Chairman Denny called the caucus to order at 7:00 p.m. in the Town Board Office.

WAIVERS:

1. **Morgana Cuomo – 2674 Hamburg Street.** The applicant requests a Waiver of Site Plan review to operate a fitness studio in a portion of existing ±6,716 square foot building on a ±0.75 acre parcel.

Motion was made by Mr. Collins to approve the Waiver conditioned on the following:

1. Compliance with all NYS Building and Fire Codes.
2. Applicant must obtain a Building Permit and be issued a Certificate of Occupancy from the Town of Rotterdam Building Inspector.
3. Applicant to comply fully with Town Sign Code and obtain a building permit for any signage.
4. Owner/applicant shall install Knox box for emergency personnel. Please contact Fire District #3 for specifics.
5. If a water meter does not exist, one shall be installed prior to occupancy. Check with DPW for specifications on meter uses.

Mr. D’Alessandro seconded the motion and the vote resulted in unanimous approval of the motion.

2. **Force Fitness – 590 Giffords Church Road.** The applicant requests a Waiver of Site Plan review to operate a fitness studio in Tenant Space #4 in the ±14,000 square foot former Pine Grove Elementary School on a ±4.14 acre parcel.

Motion was made by Mr. Yuille to approve the Waiver conditioned on the following:

1. Compliance with all NYS Building and Fire Codes.
2. Applicant must obtain a Fire Inspection and/or Building Permit and be issued a Certificate of Occupancy from the Town of Rotterdam Building Safety Inspector and/or Building Inspector/Code Enforcement Officer prior to operation.
3. Applicant to comply fully with Town Sign Code and obtain a building permit for any signage.

Mr. Calder seconded the motion and the vote resulted in unanimous approval of the motion.
3. **Zen Den – 590 Giffords Church Road.** The applicant requests a Waiver of Site Plan review to operate a massage and meditation studio in Tenant Space 32 in the ±14,000 square foot former Pine Grove Elementary School on a ±4.14 acre parcel.

Motion was made by Mrs. Flansburg to approve the Waiver conditioned on the following:

1. Compliance with all NYS Building and Fire Codes.
2. Applicant must obtain a Fire Inspection and/or Building Permit and be issued a Certificate of Occupancy from the Town of Rotterdam Building Safety Inspector and/or Building Inspector/Code Enforcement Officer prior to operation.
3. Applicant to comply fully with Town Sign Code and obtain a building permit for any signage.

Mr. DiLallo seconded the motion and the vote resulted in unanimous approval of the motion.

Attendance was taken and it was determined that there was a quorum.

The Pledge of Allegiance to the Flag was recited.

**Chairman Denny:** We need a motion to approve the summary minutes from the December 3, 2019 Planning Commission meeting.

**Mr. Collins:** I make a motion that we approve the summary minutes from the December 3, 2019 meeting.

**Chairman Denny:** Motion made by Mr. Collins. Is there a second?

**Mrs. Flansburg:** I second the motion.

**Chairman Denny:** Motion seconded by Mrs. Flansburg. Are there any questions on the motion? Please call the vote.

**Marlo Carter:** Mr. DiLallo?

**Mr. DiLallo:** Yes.

**Marlo Carter:** Mr. Yuille?

**Mr. Yuille:** Yes.

**Marlo Carter:** Mr. Collins?

**Mr. Collins:** Yes.

**Marlo Carter:** Mrs. Flansburg?

**Mrs. Flansburg:** Yes.

**Marlo Carter:** Mr. D’Alessandro?

**Mr. D’Alessandro:** I am recusing myself as I was not present at the December 3rd meeting.

**Marlo Carter:** Mr. Calder?

**Mr. Calder:** Yes.
Marlo Carter: Chairman Denny?

Chairman Denny: Yes.

Motion carried.
1. Golub Corporation (Owner)/O’Reilly Auto Enterprises, LLC (Contract Vendee) – 1502 Curry Road. Sketch Site Plan review for the proposed construction of a ±7,750 retail auto parts store with associated appurtenances on a ±2.46-acre parcel. Engineer: Bohler Engineering.

Mr. Osterhoot: Good evening, my name is Rob Osterhoot with Bohler Engineering. I am here tonight representing O’Reilly Auto Enterprises, LLC with their application for a new retail store at 1502 Curry Road. This project has a little bit of history with it, not a whole a lot, but a little bit. We were in back in September, I believe it was, just to meet with staff and informal pre-application meeting to talk about the project, the site and get a feel for what we are doing and what we were going to be moving forward with. We had an original plan for the project site that we reviewed and since went back to the drawing board and I will talk a little bit more about that as we get through the presentation.

The site is 1502 Curry Road. It is currently vacant, triangular shaped parcel here. The CSX rail line is right here. The new apartments, Vista, is over here on the former empty plaza site and Trusteo sits out front here now and then we have some existing structures off to the west side/north side here. We have plenty of frontage here. You have the railroad bridge just to orient everyone as to where we are.

The site as I understand is a former lumber yard. You can see some signs of former development on the site. There is some pavement that remains and things like that. The curb cut that exists along Curry Road is very, very wide. It’s probably 150’, 160’ wide. That curb cut will be modified and we will be improving that and reducing it in scale. That curb cut not only provides access to the site, it provides access to the Town’s pump station that sits down here adjacent to Curry Road and adjacent to the railroad tracks. So, the drive comes in off of Curry and then parallels Curry Road and comes down through that end by the pump station. There is also a billboard down in this area portion of the site. There are some vegetation out here along the road and a fence line along the road today and then the rest of the site is fairly open. There is some brush growing up because there hasn’t been really maintained over the years and then in the back there is some larger vegetation, some tree area. That’s the lay of the property as it is today.

What we are proposing is to build a new 7,750 foot plus or minus square foot retail store. Taking that existing curb cut that is roughly this wide and reducing it down so that we have one primary curb coming into the O’Reilly site and then we are maintaining a portion of that existing curb cut for access to the pump station. So, what you see here is the site outlined in this dark bold line and then the site is actually colored rendered so that shows the limits of the site. Then what you see in gray is pavement area and what you see in this lighter beige color is concrete pavement versus the asphalt pavement and then the darker beige is the building footprint. We have a trash enclosure back here.

One thing that we are doing with the pump station is that driveway that goes to the pump station today is just a straight in driveway and there is no turn around. It’s probably not very convenient, I can imagine for town staff to go in there and access the pump station because they can’t turn-around they have to back out that long narrow driveway. So, we are proposing a modification, an improvement if you will to provide some parking and a turn-around area for town vehicles there to help that situation.

Other than that, with the O’Reilly project we are proposing our access over to the west side of the site and we have that over as far as we feel we can go with it to get it away from the railroad bridge and the low point in the roads to help improve site distance along the frontage here and once you come into the site, you have a straight drive back to our trash enclosure here and then a little pull off area here for our parking that would be out in front of the store. The main entrance to the store would be here. O’Reilly likes to put concrete pavement out front for the parking spaces there so that they can control the grades especially with the ADA parking spaces. It’s very critical and if we can put asphalt out there it helps to make sure that we get those tolerances that are needed for ADA compliance. We are proposing 47 parking spaces on the site which meets the town’s requirements for parking.

We’ve got some landscape improvements. Like I mentioned there are some existing trees out here along this frontage today. Those are all overgrown and kind of ratty and full of vines. We are proposing to remove all of that and replace it. We’ve got our monument sign that is going to be out here at the entrance and we have some landscaping around that. We have some landscaping up along the front of the site to help buffer the front parking area and then we have landscaping
down along the side of the parking and some islands which will be here and some landscaping around trash enclosure at the rear of the site.

Deliveries to the site and into the store happen through what is called a dealer door which is basically their delivery area at the back of the site. We have a loading space here and trucks can come into the site, pull in and then back into the dealer door area to load/unload at that location. We have public utilities here. We’ve got water, sewer close by, obviously with the pump station that we are talking about, storm sewer. Everything on site today and we have some good soils here that seem to percolate into the ground. We have done some soil testing and we have gotten geotechnical investigations completed and all of our stormwater that is anticipated from the project will be accommodated on site. We are able to infiltrate all of the stormwater and we don’t have any discharges off site from the project. We have a couple of stormwater areas. We have a small area up here towards the front and then we’ve got our parking and building and this rear parking draining to a stormwater area that kind of wraps off this southeast corner of the building with pre-treatment on the other end and then infiltration basin in the middle. The stormwater we are going to exceed one acre of disturbance on this site so we will be subject to DEC SPDES permit for stormwater. We will be preparing a full SWPPP as we move forward through the permitting of the project.

What else can I touch on that I haven’t hit here. When we came in with our original plan for the pre-application meeting we actually had two (2) curb cuts on site. What we are anticipating was a curb cut here and then a curb cut over here and we actually had our building flopped, but giving the concerns about site distance and two (2) curb cuts at this location we went back to the drawing board and came back with this plan where we reversed the layout with the driveway up here.

I think that covers most of the plan stuff that I wanted to talk about. I do have some building elevations, some representative building elevations for the site. I can show those and talk to you about those a little bit. These were provided to the board members at submission. At the top of the page here, we have the front of the store. So, this is the side facing Curry Road. We have a masonry building with a nice store front here with signage over the door and then we have our site elevation, our rear elevation. So, this side elevation is really where the dealer door is so that is what you see here and then there are a couple of other employee doors and then the other side elevation. There are a couple of color variations. It’s a “Inaudible” building. A lot of the times O’Reilly will do like a pre-engineer metal building, metal skin. Right off the rip when we did some due diligence on this site, we talked with Peter out front, we knew that wasn’t going to fly with the town so we went back to O’Reilly and let them know that they needed to step it up for the building and this is what we are presenting at this point. So, hopefully that is something that rings true and works for the town.

If there are any concerns or issues, we’re here tonight obviously for sketch plan. We submitted very detailed plans to the Planning Commission at this point. We are trying to vet out any issues ahead of time so that we help make the process as efficient as possible. So, we have prepared very detailed plans to try and help flush that out. We did get some comments in from DPW that we will work through and we want to get together with Peter and DPW and work through that.

Chairman Denny: Peter, does he have the list of comments that we went over?

Mr. Comenzo: Yes. I sent them to him.

Mr. Osterhoudt: Yes, we do have those and I’m willing to talk through those if there are any questions on those. We are here tonight to get some feedback.

Chairman Denny: I’m going to poll the board and see what comments or questions they may have. Mrs. Flansburg?

Mrs. Flansburg: I just have a few and then maybe you can address the comments. The sidewalks that go under the overpass that “Inaudible…” on your landscaping plan it’s super tiny so I’m not positive, but if there isn’t a note that dead and dying landscaping be replaced in perpetuity so that we have that maintained going forward. That would be helpful.
Bollards, I don’t see them on the plan or rendering, but near the entrance way and where the cars are parked at the entrance way.

Mr. Osterhoudt: Yes, we do have bollards along the front of the store. We do have bollards for the ADA spaces and then we do have other spaces here with bollards. I think we have a total of nine (9) in the front but not every space has one. Are you looking for...

Mrs. Flansburg: Just safety concerns of cars sadly driving through store fronts. However, you have to space them so that you can...

Mr. Osterhoudt: Okay, but would you be looking for bollards at every space?

Mrs. Flansburg: I don’t think they have to be every space as long as they can’t fit through/between them.

Mr. Osterhoudt: Yes.

Mrs. Flansburg: While we are on spaces, you said that there are 47. Is that the minimum requirement? I’m only saying that because it seems like a lot of parking. Sometimes our standard looks to be a lot of parking based on the building size so I’m just wondering what the minimum was.

Mr. Osterhoudt: The minimum by town standard is 47 for this use. What we talked about at our pre-application meeting was potentially banking some parking spaces and providing extra greenspace but showing that we could accommodate the additional parking spaces if they were needed. The reason why we haven’t done that is if we were to bank parking on this site, the spaces back in this area would be the ones that we would want to bank, but that is where our trash enclosure is so we don’t want to put our trash enclosure up further and then find out later that we need to expand the parking lot and have to relocate a trash enclosure. So, we have shown at this point all 47 spaces that would be compliant.

Mrs. Flansburg: I think that is more of an attorney advice question whether or not we can permit bank parking going forward and it’s just something that I wanted to bring up now at the sketch. “Inaudible…”

Mr. Tingley: “Inaudible…”

Mrs. Flansburg: “Inaudible…” I just wanted to get the conversation out there now while we are in the concept sketch. I’m all set. Thank you.

Mr. Osterhoudt: O’Reilly could do with less parking. They don’t need 47. The 47 is proposed to meet the code so if the town is agreeable to banking spaces and we can figure out how we do that and still meet the requirement and not require a variance, I think O’Reilly would entertain that.

Mrs. Flansburg: Since they have other O’Reilly stores open meaning going forward if you could get numbers to the amount of customers they have.

Mr. Osterhoudt: No problem.

Mrs. Flansburg: “Inaudible…”

Mr. Osterhoudt: I would say we could probably be in the 35 range or somewhere around that number and still be okay for O’Reilly.
Chairman Denny: Mr. DiLallo?

Mr. DiLallo: Does the green area, I see where the trees are, the green area is that all grass?

Mr. Osterhoudt: This is the wooded area that...

Mr. DiLallo: I understand.

Mr. Osterhoudt: And the rest of this would be all grass area. Some of it is sod and some of it is hydrosedding. We typically do the sod out front where it is easier to get things stabilized, there’s more traffic out there so it’s easier to get it stabilized with sod and they would hydrosed the back and side areas.

Mr. DiLallo: Do you have any plans of sprinkling?

Mr. Osterhoudt: There is an irrigation system that would be put in. Part of our plans have an irrigation coverage plan. Essentially what we do is all those sod areas, the front area, along the building, around the building and around this perimeter of the parking would be irrigation. Areas out back and stormwater areas would not be irrigated.

Mr. DiLallo: That line that you just did with your pen, up and down, the parking lot area, right there, those could go, those parking spaces could go and still have your dumpster, right?

Mr. Osterhoudt: Yes, the dumpster would be here. So, we’ve got a total of 13 spaces off of that side. These spaces that are towards the front of the store would probably be desirable, but perhaps some of these would be spaces that we could...

Mr. DiLallo: What did you say that O’Reilly likes 35?

Mr. Osterhoudt: Probably in the ballpark of 35 would be workable.

Mrs. Flansburg: “Inaudible…”

Mr. Osterhoudt: There are four (4) here. So maybe these five (5) don’t go but maybe these four (4) go and that’s 12 and that is down to roughly 35.

Mr. DiLallo: That’s all I have for now. Thank you.

Chairman Denny: Mr. Collins?

Mr. Collins: I like the project and I know one of the comments was about doing fencing around the entrance and I don’t know if you considered that, how you’re going to break down where the entrance is. Is there going to be anything else besides curbing. I know on the DPW comments they asked maybe having a little fencing out there to dress it up a little.

Mr. Osterhoudt: This stormwater management area, we do have a fence proposed around that. The intent would be to have some fencing up in this area already. The DPW comment, let me find it.

Mr. Collins: Fencing with spaced columns along parking area located Curry Road in front of the proposed holly, laurel...

Mr. Yuille: Similar to CVS.
Mr. Osterhoudt: So, comment number 2 was relative to the fence and it says the proposed stormwater area is located in the front yard at the proposed entrance. Applicant should consider moving stormwater to the rear of the building as there is adequate space available. Alternatively, the proposed six foot fence surrounding the stormwater area should be reduced to four feet and ornamental fencing with spaced columns provided.

Mr. Collins: Yes, and then there is another comment, number nine at the very bottom for up front.

Mr. Osterhoudt: Yup, exactly.

Mr. Collins: I like the project and I know why you would need, like you stated most auto parts stores only have four (4), five (5) people at a time and that is excessive parking and we would prefer more green space if we are allowed to do that and he’s checking on that. I think it’s a good project for that space. I like the idea that you are going to give the town a turn around for the pump station. Myself and Jack used to work for the town and that was a heck of a driveway especially in the wintertime.

Mr. Osterhoudt: I can only imagine.

Mr. Collins: I appreciate what you are doing for them in that area because it does make it a little more safe for the guys when they are up there working. That is all I have for right now, but it’s a great set of plans. We thought it was a final. I’m glad to see you’re coming in the area and competition is good. Everybody says we have too many, but you know what they say is keep your friends close, your enemies closer. I think it’s a good project, thank you. That’s all I have, Mr. Chairman.

Chairman Denny: Mr. D’Alessandro?

Mr. D’Alessandro: Is this similar to the one that you put on Central Avenue?

Mr. Osterhoudt: So, O’Reilly is relatively new to Upstate New York. We’ve got a few stores that are open now. The first store that is opened is in South Glens Falls and then Central Avenue in Colonie, there is actually two (2) stores on Central Avenue in Colonie. One is a larger store called a hub store that helps support some of the other stores in the area. The one on Central Avenue that is west of 155 by Aldi, that’s a hub store and that’s a large store. That is double the size of this store. And then the other one that is east of Wolf Road that is an existing building that they bought and retrofitted into an O’Reilly. So that is not like a prototypical O’Reilly. The store up in South Glens Falls was a larger store as well, larger than this one and Schenectady is the closet one to here and that is comparable in size to this one.

Mr. D’Alessandro: Just another quick question and I don’t know if this is anything that we would have control over but getting onto Curry Road even from the new Trusteo, what is next to the plaza, the one where the Trusteo out front, getting out of there at like 3 o’clock in the afternoon is very tough. I don’t know if that is something that maybe you do like a right turn only out of that parking lot because you’re coming up underneath that underpass and probably 2, 3 or 4 o’clock in the afternoon that is going to be almost impossible to get out of there. I don’t know if that is something that you might want to think of.

Mr. Osterhoudt: We are working with DOT right now so, we submitted, there is a three (3) stage process to the permit, for the highway work permit that we have to get with DOT. We submitted the Stage I back in September and then we just recently submitted the Stage II package which is the more detailed package based on these plans that were submitted to the town and we haven’t gotten any feedback from DOT yet, but we are working with them. We heard that comment at the pre-application meeting, we were talking about that.

Chairman Denny: We were talking about the right in/right out.
Mr. Osterhoudt: O'Reilly will definitely have an issue if this is a right in/right out driveway so that much so that it could kill the project because we have to be able to get vehicles in both directions here. We are not like a Dunkin' Donuts where we are capturing the morning flow of traffic.

Mr. Collins: It's a couple of times during the day that there's a problem. Most of the time, but that is like any area you usually go into there is always one time of the day that you get backed up.

Mr. Osterhoudt: The good thing is from a trip generation perspective for this use we are under 50 trips, low 40's I'd say on our trip generation for peak hour which is well below the DOT standard of 100 trips for a full traffic study. Like I stated, we're working with DOT and by the time we get back to the Planning Commission meeting we hope to have some feedback and hopefully they will be issuing a letter and the town will be copied on that.

Mr. D'Alessandro: I have to say these are the nicest sketches that I have ever seen. I like the project and it looks very, very nice. That's all I have, Mr. Chairman.

Chairman Denny: Mr. Calder?

Mr. Calder: You mentioned DOT, are they supposed to get back to you soon on this project?

Mr. Osterhoudt: Well, soon is a relative term. We are hoping they get back to us soon. We have submitted a couple of packages now and they are busy. They have a lot going on and the holidays are coming up, so I think it's going to probably take a little bit.

Mr. Calder: I like the project. It's a little bit difficult location, I think because of the proximity to the bridge, but if DOT looks at it and they think it's fine, there's always a truck stuck underneath there. Evitability it gets stuck or has to back all the way out back west, back up and that's going to put him right in front of your entrance way.

Mr. Collins: If there was a correct height for the bridge, the trucks wouldn't back up because that bridge is really a foot higher than it says.

Chairman Denny: The height is 13'6" and that bridge is 12'9". The trucks have never gotten stuck under the bridge, but the drivers see the sign of 12'9" and they think they can't get under it, but they can.

Mr. Calder: I've seen them stuck. It could be a tough spot and hopefully DOT is going to look at it and say it's fine. It's going to be too close that you can't put any kind of traffic control device there because of the proximity, you can't. I don't know what they are going to do.

Mr. Osterhoudt: Luckily, we're not a high trip generator and a lot of our traffic is pass by.

Mr. Calder: I just think the location is tough. Anyway, I think it's a good project and I am fine with it. That's all I have.

Mr. DiLallo: One thing in their favor is we just had a traffic study done with the apartments down the road and that traffic study proved that they could have a full access entrance. I'm confident that the DOT will approve that.

Chairman Denny: Mr. Yuille?

Mr. Yuille: I agree with what all the members said. It's a good use of this property because it's a large piece of property but you need a project that is going to generate a low volume of traffic in and out and you seem to fit the bill on both of those. I do have a couple of things and I read over the DPW comments, I think that ornamental fence out in front
on both sides of your driveway would be a good idea similar to what we have at CVS over here and we also had the other auto parts store that’s on Altamont Avenue put one there also. It keeps people from walking across your lawn. I think it would look good in that area.

I do have a problem with the height of the pole lamps. The poles, I looked at your specs and they are 27.5’ and this is an elevated site so I think those are going to cause a problem with traffic on the road so I think those need to be looked at but the TDE will also looking at those.

I agree with the parking that you could bank. We did that with CVS when they came in. Also, that sidewalk that comes down under the bridge towards your project just dumps into your road. I would be looking to have you extend that sidewalk across the length of the front of your property. Do you know what I’m talking about there? I’m not asking you to go down the road with it, but we do have a section where the apartments are right in front of Trustco, we haven’t extended it beyond that but when they build that corner over there, we are going to extend it there. I think it should be extended across the front of this project here.

Mr. Osterhoudt: Did they put in new sidewalks for the apartments?

Mr. Yuille: No, they are not sidewalks in front of the apartments because there is a separate lot out in front, next to the Trustco Bank, right on the corner there is a proposal for a future building like a medical arts building or something like that so there isn’t a side walk there but there is a sidewalk in front of Trustco and then it tapers down. Why we let them do that, we should have made them run it all the way to the driveway, but we didn’t.

Mr. Osterhoudt: This would be another piece that helps that.

Mr. Yuille: Then the piece would be between next door with Newbury Knitting and the house there would be a section missing. I’m assuming that property would get developed at some point and we will add that section in there. I would be looking to have that and I would recommend that to our TDE.

I agree with DPW on the stormwater. I’m not sure how well that is going to look at the entrance. You should probably try and see if you could put it in the back. I know there is a concrete swale along there and it seems to be dumping water from the back right out to the front.

Mr. Osterhoudt: It’s actually the opposite. It’s flowing from the front to the back.

Mr. Yuille: It’s going from the front to the back?

Mr. Osterhoudt: Yes. The survey got shots on that and it’s actually flowing from front to back. As far as the stormwater in the front is concerned, we did try to get as much of the stormwater as we could to this back area and over to the far side of the building. We do need to pick up some of this and treat it here and we just can’t get it all to the back and that is why we put this here and we tried to screen it by putting a fence in. We will work with O’Reilly. Maybe we can get some additional landscaping to help dress up that fence and some additional plantings there.

Mr. Yuille: Sometimes they get overgrown and it’s not the most attractive thing to be looking at when you are pulling into the site. I agree with Mr. Collins about improving that driveway about going up to our pump station and putting a turn around in. That would be a good idea.

I think that should be a full movement driveway also. I don’t think we should be forcing tractor trailers out to the right trying to get them under that bridge. I think they should probably be going to the left out of there. The elevated site with those 27.5’ pole lamp I think are going to be a problem.
Is there any other fencing proposed along the back of the site? I didn’t see any on the plan and along the railroad side?

Mr. Osterhoudt: No, just around that stormwater area.

Mr. Yuille: You’re not concerned about people coming in through the back area?

Mr. Osterhoudt: No.

Mr. Yuille: I know you have got fencing around your stormwater.

Mr. Osterhoudt: And the trash enclosure.

Mr. Yuille: I like your design on the trash enclosure. We also try to get them, everyone wants to put chain link fence with slats in it but this is like the McDonald’s down the road with the composite.

Mr. Osterhoudt: It holds up better and it doesn’t get banged up.

Mr. Yuille: We try to talk people into that and they don’t seem to want to go the extra money initially and they get beat up something awful. We are going to have a TDE on this. That is all I have for now and I look forward to the TDE comments and the response to that.

This was detailed and I hate to try to change it because it’s locked but this is a sketch and there are some things that probably need to be changed on here.

Mr. Osterhoudt: I will go back to O’Reilly and share that with them. I’m not hearing any big deal breakers. The access, like I said, is a big issue, but we are working with DOT on that. The fencing and the sidewalk, I think we can work through those types of things.

Mr. Yuille: I know there was a comment about putting a pedestrian walkway into your site and not many people walk into an auto parts store.

Mr. Osterhoudt: If we are going to have a sidewalk along the frontage, we will have to have a sidewalk connection to the building just to meet ADA requirements.

Mr. Yuille: That’s all, Mr. Chairman, thank you.

Chairman Denny: At this time, I would entertain a motion to declare lead agency.

Mrs. Flansburg: Mr. Chairman, I will make that motion.

Chairman Denny: Mrs. Flansburg made the motion. Do I have a second?

Mr. Collins: I’ll second.

Chairman Denny: Mr. Collins seconds the motion. Are there any questions? Please call the vote.

Marlo Carter: Mr. DiLallo?

Mr. DiLallo: Yes.
Marlo Carter: Mr. Yuille?

Mr. Yuille: Yes.

Marlo Carter: Mr. Collins?

Mr. Collins: Yes.

Marlo Carter: Mrs. Flansburg?

Mrs. Flansburg: Yes.

Marlo Carter: Mr. D’Alessandro?

Mr. D’Alessandro: Yes.

Marlo Carter: Mr. Calder?

Mr. Calder: Yes.

Marlo Carter: Chairman Denny?

Chairman Denny: Yes.

Motion carried.

I will now entertain a motion for the Planning Commission to authorize the Chairman to enter into a contract with a TDE on this project.

Mr. Yuille: Mr. Chairman, I will make that motion to authorize the Chairman to hire a TDE for this project.

Chairman Denny: Mr. Yuille made the motion. Do I have a second?

Mr. Calder: I’ll second.

Chairman Denny: Mr. Calder seconds the motion. Are there any questions? Please call the vote.

Marlo Carter: Mr. DiLallo?

Mr. DiLallo: Yes.

Marlo Carter: Mr. Yuille?

Mr. Yuille: Yes.

Marlo Carter: Mr. Collins?

Mr. Collins: Yes.
Marlo Carter: Mrs. Flansburg?

Mrs. Flansburg: Yes.

Marlo Carter: Mr. D’Alessandro?

Mr. D’Alessandro: Yes.

Marlo Carter: Mr. Calder?

Mr. Calder: Yes.

Marlo Carter: Chairman Denny?

Chairman Denny: Yes.

Motion carried.

Mr. Osterhoudt: Just a couple quick questions, if I could, as far as the building elevations are concerned, are we good with those building elevations? Can we move forward based on those? Is there any feedback on those?

Mr. Collins: There was a comment on that about that one side, but you have the railroad on one side and the front real nice and the other side “Inaudible…” I don’t have a problem with it.

Mr. Collins: One of the DPW comments was if you could do something vertically at the seams and I think we did that with the other auto parts store where we had them do some type of a vertical architectural treatments for the sides that face the public. I think the rear and the other side that face the rear do not need them. The joints there, if you could do something with those.

Mr. Collins: Different color for different contrast.

Mr. Comenzo: Yes and other types of treatments you can come up with.

Mr. Osterhoudt: The light pole heights are proposed at 27.5’ and they are high. Is there more or less a standard that such the Planning Commission likes to see? We can look at having those reduced in height. I just want to have a target to where we want to be with those.

Mr. Yuille: I would think about 18’ would probably do it. Something like that.

Mr. Osterhoudt: Would 18’-20’ range work?

Mr. Yuille: Yes, because you’re on an elevated site besides that. This site is probably four (4) or five (5) feet above the roadway. It gets worse as you go down the hill. Twenty feet (20’) might be better and that would minimize the drawing that you showed us, it would bring that light, those filters in.

Mr. Osterhoudt: We are here for feedback tonight and just want to be able to go back with drawing board with some good direction and make sure we are addressing comments. Our intent with the DPW comments is to get together with Peter and DPW and anybody else that we need to talk through these. Item 1, the TDE, that’s addressed. The town is going to hire a TDE. The stormwater we talked about. The lighting we talked about. DPW wants to talk about the access
Golub Corporation (Owner)/O'Reilly Auto Enterprises, LLC (Contract Vendee)
1502 Curry Road

to the pump station so they we can get together with them on that. The architectural we talked about. Full movement access, site distance again that's DOT we are working with them. Sidewalks we talked about. Pedestrian access and then the ornamental fencing so I think we've covered everything there.

Thank you all for your time tonight and I appreciate the feedback.
Resolution Number PC56-2019

Moved by Mrs. Flansburg seconded by Mr. Collins
Applicant: Golub Corporation (owner)/O’Reilly Auto Enterprises, LLC (Contract Vendee)

Applicant: Golub Corporation (owner)/O’Reilly Auto Enterprises, LLC (Contract Vendee)

Project Location: 1502 Curry Road
Rotterdam, NY

Tax Number or Numbers: 58.8-11-31

Proposed Project: Site Plan review for the proposed construction of a ±7,750 retail auto parts store with associated appurtenances on a ±2.46 acre parcel.

WHEREAS, pursuant to 6 NYCRR Part 617 State Environmental Quality Review the above referenced project is an Unlisted Action; and,

WHEREAS, the Rotterdam Planning Commission desires to establish itself as lead agency on this project; NOW:

IT IS HEREBY RESOLVED THAT, on this day, Tuesday, December 17, 2019, the Rotterdam Planning Commission hereby declares itself lead agency and authorizes the Rotterdam Town Planner to prepare, file, publish, and distribute all documents as necessary to comply with 6 NYCRR Part 617 (State Environmental Quality Review).

Peter J. Comenzo
Senior Planner

John Denny III
Planning Commission Chairman
Resolution Number PC57-2019
Moved by Mr. Yuille seconded by Mr. Calder
Applicant: Golub Corporation (owner)/O’Reilly Auto Enterprises, LLC (Contract Vendee)

Applicant: Golub Corporation (owner)/O’Reilly Auto Enterprises, LLC (Contract Vendee)

Project Location: 1502 Curry Road
Rotterdam, NY

Tax Number or Numbers: 58.8-11-31

Proposed Project: Site Plan review for the proposed construction of a ±7,750 retail auto parts store with associated appurtenances on a ±2.46 acre parcel.

WHEREAS, the Town of Rotterdam does not employ an Engineer for the review of plans; and,

WHEREAS, the Rotterdam Town Board approved a list of Town Designated Engineers to be utilized for such plan review at its December 12, 2018 organizational meeting; NOW:

IT IS HEREBY RESOLVED THAT on this day, Tuesday, December 17, 2019, the Rotterdam Planning Commission hereby authorizes the Planning Commission Chairman to execute a contract with a Town Designated Engineer (TDE) to assist in Site Plan review for the above referenced project.

Peter J. Comenzo
Senior Planner

John Denny, III
Planning Commission Chairman
2. Hoy Real Estate (Owner)/Dillon’s Auto Care LLC (Contract Vendee) – 2323 Second Avenue. Final Site Plan/Special Use Permit Public Hearing review to operate an auto repair and painting facility in existing ±4,960 square foot building on a ±0.65-acre parcel. Drawing by O.J. Meyer & Son.

Chairman Denny: What is your intent there? You’re going to repair and paint cars there?

Mr. Dillon: Yes, that is the plan.

Mr. DiLallo: Can you state your name and the project?

Mr. Dillon: My name is Jared Dillon and I own Dillon’s Auto Care and we operate in Latham, New York now and we are planning to purchase 2323 Second Avenue to get into a way larger facility.

Chairman Denny: We have some DPW comments. Peter, does he have those?

Mr. Comenzo: I didn’t send them to him.

Mr. Dillon: I addressed the fencing and all that, the comments from November 7th?

Mr. DiLallo: There are nine (9) of those. Do you have those?

Mr. Dillon: Yeah, the three that says fencing, screening and landscaping should be addressed. Discussed proposed…

Mr. DiLallo: You can take mine.

Mr. Dillon: Yes, I have those.

Chairman Denny: Could you go over our DPW comments?

Mr. Dillon: We don’t have any problem going by building and fire code. The paint booth that I am installing meets all fire protection and all that and if it is needed, I can add a sprinkler system or a charge type fire suppression system into that. I don’t really know exactly what you guys require.

Mr. DiLallo: Number 2 says you’re going to comply fully with the Town Sign Code.

Mr. Dillon: Yeah, I don’t think I will put a sign up. Probably just some type of lettering on the front window. I don’t really need a sign honestly.

Mr. DiLallo: You have to install a water meter.

Mr. Dillon: Is there no water meter in the building now?

Mr. Collins: There might be, you have to check with DPW. Most businesses do have one.

Mr. Dillon: I would figure, I have one at my shop in Latham. I don’t have any problem with downward facing lighting off the building and what I would do is I would illuminate on the plan the parking area, I was going to illuminate that and I was going to put up the fencing so it will not be illuminating way out. Just so it’s not protruding way out to the residents.

Chairman Denny: It says proposed stockade fencing along the property boundary shall be installed no later than May 30, 2020 and shall be maintained in good condition in perpetuity. Any damage or missing salts shall be replaced.
Mr. Dillon: That's not a problem.

Chairman Denny: Have you seen the comment about not more than 20 motor vehicles may be stored in an open area.

Mr. Dillon: That's not a problem. Like I said, right now, even where we are at, we have maybe 14 cars outside and being this much larger facility, we can probably have like 8-10 cars inside. It is drastically increase the work that we can do plus what we will be able to keep from sitting outside.

Chairman Denny: You’re going to be painting automobiles, do you have a paint booth there?

Mr. Dillon: I have a paint booth at my existing shop now and I’m actually purchasing a second paint booth so the one is going to be utilized a prep booth pretty much for sanding and priming and all that and the other one will be used for painting as well. It will pretty much do any type of paint operation will be within an enclosure.

Chairman Denny: Usually those paint booths there are no fumes that goes out them and it sucks it all in the filters.

Mr. Dillon: It fully filters everything. It catches all the solids, 99 point something percent. There can be a slight smell, but it catches pretty much all of it.

Chairman Denny: Let me see if the members have any questions? Mr. Yuille?

Mr. Yuille: I went over to the site and I looked at it and it’s not going to be a shock to the neighborhood. You're not coming in and taking an empty field and putting up a building. They are used to a building there and you have Gray Electric that is right next door. Your hours are going to be normal business hours and not running late at night?

Mr. Dillon: There may be the occasional time that we have to be there later, but I can make sure the doors are closed if it’s summer and no outside noise.

Mr. Yuille: That is when the complaints will start coming in if you are banging and clanging at midnight.

Mr. Dillon: The new booth that I am purchasing the fan is quiet. The booth that I have at my existing shop is loud as can be which I’m really not going to be utilizing that at all. I can pretty much stick to...

Mr. Yuille: Are you going to keep your shop in Latham open or are you going to eventually close it?

Mr. Dillon: I’m in the midst of having someone take it over. The problem is that I need to maintain that shop in order to be able to do inspections and Schenectady County put a cap on the amount of inspection stations in Schenectady County so DMV does that. So, I need to maintain something in Albany County to be able to do inspections or else I’m pretty much screwed. It’s not a big money maker, but it’s convenience plus while your car is wrecked do you need an inspection? It brings people in the door.

Mr. Yuille: I notice you have the yard fenced in where the dumpster enclosure is and your scrap dumpster and you have that enclosed and you are going to have two (2) gates on there so no one can drive in without...

Mr. Dillon: There’s an existing gate and it’s chain linked all around and we are going to add that one row to pretty much keep that separated from the parking against the fence and all that. I think it will look good and professional.

Mr. Yuille: I don’t have any problems with it, Mr. Chairman. Thank you.
Chairman Denny: Mr. Calder?

Mr. Calder: As long as you are a good neighbor over there, the existing property has always been used for a commercial type system over there. The only neighbors that you have is right on Second Avenue. With the lights and the noise, those will be the biggest things and as long as you are cognizant of that, I don’t think you are going to have an issue. I don’t have any problems.

Chairman Denny: Mr. D’Alessandro?

Mr. D’Alessandro: I don’t have any questions at this time. Same use of the property and I don’t see any issues with it.

Chairman Denny: Mr. Collins?

Mr. Collins: No questions. It’s a nice project.

Chairman Denny: Mr. DiLallo?

Mr. DiLallo: No questions.

Chairman Denny: Mrs. Flensburg?

Mrs. Flensburg: No questions.

Chairman Denny: This is a public hearing is there anybody in the audience that has any comments? Anyone? I have to ask three (3) times if there is anybody in the audience. That’s the second one. Is there anybody in the audience that has any comments? I think I’m all covered, right Mr. Tingley?

Mr. Tingley: You don’t have to ask three (3) times. You have provided ample opportunity for the public to comment on this project.

Chairman Denny: I will close the public hearing and at this time, I would entertain a motion to adopt the draft negative declaration as prepared by the town planner.

Mrs. Flensburg: Mr. Chairman, I will make that motion.

Chairman Denny: Mrs. Flensburg made the motion. Do I have a second?

Mr. Collins: I’ll second.

Chairman Denny: Mr. Collins seconds the motion. Are there any questions? Please call the vote.

Marlo Carter: Mr. DiLallo?

Mr. DiLallo: Yes.

Marlo Carter: Mr. Yuille?

Mr. Yuille: Yes.
Marlo Carter: Mr. Collins?

Mr. Collins: Yes.

Marlo Carter: Mrs. Flansburg?

Mrs. Flansburg: Yes.

Marlo Carter: Mr. D’Alessandro?

Mr. D’Alessandro: Yes.

Marlo Carter: Mr. Calder?

Mr. Calder: Yes.

Marlo Carter: Chairman Denny?

Chairman Denny: Yes.

Motion carried.

At this time, I would entertain a motion to approve the special use permit to adopt an auto repair facility.

Mr. Yuille: Mr. Chairman, I will make that motion for the special use permit to operate an auto facility.

Chairman Denny: Mr. Yuille made the motion. Do I have a second?

Mr. D’Alessandro: I’ll second.

Chairman Denny: Mr. D’Alessandro seconds the motion. Are there any questions? Please call the vote.

Marlo Carter: Mr. DiLallo?

Mr. DiLallo: Yes.

Marlo Carter: Mr. Yuille?

Mr. Yuille: Yes.

Marlo Carter: Mr. Collins?

Mr. Collins: Yes.

Marlo Carter: Mrs. Flansburg?

Mrs. Flansburg: Yes.

Marlo Carter: Mr. D’Alessandro?
Mr. D’Alessandro: Yes.

Marlo Carter: Mr. Calder?

Mr. Calder: Yes.

Marlo Carter: Chairman Denny?

Chairman Denny: Yes.

Motion carried.

At this time, I would entertain a motion to approve the final site plan as proposed.

Mrs. Flansburg: Mr. Chairman, I will make a motion that the Planning Commission adopt the final site plans subject to all of the oral and written comments made on this project.

Chairman Denny: Mrs. Flansburg made the motion. Do I have a second?

Mr. DiLallo: I’ll second.

Chairman Denny: Mr. DiLallo seconds the motion. Are there any questions? Please call the vote.

Marlo Carter: Mr. DiLallo?

Mr. DiLallo: Yes.

Marlo Carter: Mr. Yuille?

Mr. Yuille: Yes.

Marlo Carter: Mr. Collins?

Mr. Collins: Yes.

Marlo Carter: Mrs. Flansburg?

Mrs. Flansburg: Yes.

Marlo Carter: Mr. D’Alessandro?

Mr. D’Alessandro: Yes.

Marlo Carter: Mr. Calder?

Mr. Calder: Yes.

Marlo Carter: Chairman Denny?
Chairman Denny: Yes.

Motion carried.

Next meeting is January 7, 2020

Meeting adjourned at 8:22 p.m.

Motion to adjourn made by Mr. DiLallo and seconded by Mr. Collins.

Respectfully Submitted,

Marlo L. Carter
Planning Commission Secretary
Resolution Number Planning Commission 58-2019
Moved by Mr. Yuille seconded by Mr. D’Alessandro
Applicant: Hoy Real Estate (Owner)/Dillon’s Auto Care LLC (Contract Vendee)

Applicant: Hoy Real Estate (Owner)/Dillon’s Auto Care LLC (Contract Vendee)

Project Location: 2323 Second Avenue
Rotterdam, New York

Tax Number or Numbers: 59.11-5-3

Proposed Project: Special Use Permit Public Hearing review to operate an auto repair and painting facility in existing ±4,960 square foot building on a ±0.65 acre parcel.

WHEREAS, a public meeting was conducted by the Town of Rotterdam Planning Commission on November 7, 2019 and a public hearing on December 17, 2019 to consider the above referenced Special Use Permit; and,

WHEREAS, this matter was discussed and approved, as meeting the standards for a Special Use Permit Review as set forth in Chapter 270 of the Code of the Town of Rotterdam entitled ZONING; and,

WHEREAS, the Town of Rotterdam Planning Commission after careful consideration of the application, testimony of the applicant and/or representative and members of the public in attendance at the hearing, and all other materials of record HEREBY APPROVES THE SPECIAL USE PERMIT; NOW,

IT IS HEREBY RESOLVED THAT this Special Use Permit is approved with the following conditions as stipulated by the Planning Commission:

1. Applicant shall comply with all NYS Building and Fire Codes and must obtain a Building Permit and be issued a Certificate of Occupancy from the Town of Rotterdam Building Inspector prior to operation.
2. Applicant to comply fully with Town Sign Code and obtain a building permit for any signage.
3. A water meter must be installed. Check with DPW for specifications on meter prior to installation.
4. All lighting shall be shielded and/or placed in such a manner as to prevent off-site illumination.
5. Proposed stockade fence along property boundary shall be installed no later than May 30, 2020 and shall be maintained in good condition in perpetuity. Any damage or missing slats shall be replaced.
6. No vehicles shall be parked or stored less than 10 feet from any property line.
Resolution Number PC58-2019
Hoy Real Estate (Owner)/Dillon's Auto Care LLC (Contract Vendee) – 2323 Second Avenue
December 17, 2019

7. All repairs shall be performed within the principal building on the premises.

8. Storage of vehicles. Not more than 20 motor vehicles may be stored in any open area at any motor vehicle repair establishment, and such motor vehicles must be stored for the purpose of repair and reconditioning thereof only. Such vehicles may not be stored more than 60 consecutive days in any three-hundred-sixty-five-day period at the same premises. The Planning Board may require higher standards for such storage as a condition of any special use permit.

9. Storage of materials and refuse. All permanent storage of materials and equipment shall be within the principal building, with the exception of refuse and trash, which shall be stored in closed containers and in an area screened from view at all points on any public or private property or street when viewed from the ground level.

[Signatures]
Peter J. Comenzo
Senior Planner

John Denny, III
Planning Commission Chairman
Resolution Number Planning Commission 59-2019
Moved by Mrs. Flansburg seconded by Mr. DiLallo
Applicant: Hoy Real Estate (Owner)/Dillon’s Auto Care LLC (Contract Vendee)

Applicant: Hoy Real Estate (Owner)/Dillon’s Auto Care LLC (Contract Vendee)

Project Location: 2323 Second Avenue
Rotterdam, New York

Tax Number or Numbers: 59.11-5-3

Proposed Project: Final Site Plan review to operate an auto repair and painting facility in existing ±4,960 square foot building on a ±0.65-acre parcel.

WHEREAS, a public meeting was conducted by the Town of Rotterdam Planning Commission on November 7, 2019 and a public hearing on December 17, 2019 to consider the above referenced Site Plan; and,

WHEREAS, this matter was discussed and approved, as meeting the standards for a Site Plan Review as set forth in Chapter 270 of the Code of the Town of Rotterdam entitled ZONING; and,

WHEREAS, the Town of Rotterdam Planning Commission after careful consideration of the application, testimony of the applicant and/or representative and members of the public in attendance at the hearing, and all other materials of record HEREBY APPROVES THE SITE PLAN; NOW,

IT IS HEREBY RESOLVED THAT this Site Plan is approved with the following conditions as stipulated by the Planning Commission:

1. Applicant shall comply with all NYS Building and Fire Codes and must obtain a Building Permit and be issued a Certificate of Occupancy from the Town of Rotterdam Building Inspector prior to operation.
2. Applicant to comply fully with Town Sign Code and obtain a building permit for any signage.
3. A water meter must be installed. Check with DPW for specifications on meter prior to installation.
4. All lighting shall be shielded and/or placed in such a manner as to prevent off-site illumination.
5. Proposed stockade fence along property boundary shall be installed no later than May 30, 2020 and shall be maintained in good condition in perpetuity. Any damage or missing slats shall be replaced.
6. No vehicles shall be parked or stored less than 10 feet from any property line.
7. All repairs shall be performed within the principal building on the premises.
Resolution Number PC59-2019
Hoy Real Estate (Owner)/Dillon’s Auto Care LLC (Contract Vendee) – 2323 Second Avenue
December 17, 2019

8. Storage of vehicles. Not more than 20 motor vehicles may be stored in any open area at any motor vehicle repair establishment, and such motor vehicles must be stored for the purpose of repair and reconditioning thereof only. Such vehicles may not be stored more than 60 consecutive days in any three-hundred-sixty-five-day period at the same premises. The Planning Board may require higher standards for such storage as a condition of any special use permit.

9. Storage of materials and refuse. All permanent storage of materials and equipment shall be within the principal building, with the exception of refuse and trash, which shall be stored in closed containers and in an area screened from view at all points on any public or private property or street when viewed from the ground level.

Peter J. Comenzo
Senior Planner

John V. Denny, III
Planning Commission Chairman
Town of Rotterdam
Office of the Planning Commission
6NYCRR PART 617
State Environmental Quality Review
NEGATIVE DECLARATION
Notice of Determination of Non-Significance

Date: December 17, 2019

This notice has been prepared in accordance with Article 8 of the Environmental Conservation Law by the Town of Rotterdam Department of Public Works Department (Reference: 6 NYCRR 617.5 Unlisted Action)

SEQRA Status:

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Owner:

Hoy Real Estate
2323 Second Avenue
Schenectady, NY 12303

Contract Vendee:

Dillon’s Auto Care (c/o Jerrod Dillon)
14 MacArthur Road
Latham, NY 12110

Location:

2323 Second Avenue
Schenectady, NY 12303

Tax Map Number(s):

59.11-5-3

Zoning:

Light Industrial (I-1) Zoning District

Action:

Special Use Permit to allow for the location of a major and minor motor vehicle repair establishment in an existing ±6,400 square foot building on a ±0.65 acre parcel.
Reasosn Supporting This Determination:
(See 617.7(a)-(c) for requirements of this determination)

This project was conducted as a SEQR coordinated review. The applicant has supplied an Environmental Assessment Form and the Planning Commission has or has caused to complete Part 2 of this checklist.

The action is to allow for a Special Use Permit to allow for the location of a major and minor motor vehicle repair establishment in an existing ±6,400 square foot building on a ±0.65 acre parcel. The applicant will mainly conduct auto body repair at this locations and auto repair associated with this activity. The property is located in a Light Industrial (I-1) Zoning District and has previously been utilized for commercial/industrial operations.

After a review of the application materials, Environmental Assessment Form, and comments received on this proposal, the Planning Commission of the Town of Rotterdam has determined that this proposal will not have a significant adverse impact on the environment.

The Planning Commission has considered the following criteria to determine if this proposal has significant adverse impacts on the environment:

(i) a substantial adverse change in existing air quality, ground or surface water quality or quantity, traffic or noise levels; a substantial increase in solid waste production; a substantial increase in potential for erosion, flooding, leaching or drainage problems;
(ii) the removal or destruction of large quantities of vegetation or fauna; substantial interference with the movement of any resident or migratory fish or wildlife species; impacts on a significant habitat area; substantial adverse impacts on a threatened or endangered species of animal or plant, or the habitat of such a species; or other significant adverse impacts to natural resources;
(iii) the impairment of the environmental characteristics of a Critical Environmental Area.
(iv) the creation of a material conflict with a community’s current plans or goals as officially approved or adopted;
(v) the impairment of the character or quality of important historical, archaeological, architectural, or aesthetic resources or of existing community or neighborhood character;
(vi) a major change in the use of either the quantity or type of energy;
(vii) the creation of a hazard to human health;
(viii) a substantial change in the use, or intensity of use, of land including agricultural, open space or recreational resources, or in its capacity to support existing uses;
(ix) the encouraging or attracting of a large number of people to a place or places for more than a few days, compared to the number of people who would come to such place absent the action;
(x) the creation of a material demand for other actions that would result in one of the above consequences;
(xi) changes in two or more elements of the environment, no one of which has a significant impact on the environment, but when considered together result in a substantial adverse impact on the environment; or
(xii) two or more related actions undertaken, funded or approved by an agency, none of which has or would have a significant impact on the environment, but when considered cumulatively would meet one or more of the criteria in this subdivision.

The Planning Commission has also considered the reasonably related long-term, short-term, direct, indirect and cumulative impacts, including other simultaneous or subsequent actions, which are:

(i) included in any long-range plan of which the action under consideration is a part;
(ii) likely to be undertaken as a result thereof; or
(iii) dependent thereon.

(3) The significance of a likely consequence (i.e., whether it is material, substantial, large or important) has been assessed in connection with:

(i) its setting (e.g., urban or rural);
(ii) its probability of occurrence;
(iii) its duration;
(iv) its irreversibility;
(v) its geographic scope;
(vi) its magnitude; and
(vii) the number of people affected

The environmental effects of the above described action were discussed at the Planning Commission Public Meeting held on December 17, 2019 at the Rotterdam Town Hall, 1100 Sunrise Boulevard, Rotterdam, NY 12306. Adoption of this negative declaration was moved by Mrs. Flansburg, seconded by Mr. Collins, and approved by the Rotterdam Planning Commission.

John Denny III
Planning Commission Chairman