

**Town of Rotterdam Planning Commission
Minutes of February 4, 2025, Meeting**

The Rotterdam Planning Commission held a meeting on Tuesday, February 4, 2025 at 7:30 p.m. at the Rotterdam Town Hall, 1100 Sunrise Boulevard, Rotterdam, New York 12306.

Present:	Kimberly Ricker Scannell, Chairman Lynn Flansburg, Vice Chairman Clark Collins Wayne Calder Joseph Signore Joseph Miglucci Danielle Ciampino Peter Comenzo, Town Planner Stephen Valiquette, Attorney Lisa Gallo for Marlo Urowsky, Secretary	Excused:
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Chairman Scannell called the workshop to order at 7:00 p.m.

Waivers:

- 1. TSL Adventures – 2654 (2664) Hamburg Street.** The applicant requests a Waiver of Site Plan review to locate an infant daycare, in existing tenant space ±1,443 square feet, on existing ±0.64 acres.

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

1. Approvals are contingent upon 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 Inspector/Code Enforcement Officer prior to operation.
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 specifications.
5. Owner/applicant shall install a water meter prior to the issuance of a Certificate of Occupancy. Prior water meter was removed. Contact DPW for specifications.
6. Property is in Sewer District #7 and is connected to sanitary sewer.
7. Applicant shall obtain NYS Office of Family and Child Services approval prior to operation and a copy provided to the Building Department.

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

- 2. AR Contracting & Services 1 Corp – 2557 Hamburg Street.** The applicant requests a Waiver of Site Plan to operate a roofing office in existing tenant space, former Stunning Beauty, ±725 square feet, on a ±0.17-acre parcel.

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

1. Tenant space and property shall be used for a showroom and office space only. There shall be no commercial vehicles or equipment parked or stored on-site.
2. Applicant must obtain a Fire Inspection and/or Building Permit and be issued a Certificate of Occupancy from the Town of Rotterdam 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.
4. Owner/applicant shall install a Knox box for emergency personnel. Please contact Fire District #3 for specifications.

5. Property is in Sewer District #7 and has been connected to sewer.
6. Outdoor display of materials is prohibited.

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

3. **Munchkin Land LLC – 93 W. Campbell Road.** The applicant requests a Waiver of Site Plan review to operate a café/child play center in tenant space F-122, former Structures, ±4,488 square feet, from March 1, 2025 – May 31, 2027 in ViaPort Rotterdam.

Motion was made by Mr. Miglucci 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 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.
4. Owner/applicant shall install Knox box for emergency personnel. Please contact Fire District #6 and/or #7 for specifics.

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

Agenda:

Attendance was taken and determined there is a quorum.

Ms. Scannell: We need a motion to approve the summary minutes of February 4, 2025.

Mr. Collins: I will make that motion.

Mrs. Flansburg: I second the motion.

Ms. Scannell: Are there any questions on the motion? Please call the vote.

Ms. Gallo: Mr. Collins?

Mr. Collins: Yes.

Ms. Gallo: Mrs. Flansburg?

Mrs. Flansburg: Yes.

Ms. Gallo: Mr. Calder?

Mr. Calder: Yes.

Ms. Gallo: Mr. Signore?

Mr. Signore: Yes.

Ms. Gallo: Mr. Miglucci?

Mr. Miglucci: Yes.

Ms. Gallo: Ms. Ciampino?

Mrs. Ciampino: Abstain.

Ms. Gallo: Chairman Scannell?

Ms. Scannell: Yes.

Motion carried.

1. **Stewarts Shops Corp – Highbridge Road. Final Site Plan/Special Use Permit Public Hearing for the construction of a ±3,975 square foot Stewarts with three (3) fueling islands on a consolidated ±1.86-acre parcel. Engineer: Scott Edward Kitchner PE.**

Ms. Scannell: All right, we have the world's favorite ice cream man.

Mr. Marshall: Good evening. I'm Chuck Marshall from Stewart's. I was here two (2) weeks ago. There was a couple of outstanding items from the Town designated engineer's commentary, in addition to which there was some uncertainty between the County and the Town.

The County had previously issued a work permit for the rectangular rapid reflecting beacon, and the location of that was kind of in question. So basically, there's three (3) changes from the plan that was discussed two (2) weeks ago. Very quickly walking you through that.

The crosswalk was relocated in closer proximity to Peter Road, which was the discussion between the County and Town, which is where the beacon will be. This will bring you to an internal sidewalk. That's part of the Town's Complete Streets program. There will also be a sidewalk that runs the length of the property along Mercer. So those, because there's only previously one (1) sidewalk, the addition of the second sidewalk is new.

The other item was there was discussion about the lack of internal landscaping for the parking area. We showed agreement "Inaudible" and calculation, and side yard landscaping count towards the internal landscaping calculation. And what this, we actually think this is better, the first thing is that all of our parking is flush, so every spot goes directly to the sidewalk. So, if you had a curb and then a landscape area, you would have had to walk through it, and it wouldn't have been as easily traversed as just walking onto it. The second thing is by not having that there, you're able to push all the snow to the north. So those are the kind of the two (2) or three (3) big changes.

The only other thing is that we're going to do hanging baskets on the front elevation because it's only a 10-foot sidewalk and putting planter boxes, we've actually gone back and replaced all the planter boxes that were recessed because of the trip hazards, and just doing planting baskets will give the color but without the hazard. With that, that's actually all the outstanding items I think that were left to discuss. I know there's some GPI comments regarding the hydro relocation and some technical stuff, but I don't think that, you know, it's of the Board's concern. So, if there's any questions, I'll entertain them.

Ms. Scannell: Thank you and thank you and your engineer for being able to meet with some of us earlier this week and for making these modifications. I'm very excited about this project. I think it's spectacular. It's going to be very beautiful, and I think for Stewarts it'll be very profitable. I think the neighbors are lucky to have such a good partner.

We'll start down at the end. Mr. Collins, questions, comments, concerns?

Mr. Collins: No, I like the changes. It's going to be a great project, and I want to thank you for working so well with us. We can be out there, but I appreciate what you're doing, and it's a good company to work for. I'm happy. Thank you.

Ms. Scannell: Thank you. Mrs. Ciampino.

Mrs. Ciampino: Thank you. It looks beautiful.

Ms. Scannell: Thank you. Mr. Calder?

Mr. Calder: Well, I agree with the Chair. Very easy to get along with, work well with the community. You can't ask for anything better than that, so I'm happy with it. Thank you.

Ms. Scannell: Thank you. Mrs. Flansburg?

Mrs. Flansburg: All the really good stuff that they said, and the new addition that Peter had given us right before the meeting. I mean, there's very technical comments for you and GPI to go through, but what I looked for was the, in conclusion, the applicant has sufficiently addressed the technical comments from GPI's previous review. There's some technical things that are identified that you guys are going to work on, which is what you guys do well without us. And the fact that there are still 23 comments of really just basic things, notes to be adding to the plan, so if you don't take issue with any of the things that are there, and they're just part and parcel of what the process typically is at this part.

Mr. Marshall: For the most part, it's just cleaning up stuff like the fire department, making sure they're okay, and coordination stuff. There's no, I don't see any plan changes coming.

Mrs. Flansburg: Okay, and exactly what they said, you have been nothing but agreeable and positive experience to work with, so I look forward to our new addition to Town. Thank you.

Ms. Scannell: Thank you. Mr. Signore?

Mr. Signore: Yeah, I'm okay with the changes, and I think the Stewart's Corporation has gone above and beyond any expectations that I myself would have had, and that's, compared to what was there, and what we're looking at now, outstanding. Good, and you've done a great job. Thanks.

Ms. Scannell: Thank you. Mr. Miglucci?

Mr. Miglucci: For someone who's got 84 lilac bushes on their property, I thought the lilac bushes were a great touch, and ditto to what the rest of the Board said. You guys do an outstanding job. The Dake family has been really good to the community over the years, and I'm all for it.

Ms. Scannell: Excellent. Peter, do you have any questions or comments before we move on?

Mr. Comenzo: No, Ms. Chairman.

Ms. Scannell: Attorney Valiquette?

Mr. Valiquette: No additional comments.

Ms. Scannell: All righty, well then, I think without any further ado, we will go ahead and open the public hearing for the special use permit for motor vehicle fueling. There's anyone here for the public hearing? Going once, going twice. I am now going to close the public hearing. With regard to SEQR, that was completed by the Town Board during the change of zone process. So, at this point, I would entertain a motion for the special use permit for motor vehicle fueling.

I'll make a motion.

Mr. Miglucci: I will make the motion.

Mr. Signore: I will second it.

Ms. Scannell: Mr. Miglucci made the motion, and Mr. Signore has seconded it. Lisa, please call the vote.

Ms. Gallo: Mr. Collins?

Mr. Collins: Yes.

Ms. Gallo: Mrs. Flansburg?

Mrs. Flansburg: Yes.

Ms. Gallo: Mr. Calder?

Mr. Calder: Yes.

Ms. Gallo: Mr. Signore?

Mr. Signore: Yes.

Ms. Gallo: Mr. Miglucci?

Mr. Miglucci: Yes.

Ms. Gallo: Ms. Ciampino?

Mrs. Ciampino: Yes.

Ms. Gallo: Chairman Scannell?

Ms. Scannell: Yes.

Motion carried.

I would now entertain a motion for site plan approval contingent upon all of the comments from GPI and DPW conditioned on what we have discussed here and those comments.

Mr. Collins: I will make that motion.

Mrs. Flansburg: I'll second.

Ms. Scannell: Thank you. Mr. Collins and Mrs. Flansburg. Lisa, could you please call the roll.

Ms. Gallo: Mr. Collins?

Mr. Collins: Yes.

Ms. Gallo: Mrs. Flansburg?

Mrs. Flansburg: Yes.

Ms. Gallo: Mr. Calder?

Mr. Calder: Yes.

Ms. Gallo: Mr. Signore?

Mr. Signore: Yes.

Ms. Gallo: Mr. Miglucci?

Mr. Miglucci: Yes.

Ms. Gallo: Ms. Ciampino?

Mrs. Ciampino: Yes.

Ms. Gallo: Chairman Scannell?

Ms. Scannell: Yes.

Motion carried.

Mr. Marshall: So, thank you very much. I just want to let you know it seems like my City of Saratoga Springs role will be switching, so I'll be going to Tuesday night meetings, not Thursday night meetings. So, in the future you'll see my co-worker Marcus and Molly who you've previously met. So, thank you guys all very much and just as you feel I'm easy to work with, you know, you are too. So, thanks and we'll see you when this opens.

Ms. Scannell: Thank you, Chuck. We will miss seeing you.



Town of Rotterdam
Office of the Planning Commission

Kimberly Ricker Scannell, Chairman
Peter J. Comenzo, Senior Planner

Telephone (518) 355-7575
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Resolution Number Planning Commission 02-2025
Moved by Mr. Miglucchi seconded by Mr. Signore
Applicant: Stewarts Shops Corp

Applicant: Stewarts Shops Corp
Project Location: Highbridge Road
Rotterdam, New York
Tax Number or Numbers: 59.16-2-10, 59.16-2-9.2, 59.16-2-9.1, 59.16-2-40.2 & 59.16-2-40.1
Proposed Project: Special Use Permit Public Hearing for the construction of a ±3,975 square foot Stewarts with three (3) fueling islands on a consolidated ±1.86-acre parcel.

WHEREAS, public meetings were conducted by the Town of Rotterdam Planning Commission on June 18, 2024, July 16, 2024, January 21, 2025, and a public hearing held on February 4, 2025 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,

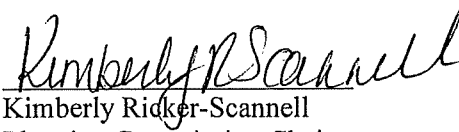
WHEREAS, the Town of Rotterdam Planning Commission after careful consideration of the application, testimony of the applicant and/or representative and members of the public in attendance at the hearing, and all other materials of record HEREBY APPROVES THE SPECIAL USE PERMIT; NOW

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

- 1. Final Fees Due: Final Site Plan \$350.00
Advertising 41.25
\$391.25
2. Landscaping Plan should be updated with additional street trees such as Red Maple and Northern Red Oak.
3. Prior to Chairman's signature, the final site plan shall be modified to the satisfaction of DPW and the TDE and shall meet the requested modifications as outlined and discussed in the February 4, 2025 meeting.
4. Approval is conditioned upon applicant addressing all Rotterdam DPW and TDE comments and full and final approval of the DPW.

5. The applicant must receive updated Highway Work Permits that match the final approved site plan from Schenectady County DPW for grading, utility, sidewalk, and entryway work onto Highbridge Road. Copies of all correspondence with Schenectady County should be provided to the Town.
6. Add note to plan: "Any use of recorded music/advertising shall not be streamed on speaker before 8:00 am or after 7:00 pm."
7. Prior to the issuance of a certificate of occupancy, all work within the county right of way must be completed.
8. A consolidation subdivision shall be filed with Schenectady County prior to signature on the final site plan.
9. Add note to plan: "No outdoor display of merchandise shall be permitted."
10. Add note to plan: "One water meter shall be installed on the service connection. Final type and location to be approved by DPW."
11. Add note to plan: "Owner/applicant shall install Knox Box for emergency personnel." Check with Fire District #3 for specifications.
12. Add note to plan: "Sign permits shall be obtained for the proposed project identification signage including any proposed pylon, monument and/or building mounted signage."
13. Add note to plan: "Building design shall be in substantial conformance to the proposed Exterior Elevations dated January 30, 2025, and shown on the title sheet as presented to the Planning Commission on February 4, 2025."
14. Add note to Landscaping Plan: "Landscaped areas shall contain a sprinkler system." All water used shall pass through water meter.
15. Add note to Landscaping Plan: "Landscaping shall be maintained in perpetuity and dead/dying plant materials shall be replaced in-kind."
16. Add note to plan: "No stockpiling or burying of construction debris, slash, stumps, or construction material is permitted."
17. Add note to plan: "Prior to issuance of site development permits, the applicant shall meet with the Town Stormwater Management Officer who must review and approve the proposed work plan."
18. Final approval is contingent upon the applicant receiving permits (site development and building) from the DPW Building Inspector.
19. Final approval is contingent upon Town DPW and Schenectady County Health review and approval of the proposed water supply and on-site sanitary sewer service for the project.
20. The applicant shall provide the Town of Rotterdam DPW paper and electronic AutoCAD file copies of the utility "As-Built Record Drawings" upon completion and testing of the utilities.
21. Prior to the issuance of Site Development and/or Building Permit(s) by the Town of Rotterdam, the applicant shall attend a pre-construction meeting with the Building Inspector and DPW staff to confirm the completion of the above stated conditions.


Peter J. Comenzo
Senior Planner


Kimberly Ricker-Scannell
Planning Commission Chairman



Town of Rotterdam
Office of the Planning Commission

Kimberly Ricker Scannell, Chairman
Peter J. Comenzo, Senior Planner

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Resolution Number PC03-2025

Moved by Mr. Collins seconded by Mrs. Flansburg

Applicant: Stewarts Shops Corp

- Applicant:** Stewarts Shops Corp
- Project Location:** Highbridge Road
Rotterdam, New York
- Tax Number or Numbers:** 59.16-2-10, 59.16-2-9.2, 59.16-2-9.1, 59.16-2-40.2 & 59.16-2-40.1
- Proposed Project:** Final Site Plan Public Hearing for the construction of a ±3,975 square foot Stewarts with three (3) fueling islands on a consolidated ±1.86-acre parcel.

WHEREAS, public meetings were conducted by the Town of Rotterdam Planning Commission on June 18, 2024, July 16, 2024, January 21, 2025, and a public hearing on February 4, 2025, to consider the above referenced Site Plan: and,

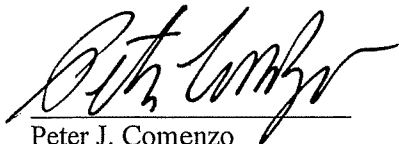
WHEREAS, this matter was discussed and approved, as meeting the standards for a Site Plan Review as set forth in Chapter 270 of the Code of the Town of Rotterdam entitled ZONING; and,

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**

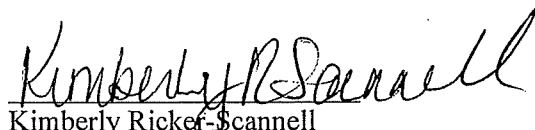
IT IS HEREBY RESOLVED THAT this Site Plan is approved with the following conditions as stipulated by the Planning Commission:

- | | | |
|--------------------|-----------------|--------------|
| 1. Final Fees Due: | Final Site Plan | \$350.00 |
| | Advertising | <u>41.25</u> |
| | | \$391.25 |
2. Landscaping Plan should be updated with additional street trees such as Red Maple and Northern Red Oak.
 3. Prior to Chairman's signature, the final site plan shall be modified to the satisfaction of DPW and the TDE and shall meet the requested modifications as outlined and discussed in the February 4, 2025 meeting.
 4. Approval is conditioned upon applicant addressing all Rotterdam DPW and TDE comments and full and final approval of the DPW.

5. The applicant must receive updated Highway Work Permits that match the final approved site plan from Schenectady County DPW for grading, utility, sidewalk, and entryway work onto Highbridge Road. Copies of all correspondence with Schenectady County should be provided to the Town.
6. Add note to plan: "Any use of recorded music/advertising shall not be streamed on speaker before 8:00 am or after 7:00 pm."
7. Prior to the issuance of a certificate of occupancy, all work within the county right of way must be completed.
8. A consolidation subdivision shall be filed with Schenectady County prior to signature on the final site plan.
9. Add note to plan: "No outdoor display of merchandise shall be permitted."
10. Add note to plan: "One water meter shall be installed on the service connection. Final type and location to be approved by DPW."
11. Add note to plan: "Owner/applicant shall install Knox Box for emergency personnel." Check with Fire District #3 for specifications.
12. Add note to plan: "Sign permits shall be obtained for the proposed project identification signage including any proposed pylon, monument and/or building mounted signage."
13. Add note to plan: "Building design shall be in substantial conformance to the proposed Exterior Elevations dated January 30, 2025, and shown on the title sheet as presented to the Planning Commission on February 4, 2025."
14. Add note to Landscaping Plan: "Landscaped areas shall contain a sprinkler system." All water used shall pass through water meter.
15. Add note to Landscaping Plan: "Landscaping shall be maintained in perpetuity and dead/dying plant materials shall be replaced in-kind."
16. Add note to plan: "No stockpiling or burying of construction debris, slash, stumps, or construction material is permitted."
17. Add note to plan: "Prior to issuance of site development permits, the applicant shall meet with the Town Stormwater Management Officer who must review and approve the proposed work plan."
18. Final approval is contingent upon the applicant receiving permits (site development and building) from the DPW Building Inspector.
19. Final approval is contingent upon Town DPW and Schenectady County Health review and approval of the proposed water supply and on-site sanitary sewer service for the project.
20. The applicant shall provide the Town of Rotterdam DPW paper and electronic AutoCAD file copies of the utility "As-Built Record Drawings" upon completion and testing of the utilities.
21. Prior to the issuance of Site Development and/or Building Permit(s) by the Town of Rotterdam, the applicant shall attend a pre-construction meeting with the Building Inspector and DPW staff to confirm the completion of the above stated conditions.



Peter J. Comenzo
Senior Planner



Kimberly Ricketts Scannell
Planning Commission Chairman

2. Hungry Hill Ventures LLC – 1002 Wedgwood Heights. Final Site Plan/Special Use Permit Public Hearing for the construction of a ±12,000 square foot flex warehouse/office space building for up to two (2) tenants on a ±2.46-acre parcel. Engineer: ABD Engineers, LLC.

Ms. Scannell: We've got Hungry Hill Ventures LLC at 1002 Wedgwood Heights. Hello, how are you?

Mr. Hitchcock: John Hitchcock with ABD engineers here with the applicant Mike Floccuzio. We're here for 1002 Wedgwood Heights. I believe it was December when you guys last seen this project.

We had to go and get a variance from the ZBA for the rear setback, which we received January 15th. In the meantime, we dealt with Peter in the Town to come up with a turnaround snow plowing and drainage easement, which we provided on the plans and everybody agreed on. And now we are here tonight seeking final approval. That's it. I will take questions.

Ms. Scannell: So, all of the DPW comments have been addressed?

Mr. Hitchcock: Yes, we have some new DPW comments. Just a note on the plan. Add the variance to the plan and provide the legal paperwork for the easements, but that's simple. Then we'll do that prior to stamping and signing of the actual site plan.

Ms. Scannell: I'm just curious, do you have tenants?

Mr. Hitchcock: I believe we do for the one half right now, yes.

Ms. Scannell: Good, that's excellent.

Mr. Hitchcock: It is. Thank you.

Ms. Scannell: You're welcome. All right, let's just start it together on this time. Mr. Miglucci, questions, comments, concerns?

Mr. Miglucci: No, it looks fine to me. You know, the guys did a good job laying it out and, you know, the sample parking and it's pretty good.

Ms. Scannell: Thank you. Mr. Signore?

Mr. Signore: I'm fine with it.

Ms. Scannell: Alrighty, Mrs. Flansburg?

Mrs. Flansburg: Nope, I just appreciate you working with us and addressing the issues. You've done a great job on the previous project, so I'm sure you'll just continue to do the same. I have no further questions, thank you.

Ms. Scannell: Thank you. Mr. Calder?

Mr. Calder: Oh, you're on the short list now, so it sounds like you're doing good here. We have a very few comments on it. I'm good, thank you.

Ms. Scannell: Mrs. Ciampino?

Mrs. Ciampino: I'm good as well, thank you.

Ms. Scannell: Mr. Collins?

Mr. Collins: Well, you did a great project the other day, so I'm comfortable with anything you'll do up there at this point. You've proven yourself that you're a good developer, so I'm happy.

Mr. Hitchcock: Thank you, appreciate it.

Ms. Scannell: We're very excited that you're, you know, you're revitalizing that part of Rotterdam. It's, it's looking, it's looking good for sure. Yeah, and we appreciate your efforts. So now we will move right along to having another public hearing tonight, so I'm going to go ahead and open the public hearing for the special use permit for multiple tenants. Is there anyone here who would like to speak at the public hearing? Alrighty, I'm going to close the public hearing.

Next up, we have a negative declaration for SEQR. I'm sure everyone has had an opportunity to take a look at that. If there's any questions or concerns, we can discuss them, and if not, I would entertain a motion for the negative declaration as prepared by the Town Planner.

Mrs. Flansburg: I'll make that motion for the negative declaration.

Mr. Signore: I'll second.

Ms. Scannell: Thank you, Mrs. Flansburg and Mr. Signore. Lisa, could you please call the roll?

Ms. Gallo: Mr. Collins?

Mr. Collins: Yes.

Ms. Gallo: Mrs. Flansburg?

Mrs. Flansburg: Yes.

Ms. Gallo: Mr. Calder?

Mr. Calder: Yes.

Ms. Gallo: Mr. Signore?

Mr. Signore: Yes.

Ms. Gallo: Mr. Miglucchi?

Mr. Miglucchi: Yes.

Ms. Gallo: Ms. Ciampino?

Mrs. Ciampino: Yes.

Ms. Gallo: Chairman Scannell?

Ms. Scannell: Yes.

Motion carried.

And I would also entertain a motion for the special use permit for multiple tenants.

Mrs. Flansburg: I'll make a motion that we approve the special use permit for multiple tenants.

Mr. Calder: I'll second it.

Ms. Scannell: Thank you, Mrs. Flansburg, seconded by Mr. Calder. Lisa, could you please call the roll?

Ms. Gallo: Mr. Collins?

Mr. Collins: Yes.

Ms. Gallo: Mrs. Flansburg?

Mrs. Flansburg: Yes.

Ms. Gallo: Mr. Calder?

Mr. Calder: Yes.

Ms. Gallo: Mr. Signore?

Mr. Signore: Yes.

Ms. Gallo: Mr. Miglucci?

Mr. Miglucci: Yes.

Ms. Gallo: Ms. Ciampino?

Mrs. Ciampino: Yes.

Ms. Gallo: Chairman Scannell?

Ms. Scannell: Yes.

Motion carried.

And now I will entertain a motion for site plan approval.

Mr. Miglucci: I'll make a motion.

Ms. Ciampino: I'll second.

Ms. Scannell: All right, we'll go with Mr. Miglucci makes a motion and Mrs. Ciampino seconded it. Lisa, could you please call the roll?

Ms. Gallo: Mr. Collins?

Mr. Collins: Yes.

Ms. Gallo: Mrs. Flansburg?

Mrs. Flansburg: Yes.

Ms. Gallo: Mr. Calder?

Mr. Calder: Yes.

Ms. Gallo: Mr. Signore?

Mr. Signore: Yes.

Ms. Gallo: Mr. Miglucci?

Mr. Miglucci: Yes.

Ms. Gallo: Ms. Ciampino?

Mrs. Ciampino: Yes.

Ms. Gallo: Chairman Scannell?

Ms. Scannell: Yes.

Motion carried. You're good to go.



Town of Rotterdam
Office of the Planning Commission

Kimberly Ricker Scannell, Chairman
Peter J. Comenzo, Senior Planner

Telephone (518) 355-7575
Facsimile (518) 355-2725

Resolution Number Planning Commission 04-2025

Moved by Mrs. Flansburg seconded by Mr. Calder

Applicant: Hungry Hill Ventures LLC

- Applicant:** Hungry Hill Ventures LLC
- Project Location:** 1002 Wedgewood Heights
Rotterdam, New York
- Tax Number or Numbers:** 59.5-8-8.13
- Proposed Project:** Special Use Permit Public Hearing for the construction of a ±12,000 square foot flex warehouse/office space building for up to two (2) tenants on a ±2.46-acre parcel

WHEREAS, a public meeting was conducted by the Town of Rotterdam Planning Commission on December 3, 2024, and a public hearing on February 4, 2025 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. Final Fees Due:

Final Site Plan	\$200.00
Advertising	<u>39.60</u>
	\$239.60
2. Add note to plan: "A variance to the rear yard setback was approved by the Zoning Board of Appeals on January 15, 2025."
3. Add note to plan: "Soil disturbance and fill material has been placed on portions of this lot in the past. Prior to the issuance of building permits, the applicant's engineer shall provide soil data and percolation tests to the Rotterdam Building Inspector and confirm suitability prior to the issuance of septic and building permits."

Resolution Number Planning Commission 04-2025

Moved by Mrs. Flansburg seconded by Mr. Calder

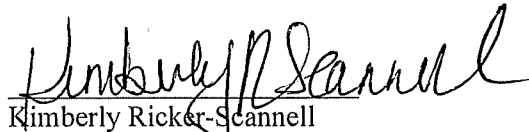
Applicant: Hungry Hill Ventures LLC

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4. Prior to signature on the site plan maps, the proposed drainage, turnaround, and snow storage easement of the Town for the terminus of Wedgewood Heights shall be reviewed as to for by the attorney for the town, filed with Schenectady County, and a copy provided to DPW.



Peter J. Comenzo
Senior Planner



Kimberly Ricker-Scannell
Planning Commission Chairman



Town of Rotterdam
Office of the Planning Commission

Kimberly Ricker Scannell, Chairman
Peter J. Comenzo, Senior Planner

Telephone (518) 355-7575
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Resolution Number PC05-2025
Moved by Mr. Miglucci seconded by Mr. Calder
Applicant: Hungry Hill Ventures LLC

- Applicant:** Hungry Hill Ventures LLC
- Project Location:** 1002 Wedgewood Heights
Rotterdam, New York
- Tax Number or Numbers:** 59.5-8-8.13
- Proposed Project:** Final Site Plan Public Hearing for the construction of a ±12,000 square foot flex warehouse/office space building for up to two (2) tenants on a ±2.46-acre parcel.

WHEREAS, public meetings were conducted by the Town of Rotterdam Planning Commission held on December 3, 2024, and a public hearing held on February 4, 2025, 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. Final Fees Due: | Final Site Plan | \$200.00 |
| | Advertising | <u>39.60</u> |
| | | \$239.60 |
2. Add note to plan: "A variance to the rear yard setback was approved by the Zoning Board of Appeals on January 15, 2025."
 3. Add note to plan: "Soil disturbance and fill material has been placed on portions of this lot in the past. Prior to the issuance of building permits, the applicant's engineer shall provide soil data and percolation tests to the Rotterdam Building Inspector and confirm suitability prior to the issuance of septic and building permits."

Resolution Number PC05-2025

Moved by Mr. Miglucci seconded by Mr. Calder


Applicant: Hungry Hill Ventures LLC

Page 2

4. Prior to signature on the site plan maps, the proposed drainage, turnaround, and snow storage easement of the Town for the terminus of Wedgewood Heights shall be reviewed as to for by the attorney for the town, filed with Schenectady County, and a copy provided to DPW.



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6NYCRR PART 617
State Environmental Quality Review
NEGATIVE DECLARATION
Notice of Determination of Non-Significance

Date: February 4, 2025

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: Type I
Type II
Unlisted

Conditioned Negative Declaration: Yes
No

Owner: Hungry Hill Ventures, LLC
250 Suits Road
Duanesburg, NY 12053

Location: 1002 Wedgewood Avenue
Schenectady, NY 12306

Tax Map Number(s): 59.5-8-8.13

Zoning: Light Industrial (I-1) Zoning District.

Action: Site Plan and Special Use Permit to construct a 12,000 square foot warehouse with up to two (2) tenants on a ±2.46-acre parcel.

Reasons Supporting This Determination:

(See 617.7(a)-(c) for requirements of this determination)

This project was conducted as a SEQR coordinated review. The site plan was sent to all interested/involved agencies on December 4, 2024. The applicant has supplied an Environmental Assessment Form and the Planning Commission has or has caused to complete Part 2 of this checklist.

The applicants have requested a Site Plan and Special Use Permit approvals to construct a ±12,000 square foot warehouse with up to two (2) tenants on a ±2.46-acre parcel.

This is an existing industrial site that was formerly used by a refuse removal company with storage. The applicant is proposing to construct a ±12,000 square foot industrial building with two (2) tenants for commercial and/or industrial tenants. The building will be connected to municipal water and contain an on-site wastewater disposal system.

As part of Planning Commission approval, the applicant will be required to provide easements to the Town of Rotterdam for snow removal and access.

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;

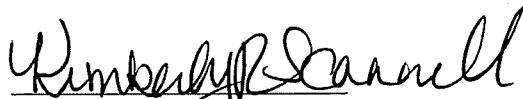
(iv) its irreversibility;

(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 regularly scheduled Planning Commission Public Hearing held on February 4, 2025 at the Rotterdam Town Hall, 1100 Sunrise Boulevard, Rotterdam, NY 12306. Adoption of this Negative Declaration was moved by Ms. Flansburg, seconded by Mr. Signore, and approved by the Rotterdam Planning Commission.



Kimberly Ricker Scannell
Planning Commission Chairman

3. Hungry Hill Ventures LLC – 651 Consalus Avenue. Sketch Site Plan/Special Use Permit/Consolidated Subdivision review for the construction of a ±12,000 square foot warehouse building for up to six (6) tenant spaces on a ±28,000 square foot consolidated parcel. Engineer: ABD Engineers, LLC.

Ms. Scannell: Next up we have Hungry Hill Ventures, LLC. Take it away.

Mr. Hitchcock: Okay. John Hitchcock with ABD Engineers again with Mike Floccuzio.

This is basically the same project, just up the road. Six fifty-one (651) Consalus Ave, just east of the 12,000 square foot flex warehouse space that Mike previously just built. It's another 12,000 square foot flex warehouse space with office, small office space and bathroom.

We'll have municipal water hookup and on-site septic system, dry wells to handle on-site stormwater management. This project will involve a lot consolidation because we'll be consolidating two (2) lots and then a lot line adjustment with Mike's property to the south. It will involve something I think the Board will be happy with, a demolish of the existing house and garage and everything there. So, it's really going to clean up what's an eyesore up there right now. I think that's really, oh there will be a variance required for it. So, we will be seeking a variance for the rear setback similar to what we did over there and on the last project you just approved.

So, we don't see an issue with that. Mike owns the property behind it so there will be no impact to any adjacent owners. And we'll take any questions you have.

Ms. Scannell: It appeared to me that there's a lot of green space at the very back. That's your property behind that?

Mr. Hitchcock: Yes.

Ms. Scannell: And that's not going to change, that's all staying?

Mr. Floccuzio: That's all staying, but it's actually not green space. It's actually like a huge gravel blacktop parking lot. It's been there for a long time.

Ms. Scannell: But okay, but between, in the rear up against the neighborhood that's behind it. Who owns that?

Mr. Floccuzio: So, this is on Consalus, this is this property here. Then behind it, right here, this is a big gravel black-top parking lot. And then the railroad tracks are right here. And then there's a development that is from the other side of Altamont Avenue. So, there's really, there's actually no green space, no residents, nothing like that in that area.

Ms. Scannell: Okay.

Mr. Comenzo: So, the property to the rear there, part of that it's a form of brush dump. Which has been, it's gravel over the top of it. It was used, I think, for storage.

Mr. Floccuzio: Storage, garbage, it was garbage storage.

Mr. Comenzo: And then Power Pallet was using it probably about 15, 20 years ago.

Ms. Scannell: Okay. So, will there be any, are you planning on having any green space at all?

Mr. Floccuzio: What you see here, that's what you see here.

Ms. Scannell: Just on either end?

Mr. Hitchcock: Yes.

Ms. Scannell: And what are you specifically planning for that? For the green space?

Mr. Floccuzio: Just grass. The one side is septic, so this side is the septic. And this side would be, like I said, grass over the lawn area. Right now, this is all currently, you're coming in, this is blacktop, there's a house here, this is all blacktop concrete, there's a garage here, and then this is a, like, blacktop, and then this is all gravel pretty much. And this is, this is currently green space that's staying green space.

Ms. Scannell: Across the street on the other side, that's Harlem Street?

Mr. Hitchcock: Yes.

Ms. Scannell: Okay. And so, those, there's neighbors, like, on the other side of the street?

Mr. Floccuzio: I believe, I believe so. I think there might be, oh yeah, yeah, I'm sorry. There might be a house or so over here. These are, this is, I think this is the house that actually burned. There was a house that had a fire, so I believe that's vacant right now. There's a, there's a house that's burned, and then there's, I think, there might be a house here, but then this is all garages. There are two (2) garages across the street, and then another garage here, and another garage here. So, there might be one (1) house, but I think that's the one (1) that actually burned that's sitting there vacant.

Ms. Scannell: Are you going to buy that too?

Mr. Floccuzio: I don't know, maybe.

Ms. Scannell: Because it's, this, this one (1), I mean, you're tearing down a house, so it, it was, like, I get it, it's, like, right on the cusp of, it's an industrial area. But I, I remember when I came to see you, I think you were there during the perc test. Somebody was there.

Mr. Hitchcock: I was there.

Ms. Scannell: It was residential up until it wasn't residential, so I guess, really, that's where I'm kind of coming from with the green space. But there's a little bit of that there, more so than when you're a little further back, because it still is a little residential there.

Mr. Floccuzio: So, when you came, just you know, like, when you came on that other property, that was probably coming down, like, Wedgewood. So, like, Westside Ave, there's some houses here, but on Consalus, there's actually no houses.

Ms. Scannell: Right.

Mr. Floccuzio: This, the house that we're knocking down, is the only house on Consalus, and then the one that's, I think, vacant right here. There's one all the way at the end of Consalus, and that's it, but then it's all, it's all garages.

Ms. Scannell: And the house is vacant, then, the one that's right across the street?

Mr. Floccuzio: The windows are boarded up right across the street.

Ms. Scannell: Mr. Collins, questions, comments, concerns?

Mr. Collins: No, because that other guy, he wanted to open a, he came to us, he wanted to do a junkyard or whatever, so I'm glad that's taken care of. And, like you say, it's all industrial on that side. Next, you got Martinelli, and then you got, it's Peek at the end, right?

Mr. Floccuzio: Yeah. You got Cilento, then you got Peek.

Mr. Collins: Right, and there's that one house.

Mr. Floccuzio: The one house is all the way at the end.

Mr. Collins: Right, and then down in the gully, they built a, they were trying to build a...

Mr. Floccuzio: That's approved. You have a warehouse approved down there, and it's the old power plant.

Mr. Collins: And like I say, I have a lot of faith in this. It's all part one (1). Which we've already done, so I don't have any problems.

Mr. Floccuzio: Thank you.

Ms. Scannell: Thank you. Mrs. Ciampino.

Mrs. Ciampino: The residential neighborhood on the other side of the tracks, can they see through the trees?

Mr. Floccuzio: I honestly don't think, maybe when there's no leaves, possibly, but not really. Plus, the elevation is so high, it goes up where the brush top is. It goes up another like eight (8) feet, so I don't think they would really see anything.

Mrs. Ciampino: Thank you, I'm good then.

Ms. Scannell: Thank you. Mr. Calder?

Mr. Calder: You're pretty close to the city line now, aren't you? On Harlem.

Mr. Hitchcock: Yeah, I'm not sure where the city line is.

Mr. Calder: Well, it's there somewhere, so I'm not sure exactly.

Mr. Hitchcock: Yeah, I thought it was down here.

Mr. Calder: It is down far, toward the city. But also back that way, back the way you're going. That you're putting this new project in, it's back there too. I just don't know where the lines are.

It's a good place for this. This is a perfect spot. It is a good industrial area. I'm a little shocked that somebody was picketing down there or something, or just didn't like the project.

Mr. Floccuzio: This project?

Mr. Calder: Well, that's what, didn't we say something about that earlier? Wasn't somebody back there protesting something?

Ms. Scannell: No, not this one.

Mr. Calder: Not this one.

Ms. Scannell: Not this one.

Mr. Calder: Anyway, if they did, I was going to wonder why.

Mr. Floccuzio: I would be surprised.

Mr. Calder: They were in an industrial area, and they were protesting. Yeah, okay. I'm glad we're off. I like what you guys have been doing, so. I think this is going to be as good or better than what you already did. I'm good. Thank you.

Ms. Scannell: Thank you. Mrs. Flansburg?

Mrs. Flansburg: Same as the others. I'm happy with what you're doing in the area. I think it's only going to be better. You've proven yourself, like Mr. Collins had said, and that makes a big difference for us here. We're entrusting you to do it, and it's in your best interest to do it the right way anyway. So, we appreciate it. Thank you.

Ms. Scannell: Mr. Signore?

Mr. Signore: I'm very familiar with this area from years ago, from what it is and what you're bringing it to now, and I'm glad you took on this endeavor to improve that area, actually.

Ms. Scannell: Mr. Miglucchi?

Mr. Miglucchi: No, it looks good. It really enhances that area from what was there before. A nice new building. Nobody hates a new building. You guys are doing a good job, so I'm all for it.

Ms. Scannell: Great. Peter, would you like to mention anything?

Mr. Comenzo: No comments.

Ms. Scannell: All right. And Attorney Valiquette.

Mr. Valiquette: No additional comments here. That's it. Thanks.

Ms. Scannell: All right. So, at this time, I will go ahead and entertain a motion to declare lead agency.

Mrs. Flansburg: I'll make a motion that the Rotterdam Planning Commission declare lead agency for this project.

Mr. Signore: I'll second it.

Ms. Scannell: All right. Very good. Mrs. Flansburg and a second by Mr. Signore. Thank you. Lisa, could you please call the roll?

Ms. Gallo: Mr. Collins?

Mr. Collins: Yes.

Ms. Gallo: Mrs. Flansburg?

Mrs. Flansburg: Yes.

Ms. Gallo: Mr. Calder?

Mr. Calder: Yes.

Ms. Gallo: Mr. Signore?

Mr. Signore: Yes.

Ms. Gallo: Mr. Miglucci?

Mr. Miglucci: Yes.

Ms. Gallo: Ms. Ciampino?

Mrs. Ciampino: Yes.

Ms. Gallo: Chairman Scannell?

Ms. Scannell: Yes.

Motion carried.

Well, we'll see you back here soon.

Mr. Hitchcock: Thank you.



Town of Rotterdam
Office of the Planning Commission

Kimberly Ricker Scannell, Chairman
Peter J. Comenzo, Senior Planner

Telephone (518) 355-7575
Facsimile (518) 355-2725

Resolution Number PC06-2025

Moved by Mrs. Flansburg seconded by Mr. Signore
Applicant: Hungry Hill Ventures LLC

Applicant: Hungry Hill Ventures LLC

Project Location: 651 Consalus Avenue
Rotterdam, NY

Tax Number or Numbers: 58.5-8-9 & 58.5-8-10

Proposed Project: Site Plan/Special Use Permit/Consolidated Subdivision review for the construction of a ±12,000 square foot warehouse building for up to six (6) tenant spaces on a ±28,000 square foot consolidated 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, February 4, 2025, 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


Kimberly Ricker Scannell
Planning Commission Chairman

4. Hospitality Syracuse, Inc. – 1421 Altamont Avenue. Concept/Sketch Site Plan/Special Use Permit review to redevelop the existing Taco Bell with a new ±2,600 square foot building a two (2) lane drive-thru on a ±2.05-acre parcel. Engineer: Bohler Engineering & Landscape Architecture NY, PLLC.

Ms. Scannell: Next up, Hospitality Syracuse Inc. for 1421 Altamont Avenue.

Mr. Burden: Good evening. Sam Burden with Bohler Engineering here on behalf of the applicant, Hospitality Syracuse Inc. to introduce a new project in the Town of Rotterdam located at 1421 Altamont Avenue. Site is right around two (2) acres with about 0.8, 0.9 worth of development up front. It's an existing 2,500 square foot quick serve restaurant, Taco Bell, as I'm sure everyone's aware. It's located in the B-2 General Zone, General Business zoning district. Restaurants are subject to site plan review by the Planning Commission. The drive-thru use is subject to special use permit.

The existing site, as I mentioned, 2,500 square foot existing Taco Bell. Shared access easements to the Dollar Tree, which has access to Crane Street. We have the site serviced by a right in, right out to Altamont Avenue. We have residential property to the northwest. We have a Town-owned property just to the west that houses a pump station along Altamont Avenue. And there is a drainage easement that goes underneath Altamont Avenue across the Town-owned property and then cuts across the back of our site where it enters a 60-inch, I believe, corrugated pipe where drainage leaves our site. That is serviced by a 50-foot-wide drainage easement that was put in perpetuity back when, I don't know if it was when Taco Bell or when the Town bought the property.

The rear of the site is buffered by some mature vegetation that buffers the neighbors to the rear. The site itself has 37 parking existing. As I mentioned, the two (2) shared access easements with reciprocal easement agreements. We have a very narrow drive-thru that exists today. Typical on-site stormwater, minor landscaping, trash, other site features.

Our client, Hospitality Syracuse, is looking to reinvest in the site, really clean it up. As you're aware, if you drive by, it needs some help. It needs to be cleaned up. It needs to be in line with more of the prototypical Taco Bells that you've seen. New ones in Malta and Glenville. The drive-thru is very tough. It's very narrow.

So just to give a better understanding of what we're looking to do, we're going to develop a site with a new 2,650-square-foot prototypical Taco Bell building. We're going to maintain access to Altamont Ave just as proposed with the right-in, right-out, maintain the same number of parking spaces, maintain the traffic circulation and patterns. What's going to change is during COVID and post-COVID, the drive-thru became such an essential part of the business for quick-serve restaurants. Hospitality Syracuse owns mainly all Taco Bells in New York State, so they really are focused on their drive thru. You've seen these quick-serve restaurants. Their dining rooms are getting smaller. Their kitchens are getting bigger.

So, they still do have that kitchen component, but they'd like to expand the drive-thru capacity to the dual lane, typical of what you see with most quick-serve restaurants nowadays, McDonald's typically.

Mr. Signore: They never really had a big dining room.

Mr. Burden: No, but the building itself, they're adding what they call an I-line. It's a flex line. It's an additional drive-thru line so they can service their drive-thru customers as fast as they can or even faster because it's making up about 70 percent of their business now as compared to a roughly 50-50 split pre-COVID. So, what we're doing is trying to avoid the drainage easement to the rear to the best of our ability. It really slopes off in the back. We're going to add an emergency vehicle bypass lane, widen out the drive-thru to 22 feet on the entrance, and then try and keep a 24-foot aisle width minimum throughout the drive-thru. It necks down at our border points just to try and that's that awkward lane shift you see is trying to avoid the steep slopes off the back of the site.

That's really the extent of the new for the project. The other things we're looking to do is add pedestrian connection to Altamont Avenue. We're maintaining the same number of parks, maintaining the two (2) shared accesses, widening out this access out of the site or out of the drive thru. We're leaving the right end to right out to Altamont Avenue the same. Besides that, it's new trash, new trash enclosure that better aligns with the truck trying to circulate the site for loading,

unloading. We're pushing back just to be clear how far this is going from the original location, how far we're pushing back. It's right around 40 to 50 feet. Still maintaining as much mature vegetation off the rear of the site as we can for the residential to the back, but we're balancing our overall site impact with, you know, how much we disturb on the site. So how far can we push back without interrupting the drainage channel to the rear, but staying under that one (1) acre threshold for stormwater that's got to be captured on site. It does drop off. We understand that we're trying to grade out with some large green areas here. So, it's just a balance of how far we can push as to how much drive-through stack we can add.

Besides that, we're going to go through, add new pavement striping, signage, you know, wayfinding signage for pedestrians and our drive-thru traffic. We're going to try and minimize our disturbance by milling and overlaying, trying to keep some of the areas the same but go through and repave the top. Utilities for the site, we're going to try and reuse our connections for sewer, water, electric, and gas. No upgrades in service, potentially for electric, which would be worked through with the utility provider.

And then any new impervious areas that would be created on site would be treated on site, and disturbance, as I mentioned, keeping under an acre. We received some DPW comments today or earlier this week, and we've also submitted this, and LaBella has been retained for this project to review it. We're willing to work with them, see what we can do to, you know, continue to enhance the site. Our client's excited to get this, you know, older-style site up to the new Taco Bell brand standard. I think it will look, I think it will really help the look at this location. So, with that, I'd love to answer any, you know, initial questions you had.

We have sat with the Board in a workshop style, or the Planning Commission, and just hope to answer any questions and, you know, have the Board declare intent to be lead agent, hopefully get this circulated through SEQR in a public hearing schedule. Thank you.

Ms. Scannell: Sounds good. Thanks, Sam. This is exciting. Every time I've mentioned this to anyone, whether it was folks down in DPW or just, you know, folks that I know, they are so excited, and every single person has like a terrible drive-thru story to tell about this Taco Bell.

So, it's very exciting, I think. I know that you described this as being prototypical. Is this part of the go-mobile design that Taco Bell is using, or is it a variation of that?

Mr. Burden: Specifically, I wish Mike was here, our client representative. He could probably answer that a little better. I know that all these sites are being equipped with up front next to our ADA, there will be, you know, to-go and mobile order. That just helps streamline the process of not sending, you know, the door dashes, the quick, you know, the pickup style apps through the drive-thru, because they really want to focus on pass-by traffic and recognition of Taco Bell is what they rely on. That's why we'll also be seeking, you know, new signage up to brand standard. But as far as the name of it, I don't know. I could find out.

Ms. Scannell: Well, the reason I really was asking, I know that you mentioned that you had pushed it back 40 or 50 feet. And when I was just reading up on the different styles, it seems like the go-mobile design itself is the smallest of the restaurants and offers the most room to work with. So, I wondered if what we're looking at now was larger than that. Would it make if you're trying to preserve the space that you're working in now to maybe consider a slightly different prototype so you could push it back a little bit. And that's why I was asking about that.

And you're reading my mind because my other notes were, are you going to have designated parking spots for delivery people so that they don't have to be taking up precious drive-thru room?

Mr. Burden: They don't have to have a specific door for them to come in or where you would see employees running food out. It's a prototypical standard building that has the ability to have that additional flex line where they can keep up with the time of two (2) drive-thru lanes. As you're aware, they all merge down to one (1). There's only one (1) place to pay, one (1) place to pick up. It's just about the timing between each order and meal production that it comes down to.

Ms. Scannell: Great. I think it's a very exciting proposition. The other thing I would like to definitely see as we're moving forward is a nice landscaping plan. We like when we get pictures that look like this so that we can kind of see things clearly. And when it comes to landscaping, we really want to maintain a lot of the green space that's around there. I get it. It's the middle of Altamont Avenue. But we want to make this a little taco oasis where it's beautiful because this is a gorgeous building.

Mr. Calder, questions, comments, concerns?

Mr. Calder: You've got a lot of work ahead of you here in this beginning. I know the property very well. I actually frequently talk about it pretty well. It is tight. It's very tight. Hopefully you can fit everything out here you want to do and make it look nice like the Chair said. I'm a little concerned, as much concerned about the building next to it, the dollar store. That's a mess. And I've got to tell you, it's been a mess since day one. Crane Street is heavily trafficked. There's a lot of foot traffic, a lot of bicycles, a lot of everything coming over from the city. And it's absolutely been, at different times, pretty disgusting outside. Hopefully that you guys can help with that.

I know that our code enforcement can also probably help a little. But that really is a pet peeve with me with that next building. Because Altamont Avenue, you know, it's a main thoroughfare in this Town. And that section up there seems to be, technically it's pretty crime-ridden up there. I'd like to see, I hope it comes out nice. It looks like it's going to be a good project. You're fitting it off a lot on a small spot. But I would hope that as nice as it's going to be, and I know our Chair is going to work on the nice part because that's what she does. And that's a very good thing. I hope that it catches on next door. And not just throw a bush in and then don't water it or pick up the garbage that's on the ground. It's a tough location.

Mr. Burden: Yeah, I would just, to two (2) of your points. We did have some oversized drive aisles where we were able to make up that additional width. This building's actually narrower than what's there. So, you know, it did push, you know, plan right a little bit. And we had to narrow those up. But typical 24. And to the point with the dollar, I went out there. I've walked this site a few times now. I like to get familiar with, you know, what we're working with. And there's definitely things that we can do, but there's an extent of what we can do on somebody else's. Yeah, I just wanted to be clear that...

Mr. Calder: The summer times are worse. Winter times aren't too bad this time of the year.

Mr. Burden: There will be no, this will be independent. And they will make sure...

Mr. Calder: I know it's not under your control, but...

Mr. Burden: Yeah, they typically have a very well-maintained site, especially with the new ones that we've been doing across the state.

Mr. Calder: You mean the Taco Bell?

Mr. Burden: Taco Bell, yeah. Hospitality Syracuse in general. We were with them in their office today in Syracuse. They take a lot of pride in each one. And they're at each opening. You know, they want to see each one of their stores succeed. So, where you have a raise and rebuild as compared to a new build, it's almost more important to them because it didn't look great at the beginning. Now they want to make sure it maintains that, and it stays like that.

Mr. Calder: That's important. I mean, you can put a lot of trees and bushes, you know. But if you're going to take care of them...

Mr. Burden: That's correct.

Mr. Calder: You might as well not have them. That's all I have to share.

Ms. Scannell: That was all very good feedback. Thank you. Mrs. Ciampino?

Mrs. Ciampino: Actually, I agree with both you and Wayne. I'm glad to see the refresh because it definitely needs it. And I wish that the Dollar Tree could have some of that. But I also do still want to see that landscape and that green space. Thank you.

Ms. Scannell: Mr. Collins?

Mr. Collins: Yeah, I just got one (1) question. It says in front number 7 about 37 parking spaces, and you really might not need them. And we have the ability to waive some of them. Would it help if you cut those back to give you more flexibility with your swing over there when you go to the drive-thru?

Mr. Burden: Yes and no. I mean, I don't want to be... I understand. I don't want to be the guy parking here. That's tough. I think that I can definitely reach out to our client. And he'll be here at the next meeting. And I think that it's something that they'll entertain. But, you know, there is a brand standard. Right now we would need a waiver anyway for not having enough parking with 37 just matching. So, if it's, you know, I can ask the question between, you know, 30 and 35, something like that. If that seems more along the lines. I mean, we know where everybody wants to be. You want to get in and get out of the site.

Mr. Collins: Are you going to designate two (2) spots for a door dash?

Mr. Burden: Yeah, it's mobile to go. So that's somebody who orders on their phone, like an app.

Mr. Collins: Do they have to go to the drive-thru or they can just run in?

Mr. Burden: They can run in.

Mr. Collins: Okay.

Mr. Burden: Yeah, they're trying. That's a big thing that's come out of COVID that everybody's still trying to figure out the most efficient way to do it.

Mr. Collins: I know. I like the concept because right now with the driving, it gets backed all the way up for the two (2) lines. And that'll keep them farther back. I think it's a great project. It's going to look very nice when you get done. So, like I say, if you need any kind of help with parking, that's all I have.

Ms. Scannell: Very good. Thank you. Mrs. Flansburg?

Mrs. Flansburg: I was just Googling Taco Bell near me because I couldn't think of one that was nearby other than the Glenville one. Like, that is one of the closest ones.

Ms. Scannell: State Street, yeah. Next to DMV. That's the latest one.

Mrs. Flansburg: Whereas we have a McDonald's and then there's another one out of Five Corners or we had a Subway and another Subway. So, this is your opportunity or the company's opportunity to refresh, rebrand. You didn't get to pick your neighbor. You just do your best to be neighborly and maybe influence your neighbor as best you can.

I just had a couple of quick things. Glenville being one of the newer ones, if when you come in the future, like, I'm not sure how far back it sits from the road. So, I have a terrible Taco Bell drive-thru story here too. Borrowed my grandfather's pickup truck. I knew what I was doing. And clipped the truck, well, the curb on the corner and never did the drive-thru again. Only went in. So, I'm very much looking forward to this because drive-thru would be better, but it gives you options.

So, for Glenville, my questions are number of parking spots they have and distance from the road that it's set back. Because this is an opportunity. I mean, half of our world wants it out at the road so that you have visibility and sight, you know, recognition. Not just your sign, but your building too. Yet, safety and maneuverability located on the site. This is like a once in a 20-year chance to fix it. Right? To do what is best.

Mr. Burden: The setback, I just want to be clear.

Mrs. Flansburg: The building itself.

Mr. Burden: The building setback, okay.

Mrs. Flansburg: You know, because you're widening, but it's still going to wrap around in the same spot. I'm assuming it'll be wider than the 9 or 11 feet or whatever it is right now.

Mr. Burden: Yeah, this is much wider than, I believe it's ten (10) foot out there right now.

Mrs. Flansburg: So, I didn't know, are you cutting into the green space or pushing the building back four (4) or five (5) feet?

Mr. Burden: The building is matching the existing setback. So, it's 44.4 feet off of the property line, which is, you know, the start of the right-of-way. Glenville, I think, is probably pretty close to that if you were to measure right off the, you know, the outside line. Glenville, I could say, is a bad example of the site itself was less like .7 acres. We dealt with parking issues on that one where we have to share with the Verizon next door. But our footprint is nowhere near what we have here and what we're able to work with. And you'll see that with the drive-thru. We have parking in our drive-thru. It's not what's typical.

Mr. Signore: Yeah, well, you're fortunate. You've got land on the back and the side.

Mrs. Flansburg: And then the only other thing, and actually it was the number of parking spaces was my main question before I even walked in the door. And then you, in your presentation, said pre-COVID, 50-50 drive-thru go in, and then 70-30 now drive-thru versus going in. So, if you have 37 spaces, but you went from 50 to 70% driving through, do you really need 37? Not you personally, but your applicant. And I understand they have a brand standard and all of that. I just put it out there. We have done banked parking in the past where you want the 37. We're not telling you not to, but we're just saying leave yourself open for some options. And we have had opportunities where businesses have banked parking, and then should they need it, it's available for them to have. But it starts as green space when we're looking for as much green space as we can get.

Mr. Burden: Absolutely.

Mrs. Flansburg: But still be functioning and optimal for your business as well. That's all that I have. Thank you.

Ms. Scannell: Thank you. Mr. Signore?

Mr. Signore: The biggest concern I really had is getting out of there on that tight bank. And it is slightly confusing with the Dollar Tree.

Mr. Burden: The shared access.

Mr. Signore: Yeah. You know, it's like even coming out. But basically, if you're going to correct that, the exit from the...

Mr. Burden: From the drive-thru.

Mr. Signore: Yeah. That was the biggest thing. I mean, you've got to just barely make it.

Mr. Burden: And that's something that we've done. We reached out to Region 1 DOT.

Mr. Signore: And that stacks the traffic back, too, because people are very cautious coming out, so they're driving out a little slower and everything.

Mr. Burden: You know, there's some additional width. Obviously, if you've seen it when you drive by, it almost sits up high a little bit. We're trying to mitigate, you know, potential walls, things like that. But make that as wide as possible. So, if there's somebody that's stuck here, maybe there is a chance for a recirculation lane. Something where there's enough width for somebody to get back. And they can say, all right, I'm getting out this way. I'm going to go park. I'm going to, you know. Just something so we don't back. We don't queue up past that window. That's important. But this driveway, we've also reached out to Region 1 DOT to ask them, can you work with us on some sort of maintenance permit? You know, additional signage. Some new asphalt pavement. They can go either way with them on what they want to see there. So, we're kind of bound to what they want once we hit our property line. But we'll be doing everything we can to, you know.

Ms. Scannell: Thank you, Mr. Signore. Mr. Miglucci?

Mr. Miglucci: Well, Glenville, I mean, they didn't have much room to work with, but they still did a good job on it. I mean, you know, for what you had to work with. I mean, you're basically putting a Taco Bell in a closet over there.

Mr. Burden: Postage stamp.

Mr. Miglucci: Yeah, I know. Then you've got that pumpkin guy. Just like everybody else, it was the drive thru. But this looks a lot better. I mean, a lot to what our comprehensive plan has laid out. You know, because like I always say, I want people to know they're in the Town of Rotterdam. Your neighbor's next door, that isn't the only Dollar Tree that's got problems. So, you know, I know you can't do nothing with that but maybe call the police and do that. But I think it looks good. And it's got plenty of room to come through and order my nachos belgrande. I'm good with it.

Mr. Signore: I like the burrito.

Ms. Scannell: All right. Peter, do you have any questions, comments, or concerns?

Mr. Comenzo: I don't have any comments at this time.

Ms. Scannell: Thank you. Attorney Valiquette?

Mr. Valiquette: No, I just see on here, you know, we have a comment here just to provide copies of the access easement just for review. Other than that, obviously, the dumpster has to be enclosed per code. That's all I have.

Ms. Scannell: All right. Well, this is very exciting. And please, I understand that your client will be here next time. But please let Hospitality Syracuse know that we are very excited about their investment in Rotterdam. We look forward to meeting them. I have listened tonight to everyone up here and you, and no one was really being overly critical about your neighbors. But it is something for us to have a conversation about at the DPW level to make sure that this new beautiful building that you're going to build is going to stay, you know, the beautiful crown jewel of Altamont Avenue. Because we don't want you guys to have to feel like, oh, great, look at that next door. So, it's worth us taking a little bit of a closer look at. So please let your client know that we'll be doing that internally.

I would entertain a motion right now for a declaration of lead agency for SEQR.

Mr. Miglucci: I'll make a motion.

Mrs. Ciampino: I'll second.

Ms. Scannell: Lisa, could you please call the roll?

Ms. Gallo: Mr. Collins?

Mr. Collins: Yes.

Ms. Gallo: Mrs. Flansburg?

Mrs. Flansburg: Yes.

Ms. Gallo: Mr. Calder?

Mr. Calder: Yes.

Ms. Gallo: Mr. Signore?

Mr. Signore: Yes.

Ms. Gallo: Mr. Miglucci?

Mr. Miglucci: Yes.

Ms. Gallo: Ms. Ciampino?

Mrs. Ciampino: Yes.

Ms. Gallo: Chairman Scannell?

Ms. Scannell: Yes.

Motion carried. Thank you.

Mr. Burden: Thank you. I appreciate it. Mike will be here next time to definitely introduce himself.

So that's a 30-day period we'll circulate for SEQR, and then at that point would we schedule a public hearing once you have comments back from the County, or are we able to?

Ms. Scannell: We'll probably have to get some comments back from the County, and we're going to need to probably get some TDE comments on board.

Mr. Burden: I just want to make sure I can go back and let him know where we stand for next time.

Ms. Scannell: That sounds like a good timeline. Peter, do you want to just weigh in on that?

Mr. Comenzo: Yeah, I guess once we get the comments back from the TDE, I don't know if there will be two (2) more meetings or one (1) more. It's really going to depend on what we get back from the engineer.

Mr. Burden: Great.

Mr. Comenzo: There may be an additional meeting between now and a final public hearing. We typically have a public hearing as a final.

Mr. Burden: Yeah, we would wait to come back until we have the DPW comments now. We'll take what we can get from LaBella when they send it in, and then our turnaround, and we'll be back as soon as we can, once we have it. Thank you.

Ms. Scannell: Sounds good. Thank you.



Town of Rotterdam
Office of the Planning Commission

Kimberly Ricker Scannell, Chairman
Peter J. Comenzo, Senior Planner

Telephone (518) 355-7575
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Resolution Number PC07-2025

Moved by Mrs. Ciampino seconded by Mr. Miglucci
Applicant: Hospitality Syracuse, Inc.

Applicant: Hospitality Syracuse, Inc.

Project Location: 1421 Altamont Avenue
Rotterdam, NY

Tax Number or Numbers: 59.6-2-18.11

Proposed Project: Site Plan/Special Use Permit review to redevelop the existing Taco Bell with a new $\pm 2,600$ square foot building a two (2) lane drive-thru on a ± 2.05 -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, February 4, 2025, 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

Kimberly Ricker-Scannell
Planning Commission Chairman

5. Mitchell Road Ventures – 1105 Mitchell Road. Concept Site Plan/Special Use Permit review for motor vehicle sales and repairs in an existing ±10,000 square foot building on a ±0.81-acre parcel. Surveyor: Christopher J. Meyer.

Ms. Scannell: This is Mitchell Road Ventures, 1105 Mitchell Road, with a concept site plan and a special use permit review for motor vehicle sales and repairs in an existing ±10,000 square foot building.

Mr. Gelfand: Hi, how are you? Yeah, so we're just applying to, I guess basically it's in Schenectady and Rotterdam. I was not aware of that when we initially.....

Ms. Scannell: I'm going to stop you for a second. Could you just introduce yourself?

Mr. Gelfand: I'm Mr. Gelfand. I'm the president at Bulldog Auto.

Ms. Scannell: Hi, Mr. Gelfand. How are you?

Mr. Gelfand: Good. How are you?

Ms. Scannell: Good.

Mr. Gelfand: So, yeah, so we're just applying for a permit, I guess, to have a licensed used car dealership here. I think it's a special use permit. I don't have the paperwork. I actually can't get it all in, and our engineer is unavailable tonight. But I'm happy to answer any questions you may have.

Ms. Scannell: Why don't you tell us a little bit about your business and what happens over there on Mitchell Road?

Mr. Gelfand: Sure.

Ms. Scannell: You have a lot of cars.

Mr. Gelfand: Yeah. So, we do 99% of our business online. Customers come in. We initially had, since our overhead increased so much, we had to load up with cars to sell more cars and cover that overhead and new staff. We have since then gotten an overflow lot from actually our current landlord, which is Floccuzio. And we will basically, we're servicing a lot of used cars, fixing our own used cars, and selling them on site. So, people just come to us to get financing done on their vehicles and purchase vehicles.

Ms. Scannell: How many employees do you have?

Mr. Gelfand: Right now, we have about six (6).

Ms. Scannell: And how many do you anticipate having once you're up and running with this new plan?

Mr. Gelfand: I hope to stay at six (6). That's the goal.

Ms. Scannell: Okay.

Mr. Gelfand: Since most of it is online, you know, you get people approved online and all that, you don't need as many employees if you run your business efficiently by putting in the right processes and procedures.

Ms. Scannell: Well, I stopped by the other day. I think your staff probably told you. That I visited. Is that how you found out that you're half in Schenectady and half in Rotterdam?

Mr. Gelfand: No. I found that out actually from Peter. They reached out to me and let me know that, you know, I have to get a permit to be here in Rotterdam.

Ms. Scannell: Oh, okay.

Mr. Gelfand: Because I got my permit through Schenectady.

Ms. Scannell: Right. That is probably the only reason you got that permit, right, is because of the Schenectady side. We have some slightly different rules over on the Rotterdam side. So, when I visited, I couldn't believe how many cars you had there. I mean, you really have a lot, a lot, a lot, a lot of cars there. I took pictures if anyone here wants to take a look, see if you didn't have an opportunity to visit it. And it seems like a lot of the cars were kind of almost in the right-of-way for the Town. Have any of your neighbors had any issues with you, your neighbor across the street?

Mr. Gelfand: Yeah, I think we have had an issue with him about our cars being parked. But there shouldn't have been any cars definitely in the right-of-way for the past couple months.

Ms. Scannell: Whose cars were these?

Mr. Gelfand: Are those parked across the street?

Ms. Scannell: Those cars parked across the street, they don't have front license plates on them. I assumed they were something maybe to do with you guys.

Mr. Gelfand: No, those are not my cars. They must have been plates on the rears of those.

Ms. Scannell: I thought in New York you're supposed to have them on the front and on the back.

Mr. Gelfand: I think legally that is true, but I think sometimes people do not get that.

Ms. Scannell: Well, here, you can come back, Mr. Gelfand. Come back for a minute. We're going to go look at some more pictures here. So, we have a whole bunch of cars here, and we have a dumpster kind of hanging out.

Mr. Gelfand: Correct.

Ms. Scannell: Uncovered or nothing around it. And then it looks like we had a bunch of cars here. These are yours?

Mr. Gelfand: Those are definitely mine, yeah.

Ms. Scannell: Okay. And then these cars are also out in front, right? They're kind of stacked up there because there's not room for that white car to pull in. I couldn't pull in. There was no room for me.

Mr. Gelfand: So that white car shouldn't be there at all. But the goal here is when the snow isn't there, you could actually fit a full car length in front of each one of those cars. So, we could have two cars parked there and still not be in the right-of-way. But I've, since we got the overflow lot, told the team that we need to make sure we have only one (1) row of cars, so we have an additional 14, 16 feet past those cars before the right-of-way even starts because of our issues with our neighbor.

Ms. Scannell: Right. Did you have an opportunity to see the DPW comments that came in the agenda packet?

Mr. Gelfand: I'm not sure I did.

Ms. Scannell: We can make sure that you get a copy. I'll actually give you mine when we're done talking. But you're going to have to comply with the requirements of Rotterdam for motor vehicle sales and repair. And it kind of talks about, I'll let you take it with you. It's got all of the information that you're going to need. When I looked across the street, it looks like across the street has a lot of green space. And I saw a lot of cars, but I didn't really see a lot of green space on what you were providing to us. And I was thinking that because you're going to have all this room and you have all this room around the back and you're talking about a showroom, it might be nice to have some green space out here in the front. Maybe some trees.

Mr. Gelfand: Like where it's paved right now?

Ms. Scannell: Yeah. Yep.

Mr. Gelfand: Okay.

Ms. Scannell: That was one of my considerations. Personally, I thought it would be a nice addition to have the green space to match your neighbors on the other side of the street. They have mature trees. They've got a lot of green space going on over there. I think I took some pictures of that, too.

Mr. Valiquette: I don't know if that's current.

Mr. Gelfand: Yeah, so that's definitely current. So right now, this building we've repainted, and realigned. There's a nice door there. If we were to put trees here, that would render our lot almost useless as a car dealership. I wouldn't be able to sustain a business there if I did that, if I'm understanding you correctly.

Ms. Scannell: Well, if I'm understanding you correctly, you're going to have a showroom inside, right? And then you've got a spot for cars in the back in this fenced-in area?

Mr. Gelfand: Right.

Ms. Scannell: Okay.

Mr. Gelfand: So, the showroom, I think that's a requirement from you guys. I'd prefer not to do a showroom. We have a garage area, and I don't know if you guys would approve not having a showroom inside. As a used car dealer, for me to construct an entire showroom inside of a building is quite expensive, and it's not something I would need on my end to sell vehicles more. I'm happy to do that if that's what you guys need for me to comply with the code. But it would be my preference not to.

Ms. Scannell: I think that you're going to need to take a close look at the Town of Rotterdam, when it comes to everything. I mean, you have a lot of cars. You have an awful lot of cars, and I think that's great, and we want your business to be successful. And we're glad that at least the Rotterdam half is going to be super successful. We'd like that, and hopefully the Schenectady half is also. We want you to be successful, but we need to, for lack of a better term, we need your side of the street to look as nice as the other side of the street.

Mr. Gelfand: Right.

Ms. Scannell: And right now, it's not. I mean, that dumpster was not an attractive looking thing, and if I was your neighbor across the street, I wouldn't want to be looking at it. We have code in Rotterdam. And our code says you have to enclose your dumpster. It just can't be hanging out with garbage hanging out of it.

Mr. Gelfand: Like, when you say enclosed, you mean like the lid on top of it?

Ms. Scannell: No, I mean like an enclosure around it. Like a fence or something.

Mr. Gelfand: Okay, sure. Yeah, so we could alternatively move the dumpster back here as well, or, yeah, we could potentially build some nice enclosure and put, like, trees and flowers around that as well. But I guess, like, for me to put what you're requesting, trees and flowers along the entire front line would...

Ms. Scannell: Well, green space. It doesn't have to be all flowers. You're not a Stewart's,

Mr. Gelfand: Is our green space not satisfied along the current property? We aren't actually making any changes to the property. So, this is already, like, pre-approved in an industrial area.

Ms. Scannell: Yes. But you're here asking us for something. And because you're here asking us for something, I'm asking you to follow our rules on the Rotterdam side because half of your business is in Rotterdam. So, I think that we would be able to be satisfied with green space. That doesn't take up all the place that you want to sell your cars. But I'm going to want to see something, and I'm going to want to know that your dumpster's moved and that you don't have every car that you're selling in front encroaching into the right-of-way, possibly parked on the other side of the street, even if those weren't your cars that were on the other side of the street when I was there.

Mr. Gelfand: Yeah, absolutely. Pete, did we not submit a new proposal with the new plans inside?

Mr. Comenzo: That's all I have. There's a second page that shows the showroom and the interior layout that these guys have.

Male: You have green space on the side. Can we move the green space from the side to the front?

Ms. Scannell: You don't have to move it. You can keep it in both places. That would be fine.

Mr. Gelfand: If we moved the dumpster to the back and moved it back there, would that be more beneficial?

Mr. Collins: I got a question for you.

Ms. Scannell: Let's let the rest of the Planning Commission talk. Mr. Collins?

Mr. Collins: They know they want a showroom, but you have garage doors on the side, right?

Mr. Gelfand: Yes.

Mr. Collins: If you made those all glass, do you ever go out past Urbano's?

Mr. Gelfand: Yeah.

Mr. Collins: He's got a garage, and he put two (2) glass doors, and that suffices as a showroom. We're not telling you necessarily you have to build a new building, but if you were to take two (2) garages through the glass doors, you know what I'm saying, and put two (2) nice cars in there, that is what Urbano did, and we approved it. We're not asking you to build a brand-new showroom, per se. If you went out there and took a look at what he did with two (2) doors, that would probably suffice the code for you to be a dealer. So, we're not asking you to tear down the building, just take two (2) garage doors and make them glass so people could walk up, you could see through it. And in the summertime, he opens

them, and you can see the two (2) nice cars in there for sale. That would probably suffice to be what we're asking as a showroom. We're not asking you to redo your whole building, tear down walls. Basically, if you went out there and looked at what he did, you could duplicate that at the price of two (2) doors. That's my comment. You know what I mean?

Male: Would a variance work on this particular one because it's a dead-end street?

Mr. Collins: I don't know when it comes to variances, I don't know. That's more of a Peter question than a me question.

Mr. Comenzo: So, I've had a couple of conversations with Mr. Gelfand talking about getting into compliance. Mitchell Road is not Altamont Avenue, and I used an example of that Valvoline on the corner. I mean, it's a mess, and that's the City of Schenectady. One of the reasons why the Town of Rotterdam has such a strict code is we don't want to be State Street. We don't want to have these used car lots where there's every single inch of pavement has a car, and then the landscaping has a car. So, I think part of the discussion, at least at DPW, was if you can, especially if the majority of your sales are all online, you don't necessarily need to have all these cars out even in front of the building. If it were internally, the property that's next door is La Rosa. He has nothing in front of his. Everything's inside his gated area, and some of his cars are being repaired on and repaired and that type of stuff. I think if you could get to that point where your site in the front is clean and clear and it looks like the Chairwoman had mentioned something about a tree or two (2), but if you could dress the front of that up and get all the cars in the back, I think that would go a long way towards getting the approvals.

I think just because it's paved doesn't mean you can fill every square inch with vehicles. Now, it sounds like you've found an alternative, and you have a place to store some of these cars, which would be great. If you're doing repairs there, that's another special use permit, but that's something that the Board can grant. So, I think really what it is if you can get back to not having all these cars out either in the Town right-of-way or in front of the building, then you're probably in pretty good shape.

Male: We're trying to make this little road look better than it is.

Mrs. Flansburg: Just trying to keep everyone following the code.

Male: So, reduce this area.

Mr. Gelfand: I'm happy to do that. My vision for the lot is we get a nice sign on it, and it looks like you pull up to a nice car dealer, not like the old Valvoline on the corner. That's just a mess over there. I want it to be perfectly lined up. There would be customer parking, handicap parking, all of that, and to look proper and nice.

Mr. Comenzo: I believe that's what the Board would be looking at and approving. I don't vote on site planning.

Mr. Gelfand: I'm not like some used car dealer who has a bunch of cars ragging up and just throwing out a lot. We're detailing all these cars 100%. We're going through them. You can look at our reviews. I stand behind each vehicle I sell. I know that's not what's in discussion here. I want to make the lot look very nice. I want it to be an approachable spot, so when you drive past it, you're, wow, look at that place. It looks great.

Ms. Scannell: And I think we all have the same goal here. We want your business to be successful. From what you're telling us, you're not a showroom. You're not expecting me, huh, I'm looking for a car. Let me hop in my car and drive down Altamont Avenue and then take a right onto Mitchell Road. Nobody's going to drive past your place necessarily looking for cars. You're not State Street. You're not Central Avenue. So, if I'm coming to look for a car, it's because I saw it on my phone, right? I'm looking for a car. Oh, look, they have this nice car. Great. Then I'm going to kind of know to go over and look. But I'm not going to, it's not like I'm going to shop for a used car at your lot. I already found it on my phone.

Mr. Gelfand: Right. I'm not going down the dead end to, oh, there's some cars here.

Ms. Scannell: Right. So, because we can all agree on that, we can also agree that you probably don't need to have all the cars that you have out in front, in front of the building, on the side of the building, over here around the dumpster, falling out where you've got the fencing coming from the back. I think we're looking for a compromise here. We're looking to help you help your business and help us keep Rotterdam nice.

Mr. Gelfand: Yeah.

Ms. Scannell: Okay? So, let's hear what everybody else has to say. Mrs. Ciampino?

Mrs. Ciampino: I echo the same thing you have to say. I want us to look nice, too. So that's it.

Ms. Scannell: Thank you. Mr. Calder?

Mr. Calder: Do you guys have other locations right now?

Mr. Gelfand: Yeah, we have one on Broadway and Edison.

Mr. Calder: Broadway and Edison?

Mr. Gelfand: Yeah.

Mr. Calder: So, you've done this before?

Mr. Gelfand: Yeah.

Mr. Calder: This is not new to you guys.

Mr. Gelfand: It's just a baby location. This is a big one.

Mr. Calder: Yeah. Well, the only thing I would suggest, and I know this is early, is that you might get your ducks lined up in a row next time you come. Because the questions that the Board has and the Chair has, and it's important to the Town. And nobody wants to see you fail. I want to see your business grow. But there's conditions that she's explained to you very thoroughly that need to be met. And you come with a lot of questions more than answers. And that's okay. That's okay. But I think you need to catch up a little bit on what the Town wants.

Mr. Gelfand: I got you. I think in our submission, we did address everything the Town wants and requires and have in our file for that. So, in what we sent in, I think we are within the rules and regulations. To my knowledge, the Town won't have any questions. So, if we can get an approval on that initial request, then we can proceed.

Mr. Calder: You've got a good asset with Mr. Comenzo, who's the Senior Planner. He's been around this place a long time, and he'll steer you in the right direction. I know his phone is always open for him, and the building is always open for questions. So, like I said, next time you come in, I would have a few more answers than questions. That's all I have. Thank you.

Ms. Scannell: Thank you, Mr. Calder. Mrs. Flansburg?

Mrs. Flansburg: Can I just rewind for a second? Because when I read through all of this, you own the building where you're renting.

Mr. Gelfand: I do.

Mrs. Flansburg: And you got a permit because there's stuff that's dated back from the City of Schenectady, DMV, in February of 2024 for repairs and a dealership in April of 2024. All at this site or the other site?

Mr. Gelfand: This site.

Mrs. Flansburg: And nobody at Schenectady said, hey, by the way?

Mr. Gelfand: No.

Mrs. Flansburg: Half of your building is located in a different community. Just like if you had come to us first, we would be like, okay, we have to coordinate with the City of Schenectady because half of your building is located in that community. No?

Mr. Gelfand: That didn't happen.

Mrs. Flansburg: Okay. And the person you're leasing from, right, because you said you don't own it, didn't mention it.

Mr. Gelfand: Not to my knowledge.

Mrs. Flansburg: Okay. So, you've been a functioning business there for a year.

Mr. Gelfand: Yes.

Mrs. Flansburg: So unfortunately for you, having a building that's half in one and half in the other, you kind of started with the wrong one because it looks like the majority of it fronts with us. Right?

Mr. Gelfand: Right.

Mrs. Flansburg: So now we're just trying to fix it so that you can be successful, and we can have you conform with our rules. Having said that, I agree with not having everything out on display. I'm thinking of, is it CarMax or Carfax that's out on 155 and Central. All the cars are behind fences, fencing or a wall or whatever. But, again, you look online and be like, oh, I'm looking for a Toyota something. They have it here. I'm going to go and check it out. So, again, no one drives down Mitchell. So, yes, it's industrial, but it still has to meet certain standards. So that's kind of what we're looking for.

Do I need to have green space all the way around the building? No. But it sounds like you might be able to move some things back to make the green part come to the front, which is the first thing people are seeing. Ironically, on Thursday, I drove by, headed over the bridge, and it caught my eye. There were so many cars down that road, and I never go down Mitchell. There's nothing. There used to be a business down there forever ago. It was like a kid's gym or something across the street from where you are. And so, I know that there's something going there. And then, ironically, here I was Friday picking up my packet one day after I had just driven past and saw all the cars.

So, we're just trying to have you work with us kind of after the fact of already being there. So, I'm glad that you are successful there so far. We'd like to have you continue that success within the confines of our rules too. Fair enough?

Dumpster was one of the other bigger things. Can you show me where it is now? Okay, so you talked about moving it, and either one is fine. Even if you move it, it's still required to be in an enclosure. It doesn't matter whether you move it to the back or the front. So that's really more for what works best for the truck coming to pick it up and what works best for

the flow of the traffic on your lot and where you want it. Do you want it to be in front? Or maybe that's a better spot for a tree or a car. I don't know, depending on where it is. So just try and work with us too.

Mr. Gelfand: Okay, absolutely. All right?

Mrs. Flansburg: Thank you.

Ms. Scannell: Thank you. Mr. Signore?

Mr. Signore: Everybody pretty much covered their concerns, and we do want you to do well, but I think that you would have to agree with us that you've got a little bit of ways to go here. You know what I'm saying?

Male: We're new to the process.

Mr. Signore: You know, you'll get there, but I think you might be...

Male: The consensus seems to be that if we can get some of this area to the left of the building, brought around to put some trees in the front, we can still have spaces in between the trees, obviously. We don't have to put a curb in. We're just looking for tree planters at this point. And that's the width of one (1) side of a car.

Ms. Scannell: Where are your employees parking?

Mr. Gelfand: We have an offsite line in the back in that community.

Male: Behind the building, there's space that we've designated.

Ms. Scannell: Okay. There it is. I knew I had seen it. And for some reason, I thought I had seen it over here, and then I couldn't find it over here. All right. One (1), two (2), three (3), four (4), five (5), six (6). How many cars can you store in the back area?

Mr. Gelfand: That's a tough question because we have to be able to move them efficiently as well.

Ms. Scannell: I didn't go into the back just because whatever. I kind of felt....

Male: It's right in the back parallel parking.

Mr. Gelfand: In the back area, meaning behind the building?

Ms. Scannell: No, where are your vehicle storage areas? How many cars can you put in your vehicle storage area?

Mr. Gelfand: Comfortably, probably 25 to 30.

Mr. Collins: How many cars do you have on site?

Mr. Gelfand: Right now, total probably around 40.

Ms. Scannell: Right. I mean, you, right. I don't know.

Mr. Collins: You have a lot of trucks because it's that time of year, so that takes up a lot of space, and I understand that. I don't mean to interrupt, but sometimes, I mean, I went past it. You go to a lot of dealers, maybe it's how you stage them

more together instead of having a car than a truck. You know what I mean? You might be able to make that a little more presentable by how you stage your cars. I mean, I'm not being critical. I'm not a car salesman, but sometimes how you maneuver things and how you present them makes it look less congested, is what I'm trying to say, because you've got a truck and a car. All you see is a truck, but you know what I'm saying? I don't mean to interrupt anybody, but...

Ms. Scannell: No, no, no. That was fine, and I understand.

Mr. Collins: No, you know what I mean?

Mr. Gelfand: Now is not the best time to really look at the lot either because we had a million snowstorms. You know, we're moving all the cars around.

Ms. Scannell: We look at the lot every day of the year, okay? Believe me. You go over to my house, sometimes the floorboards are cleaner than others, but I think that we can agree.

Mr. Collins: Yeah, no, I've been over there.

Ms. Scannell: Right?

Mr. Collins: Like I say, it could be your staging area, how you maneuver.

Ms. Scannell: There was at least 25 cars parked in front.

Mr. Gelfand: Right.

Ms. Scannell: Twenty-five (25) cars is a lot, and I think from what Peter has said to you and from what we have said to you, the Town doesn't want all these cars in the front, okay? So, we have the ability, right, to put cars in the back, and we have the ability to be able to put some in the front, not 25 in the front. Twenty-five (25) doesn't fit in the front. So, when you come back, it probably would be great to see delineated parking spots in the front because right now it says vehicle storage. It's kind of like if I had a box and I just wanted to throw all my shoes into it, right? Well, I don't want to look at that. That's not how we want it to be presented. I want you to bring me that nice thing that you put your shoes in, you know what I mean? Show us, show us where the cars are going to go, how long the parking spots are, where the green space is in between there. I mean it does say, you know, you did list that you've got 19.3% green space.

I don't necessarily know if you have to trade one (1) in for another. If you've got green space on the side of the building that's there and it looks nice, well then do a little refresh in the front, leave the green space alone. Again, we don't want you stacking cars up over there either. So, we have to be able to come to a compromise where the lion's share of your vehicles is in the back in your fenced-in area, and we need enough green space in the front to provide that you can't put 25 cars there. Does that seem reasonable?

Mr. Gelfand: Yeah.

Mr. Collins: We're really not mean.

Ms. Scannell: We're not, and I'm not. I loved meeting those people. There was a very nice woman that was in there working, a nice younger guy, and they said, oh, you just missed Mr. Gelfand, and she was a nice woman. She grew up in Schenectady. Her father owned businesses in Schenectady. You know, I enjoyed my time there. I'm happy for your business. We do not want you looking like that place at the head of your street, all right? Looks awful.

Mrs. Flansburg: You can't pick your neighbors.

Ms. Scannell: We know. That's tonight's theme. We want your business to be successful, and we're happy that it is. I'm happy that you have that many cars that you can flip. But we need to be fair to everybody that's on your street, right?

Mr. Gelfand: Yes.

Ms. Scannell: Okay. All right. So, what we're going to do right now, I'm going to entertain a motion to declare lead agency for SEQR. What does that mean? It means we're going to be in charge of the state environmental and quality review. And once we get through that, it will take us a little bit of time. It will give you an opportunity to work with your engineer and make a few modifications, okay?

Mr. Gelfand: Okay.

Ms. Scannell: So, right now I would entertain that motion.

Mr. Collins: I'll make that motion.

Mr. Calder: I'll second it.

Ms. Scannell: Thank you, Mr. Collins and Mr. Calder. Lisa, please call the roll.

Ms. Gallo: Mr. Collins?

Mr. Collins: Yes.

Ms. Gallo: Mrs. Flansburg?

Mrs. Flansburg: Yes.

Ms. Gallo: Mr. Calder?

Mr. Calder: Yes.

Ms. Gallo: Mr. Signore?

Mr. Signore: Yes.

Ms. Gallo: Mr. Miglucci?

Mr. Miglucci: Yes.

Ms. Gallo: Ms. Ciampino?

Mrs. Ciampino: Yes.

Ms. Gallo: Chairman Scannell?

Ms. Scannell: Yes.

Motion carried.

Mr. Miglucci: Can I get a chance to make a comment?

Ms. Scannell: Oh, I'm so sorry, Mr. Miglucci. I'm sorry.

Mr. Miglucci: You're down on Broadway. Where you at? The old Pete's place?

Mr. Gelfand: Next to Pete's.

Mr. Collins: Oh, on the corner there.

Mr. Miglucci: Yeah, down on the corner there. Down on Weaver Street. By Edison.

Mr. Gelfand: Yeah.

Mr. Miglucci: The concept of the greenery, I mean, as a customer, I mean, it is nice to have all those cars, too, but I'm thinking of you're killing eight (8) birds with one (1) stone here. Not only are you making the community look nice and your business look nice, but when I go to buy a car, I don't want to see a bunch of cars all lined up. I like to see my... I live in a country. I like to see my car parked underneath one of my apple trees. You know what I mean? I mean, it could be a good way to sell cars, too, but, you know, as people drive by, like I said to the other people here, it's, you know, we have a Comprehensive Plan, and we want people to know that they're in Rotterdam. You know, I want people to know that they are leaving Schenectady and they're coming into Rotterdam. So, you know, and that's just the way I see it. That's my vision for the Town.

And a little bit of green out there would look nice with a few cars parked out there. You know, it would look nice, and like Clark said about the glass doors, as far as the showroom, you don't have to go, you know, you don't have to build the whole Taj Mahal, but, you know, there's ways of getting around that, but we want, my vision is to keep it so where it's represented. I mean, it looks nice to the community. It is a dead-end street, but people still drive by. People come to look for cars there. Like you said, a lot of it is done online, so do you really need all the cars parked out front? Not really, but if you have a few cars parked in there next to a couple flowerpots or some trees or something like that, it looks more presentable. Probably be better for sales for you, too. People want to be comfortable.

Are you having, like, you say you're doing financing?

Mr. Gelfand: Yeah.

Mr. Miglucci: Are you doing any, like, buy here, pay here?

Mr. Gelfand: No.

Mr. Miglucci: Okay. But used cars, because of the way the economy is now today, a lot of people just aren't buying used cars. You know, they aren't getting a used car, and you probably see the numbers on that. I know I have, and, you know, but yeah, I think a little bit of work, and I think everybody could be satisfied, and you guys could have a successful business. That's all I have to say.

Mr. Gelfand: Do you think maybe a rendering of what I'm envisioning would be helpful?

Ms. Scannell: Yes, it would be extremely helpful.

Mr. Collins: We like pretty pictures.

Ms. Scannell: We do like pretty pictures, but we also like plans that, you know, once they become official, and they're stamped, and they're signed, and, you know, we're all on the same page. And if we have plans that say you can put six (6) cars in the front versus 30 or 25, whatever, you know what I mean? Like, it's something that we can hold your feet to the fire to a little bit, all right? If you have any questions, I mean, Clark has a lot of good ideas, and he's around sometimes during the day, and Peter is always here. I am happy to meet with you, but please, I'm not trying to come down on you. I want your business to flourish, and it seems like it is, but we have to find that compromise, that happy medium. So, if you need anything from the Town, please let us know. We want to work with you.

Mr. Gelfand: Great. Thank you.

Just first some clarification on my end. Are you guys okay with the proposed vehicle, proposed showroom? So, in the proposed property sales area, we have a kind of a showroom. Oh, yeah, no, I guess, like, I already proposed a showroom, right? And that includes the garage, right? Yeah, so it would include the garages, like you said. We have in the first bay, we have six (6) bays. We drive into each bay right here. So, there would be a second door here to enter the building, and then right here on the right side where it says proposed doorway, there would be like a, it wouldn't necessarily be a doorway. It would be more so of a large, like another entryway with a glass panel door going into what this is as a showroom area. Between there and the garage first bay where they can drive the cars into that area, you can see that you enter through from that side.

Ms. Scannell: Are you asking if that proposed customer sales area meets the metrics of a showroom?

Male: Yes, you are. I guess that's the answer.

Ms. Scannell: Peter?

Mr. Gelfand: Customer sales area will not be the showroom. You will have cars through this overhead door here on the bottom. You'll have physical cars sitting inside. And then through the proposed sales area, you'll be able to walk through a glass door into where those two (2) cars are sitting inside.

Ms. Scannell: So, you're asking if that meets the metrics of what our code, okay. So, attorney Valiquette or Peter, could you please answer that question?

Mr. Valiquette: I guess I can kind of start here. So, the definition for showroom we've got is any motor vehicle sales establishment shall include an enclosed showroom sufficient to display two (2) automobiles, okay. So that's really all the guidance we have is sufficient to display two (2) automobiles and enclosed. I would say that it's kind of up to the Town, Board Members as to whether they believe that that's an enclosed showroom. It's technically enclosed by up to four (4) walls here. So, I think it's kind of up to the discretion of the Town, Board, sorry, the Planning Commission, whether they believe that it fits that definition. Peter, what do you think as well?

Mr. Comenzo: I agree. I mean, it's really, there's no definition of a showroom.

Mr. Valiquette: We're pretty...

Mr. Comenzo: What the attorney mentioned, so we're pretty much wide out. It's up to the Planning Board.

Mr. Collins: Maybe you could give us a rendering of what that would look like. You know what I mean?

Mr. Gelfand: Yeah.

Mr. Collins: If somebody walked in, what they would actually see. I mean, that would make it easier for me. You know what I mean? I'm kind of, I'm old. I'm kind of a visual guy. But a rendering, doing a rendering anyway, just to really give us an idea of what that would look like. So basically, you're going in and then you'll see like some big glass doors, and you'll see two (2) cars.

Mr. Gelfand: Essentially, yeah.

Mr. Valiquette: If you can kind of show from what I'm getting from the Planning Commission, if you can kind of show that, hey, this specific area kind of looks like a showroom, then you're probably going to go a long way toward meeting the Planning Commission's definition there and probably meeting what we have for the code. That's where I would start. And I think a rendering really would show, hey, this is very clearly a showroom. This is very clearly, you know, sales and service or service.

Ms. Scannell: So, when I, once upon a time, well, a couple once upon a times, I had tires put on at BJ's. I don't know if you've ever been there. But it was probably very similar to like many car places. When you walked in, you were kind of like in the customer sales area and tires are everywhere. Pick your tire. And then there was a nice glass window. But it wasn't like all the way, it wasn't a doorway. But it was like a long, you know, window where you could see in. And that provides a lot of benefits, right? It provides benefits that you can see what your employees are doing and for safety and security things. But seeing something like that, being able to see a picture of, you know, oh, you're looking in the showroom at these cars. That really goes a long way for us.

Mr. Gelfand: Okay. Great.

Male: So visually from the outside of the building to the inside?

Mrs. Flansburg: It doesn't have to be.

Ms. Scannell: It does not appear that that is a legal component.

Mr. Collins: I'm going to come over there tomorrow. You can show me what you did and then I can always convey it to them too when you come back that I went over there, and you explained it all to me.

Mr. Gelfand: Sounds good.

Mr. Collins: Because it used to be the FBI place. So, I'll be over tomorrow sometime.

Ms. Scannell: Perfect.

Mr. Gelfand: Sounds good. Awesome.

Ms. Scannell: All right. I'm not sure if we actually took a vote to declare a lead agency.

Mr. Comenzo: We did.

Ms. Scannell: All right. Because I know I forgot in this room of Mr. Miglucchi's comments, so I just wanted to make sure.

Thank you for coming. We look forward to hearing Clark's report. We look forward to you coming back.

Mr. Collins: I'd like to make a motion to adjourn this evening's meeting.



Town of Rotterdam
Office of the Planning Commission

Kimberly Ricker Scannell, Chairman
Peter J. Comenzo, Senior Planner

Telephone (518) 355-7575
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Resolution Number PC08-2025

Moved by Mr. Collins seconded by Mr. Calder
Applicant: Mitchell Road Ventures

Applicant: Mitchell Road Ventures, LLC

Project Location: 1105 Mitchell Road
Rotterdam, NY

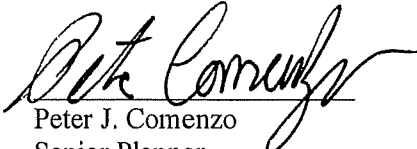
Tax Number or Numbers: 49.19-1-7.21 (Rotterdam) & 49.80-2-9.2 (Schenectady)

Proposed Project: Site Plan/Special Use Permit review for motor vehicle sales and repairs in an existing $\pm 10,000$ square foot building on a ± 0.81 -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, February 4, 2025, 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


Kimberly Ricker-Scannell
Planning Commission Chairman

Mrs. Flansburg: I'll second.

Ms. Scannell: All in favor.

Planning Commission Members: I.

Meeting adjourned at 9:02 p.m.

Next meeting scheduled for February 18, 2025.

Respectfully Submitted,

Marlo L. Urowsky
Planning Commission Secretary