

**Minutes**  
**Warrensburg Planning Board**  
**May 7, 2013**

**Board Members Present: David Spatz, Alice Farrell, Shale Miller, Laura Moore, John Franchini**

**Others Present: Danielle Robichaud (Alternate PB Member), John Duncan, Tom Decelle, Mr. and Mrs. Gary Bates, Patti Corlew and Chris Belden (Zoning Administrator)**

**Meeting Commenced at 6:30 p.m.**

Mr. Miller - Call this meeting to order, May 7<sup>th</sup>, Warrensburg Town Planning Board. Approval of previous minutes from November of 2012. Let's see who was here. I was here.

Mr. Spatz - I wasn't.

Mr. Miller - Dave wasn't here. We got enough?

Mrs. Moore - Yes.

Mrs. Corlew - You can... If they've read the minutes, they can, they can vote on it.

Mr. Miller - Right. Okay. Alright. Any questions or comments?

Mrs. Moore - No. I make a motion to approve as is.

Mr. Miller - Motion. Seconded?

Mr. Miller - Okay. It's approved. All those in favor. Aye.

Alright. New business, site plan review SPR 2013-1. Tax map is 211.18-1-6, 3765 Main Street. The applicant is John Duncan, and it's to allow a new use of rafting and tubing business. Mr. Duncan, are you here?

Mr. Duncan - I am.

Mr. Miller - Step up and give us a quick overview. Take as much time as you want, actually. I shouldn't say quick.

Mr. Duncan - Is this live?

Mr. Miller - Yeah.

Mr. Duncan - Okay. I've spoken to Tom DeCelle, the owner of the property over the winter, and we were interested in having a rafting and tubing location at his current business at, forgive me, 3675 or twenty..?

Mr. Belden - 75.

Mr. Miller - Yeah, yeah, 3675.

Mr. Duncan - 75, and we would... I'm not familiar with exactly what took place in the ice cream shop last year, but we would continue the operation similar to what took place there, offering ice cream, snacks and, and so forth, and offer raft trips, which we currently offer on the Hudson River Gorge on Tuesdays, Thursdays, Saturdays and Sundays through the Summer, and tubing daily on the Schroon River.

Mr. Miller - You currently do it on the Schroon River now?

Mr. Duncan - No.

Mr. Miller - Oh.

Mr. Duncan - We will. That would be new business for us. We do rafting, tubing, kayaking, canoeing, stand-up paddle boards on the Sacandaga River currently in the Town of Hadley, and have for 26 years.

Mr. Miller - Right. I guess the obvious question that I have would be obviously there's State rules and regulations that you guys have to adhere to.

Mr. Duncan - Right.

Mr. Miller - Correct? Is there anything on the property that we need to know about for that, that we need to make sure gets done or do you have to go, do you have to go to the County to get approval for this?

Mr. Duncan - No. The only State... Well our guides on the Hudson River Gorge have to be licensed, which they, they always have been. Unfortunately, there's a lot of bad press right now regarding that, but...

Mr. Miller - That's not your operation?

Mr. Duncan - That's not my operation, no. As far as on the Schroon River, we require our guys... There is no State requirement for guiding, a guide's license on the Schroon River, but we require all our guides to be 18 and they have to have first aid and CPR and of course, pass our training to, to the point where we feel they're adequate to participate in that. Of course, New York State sales tax, Health Department for the, for food service side of it, Tom said he just received the Health Department approval for the...

Mr. Miller - The ice cream?

Mr. Duncan - ...the ice cream.

Mrs. Farrell - Our concern as far as planning and zoning goes, is parking, is this going to be, you're going to enter the water here or are you going to go somewhere else and this is going to be exit the water?

Mr. Duncan - They'll exit the water there. We'll transport the guests up to primarily the Warren County launch site at County Home Bridge. And we may, we may go further. We have to time the trips, but that seems to be the...

(Tape inaudible).

Mr. Duncan - Yeah. That seems to be...

Mr. Miller - Anywhere above there is...

Mr. Duncan - Is a fairly long trip, right.

Mrs. Farrell - So you'd have cars that would be parked here and then you'd have transport vehicles, buses, vans...

Mr. Duncan - Bus.

Mrs. Moore - Well, I guess with the buses and the vans, there's not a lot of room on this property to maneuver a full size school bus.

Mr. Duncan - Hm hm.

Mrs. Moore - Do you have some thoughts on that? (Inaudible).

Mr. Duncan - They'll, they'll... Well, we, we have a number, we have 15 passenger vans, we have short buses which are 22 passenger and of course the full size buses that are 44 passenger. We've looked at it and we've actually driven the buses around. We, there's kind of a U around the, the residence, which the bus, can, ya know, we can't have parking there to facilitate the bus being able to make that U, and for exit and entry for other guests also; that has to be open all the time. Primary parking would be beside the barn to the west of the barn and in, in behind would be, would be here and then back, back here. It's a little difficult to, ya know, since it's a new business, to put a finger on, ya know, and everybody we've spoken to, unfortunately the water's still too high. We had some of our staff out today to try to get the time down. But I spoke to the folks at the campground and they said two hours, so river hours, it appears that that's probably reasonable. So the turnaround of the, the traffic, ya know, in the parking lot would be on the, kind of a two hour, three time a day, kind of 11, 1 and 3 type...

Mrs. Farrell - (Inaudible) if you're running one 44 passenger bus and you presume that there's two people in a car (inaudible) park twenty cars...

Mr. Duncan - Right, and that's kind of where, where we're at. It, it's actually almost four. It's, ya know, in our other business which we track really closely and we don't believe this would be any different. It's about 3.6 people per vehicle. Ya know, certainly you have some couples, but an awful lot of it's families, so you end up with four and five is the average.

Mr. Miller - (Inaudible) cars?

Mr. Duncan - Yeah, well, that's, I mean, we'd love to have twenty each trip but... And we've, ya know, I've, parking is always an issue, so we've reached out to I'm at a loss for his name, the gentleman...

Mrs. Corlew - Mike Seale?

Mr. Duncan - ...that owns the car wash.

Mrs. Corlew - Mike Seale.

Mr. Duncan - Mike Seale, and he was willing to, talk with me. I haven't had the opportunity to get together with his. I've been trying to get a hold of Mr. Spaulding from the Riverview Campground.

Mr. Miller - (Inaudible).

Mr. Duncan - Exactly, and I know him 'cause we worked with him at King Phillips in the past, ya know, with our brochures and that, so, and Mr. Arehart from realty said it was no problem. It's a little bit far, I think, for people to walk, but ya know, he said it'd be no problem. So we, ya know, assuming that it's wildly successful, we're kind of reaching out to figure out an overflow situation if, if it came to that.

Mrs. Farrell - Because... Just because of (inaudible) that can be that area that there can be sort of a bottle-neck, because you have

multiple lanes on the Lake George side of the bridge coming down into two lanes on Route 9. You have large trucks entering and exiting from Niagara Mohawk with whatever their doing and now whatever the new traffic pattern is going to be with the development of the grocery store on the south side of the bridge. So that would be my concern about individual (inaudible), ya know, attempting to park on the street or swinging a bus out of there, whatever because it's just that situation of the configuration of the roadway so I think that.. Mr. Miller - Well, I think that the one thing we are gaining are, we are gaining a light at that intersection at McDonald's, in front of McDonald's and Prosser. That's going to sort of help the ebb and flow a little bit there, to give this break points.

Mr. Duncan - Right.

Mr. Miller - I work at Lincoln Logs. I come in and out of there everyday and it needs something (inaudible).

Mr. Duncan - I mean, the only..

Mr. Miller - It sounds like you've got contingencies for parking. Hopefully, they're worked out. I think probably what we would like to see would be actual parking designated on the (inaudible), ya know, per code.

Mr. Duncan - Right.

Mr. Miller - And the overflow, obviously that's not going to be (inaudible) 'cause that's grass parking, right?

Mr. Duncan - Right. Yeah, that's all grass behind.. Behind the barn is entirely grass.

Mr. Miller - Right. Like I said, that's 15 cars. Now (inaudible). (Tape inaudible; people speaking at once).

Mr. Miller - ...parking there now (addressing Tom DeCelle) or just blank parking?

Mr. DeCelle - It's just blank.

Mr. Miller - Just blank. I couldn't remember if you lined it or not.

Mr. DeCelle - We really had no problems last summer. (Inaudible).

At first, in the beginning of the year, we had, ya know, the tables kind of in the center, (inaudible) and we had 'em looping through at night, at our busy times at night, I, I think his issue's more of a daytime thing. I don't think it's a rush hour thing during the week. I think it's more of a weekend and a daytime/morning thing, ya know, and an afternoon thing. So I don't think it's really going to be a rush hour issue.

Mr. Miller - I can't remember right now is there any parking on Main Street outside of there or not?

Mr. DeCelle - Up the block there is going up by, by Niagara Mohawk across the street, there is.

Mr. Miller - Across the street there is.

Mr. Bates - (Inaudible).

Mr. Miller - Right. Okay.

Mr. Duncan - I've also reached out to National Grid because I've worked with them for 25 years over on the other site, and they're not opposed to it, but it'll take years.

Mr. Miller - Yeah. They have...

Mr. Duncan - They don't move very quickly.

Mr. Miller - They have a keyed gate and everything.

Mr. Duncan - Right.

Mr. Miller - So that's kind of tough but...

Mr. Duncan - Well, no. Even on the outside of the gate...

Mr. Miller - Oh right.

Mr. Duncan - ...at the western end, there's quite a bit of space right there, but as I said that, ya know, everything I've dealt with them takes years.

Mr. Miller - (Inaudible) down river or not?

Mr. Duncan - I don't think so 'cause that would require another pickup point, ya know, and right now the, the, the County Home location looks per, I mean, it's easy to get off the road to unload. We've also... I haven't heard back yet. I've got a meeting this week with Warren County on another issue, but we're looking at reaching out to them and potentially requesting parking at the fairgrounds. So it would be kind of the opposite. We'd be bringing them back to their cars. There's certainly lots of parking there and, so I've looked at every possible option, ya know, if it, if it gets way more successful.

Mr. Miller - (Inaudible) ice cream (inaudible).

Mr. Duncan - If they bring money. We'll have to remind 'em to bring money with...

Mrs. Moore - The canoe access site doesn't have very good, not necessarily access (inaudible).

Mr. Miller - He's talking about launching from...

Mr. Duncan - Launch... Just...

Mrs. Moore - (Inaudible) launching from it, but it's still not...

Mr. Miller - No. You're talking about launching from the County Home, right?

Mr. Duncan - Right.

Mr. Miller - Park and launch. Not across the bridge. If he can work out parking at the County Home, he'll launch from the County Home.

Mrs. Moore - Right. But still (inaudible).

Mr. Miller - On the fairgrounds.

Mrs. Moore - (Inaudible).

Mr. Miller - Yeah.

Mrs. Moore - That's not... That's not your original intent?

Mr. Miller - Original intent was across the river.

Mr. Duncan - It was across the river on the east side.

Mr. Miller - (Inaudible).

Mr. Duncan - Right. Where the bus would pull in, unload the guests, drive across the bridge and, and back down.

Mrs. Moore - (Inaudible). Okay.

Mr. Spatz - (Inaudible) three trips a day?

Mr. Duncan - Typically it's a ten to four type of activity. At 4:00 people want to be in their cars, getting back to the motel, getting ready for dinner. So that's been our experience for 25 years over in Hadley. So I don't imagine it's going to be much different.

Mrs. Moore - Do you have... Where it says ice cream and (inaudible) storage, you, are you doing meals (inaudible) and things like that (inaudible)?

Mr. Duncan - No.

Mr. Miller - I mean, you're not operating the ice cream facility. The primary owner is operating the ice cream.

Mr. Duncan - No, we're, we're going to operate, yeah.

Mrs. Moore - You're going to operate ice cream and...

Mr. Duncan - Right.

Mrs. Moore - ...and?

Mr. Duncan - Right.

Mr. DeCelle - Can I, can I speak?

Mr. Miller - Yeah, sure.

Mr. DeCelle - As far as the signage thing, (inaudible) we talked about signage. On the south side of the ice cream shop building, we're only allowed to do 25 square foot. Is that what it was, 5 by 5?

Mr. Belden - I think so.

Mr. DeCelle - He's going to want to go a little bit bigger on, on, as far as the signage. So I don't know if we need a variance.

Mr. Belden - Yeah.

Mr. DeCelle - He needs to have this place blend as best as possible on the south side, incoming traffic just to get the cars reeled in. And as far as the other signage, it's pretty much the same sign that I proposed before, log signs with his, obviously his logo. I (inaudible) take to get (inaudible) 5 by 10 sign on the north, south side of, of the block where the ice cream is now.

Mr. Belden - Well at this point he'd have to go in front of the Zoning Board of Appeals. That's just the way our zoning's constructed right now. We were looking... We're looking to make some changes to the zoning. They're just, they're not adopted yet, so I guess at this time 25 would be the, would be the cap for, for an attached sign.

Mr. Miller - What did we end up for, for (inaudible)?

Mr. Belden - Oh geez...

Mr. Miller - Can't remember.

Mr. Belden - 60 or 80 square feet, I think.

Mr. DeCelle - Now is that free-standing or is that on the building?

Mr. Belden - That was attached. But that was, those were, those were some discussions that we were having, that haven't been even approached with the Town Board yet, so, ya know, so...

Mr. DeCelle - When's that meeting?

Mr. Belden - It hasn't been put on the agenda yet.

Mrs. Corlew - We don't know when they're going to address it.

Mr. DeCelle - Oh, okay.

Mr. Belden - Yeah.

Mr. DeCelle - Okay. Can he get like a temporary permit or, 'til that goes through or?

Mr. Belden - He can get... I mean, he can put up 25 square... I mean, he can put up whatever the maximum is now.

Mr. DeCelle - Okay.

Mr. Belden - Without obtaining a variance at this point.

Mr. Duncan - It's 25 attached and...

Mr. Belden - 32...

Mr. Duncan - 32...

Mr. Belden - ...freestanding.

Mr. Duncan - ...freestanding.

Mr. DeCelle - So freestanding 32, how big is that, 6 by...

Mr. Duncan - 4 by 8.

Mr. Belden - It's any combination that can be anything less than that.

Mr. DeCelle - What, what's the car wash?

Mr. Belden - They were... Well, they, they came in at a different...

Mr. DeCelle - (Inaudible).

Mr. Belden - ...in a different period in time. That, the size (inaudible) was a lot larger for that.

Mr. Duncan - 32 is each side of the sign, or is it 32..?

Mr. Belden - We count the square footage on one side of a double-side, ya know, you can have a double-sided, but it's only going to count...

Mr. Duncan - On one side?

Mr. Belden - Exactly.

Mr. DeCelle - So 6 by, it's a 6 by 8 roughly?

Mr. Duncan - 4 by 8.

Mr. DeCelle - 4?

Mr. Duncan - 5 by 6.

Mr. DeCelle - 5 by 6, okay.

Mr. Duncan - The freestanding sign's in northwest corner.

Mrs. Farrell - (Inaudible) be sure that that sign, if you're going to have an increased traffic flow, you should be cautious that that sign doesn't inhibit sight (inaudible) for people who are either turning in at the, at the north entrance or coming out of the southern...

Mr. Miller - Does it now?

Mr. DeCelle - There's nothing...

(Tape inaudible).

Mr. Miller - The sign's not there.

Mr. DeCelle - Right.

Mrs. Farrell - So (inaudible).

Mr. DeCelle - What's the setback from the sidewalk?

Mr. Belden - Well, there's a, there's a few different... I don't know how far the building is set back now from the... How far, how far back is the building?

(Tape inaudible).

Mr. Miller - He's talking about the freestanding...

Mrs. Corlew - He's talking about this sign.

Mr. Belden - This sign here. Oh, okay. I believe it goes with the setbacks of the district. There are some, there are some other exceptions, but so in this district you could have a, I guess, a zero, a zero setback.

Mr. Miller - Right up to the sidewalk?

Mrs. Farrell - Zero.

Mr. Belden - There may be... I mean, there may be some other circumstances here though that would require further, a further setback than that.

Mrs. Moore - Looking at sign regs, it says, "no sign shall be within ten feet of any side or rear lot". (Inaudible).

Mr. Belden - If a...

Mr. DeCelle - I think that's a problem (inaudible).

Mr. Belden - Where, where a building is set back less than 10 feet from a property line. Where are you reading?

Mrs. Moore - (Inaudible).

Mr. Miller - Article VI.

Mrs. Corlew - He's in Article VI.

Mr. Belden - Oh, okay. I'm sorry.

Mrs. Corlew - You're in the right article. What's the number?

Mr. Belden - You're talking about the first section there.

Mr. Miller - 2B. Right?

Mrs. Moore - Yeah.

(Tape inaudible).

Mr. Belden - Yes.

Mrs. Corlew - It says that?

Mr. Belden - Yeah.

(Tape inaudible).

Mr. Belden - Yeah. (Inaudible).

(Tape inaudible).

Mr. Miller - Can you just (inaudible).

Mr. Belden - Yeah. Yeah.

Mr. Miller - (Inaudible) exactly where it is (inaudible).

Mr. DeCelle - Well, the other option was when I did the landscaping in front of the residence, I built a mound. There's a mound of landscaping on it. I was going to... That was the other thing I was going to do, I was going to put poles up on each side of that mound. The lower sign; it was easily viewable from both sides because the Bates have a tree that's, ya know, so from, coming from this, this angle, that tree is kind of...



Mr. Miller - Blocks it?

Mr. DeCelle - Unless it's within 5 foot of the thing. But (inaudible) sidewalk coming from the McDonald's area, ya know, you'd see it right from McDonald's obviously. (Inaudible) that, if there is a setback issue there, we, I mean, we can do...

Mr. Miller - Well, Chris can get you the regs.

Mr. Belden - Yeah. I do believe it's ten feet.

Mr. Miller - (Inaudible) affects, then make it work. As long as it meets the code, we're (inaudible) with it.

Mr. DeCelle - Okay.

Mr. Miller - And like he said, the code's gonna change, so (inaudible) sign on the building...

Mr. Duncan - Could be a little big larger.

Mr. Miller - (Inaudible) bigger (inaudible).

Mr. DeCelle - Well, that means... Is like one, I mean, can he have two separate 5 by 5 signs on the side of that building or can, can that work or?

Mr. Belden - No, I don't think... Well...

Mrs. Corlew - He's not on a corner, so...

Mr. Belden - No, I was thinking because he has two different businesses there.

Mrs. Corlew - Oh yeah. (Inaudible).

Mr. Miller - Well, it's not going to be two different business though, right? It's going to be one business? One name?

Mr. Belden - One business owner.

Mr. Duncan - Well, we're, we'll name the ice cream a separate name because Sacandaga Outdoor Center isn't a very good name for an ice cream shop.

Mr. Miller - And ice cream.

Mr. Duncan - And ice cream, yeah.

Mr. Miller - Well, that, I mean that doesn't really solve his problem though because...

Mr. Duncan - Right.

Mr. Miller - ...it's, it's the big sign for the rafting, I think, that you make it as big as you can.

Mr. Duncan - Right, because that's, ya know, that isn't a use that people are familiar. The ice cream building looks like an ice cream building, so that's...

Mrs. Moore - (Inaudible) there's three uses on this property.

There's residential, this ice cream and the new use. Is the primary function of the property ice cream or is the primary function (inaudible) primary function of this property?

Mrs. Corlew - That would be a question for Tom.

Mr. Belden - Who is it directed to?

Mr. Miller - Well, what it is zoned?

Mr. DeCelle - It's zoned commercial/special residential.

Mrs. Corlew - Everything. It's both.

Mr. Belden - It allows for all uses.

Mr. DeCelle - There happens to be a residence on the property. Gary and Clair came... The Irish's changed it back from a furniture store...

Mrs. Bates - From commercial to residential.

Mr. DeCelle - Right. Can't remember. When was that?

Mrs. Bates - Oh boy, ten years ago maybe?

Mr. DeCelle - It was just residential...

Mrs. Corlew - No, it wasn't ten. It was about...

(Tape inaudible).

Mr. Belden - Well, the zoning was different too.

Mrs. Corlew - It was five, six years ago. Six years ago.

Mr. DeCelle - So it was went from commercial, or no, it went from...

Mrs. Corlew - Commercial.

Mr. DeCelle - To?

Mrs. Corlew - To residential.

Mr. DeCelle - Slash residential.

Mrs. Corlew - She got a variance.

Mr. Belden - She got a variance 'cause single family homes weren't...

Mr. DeCelle - And then we left it as (inaudible).

Mrs. Corlew - Because single family homes weren't allowed at that time.

Mr. DeCelle - Okay. So right now it's just...

Mrs. Corlew - She got a variance for that to be there.

Mr. DeCelle - So (inaudible) I have tenants in there right now, so tenants/business.

Mr. Miller - Well, if it's zoned for everything right now...

Mrs. Corlew - It is. It's now allowed.

Mr. Miller - (Inaudible).

Mr. DeCelle - But it's seasonal, ya know.

Mr. Miller - Yeah, seasonal (inaudible).

(Tape inaudible).

Mrs. Farrell - ...park cars.

Mr. DeCelle - Excuse me?

Mrs. Farrell - Where do the people who live in the house park their cars?

Mr. DeCelle - We're going to just, we're going to discuss that actually. They have two vehicles. We're actually going to hash that out this evening actually.

Mr. Miller - That actually changed, right?

Mrs. Farrell - That, that's our concern as a town...

Mr. DeCelle - Right.

Mrs. Farrell - ...of safety. Our primary concern is safety. So if you look at this and we're talking about potentially parking 20 to 25 cars in the lot.

(Tape inaudible; people speaking at once).

Mrs. Farrell - ...going to have ingress/egress onto a main thoroughfare. That, that's the piece that we really need to know is how many cars are you going to put in this lot.

Mr. DeCelle - Yeah.

Mrs. Farrell - How are they are going to be, get in there because of the slowing down to the turn (inaudible) northbound traffic (inaudible) left-hand turn, crossing lanes, Southbound traffic would be slowing down the flow of traffic and, and all of those safety elements, what happens if, ya know, going for the long reaching scenario, what happens if the barn catches fire. How are we going to get a fire truck in there? Ya know, that type of, of thing. That, that's our problem.

Mr. DeCelle - Sure.

Mrs. Farrell - Your problem is maybe signage and, and...

Mr. DeCelle - We understand.

Mrs. Farrell - (Inaudible) which I'm all in favor of, but we still have to (inaudible)...

Mr. DeCelle - Sure.

Mrs. Farrell - ...community trust is to make sure that the safety of the community and the people who come through the community is assured.

Mr. DeCelle - Absolutely. I will... What I was even going to suggest to the Town is obviously leave the front end of the barn and no parking and in between the two buildings, that's where the traffic flow exits, so obviously leave that a no parking zone for emergency vehicles obviously and the handicap parking right now is on the, if you're looking south, at the barn, the handicap parking is at the left side of the barn. Now I was going to suggest leave the two spots just to the right. There's two more spots to the right of the handicap; that's what I was going to suggest for tenant parking. 'Cause they have a small child, so originally I was going to ask that they park along the side on Clair and Gary's property line, but that, I don't think that'll work (inaudible).

Mr. Miller - I think this, a lot of this can be resolved, I think, if, if you could just get up an actual parking plan.

Mr. DeCelle - Okay.

Mr. Miller - And just, and then we'll take it from there.

Mr. DeCelle - Okay.

Mr. Miller - I think that's going to answer everybody's questions.

Mrs. Moore - Are you going to store vehicles as well on the property? (Inaudible).

Mr. Duncan - Yeah.

Mr. Miller - Off-season too?

Mr. Duncan - No. Just, just the immediate...

Mr. Miller - Park there at night?

Mr. Duncan - Right.

Mrs. Moore - (Inaudible).

Mr. Duncan - Well, our best scenario would be 20. I mean that's...

Mr. Miller - Is it reservation or stop in?

Mr. Duncan - It's... Well, we try to get reservations, but, but, the tubing, it's, they can stop in. We're trying to get the advertising, ya know, we're starting a little bit late to, to really take advantage of all the advertising that, that we have for our other locations, but ya know, it's got good road visibility. It's close to the village, so we think if we get the approvals, with enough time, we can get the advertising in place and we're going to be successful. But 60 cars a day would be extremely successful.

Mr. Miller - I think, yeah, along with the parking plan, if you have a contingency plan for parking secured, that should be able to make everybody feel better.

Mr. Duncan - Hm hm.

Mr. Miller - If not, I don't think it's... To me, it's not a deal breaker or anything like that, but I think if you have a parking plan established (inaudible) cars for what you think (inaudible). The residence for rentals, that parking changed, right? Requirements?

Mr. Belden - We don't have parking requirements right now. It's up to the Planning Board to make that decision.

Mr. Miller - Just making sure that that's...

Mr. Belden - Determination.

Mr. Miller - Okay. Obviously, you're going to want to provide parking.

Mr. DeCelle - Yes, absolutely.

Mr. Miller - Anybody else have any questions?

Mr. DeCelle - Well, what, what's the timeline as far as..?

Mr. Miller - Well, I mean, I don't want it going another month for you, really.

Mr. DeCelle - He wants to... The ice cream obviously (inaudible) Memorial Day weekend is the (inaudible).

Mr. Miller - Right. Well ice cream, you're all set.

Mr. DeCelle - Okay.

Mr. Miller - Right? We don't need to change that.

Mr. DeCelle - Okay. That's (inaudible). The season picks up the first weekend in June.

Mr. DeCelle - Can he have a parking plan here in the next ten days, detailed, engineered, however you want it, to Christopher under the circumstances?

Mr. Miller - Yeah. I mean, I'm willing to do that. I don't know about anybody else as, as far as coming in and doing that at a special time? (Inaudible) want to do that?

Mr. Belden - I think it might be tough availability-wise.

(Tape inaudible).

Mr. Belden - There is no county. They... Well, they're still kind of..

Mrs. Moore - Still goes to County.

Mr. Belden - The County didn't... Well, no. They have, well, they have 30 days and usually they have a quicker turnaround, but it hasn't been reviewed. They're expecting it to be reviewed tomorrow. I'll have an answer for tomorrow. But, I mean, you guys could still vote on it and if you have a super-majority, then you could, ya know, overrule any denial, I guess.

Mrs. Farrell - And what about D.O.T.? Does D.O.T. have to weigh in on this (inaudible)?

Mrs. Corlew - No.

Mr. Miller - (Inaudible).

Mrs. Farrell - Just asking.

Mr. Spatz - Are you going to rent canoes and then people can just go on their own? (Inaudible).

Mr. Duncan - I don't anticipate that right now. But if there's demand, we would, I mean, we certainly have lots of canoes, so.

Mr. Spatz - (Inaudible) if you do that, is there someone at the waterfront based (inaudible) for some reason (inaudible) you know what I'm saying?

Mr. Duncan - We would.. I mean, that's one of the reasons we don't like canoes. It's the tippiest craft made, ya know. So..

Mr. Spatz - A kayak or..

Mr. Duncan - Well, kayaks typically don't... You have to work at flipping a kayak. The, ya know, most everything we use is inflatables, so they're far more stable. But the, we also have to determine the depths and ya know, some are, unfortunately had the summertime flows yet to.. I was back there in March or ya know, March and managed to hit a flooding stage so I didn't get a change to do my tests then. But..

Mr. Miller - (Inaudible) going to be guided?

Mr. Duncan - No. No, we'll drop them off and..

Mr. Miller - But there will be people here to get 'em out of the water.

Mr. Duncan - To get 'em out of the water, right. It's a fairly gradual egress from, from the back there. And it's on the bend of a riv, ya know, it's on the bend, which kind of slows 'em down anyway.

Mr. DeCelle - What's the turnaround time though, two hours on a tube, you figure?

Mr. Duncan - Well, that's what they, the campground has told us and, ya know, it's..

Mr. Miller - About two hours.

Mr. Duncan - Yeah.

Mr. Miller - It's a lot longer than you'd think it would be.

Mr. DeCelle - I know it's only a mile ride.

(Tape inaudible; people speaking at once).

Mr. Miller - Yeah, the Schroon River is very windy.

Mrs. Moore - (Inaudible).

Mr. Duncan - I can answer the..

Mrs. Moore - (Inaudible).

Mr. Miller - They're regulated by the State. I understand that, but I, I don't want this Board asking for (inaudible) overstretching our bounds. They are State regulated. (Inaudible).

Mr. Duncan - I can answer to the canoe access points. Every one is used commercially from this point west, ya know. And, and every outfitter in North Creek and Indian Lake use every, every one as they do down in the Town of Luzerne.

Mrs. Farrell - I have one last question about the access between the barn and the house (inaudible). (Inaudible) make that turn (inaudible)?

Mr. Duncan - Unfeathered, yeah. With, without somebody in the way.

Mrs. Farrell - And that's part of the parking plan too. That's a pretty (inaudible) turn for a full-sized school bus.

Mr. DeCelle - I just drove a 26 footer... How many feet is a school bus?

Mr. Duncan - I don't actually know.

Mr. DeCelle - (Inaudible) out of the back half of the (inaudible). There's 30 feet. It's pretty...

Mr. Miller - It says 20 here.

Mrs. Farrell - It says 20. 20 in between the barn and the corner, the back of the...

Mr. DeCelle - Oh okay.

Mrs. Farrell - The northbound corner of the barn and the, and the west side corner of the house.

Mr. Duncan - It's 30. Well, I mean, it definitely fits in 20 feet. Ya know, it's eight feet wide, so. And it can make this radius... If that's what you're asking, (inaudible) make this (inaudible), yes, we can.

Mrs. Farrell - 'Cause that's all part of the parking plan as well. Once people park their cars, you're going to have pedestrians in the way, so...

Mr. Duncan - Right.

Mrs. Farrell - (Inaudible) and all that, so the idea of having, again, sight lines and caution so that you're not backing up (inaudible) regardless of how many (inaudible) it has. That, that sort of thing is really (inaudible) and that's our, our role in making sure that folks in (inaudible). It seems a little crowded to me with what you've all got going. So lacking a parking plan, I have some considerable concerns about it.

Mr. Belden - Excuse me guys. I'm just curious. Are you requesting the parking plan as part of the issuance of the Land Use and Development permit or requesting that it be drawn up for a following meeting or something?

Mr. Miller - Well, I don't have a problem saying that if, if we receive that, approving (inaudible). We vote now...

Mr. Belden - Right.

Mr. Miller - ...and say you provide that in the next ten days or whatever, then I'm, ya know, everybody get a copy. If nobody's got any issues with it, then issue the permit.

Mr. Belden - Okay.

Mr. Miller - That's, that's fine with me. I don't know about anybody else on the Board but...

Mr. Belden - Can I just ask a question of Mr. Duncan?

Mr. Duncan - Sure.

Mr. Belden - Are you going to be having anybody in the parking lot, I mean, in the event you have, you're wildly successful, you're going to have people in the parking lot maybe directing people on where to park so they're not just...

Mr. Duncan - Yeah. I mean that's what we do currently, ya know. I wish everyday was the 4<sup>th</sup> of July, but ya know, there's going to be days that are, ya know, I'm not going to lie, there's going to be a big day, ya know, and there's going to be rainy days.

Mr. Belden - Yeah.

Mr. Duncan - So we're well equipped, ya know, in our current location. We have people in the parking lot all the... Whenever required, we have people out there, ya know, directly people, helping 'em.

Mr. DeCelle - We can stripe the lot with arrows.

Mr. Miller - Well, yeah, that's part of the parking (inaudible). You probably will have to, ya know, provide...

Mr. DeCelle - ...Okay.

Mr. Miller - ...actual parking spaces...

Mr. DeCelle - Yeah.

Mr. Miller - ...lines, ya know, and the overflow I don't think you have to do that necessarily. You're going to want to figure out what it is graphically.

Mr. DeCelle - Almost valet the overflow (inaudible).

Mr. Miller - Right.

Mr. DeCelle - Type of valet situation.

Mr. Miller - Yeah.

(Tape inaudible).

Mr. Miller - Figure out how many cars you can put out there, what your potential is and meet your needs and if it makes sense to everybody, then...

Mr. DeCelle - (Inaudible) the area behind the barn, measure out all the setbacks from the water. I don't know (inaudible) safety of someone driving their car up close to the...

(Tape inaudible).

Mr. Miller - Common sense.

Mr. DeCelle - Right. But we can (inaudible) exact measurements between the barn and the water and the, stripe everything out and put arrows down, make it as safe of possible. Enter/exit signs, be (inaudible) get...

Mr. Miller - You've got enter and exit now, don't ya?

Mr. DeCelle - Well, I put up arrow parking, arrow, an arrow freestanding sign. That's (inaudible) last year but we, I mean...

Mr. Miller - But you don't have anybody coming in (inaudible).

Mr. DeCelle - Right exactly. Exactly. But and the other thing is, is on the main, freestanding sign, it would probably be a good idea to have a, ya know, a parking arrow "enter" on that sign as well, that could be on the...

Mr. Miller - As part of the sign.

Mr. DeCelle - As, and as part of the parking plan, (inaudible) show you that, have the lot properly striped and then show you all the (inaudible) behind the barn and...

Mrs. Farrell - Are you going to reserve out any parking spaces for your (inaudible) kayak people who are your stop and go for ice cream? How are you going to handle that? People who just want to stop, get an ice cream and move on.

Mr. DeCelle - Alright. Well, the good thing about the whole thing is the majority of this is in the evening, after this tubing operation is pretty much done. That's the bulk of that business, except on Sundays. Ya know, Sundays (inaudible) during the day. But as far as allocating one area for ice cream parking and tubing parking...

Mr. Miller - Just an idea...

(Tape inaudible).

Mr. Miller - My idea on that (inaudible) that is not have it be overflow parking, but have that be your primary parking, go from the back to the front.

Mr. Duncan - Right.

Mr. Miller - (Inaudible).

Mr. DeCelle - On the, on the days that we know is going to be busy, Sunday...

Mr. Miller - Right.

Mr. DeCelle - Reservations are full..

Mr. Miller - Bring people in, put 'em (inaudible) to start...

Mr. DeCelle - Right.

Mr. Miller - ...and then if you have customers coming in for ice cream, (inaudible).

Mr. Duncan - That's the way we had planned on doing it anyway.

Mr. Miller - Okay.

Mr. Duncan - That's the way we always do it is start back and work forward.

Mr. Miller - Okay. It just... The word overflow gives you the idea...

Mr. Duncan - Right.

Mr. Miller - ...that it's secondary to the primary parking.

Mr. Duncan - It's really primary.

Mr. Miller - Right. Okay.

Mr. DeCelle - Do I got the measurements on there, on the..?

Mr. Miller - You got 50 feet..



Mr. Duncan - Yeah, 50 feet.

Mr. Miller - ...from the, from the paving to the river on the one side.

Mr. DeCelle - What about the barn?

Mr. Miller - There isn't anything on the barn. It's a little wider there.

Mr. DeCelle - Yeah, yeah. (Inaudible). But then you got to have the flow of the public too, coming, ya know, from the access, ya know, the access on the property from the water. So when we get the measurements and we can figure out (inaudible) ya know, we'll walk, the park, the spaces and then can determine where exactly they'll exit up on the property. I'm thinking pretty much right level where that ramp is. There's a ramp right next to the barn.

Mr. Duncan - Right.

Mr. DeCelle - Pretty much level with that (inaudible) behind the barn (inaudible) little area for the, on the right side of the property for like, ya know, people having ice cream and (inaudible).

Mr. Spatz - What about a restroom?

Mr. DeCelle - Yeah, we (inaudible). The County made us put in a handicap accessible restroom. It was hell going through that last year. That was... I haven't talked to you guys since then but yeah, the restrooms, yeah, we have proper handrails and all the...

Mrs. Farrell - Where is it? It's not on the map.

Mr. Belden - It's inside the building.

Mr. DeCelle - It's, it's in the ice cream shop.

Mrs. Farrell - Okay.

Mr. DeCelle - I apologize. It's not on there?

Mrs. Corlew - Well...

Mr. Belden - It doesn't really...

Mrs. Corlew - 'Cause it's not... It's inside the building, so it doesn't have to be on there.

Mr. DeCelle - Okay. Yep.

Mrs. Farrell - So for your handicap access, if it's a door, your handicap access, do you have a ramp there?

Mr. DeCelle - No, it's all level.

Mrs. Farrell - All level, okay.

Mr. DeCelle - All level. Oh yeah. The door closes on itself and... (Tape inaudible).

Mrs. Bates - ...tested it.

(Tape inaudible).

Mrs. Moore - (Inaudible).

Mr. Duncan - 180.

(Tape inaudible).

Mr. Duncan - That's pretty standard.

Mr. DeCelle - 9 by 8?

Mr. Miller - 9 by 18.

Mr. DeCelle - Oh, 9 by 18, okay.

Mrs. Moore - (Inaudible).

Mr. Miller - I'm fine with it.

Mr. Belden - Are you guys asking for specific things to be on the plan or just trusting that he'll...

Mrs. Moore - I'm just curious about what other board members feel about parking (inaudible). (Inaudible) see the parking plan (inaudible).

Mr. Miller - I'm comfortable with that. (Inaudible).

Mrs. Farrell - I'm still (inaudible).

Mrs. Moore - I, I'm comfortable with it in terms suggesting that (inaudible) that you have enough spaces to park cars, park your (inaudible) on the site. (Inaudible).

Mr. Miller - Once it's in, what I would ask is if you can give it to us on paper and also give it to us (inaudible) ya know, so that (inaudible) mail it to each other.

Mr. DeCelle - Okay.

Mr. Miller - And that way everybody can look at it.

Mr. DeCelle - I'll, I'll bring (inaudible).

Mr. Miller - Yeah. And they can get it out to us.

Mr. DeCelle - Okay.

(Tape inaudible).

Mrs. Farrell - (Inaudible) from the overflow parking here. You're going to be putting people in there and they're going to be coming out in that one spot right there by the concrete slab. (Inaudible) going in here and coming out? Cars.

(Tape inaudible).

Mrs. Farrell - So this is... You're only going to have one access point (inaudible) parking.

Mr. DeCelle - Well, we can do this. There's two other options that we could do. We have this area on this side of the property, we can make a walkway (inaudible) or we can strictly dedicate it (inaudible) and then we can build another ramp just for public, ya know, (inaudible) ya know what I'm saying.

Mrs. Farrell - Well, I'm asking about the cars. When you park a car back here, you're only going to have, you're only going to have one (inaudible).

Mr. DeCelle - Right.

Mrs. Farrell - (Inaudible) just look at it. You've got people coming... You've got cars coming here (inaudible). You've got cars entering here, cars entering (inaudible) back here which could then (inaudible) back here.

Mr. DeCelle - Right.

Mrs. Farrell - So that this is what, whatever goes on back here on your property affects what goes on back, up here (inaudible) and that's my concern, out here in the street.

Mr. DeCelle - Okay.

(Tape inaudible; people speaking at once).

Mr. DeCelle - Yeah, yeah, pedestrian and we can even widen this a little bit.

Mr. Miller - Right.

Mr. DeCelle - Make it, we can make this (inaudible) we've got 70 feet to play with. So we can add five feet to this or six feet to this and then have a three foot walk (inaudible).

Mrs. Farrell - (Inaudible) it's also the pedestrians that concerns me as well. Like I said, you got a lot going on in there. You got a lot of cars. You've got buses. You've got happy little kids wanting to get ice cream. You've got excited parents coming out of the water.

Mr. DeCelle - Right.

Mrs. Farrell - You want to protect everybody who is there at any (inaudible) for years so I know the, the fun and the excitement that goes on with it, but I, I'm really concerned that you've got too much going on here with pedestrians, cars, buses, people stopping for ice cream, people trying to park to get a bus to get the boat, ya know, that kind of thing.

Mr. DeCelle - Sure.

Mrs. Farrell - And then also, what's going on out here on Main Street.

Mr. DeCelle - Sure.

Mrs. Farrell - How much it's, someone, groups of cars, waiting to turn in here, what's the (inaudible) factor going to be in either direction.

Mr. DeCelle - Well, I think our saving grace is the fact that... (Tape inaudible).

Mrs. Farrell - No, no. This, but this is going to affect this out here though.

Mr. DeCelle - But, but the thing is, what's going to save it, is I think the, the bulk of the kayak business is going to be when the ice cream business isn't, ya know what I'm saying. I think they're opposite.

Mr. Miller - (Inaudible) 10 to 4.

Mr. DeCelle - 10 to 4. Ice cream doesn't pick up 'til 5.

Mr. Duncan - It's a single bus. It's not...

(Tape inaudible; people speaking at once).

Mr. DeCelle - I'm not going to lie. If it was the ice cream and his business was from 7 to 8 at night, yeah, there would probably be some serious issues. But it... If you want, we'll have, we can give you a couple different configurations of, of our thoughts and ideas (inaudible).

Mr. Miller - (Inaudible) looked at it from a point of how many cars do you want to put in here. What is the common sense ingress and egress and everybody will have a chance to look at it, but I want to make sure that... We'll talk amongst ourselves via e-mail or whatever, but obviously if you don't, don't (inaudible) because you want

(inaudible) and ya know, so, ya know, we'll work with you as much as we can. So if you can get that for us as quickly as possible.

Mr. DeCelle - Next week, seven days.

Mr. Miller - And then, and then we'll, we're going to talk about approving it with that contingency. Right? Is that what...

Mrs. Moore - (Inaudible).

Mr. Miller - Right.

(Tape inaudible).

Mr. Miller - Yeah, if (inaudible).

Mr. DeCelle - Gary and Clair, do you have any questions or issues? They are our neighbors. Were we good neighbors last year?

Mrs. Gates - (Inaudible).

Mr. Belden - Shale?

Mr. Miller - Yeah.

Mr. Belden - I just had a few questions for you with the parking plan. I was trying to before. Are you guys going to be asking them to do explicit things, like striping, like indicating..?

Mr. Miller - As far as I'm concerned...

Mr. Belden - ...business, what, ya know, tenant parking.

Mr. Miller - We need some indication as to how many... Whether they actually stripe or not, I don't know what... They need to show that they fit the number of cars in there that they want (inaudible).

Mr. Belden - Okay. And because, I mean, I'm sure that Mr. Duncan is going, he's gonna, he's know how much parking he needs because otherwise his business won't be, either of the businesses won't be successful, but I would say probably an important thing would be to have exact measurement on the paved surfaces.

Mr. Miller - Hm hm.

Mr. Belden - Different things like that. Ya know, maybe the overflow areas, and then even indicate number of parking spaces you've worked out with your neighbors. I mean...

Mr. Miller - Well, he hasn't...

(Tape inaudible; people speaking at once).

Mr. Belden - It's not concrete yet? Okay. Okay. Okay.

Mr. Miller - It would be... It would be great if you could have some sort of contingency in that but at the same time (inaudible) that's going to make everybody feel a lot better. If you can't, I don't, personally I'm not going to (inaudible). Ya know, I mean, you're asking somebody to park on their property (inaudible) whatever deal you work out with them (inaudible). But, so exact dimensions, number of spaces, ingress and egress (inaudible).

Mr. DeCelle - And the signage issue, you say 25 feet..?

Mr. Miller - He's going to tell you... Will you get him the exact..?

Mr. Belden - Yeah.

Mr. Miller - ...code on that so he knows and, and then you guys can put that on your plan.

Mr. DeCelle - Okay. Alright, but how many of these signs can we have (inaudible)?

Mr. Belden - Initially I would say two; however, I'd have to look at the code and just see if there, if it allows for more just because there's (inaudible).

Mr. Miller - (Inaudible).

Mr. Belden - Yeah, I'd have to look and see. I have to double-check that. On the spot, I don't want to tell you guys something...

Mr. DeCelle - If, if you look on, on the actual residence (inaudible) reader boards on the actual building (inaudible). So I don't know if that, because that's the residence (inaudible).

Mr. Belden - Have a roof sign.

Mr. DeCelle - Exactly, so I don't know if that's an issue.

Mr. Miller - (Inaudible) one issue.

Mr. Belden - We didn't. We didn't. It was all part of that lump sum package.

Mr. Miller - Hah?

Mr. Belden - You're talking about the signage?

Mr. Miller - Well, there was somebody inquiring about it.

Mr. Belden - Right.

Mr. Miller - (Inaudible).

Mr. Belden - Well, because the zoning changes haven't happened yet.

Mrs. Corlew - It's all in that...

Mr. DeCelle - When is the zone change (inaudible) happen?

Mrs. Corlew - We don't know.

Mr. Belden - Yeah, I haven't... Yeah.

Mr. Miller - Call your councilmen.

Mr. Belden - I haven't approached it with the councilmen yet so they'll be wondering. Yeah, but I can... We can, we can discuss. I don't know... I don't know who's...

Mr. DeCelle - He's the man.

Mr. Belden - You're the man, okay. So we can, we can work that out, hash out what's going to be required and stuff like that, unless these guys have specifics on what they're looking for.

Mr. Duncan - (Inaudible) take some time to get (inaudible).

Mr. Belden - Right. Right.

Mr. DeCelle - It's not going to (inaudible).

(Tape inaudible).

Mr. Belden - Yeah, yeah.

Mr. DeCelle - This is the real, this guy's the real deal.

Mrs. Corlew - Yeah, right. We know.

(Tape inaudible).

Mrs. Farrell - ...cause of if you're significantly successful, what is the impact going to be on the (inaudible).

(Tape inaudible).

Mr. DeCelle - How much, as far as the Price Chopper project going on, that, their road construction that came in, they have a turning lane that's coming in.

Mr. Miller - Yep.

Mr. DeCelle - (Inaudible).

Mr. Miller - There's going to be a sign, a light there. They relocated the parking or the exit out of McDonald's to line up with Prosser Road.

Mr. DeCelle - Okay.

Mr. Miller - And there also will be a street light there, a turning light.

Mr. DeCelle - Are they, are they done with construction as far as the road?

Mr. Miller - Done with..? Yeah, all they have to do is pave. The light will not go in until Price Chopper opens.

Mr. DeCelle - Which is, when, when's that (inaudible)?

Mr. Miller - Spring of next year.

Mr. DeCelle - Oh, okay. Alright.

Mr. Miller - As I understand it, all they have right now is a clearing permit.

Mr. DeCelle - But they're, they're not tearing up the sidewalks on front of (inaudible)?

Mr. Miller - No, I think they're actually going to put a sidewalk from the bridge to Price Chopper (inaudible).

Mr. DeCelle - Oh, okay. Really?

Mr. Miller - Yeah, which will be nice.

Mr. DeCelle - (Inaudible).

Unknown Speaker - Is there a walkway on the bridge?

Mr. Miller - There's a walkway on both sides, but only one side has a sidewalk that continues past it. The other just kind of dead-ends.

Mr. DeCelle - The west side, or the east side.

Mr. Miller - East side.

Mr. DeCelle - East side of the bridge.

Mr. Miller - (Inaudible) east side of the bridge (inaudible).

Mr. DeCelle - Yeah.

Mr. Miller - The west side doesn't and that'll be nice when that's done.

Mrs. Moore - Yes, it will.

Mr. DeCelle - Should be a crosswalk for people to get across and (inaudible) campgrounds?

Mr. Miller - I don't know. I assume that light (inaudible), but I haven't seen the plan. I tried to get a copy of the plan (inaudible).

Mr. DeCelle - The sewage is going up to the back of that hill (inaudible).

Mr. Miller - No, I think it's going in front.

Mr. Belden - No.

Mr. Miller - No?

Mr. Belden - It's going up.

Mr. DeCelle - It's going up the hill I heard.

Mr. Miller - Really?

Mr. DeCelle - Yep.

Mr. Belden - It's going uphill, yep.

Mr. Miller - (Inaudible) they put a new sewer line in out front.

Mr. Belden - Last I, Last I knew, it was going up over...

Mr. DeCelle - I think that sewer line's going from the campground.

Mr. Miller - Oh maybe that's what that's for.

(Tape inaudible; people speaking at once).

Mr. Miller - I wondered why they didn't go all the way to the bridge.

That makes sense. Okay. Alright.

Mr. DeCelle - Well, no. I initially...

Mr. Miller - I knew they were putting a sewer line in there, but I thought they were running it (inaudible).

Mr. DeCelle - 'Cause I mean, sometimes, ya know, I mean, tie up businesses for months (inaudible).

Mr. Miller - They told us (Lincoln Logs) and they've been, they've been pretty good. They literally blocked us in for like two hours one day. Couldn't get in or out of the parking lot.

Mr. DeCelle - Is that right?

Mr. Miller - Which meant nobody could get in or out of the parking lot.

Mr. DeCelle - Oh yeah.

Mr. Miller - Ya know.

Mr. DeCelle - I mean, yeah.

Mr. Miller - But it was pretty good and they, and they've been pretty good about it, and they are doing all of Main Street, so.

Mr. DeCelle - Yeah.

Mr. Miller - Are they redoing the curb cuts at all?

Mr. Belden - All that I'm aware of is they're, they're milling and filling, so.

(Tape inaudible).

Mrs. Moore - ...stab to draft something up? 'Kay. I have a motion to approve site plan 2013-1, for John Duncan, to allow the new use of rating/tubing business with the following conditions (inaudible) that the applicant submit a designated parking plan (inaudible). B is we understand this Board, the applicant has indicated that the signage is be addressed by the Code with the Code Officer. The applicant (inaudible) contingency and (inaudible) ask that (inaudible) be submitted (inaudible) if available and also understand that the parking will accommodate (inaudible) and two retail operations, ice cream and rafting and tubing.

Mr. Belden - Before... That was good, but before you...

Mrs. Moore - Well, do you want a second and then we can discuss?

Mr. Belden - I just didn't know if you wanted to do the short form environmental.

Mrs. Corlew - You can still do the second now.

Mr. Miller - (Inaudible) second?

Mr. Spatz - I'll second that.

(Tape inaudible).

Mrs. Moore - The environmental assessment form, Part II. (Tape inaudible. Mrs. Moore went over the Short Environmental Assessment Form with the Board and found this project having no impact under review).

Mr. Spatz - I'll second.

Mr. Miller - All those in favor.

### **RESOLUTION #2013-1**

Motion by: Laura Moore

Seconded by: Dave Spatz

**RESOLVED**, to deem application #SPR 2013-1 by John Duncan, for tax map #211.18-1-6, located at 3765 Main Street, for site plan review as having a negative impact under SEQRA review.

### **DULY ADOPTED ON THIS 7<sup>TH</sup> DAY OF MAY, 2013 BY THE FOLLOWING VOTE:**

Ayes: David Spatz, Alice Farrell, Shale Miller, Laura Moore, John Franchini

Nays: None

Mrs. Moore - Discussion on (inaudible).

Mr. Belden - No, I just wanted to make sure you guys did the...

Mrs. Corlew - Did the SEQRA.

Mr. Miller - I have a second and a motion.

Mr. DeCelle - Do we have a date as far as... What's today, the 7<sup>th</sup>, so you want to say the, want to give us a week from Friday to be the (inaudible).

Mr. Belden - 17<sup>th</sup>.

Mrs. Moore - (Inaudible).

Mr. DeCelle - Oh, okay.

(Tape inaudible).

Mr. DeCelle - Parking plan, a week from Friday?

Mr. Miller - Friday, that's (inaudible).

Mr. DeCelle - What's the date on that?

Unknown Speaker - 17<sup>th</sup>.

Mr. DeCelle - Oh the 17<sup>th</sup>. Okay.

Mr. Belden - Okay.

Mrs. Farrell - No later than.

Mr. DeCelle - No, no.

Mrs. Farrell - No later than close of business on the 17<sup>th</sup>.



Mr. DeCelle - Okay.

Mr. Belden - Before then would be good then too.

Mr. DeCelle - Oh no. We'll, we'll...

(Tape inaudible).

Mr. Belden - And at that time, you can get the permit for the sign and the use and so on.

Mr. Duncan - Right.

Mr. Belden - And we can discuss in between then too about...

Mr. Duncan - (Inaudible) 25 square feet.

Mr. Belden - Right, right, right.

(Tape inaudible).

Mr. Belden - Yeah. And I still got to get back to you about the number, the number of signs you can have and so on, but (inaudible).

Mr. Duncan - It would only be, if we can have a second, 25 (inaudible).

Mr. Belden - On the south end of the building.

Mr. Duncan - Maybe, yeah, the south (inaudible).

Mr. Miller - Actually you're going to be able to (inaudible) you've got two businesses, so you'll be able to maximize the signage for each business. Signage for the rafting company and signage for the ice cream. It's not an additional, not just an additional 25 for the ice cream. The ice cream has it's own, whatever the reg is for the sign for that business would be (inaudible).

Mr. Belden - That's, that's what I'm thinking, but I just wanted to double-check and make sure.

(Tape inaudible. Went on to discuss signage).

Mr. Miller - You all set?

Mr. Belden - All set.

Mr. Miller - Any more questions or comments?

Mr. Duncan - Thank you, Mr. Duncan, for doing business I Warrensburg.

Mr. Miller - Yes.

Mr. Duncan - I look forward to being an asset to (inaudible).

Mr. Miller - Can I get a motion to approve (inaudible). We got it seconded, so all those in favor.

## **RESOLUTION #2013-2**

Motion by: Laura Moore

Seconded by: Dave Spatz

**RESOLVED**, to approve application #SPR 2013-1 by John Duncan, for tax map #211.18-1-6, located at 3765 Main Street, for site plan review to allow the new use of a rating/tubing business with the following conditions: the applicant is to submit a designated parking plan with dimensions on the plan; the applicant will have a sign according to code; the applicant will consider a contingency parking plan and will submit when or if available; the parking is to accommodate

residential, ice cream retail, rafting and tubing seasonal retail business.

**DULY ADOPTED ON THIS 7<sup>TH</sup> DAY OF MAY, 2013 BY THE FOLLOWING VOTE:**

Ayes: David Spatz, Alice Farrell, Shale Miller, Laura Moore, John Franchini

Nays: None

Mr. Miller - Alright. You guys are all set.

Mr. DeCelle - Thanks, you guys. Thanks so much.

Mr. Belden - Thank you.

Mr. Duncan - Thank you.

Mr. Belden - Thank you for coming.

Mrs. Corlew - Good night.

Mr. Miller - Alright, we've got no other new business unless there's something else that wasn't on the list.

Mrs. Corlew - Nope.

Mr. Miller - This is our first meeting since November 2012. Next thing is organization of the Board. I think we already took care of the designation of meeting night and time, what we are currently (inaudible).

Mrs. Corlew - Yes, I just thought you should state it.

Mr. Miller - Okay. Yeah, so first Tuesday at 6:30 p.m. is still good with everybody?

(Tape inaudible).

Mr. Miller - Appointments of Vice Chair and Secretary.

(Tape inaudible; people speaking at once).

Mr. Miller - ...how it is right now. (Inaudible) change it?

(Tape inaudible; people speaking at once).

Mr. Miller - Okay, so everything will stay as is for now.

(Tape inaudible).

Mr. Miller - Alright, communications, we have Towns and Topics (inaudible).

Mrs. Corlew - Just a few. Not everybody got one, but...

Mr. Belden - I haven't heard of any training sessions or anything.

Mr. Miller - Comments, I don't really have (inaudible).

Mr. Belden - I think our November meeting too was actually, there was just a discussion, it wasn't even a required site plan.

Mrs. Corlew - What was it about?

Mr. Belden - Hudson Headwaters.

Mrs. Corlew - Oh, that's right. It wasn't even a...

(Tape inaudible; people talking at once).

Mr. Miller - Motion to adjourn.

Mrs. Moore - I make a motion we adjourn.

Mr. Miller - Seconded?

Mrs. Farrell - I second.

Mr. Miller - All those in favor.

The Warrensburg Planning Board meeting adjourned at 7:43 p.m.

Respectfully submitted,

Patti Corlew  
Recording Secretary

Pb05072013

**RESOLUTION #2013-1**

Motion by: Laura Moore  
Seconded by: Dave Spatz

**RESOLVED**, to deem application #SPR 2013-1 by John Duncan, for tax map #211.18-1-6, located at 3765 Main Street, for site plan review as having a negative impact under SEQRA review.

**DULY ADOPTED ON THIS 7<sup>TH</sup> DAY OF MAY, 2013 BY THE FOLLOWING VOTE:**

Ayes: David Spatz, Alice Farrell, Shale Miller, Laura Moore, John Franchini

Nays: None

**RESOLUTION #2013-2**

Motion by: Laura Moore  
Seconded by: Dave Spatz

**RESOLVED**, to approve application #SPR 2013-1 by John Duncan, for tax map #211.18-1-6, located at 3765 Main Street, for site plan review to allow the new use of a rating/tubing business with the following conditions: the applicant is to submit a designated parking plan with dimensions on the plan; the applicant will have a sign according to code; the applicant will consider a contingency parking plan and will submit when or if available; the parking is to accommodate residential, ice cream retail, rafting and tubing seasonal retail business.

**DULY ADOPTED ON THIS 7<sup>TH</sup> DAY OF MAY, 2013 BY THE FOLLOWING VOTE:**

Ayes: David Spatz, Alice Farrell, Shale Miller, Laura Moore, John Franchini

Nays: None