mr. Patrick Cavanaugh, Adjoiner Mrs. Kelli Brink, Adjoiner
Mr. Gary Butler, Adjoiner

The secretary read the public hearing notice: "Notice is hereby given of a public hearing to be held by the Town of Deerpark,, Orange County, New York, pursuant to Article 7 of the Town of Deerpark Zoning Law on the application of Datang Development, LLC for a lot line change and a proposed bed and breakfast. The application effects the following premises: Record Owner: Datang Development, LLC; Tax Map Designation: Section 22, Block 1, Lot 5.2.1, 5.221 & 5.222; Zone Designation: Residential Settlement. Located at 399 Galley Hill Road, Cuddebackville, Town of Deerpark, Orange County, New York. Information on this application is on file with the Town Clerk, Town Hall, Route 209, Huguenot, New York. The Hearing shall take place at 7:00 o'clock P.M. on the 13th day of July, 2011, at Deerpark Town Hall, located on Route 209, Town of Deerpark, Orange County, New York, or as soon thereafter as practical. All parties wishing to be heard shall be heard at that time."

Al Schock: Tim.

Timothy Gottlieb: My name is Tim Gottlieb, from the office of Joseph Gottlieb, PE, PC, and we represent the applicants, Datang Development. As it's stated in the public hearing notice, the proposal you have before you tonight is for a lot line change and for a site plan approval. A lot line change will take two existing lots on Galley Hill Road, and one of them is on both sides of Galley Hill Road. The other one is a small lot which now contains a barn and an existing trailer. They want to subdivide this small piece off here, on Galley Hill Road, and take the remaining piece and the small lot, and make it into one larger lot. That's the proposal for the lot line change. The site plan approval is for a bed and breakfast, that will have five rental rooms and one caretakers' apartment. We've done all of the soils tests, and we're waiting for comment from the engineer. What we also did, was during the Zoning Board meeting, one of the members brought up the subject of historical significance on the property, so we have a phase one historical study done, and that came back negative, and we'll provide that to the Board, as far as our submittan, when we have the final copy.

Al Schock: Thank you. Anyone from the public want to make a comment, please state your name.

Rochelle Johnson: Yes, I would like to. My name is Rochelle Johnson.

Al Schock: Would you go to the podium.

Rochelle Johnson: I've got a big mouth, I could probably do it here.

Derek Wilson: You really need to go to the microphone.

Rochelle Johnson: My name is Rochelle Johnson, I live on Galley Hill Road, just before the bridge, coming in off of Route 209. I've been there since 1969. The road is a town of Deerpark back road. It is barely wide enough for two cars, and for a car and a half. Right now we have a lot of traffic plus... and this has been going on for a long time.... my driveway is here, and sometimes they miss going into Dragon Springs, and they turn around in my front yard. Now, as far as up above goes, they may put in a bed and breakfast, plus they have the lake up there. Now, I have pictures of the brook coming down, and the lake up there, years ago was immaculate. Then it spring a leak a few years ago, and the NYSDEC came in. Supposedly they fixed it. But we end up with more water, down below on the flats. And when I call and try to get a hold of somebody, nobody knows nothing about it. The brook right now, is right across from me, it's twice the size. And, like I said, with the traffic, it's unbelievable. Unbelievable. So, I don't know what else to tell you. Personally, I don't think that that road can handle anymore traffic. Considering Dragon Springs is now a city, and no longer nine buildings, and fifteen monks, like the original plans. I don't know if you have the original plans, but that was what it was. We were only supposed to get a little traffic on the weekend. It is no longer like that. We get traffic all night long and all day long. Trucks, concrete, flatbeds. I've got a picture, which I want to develop, of a crane, which was the second crane that they brought up, couldn't even get across the bridge, until he finally put down his truck and then he was able to go around the bridge.

Dan Loeb: Ma'am, could you be more specific, as to the description of the buses.

Rochelle Johnson: They're like Shortline buses, and they go in and out, all of the time. In fact, they were going in at 2 and 3 o'clock in the morning, 12 and 1 o'clock in the morning. I've then talked to Karl and they got it straightened out, and now its 10 o'clock at night and 7 o'clock in the morning. So far it's good, just every once in awhile, one would sneak in, but it's not like it was before. You're talking Shortline type buses.

Dan Loeb: And they're carrying passengers?

Rochelle Johnson: Oh, yeah. They take them up to Dragon Springs, they bring them out, what they do, I don't know.

Al Schock: Thank you. Yes sir, state your name please.

Ronnie Bertucci: My name is Ronnie Bertucci, I live in Cuddebackville, New York. B-E-R-T-U-C-C-I. I don't know what's going on over in Dragon Springs, but when they first came here, several years ago, they went out to everybody in the community, welcoming us to their community, to see what's going on, and see what they're doing, and so forth and so on. I tried recently to get in there, to see what's going on, and I cannot get in there to see what's going on. Our building inspector, our police force, our car companies, nobody can get into that place up there. I don't know what is going on up there. I live right at the bottom of the mountain, it's supposed to be a non-profit organization or whatever, there is traffic going in there all day long, which was just explained, bus, concrete trucks. What are they building up there, what's going up there, and why isn't the public allowed up there? They shut everybody off

from there. Nobody can go in there. And I feel that they're not paying any taxes, and they have millions and millions of dollars going into those buildings up there, and they're all over the place. And if I want to put a roof on my house, I have to come and get a permit, and get it approved or non-approved and stuff like that. I want the Town to find out, and make it public notice, of what they are doing up on that mountain up there, before they can do anything else, build, putting in millions and millions of dollars, and we don't know what's going on. And we, the people of the Town, we're paying the taxes on all of this stuff. We're eating their taxes, and they're putting millions of dollars into that place. So, if the Town Board can try to find this information out, and put it into a public notice, and send everybody in the Town a letter, saying what's going on up there, I would appreciate that, and I think that every other taxpayer in the area would like to know the same thing too.

Glen Plotsky: Excuse me sir. I have to interrupt. It sounds, Mr. Chairman, that the comments are being made about Dragon Springs, and not Datang, which are two different corporations. Perhaps, if Mr. Gottlieb could just identify whether or not there is a connection between the two entities.

If there is, then perhaps some of these comments are warranted, perhaps to a limited degree, they might be warranted in terms of any increase in use. Mr. Gottlieb can comment if there will be any increased use of the Datang property, but I think this public hearing is going off track. The Dragon Springs public hearing will be in a matter of moments. So, you'll obviously have an opportunity to speak to that. But I'm concerned that there are enough comments being made about the general vicinity, but they all seem to be directed to concerns about Dragon Springs, and that is not the content of this public hearing.

Al Schock: Dragon Springs in number 2 on the list, this is Datang. This is different, you're on number two. Okay, yes?

Kelli Brink: My name is Kelli Brink, I live at 479 Galley Hill Road, and I'll give you some statistics. The reason I don't want a bed and breakfast, it may be two lanes down by you, it's a land and a half, if you're lucky, up by me. They're always running each other off of the road, they do not stop. About four months ago, I'm not sure exactly of the date, but it's on police record, an oversized eighteen wheeler went past my house, tore off the electric lines of the house next door to me, and left them hanging in the road, which my son almost hit, because it was dusk. That's endangering everyone. We had to put a stop up and called the police, and O & R came out to fix the lines. They do not move over, it is a small back country road. There are people tearing up and down. Last night, 4:45 p. m., I'm behind my house watering plants. I hear loud screeching, and big thud, and by the time I get to the front, I hear some animal trying to get itself through the woods, and I see the back end of a black SUV, up by Warren's (Cuddeback) farm. It is a good ¼ mile, ½ mile from my house. He didn't even stop. The traffic is ungodly. I fear for the kids that walk on the road. There are kids that ride their bikes up and down that road, even though there are not that many young kids there. But there are a lot of adults that ride their bikes on that road at night. It's a short cut for cars that don't even live on Galley Hill Road. It's a very scenic drive, there are people riding their bikes up and down that road all of the time. The traffic alone... when I bought my house, I built a new house on the same property, I've been there twenty something years, because it's a nice quiet country road. I don't want to have to deal with the traffic, I don't want to have to freeze, every time I hear brakes squealing. I come home, in the winter...I'm a nurse, we have to go to work no matter what. I come home, that first bend, when you come off of Route 211, anybody who lives on that road knows, it's a little sharper than it looks. Several times in the winter, I've come home, and there's somebody in the ditch, it's by Mr. Butlers' house on the corner. The traffic alone, is the reason alone to not have this. I have dogs, yes they stay in the yard, but they are dogs, and like kids, they don't always do what they're supposed to. The traffic is horrible, and to tell you the truth, I'm tired of having to pull over and wait when another car is often racing down the middle of the road. They're going to hit somebody. There are a lot of (New) Jersey cars, and I know it's a terrible thing to say, but they drive like Jersey drivers, and it's a country road, there's not room for two cars up on my end. The road maintenance.... it's never been maintained well. There is currently a crater at the end of my driveway, where a foot out into the road, it's a good 2 ½ feet deep, and 3 feet long. Someone will hit it and end up on my front lawn. The sides of that road and out, because of all of the rain and erosion, and the road is not maintained well enough for regular traffic, let alone for oversized..... the amount of trucks going in and out of there is phenomenal. That road was never built for eighteen wheeler trucks.

Al Schock: Thank you. Yes, sir.

Patrick Cavanaugh: My name is Patrick Cavanaugh, I live on Galley Hill, 248, and I've lived there over thirty years, and I bought a place in the country and this is what I like, and I do what I can, to try and keep it that way. All things change, and we're all susceptible to that. But the thing that citizens should be able to count on, is zoning. And the zoning shouldn't be changed, just because somebody asks for it. There are questions that people have to live with, and repercussions when that goes down. I'm adamant about that. I don't exactly know what the pre-requisite to get Planning Board approval is, just asking, do you have to have specific laws that say, "no you can't do this." Or do people like myself, come and say, "I live here and I don't want this." Is that enough to stop somebody from doing it? I have a question here about the bed and breakfast. Is that going to be put into the existing house that used to be Warren Cuddeback's house? Or are you going to build a new house?

Tim Gottlieb: It'll be the barn there.

Patrick Cavanaugh: It's in the barn and not the house. So, I'm concerned about the rural area there. Bed and breakfasts are in every rural area in the country and well justified. But I do have some things here that are well known in the neighborhood, and I don't know if the authorities know anything about it. Their buses that stop at Warren's house, every morning and every night, and they drop off approximately twenty people. Now you want a bed and breakfast there, and to rent rooms to people,....you've got people living in cots in the living room in the house, with no control over that. The law enforcement doesn't come in and look. This is, as I understand it, zoned as a single family residential area. How can all of these people be staying there? And there was some discussion about the difference between Dragon Springs and Datang, I'm sure there's a very big difference financially and legally. But philosophically, they are one and the same. So, it's easy to hide behind one thing, but you're still dealing with the same mentality and the same people. The secrecy of these people, is rampant up there. There are about seventy individual homes along Galley Hill Road, it's 2 ½ miles long, and runs from Route 209, by the Bicentennial school, all the way to Route 211, about halfway between Otisville and Cuddebackville. I don't know if any of you people have gone by that area, I would really ask you, before you make any decisions, to drive up and down there, once or twice. See the people who live there, it's well kept, individual homes, grass cut, painted, except for Warren's place and Deerpark Farm, approximately 220 acres combined. They keep them separate, but they're still together. I would say it's been over two years, and yesterday was the first time they cut any grass in front of Warren's house. Two and ½ feet high. Deerpark Farm, two burned out buildings, burned out shells, sit in there for 1 ½ years...dangerous, nobody says anything about it. Nobody goes through, it's just left that way. The silo behind the barn that you're talking about, was knocked down a year ago, and all of the debris from that silo is still sitting there. They didn't pick it up. I'm talking about the place where I live and I'm proud of, and I don't like the fact that I have to live in a place that is not taken care of. And Warren's house, they got 4X 4's holding up the roof. Now in your neighborhood, do you have a neighbor that has 4 X 4's holding up their roof? And what I'm saying, who's living in this house. There's twenty people that go in there every night. Every night, do you have twenty people going into your house? How would you like it if you had a neighbor that had twenty people going in there, and now they want to come out and put in a bed and breakfast and legalize,..... and the police say, "well, we can't go in there any see who's living there, or any of that kind of stuff." At 7:00 a.m. You can just sit there on the road, it's totally legal and see the bus come up, and sometimes at 7:00 p.m. There's two buses that drop people off. This is not good, this is not what we signed up for here. And, I don't know if the Planning Board is who I should be talking to. But you're a good start. I think you guys should look into this and see what's going on, and before you start to okay a new building, new

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improvements a new this and a new that, they've got to take care of what they've got. You want to have a bed and breakfast, how about fixing up what you got. How about cutting the grass every once in awhile. Those burned out buildings, which are not on the property that they are talking about, but are still owned by Datang, I can't imagine how they sit there for two years with the shell burned out, and when you walk by it, the smell is there.

Derek Wilson: Could you just do me a favor, the buildings that you're talking about that are burned down, are they on this?

Patrick Cavanaugh: The buildings used to be Deerpark Farms, and they demolished all of the buildings,....

Derek Wilson: But I thought this parcel was part of Deerpark Farms?

Patrick Cavanaugh: This is Warren Cuddebacks', which is closer to Route 211.

Derek Wilson: Warren Cuddebacks' property, I thought, adjoins this one.

Patrick Cavanaugh: Yes, they adjoin.

Derek Wilson: This was a separate parcel that Warren owned, you're saying?

Patrick Cavanaugh: Well, he had 120 acres...

Derek Wilson: So, this is the parcel that was closest to Deerpark Farms?

Patrick Cavanaugh: Yes.

Derek Wilson: Okay, I thought this was actually part of that parcel.

Patrick Cavanaugh: So, I'm assuming that's why.... because I live on the other side, toward Route 209, but very close to this, and I got no notice in the mail. The only person that I know that got notice, where people closer to Route 211. Because Datang owns what used to be Deerpark Farms, an adjoining property, and they didn't have to send letters to anybody down that way. I know one person who got a letter about this meeting, and if we hadn't of heard from her, none of us.... and there's five or six of us here, wouldn't have known anything about this meeting. Again, I don't know what the proper procedure is, about sending out letters to the property along or near or adjacent to this, but it certainly leaves a lot of us in the dark. I'll ask you, have I made myself clear to you about what I see, and the questions I have. Do you want to ask me any questions? That you can't believe that there are twenty people living in this. There's another house, next door to my friend over there, who has eight or ten cars everyday, living in there. It's a small little house. Who knows who these people are? Dragon Springs or people associated with them have bought a number of homes along Galley Hill Road. Like I said, it's 2 1/2 miles long, and they're very interested in getting as much of it as they can. And we have no idea who the people are, and now contact with them. We just see cars coming in and out, buses pulling in and out. I have a friend, halfway down the hill on Galley Hill Road, everyday at 5:00 a twenty passenger bus would come and back into the driveway across the street from him. What happens when the bus goes into reverse.... ding-ding, ding-ding, ding-ding. And ten minutes he would listen to that, it would wake him up everyday. Finally, he went running over there one morning, and said, "you've got to stop this, you can't do it." They apologized, and they worked it out and the next day, they had people coming over to his house, giving him cakes and cookies and stuff, apologizing. And that's a good result. But we get no results on any of this stuff. Like I say, my name is Cavanaugh, I live on Galley Hill, and the telephone number is in there, if anybody has a questions about what I said. Somebody has to look into all of these questions. And not think that this is an isolated, oh, a nice big barn that they will put in four rooms.... everybody in the world wants a bed and breakfast, but that's not what we're dealing with here. We're not dealing with that, we're dealing with a lot of other stuff. And there's a difference between Datang and Dragon Springs, but all of the maintenance stuff that I've been talking about, at old Deerpark Farms, and Warren Cuddebacks', are entirely Datang. The company that's making this proposal.

Glen Plotsky: Mr. Gottlieb, before the next person speaks, did you get this list of adjoiners from the Assessors' office?

Tim Gottlieb: Yes. The same list we did for the public hearing for the ZBA.

Glen Plotsky: Just for purposes of information for the Board, Mr. Gottlieb had provided certified mailings and receipts and what-not to the secretary. There are 14 names on the adjoiners list provided, there are 14 proofs of mailing, there is a receipt demonstrating that there were 14 certified mails sent, and perhaps, most tell, there were 14 green return postcards, indicating that each of those certified mails were in fact, received by the persons to whom they were mailed. So, just for informational purposes, and a response to the gentlemen's comments, it could very well be that of the 70 homes that live on Galley Hill Road, only 14 received notice, but that's pursuant to the Towns' rules and regulations and requirements, in terms of notice. It appears that the notice was in fact, sent to the folks that needed to receive them. That's just for informational purposes.

Patrick Cavanaugh: Is there anyway to get the addresses of those fourteen?

Glen Plotsky: Sure, just go into the Assessors' office and ask for the list.

Patrick Cavanaugh: I'm not a professional here, I really don't know the answer.

Glen Plotsky: Sir, I'm not trying to be condescending or upset you in any way. The answer to your question, is, if you were to go to the Assessors' office and ask for the people whom it's required that the public notices were to be sent, for anything affecting this particular property, the Assessors' office would be able to find the section, block and lot of the subject property, and they are actually the ones who determine the people whom the notices have to be sent to.

Rochelle Johnson: Can I say something? A few years ago I came into the Assessor, and she's not here now, but she was the Assessor at the time, and she measured... I'm not talking about Datang, I'm talking about Dragon Springs. Larry Walch's old house was by Dragon Springs, it's on the side of what they already have up the mountain. She measured 200 feet to Larry Walch's house, and said, "Oh well, that doesn't count because it's separate from the rest of it." I said, "What do you mean it's separate?" And then she turned around and measured the other one for Dragon Springs, and they were still the same amount of

feet. And I've never seen anything, any of the improvements up by Larry Walch's house, or any of the others. Nothing. Now I've heard there's another guy, but I can come in and do it again. Like I said, I originally went up in 2000, and they had nothing, not even.

Glen Plotsky: There's no question that there is substantially more now than there was then. But they're the next public hearing.

Rochelle Johnson: I'm sorry, I'm just saying that the notices.... I wouldn't have even known anything about today, if she hadn't told me.

Dan Loeb: Glen, if you could address the question directly, perhaps outline what the parameters are for notifications that are sent out, regarding a particular piece of property. That's an element of confusion, and people want to know.

Glen Plotsky: Okay. The answer to that question is that, the application pertains to a particular piece of property or parcel. Sometimes an application will have more than one parcel, but in distances, it has the parcel that it does. The law says that when there is a public hearing, there has to be notice published in the Times-Herald record, which is done by the secretary of the Planning Board, she arranges that. And in addition to that, there is a requirement that all property owners within 200 feet of the subject property have to be notified. So, procedurally, what happens, is that the applicants are told that they have to go to the Assessors' office to get what is called an "adjoiners list" which is not necessarily only parcels that adjoin the subject property, but is any parcel that is within 200 feet of the subject parcel. What you experienced ma'am, in 2000.... about 2000, was the circumstance where Dragon Springs made an application with regard to their large parcel, and they did not make application for any portion of the residential parcel. So, that's why that adjacent parcel, even though it's the same owner, is not factored into the distance calculation and is included in the adjoiners. Again, the applicant is directed to go to the Assessors' office. And the Assessors' office generates a list with names and addresses of all property owners within 200 feet, and then notices are required to be sent to those people that are on that list, along with a publication notice. That is what is required by the law....sometimes it's effective, sometimes apparently it is not, but that is what is required.

Al Schock: Any other comments on number one?

Gary Butler: My name is Gary Butler, I live on Galley Hill Road, and someone just informed me tonight, so I just came down here, so excuse my appearance. I live on the sharp bend, the ninety degree turn, on Galley Hill Road, and there's definitely going to be a fatal on that road. It's turned into a race track, cars go sixty to eighty miles an hour on the straight away by Warrens', and in the one house, there's 2 young boys there, they're Chinese, and they sit this high, and they hang out by the road, and someone's going to get them one day. My son and my dog, I've got to go with them. I actually physically turn around and eyeball people, to get them to slow down to even 50 mph. And I'm not lying. The buses are going up and down the road, 7:00 a.m. to 8:00 p.m., it's a race track. Someone is going to get killed. That hairpin turn, I did a little mechanical work, I've done some estimating road, and it's going to take \$10,000,000. of the town burden to improve that road, to make it wide enough. Plus you run into environmental studies. Because you have water on each side. If it's to be widened, that means 15 to 20 feet on either side, all the way from Route 211 to Route 209. It's going to be a \$20,000,000. project. Right now it's a race track, I live on that road, and I don't want to call the cops everytime. They could get some radar set up, there are cars from Jersey flying up and down, but it is a major hazard right now. And even the old people are going to get killed. That one house, the two little boys, they hang out by the road, they're boys, but it's getting out of hand. And I live on the sharp turn, and there's just skid marks two or three times a day where maybe there was only once a month before, and it's guaranteed. It's only the matter of hitting the lotto. And that'll be it.

Al Schock: Any other comments for Datang public hearing?

Derek Wilson: I just want to ask one questions, you talked about a zoning change. I think at one time, I think it was Datang that had looked at a zoning change up in there, but this now is not a zoning change. This is an application for a subdivision/ lot line change, and they're not actually creating any new lots. The other thing is, the review and approval of a plan for the bed and breakfast, and a bed and breakfast is an allowed use in the existing zone, which is rs. It is a residential zone, and bed and breakfast is a residential allowed use in this zone. If there's no other public comment, do we close the public hearing?

Glen Plotsky: You could, but it seems to me that there's been enough information provided, that might warrant a referral to the Building Department for some additional information. To that end, if that is the Boards' direction that they would like to take, to keep the public hearing open, in the chance that that information is developed that would be required for public input. But I defer to the Board. You could arguably close the public hearing, except for the limited purposes of making the referral and getting any report that might be generated from the Building Department, or whatever agency the Board determines to make the proper referral to. You can arguably do it either way.

Derek Wilson: Was the SEQRA initiated on this?

Glen Plotsky: I believe that we took lead agency, I don't believe we went any further. There was a 239 review sent out, and I don't believe that there was any comments received, with regard to this application.

Derek Wilson: Well, we've received enough comments, with regard to the impact on traffic on this road, and should get some input from our engineer, as far as the impact of the number of traffic trips generated by this site, and the existing traffic patterns. I think that would be necessitated in the SEQRA review.

Bob Vicaretti: Does this warrant a traffic study, or no?

Derek Wilson: I think we need input from the (town) engineer first, to determine.... some professional input from him, as far as how many traffic trips this project will generate and how that ties into the existing traffic pattern.

Dan Loeb: As I interpret this, there seems to be some considerable overlap, and the concerns regarding Dragon Springs and this particular parcel. So, I'm trying to separate them as to what applies to this parcel, and what applied to Dragon Springs, and how both of them, there are concerns. Further investigation by the Building Inspector is warranted in that case. With respect to the traffic that this particular site, this particular applicant generates, again, that's an issue I think, we're going to have to take a longer look at, exactly how that impacts this. I am definitely concerned about the people who are there, and I would say we would definitely have to get input. We could leave the commentary period open, could we not, for written comment?

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Glen Plotsky: You have several options; you could hold the public hearing open; you could hold it open for written comment only; or you could close the public hearing, except for the extent of receiving information from Town agencies or other agencies or department; or you can close the public hearing completely. These are all viable options.

Derek Wilson: I would be for keeping the public hearing open and putting this on the agenda for the next meeting, and directing that we have some input from the Building Inspector, and hopefully our engineer will be able to look at the traffic impact at that time, or recommend a traffic study. If he thinks that a traffic study is necessary or not.

Glen Plotsky: If, in fact, you think that the traffic study is warranted, you can do that after the public hearing is closed, and make it part of your SEQRA review.

Derek Wilson: I agree with Dan (Loeb) very strongly, that as far as the traffic problem, this ties in very closely with our next public hearing, so any traffic study that you would be looking at, you would probably have to look at the impact on both things together.

Willard Schadt: I'd just like to add to what Dan said, while there's concern with the increase in traffic, I'm more concerned with the danger of the existing traffic in a facility like this, that's a consideration too. As much as counting the number of cars, as they go down, but what is the existing traffic now, and what increase will they be to a public facility. I would like to see more than just the counting of the number of cars. I think they would be using this facility and coming in and out.

Derek Wilson: The nature of a traffic study, could be identifying traffic hazards on the road that need improvements.

Al Fusco: There's lot of variables that go into a traffic study.

Derek Wilson: I'll make a motion... now do we want to leave it open until our next meeting, or do we want to put it off for a month?

Glen Plotsky: I asked Mr. Fusco that question. It's possible that they will have the information in two weeks, and I've asked the secretary, and there's only one item on the next agenda. They might not be able to give you all of the information that you may need, within the next two weeks. But you may want them on the agenda, if not just to get a report of the progress. And then if you need additional time, the Board can address it at that time. I would try to save Mr. Gottlieb some time, so that he can let his clients know and save the trouble of having to come.

Derek Wilson: Okay, I'll make a motion that we hold the public hearing open until the next meeting, July 27th, the Datang Bed and Breakfast and subdivision application.

Dan Loeb: I'll second that.

Al Schock: Okay, we have a second. All in favor?

Mike Hunter: Aye.

Theresa Santiago: Aye.

Bob Vicaretti: Aye.

Dan Loeb: Aye.

Willard Schadt: Aye.

Derek Wilson: Aye.

Al Schock: Aye.

Motion carried. The public hearing is left open for written comment for the July 27, 2011 meeting.

Respectfully submitted,

Barbara Brollier, secretary