VILLAGE OF GREENPORT COUNTY OF SUFFOLK
STATE OF NEW YORK

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PLANNING BOARD
SPECIAL MEETING

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Third Street Firehouse
Greenport, New York

April 20, 2017
4:08 p.m.

BEFORE:

DEVIN McMAHON - CHAIRMAN
BRADLEY BURNS - MEMBER
NOAH THOMAS - MEMBER
MARY GIVEN - MEMBER
JOHN COTUNGO - MEMBER

JOSEPH PROKOP - VILLAGE ATTORNEY
ROBERT CONNELLY - VILLAGE ATTORNEY
GLYNIS BERRY - PLANNING BOARD CONSULTANT
EILEEN WINGATE - BUILDING INSPECTOR
KRISTINA LINGG - BUILDING CLERK
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CHAIRMAN McMAHON: This is the Village
of Greenport Planning Board Special meeting
agenda for April 20, 2017, 4:00 p.m.

Item number 1 is Front and Third
Streets. Continued discussion and possible
motion on the application of Dan Pennessi,
President of SAKD, LLC. Dan Pennessi is
before the Board to discuss proposed uses
and development of the site located at the
corner of Front and Third Streets. The
Zoning Board of Appeals has granted the six
variances requested to develop the proposed
site. The property is located in the
Waterfront Commercial District, and the
proposed uses for the site are conditional
uses.

Suffolk County Tax Map number
1001-5-4-5.

MR. PENNESSI: Thank you very much for
making the time to schedule a special
meeting. After the meeting and what we all
discussed at the last meeting, we went back
and we've worked with the Planning Board's
consultant to make the changes that we
discussed, and I don't know if you have a
copy of our April 18th letter, but if you
would like, what we can do is we can walk
through the changes that were made to the
plan and if there are any questions or
comments --

CHAIRMAN McMAHON: That would be great.

MR. PENNESSI: So what we did was, most
of the changes were made to the site plan
A100, but just for perspective on some of
the landscaping, we've created a slip page
for A107 which provides a couple of shots
and it generally depicts the landscaping
that we have agreed to include in the site
plan. Again, A107 is really just for
perspective to let you see where we have
added the trees and where the existing trees
are along Front and Third Streets. It was a
little more difficult to fill in these
elevations, some of the other smaller
landscaping items that I discussed with the
Village, but I can point those out in the
site plan.

So the first point was along Front
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Street, we've got compliance with the setback requirement of six feet from the property line and there was a comment that it was kind of barren, you can see the theater projects much further north, closer to Front Street, so we have added some landscape planters, that area will be decorative pavers. It's located kind of up on N84 on A100.

In addition, we've noted that we will be using decorative pavers, we're not gonna use any asphalt or concrete to do that, and I mean the hardscapes mostly along Front Street and at the intersection, but also in certain areas along Third Street, you can see between the green areas along the proposed retail space, there's no decorative pavers there. If you continue south towards the parking lot, you'll see kind of thin green areas right along the western boundary of the property. What we're proposing to do there is, both north and south of the curb cut, install some sort of Evergreen, something that's gonna last the seasons, but
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to soften it up a little bit. We've added a
couple of those new trees. I don't know
right now whether there is enough room in
those areas, you see the new trees right
outside the retail area to have that be some
sort of decorative paver or whether we can
get some grass in there, but we're gonna
make every effort to do that, it will be one
or the other.

And you can see it's notated with an N
any trees that we plan to install. Notably
on the property, we've got two located right
outside the retail space. And then back in
the bottom left corner, we have been able to
fit a tree, and I can get to the rearranging
of the parking and loading area, but we've
been able to get a tree in to kind of screen
the dumpster enclosure down by the Legion
Hall.

CHAIRMAN McMAHON: And the dumpsters
will also be fenced in?

MR. PENNESSI: Yeah, so I did not hand
these out, I did not include in the plan,
this is the proposal dumpster enclosure.
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(Handing).

We took the point that, you know, chain link, we agreed would not be sensible.

MR. COTUNGO: No, it said enclosure which is very general.

MR. PENNESSI: Absolutely. So we decided to be more specific and include what the dumpster enclosure would look like. It will generally look like that.

We've spoken to North Fork Sanitation about how to deal with the loading zone and carting, so what we plan on doing is designing that dumpster enclosure to open to the west so any of the dumpsters can be pulled out into the loading area, loaded into the container truck and taken away.

Again, if we get into this loading parking area, we took the point of the Planning Board's consultant. We have widened the ramp to 44 inches, and we have eliminated the sidewalk that was immediately adjacent to it in order to expand the aisle. We could not get to 24 feet, but we could get to 23 feet by eliminating that sidewalk.
In doing so, we pushed those northern parking spaces closer to the building.

ATTORNEY PROKOP: I want to make sure, you said that, unless I'm mistaken, the dumpster enclosure is gonna open to the west. It shows the opening to the east.

MR. PENNESSI: You're right, to the east.

ATTORNEY PROKOP: This is correct?

MR. PENNESSI: That is correct, thank you, into the loading area, that's right.

ATTORNEY PROKOP: The handicap access is what says up, it says clear and then up, is that the ramp?

MR. PENNESSI: Yes, it is.

So if I can kind of take you -- at one time, we were discussing possibly flipping where the handicap aisle is or reducing the size of the handicap parking space and aisle, but we looked at the code and working with the Village consultant, a 16-foot wide stall and aisle accommodates a van in accordance with the required codes so we kept the aisle to the west and that will
enable exiting the vehicle and then getting
to the base of the ramp and up the ramp to
the door there. Again, that ramp was
widened from 41 inches, I think, to 44
inches.

We noted that any exits from the
parking area will be right turn only.

We discussed the dumpster and the
dumpster enclosure.

We added ballad (phonetic) both between
the dumpster enclosure and parking area,
also the Village transformers and equipment
and the parking area and we're considering
adding a couple of ballad right at the end
of the parking lot before you get to the
theater building.

MR. COTUNGO: The propane tanks?

MR. PENNESSI: Yes, there are -- there
were --

MR. COTUNGO: It doesn't show it.

MR. PENNESSI: It doesn't show, but the
architect stated that it will be two --

MR. COTUNGO: That's the most

important.
MR. PENNESSI: Yes. He's noted here that there will be tanks with ballads.

MR. COTUNGO: Is there gonna be a little wall, because I see two steps going down or three risers going down where the propane tanks are, it says down.

MR. PENNESSI: Yes, there will be steps onto the paver area.

MR. COTUNGO: So with cars, it's just gonna be a curb so they don't fall in that sunken area?

MR. PENNESSI: Correct.

CHAIRMAN McMAHON: Where are you referring to?

MR. PENNESSI: Above space 1.

MR. COTUNGO: Above space 1.

CHAIRMAN McMAHON: Okay.

MR. COTUNGO: What is the area to the east then of space 1?

MR. PENNESSI: That is just going to be a striped diagonal area, there's extra space, it's not wide enough to accommodate another parking space, it's approximately seven feet, ten inches wide.
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MR. COTUNGO: Maybe that should be a landscaped area.

MR. PENNESSI: It's a tough area because the wall to the theater is right there, you get a lot of shading.

MR. COTUNGO: Rhododendrons do well in the shade, and they're an Evergreen. I just see it as a striped area; what is it gonna be used for?

CHAIRMAN McMAHON: If it's not wide enough for a parking space, then it's not wide enough for a parking space.

MR. PENNESSI: We had hoped to try to fit another one, but we were unable to.

CHAIRMAN McMAHON: Okay.

MR. PENNESSI: The loading area, this was probably the trickiest one, so the loading area, you can see, has been relocated further east. It was in the space where 6 is located, but keeping it away from the pedestrian public sidewalk and right of way was preferable, so we moved it down into the middle. It gives it a little bit better turning radius to get back out of the
parking area, and then we put spaces 6 and 7, we slid to the west towards Third Street.

MR. COTUNGO: I'm surprised you never utilized that space before, the right of way.

Is that Village property?

MR. PENNESSI: No. The property boundary goes all the way down to where you see the distances there, but it was an awkward space, so we tried to keep the parking lot somewhat symmetrical, so we had to deduce that it was going to be either a hardscape or landscaped area.

MR. COTUNGO: You're saying your property is all the way where it says -- that means those Village transformers are on your property.

MR. PENNESSI: Correct.

MR. COTUNGO: I wonder how that --

MR. PENNESSI: There is an easement granted encumbering the Town property in favor of the Village. It would be put on record, I believe with the Village divested itself of the property. It may have been
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from before, I don't have it with me, but
there is an easement encumbering the
property in favor of the Village for those
transformers to remain and for the Village
to access them if necessary to maintain
them.

And then we just noted in the letter
that as we discussed at the last meeting
that the delivery hours will be restricted
to a time to be determined. I would request
that perhaps the Board could agree that both
the applicant and the Building Department
can determine those delivery hours at a
future date because I don't have enough
information right now to know what hours
would be the appropriate hours for
deliveries.

The last one was we just rounded off
the interior of the curb cuts. They did
come in at right angles before, but we
rounded them off and added those landscaped
areas.

CHAIRMAN McMahon: Okay. I don't, I
can't think of any properties offhand where
we recently restricted loading zone hours. I don't know what the ideal times would be either. I mean, I assume it would be in the mornings, it wouldn't be midday anyway, but off-peak hours, but I don't know how we would make that determination.

MR. PENNESSI: Probably the most important item I forgot to mention is, the idea that Glynis came up with is that during the hours, the hours during which the loading zone is unrestricted, that area would be used for pickup and drop-off.

So we're willing to work with the Village. We anticipate that it will be mornings.

CHAIRMAN McMAHON: And you would want it to be available for pickup and drop-off during peak hours anyway, that makes the most sense.

MR. PENNESSI: Yes.

CHAIRMAN McMAHON: Okay. Is that all the items on the --

MR. PENNESSI: Yeah, these are all the items on the list, these are all the
revisions that were made since the last plan
you guys had reviewed.

CHAIRMAN McMAHON: Okay. Thoughts,
questions, anyone?

(No response.)

To me, it looks like you've made all
the changes that we requested. It does seem
to be, I think the layout makes a little
more sense with regard to the loading zone.
I don't think that was an ideal spot for it
in the last one. I think this is gonna
allow you to actually have a useful loading
zone that can actually, you know, be used.
I think before you would have ended up with
issues where you had to be backing out
through the entire lot and into the street,
but this does seem to at least give you the
room to pull in there, pull back into the
lot and then exit the lot facing forward. I
think that makes a lot more sense.

MR. PENNESSI: I think the comment too
about expanding the aisles, it was a good
one, I mean, the more room we can give
people to maneuver, the better; so it's
certainly a positive for the project.

CHAIRMAN McMAHON: How often does the Village need to access the transformers?

MR. PALLAS: It's relatively infrequent.

CHAIRMAN McMAHON: It's not on any regular basis?

MR. PALLAS: Not at all.

CHAIRMAN McMAHON: That's only when there's an issue, a problem, something arises?

MR. PALLAS: Yes.

MS. BERRY: I have a tiny, tiny comment.

Where the bike rack is, in response to your comments that you can't landscape, but the way it is now, if they park on the hard surface, it could block the sidewalk, so I think that's a little bit of a conflict and I think the committee needs to decide which way they want to go.

MR. PENNESSI: Can you just explain that more specifically? The proposed bike rack which was a requirement of the
Department of Transportation's comments that related to the Zoning Board lead agency, are located just, if you're looking at this, just to the right of the front entrance of the hotel at the intersection of Front and Third Streets.

MS. BERRY: Now people will park the bikes this way instead of in here and could block this (indicating). It's not a sidewalk sidewalk, but the fact that this is landscaped, so I think you have to be aware and decide what you prefer. If you want green here, you're getting a little bit of blockage of this path or if you have this hardscaped, then they can park this way. That's my only comment.

MR. PENNESSI: That is a good point. We did note for this area, it's the fourth comment down from the top to the left of the words Front Street, we noted that that area would be either landscaped or decorative pavers. We weren't sure what it would look like, but I take your point that if they are going to have the bikes, we are gonna have
the bikes parked front in, it would be tough
to go over to get to --

MS. BERRY:  Right, so I think you need
to decide which way you want to go on that.

CHAIRMAN McMAHON:  Do you access --
you're gonna have signage between the bikes
and the sidewalk anyway, you're gonna be
pulling in from your property, beyond the
property, so it's not actually gonna be
blocking the public sidewalk.

MS. BERRY:  No.  So it doesn't matter
either way to me, but I'm bringing it to
your attention so that you do it, you make
your decision the way you want it to be, but
either way.

MR. COTUNGO:  What is the purpose of
all that decorative sidewalk in front of
your building on your property; how do you
envision that?  Are you going to put chairs
there, people can sit there?

MR. PENNESSI:  We're not looking for
that now, but we looked at the rest of Front
Street and I think if you look down at or
can picture it, from this intersection down
to the post office is void of any landscaping until you get to the carousel and the beginning of Mitchell Park on the south side, and if you look on the north side, I think you're void of any landscaping other than in-sidewalk trees the entire length of Front Street, so we thought that having pavers there added a bit of continuity with the remainder of Front Street, whereas along Third Street, you have much more greenery, particularly in front of the Legion Hall.

CHAIRMAN McMAHON: The bike racks, are they, so they wouldn't be large enough to have the bike entirely off of your sidewalk area; is that what we're saying?

MR. PENNESSI: It would be close. I mean it's six feet to the building wall, actually, it's even more if you look at it. There is plenty of room to come in from inside the property to park the bikes. I actually didn't give it much thought whether somebody would pull directly in, you know, behind the signage area.
MR. COTUNGO: I don't think the bicycles are drawn to scale because they would be too small, if six feet is that dimension, it looks like the bicycles are three feet. I think bicycles are longer than three feet.

MR. PENNESSI: These are not meant to depict the bicycle, this is similarly the rack.

CHAIRMAN McMAHON: I'm certainly not concerned about that. There is so much access all around here, but to me it doesn't, I didn't see that being an issue for anyone, I mean for access or anything.

MR. COTUNGO: You don't have in to that area, it could all be landscaped, it doesn't have to be a sidewalk.

CHAIRMAN McMAHON: Yeah, I'm saying, you're not taking away anything that's necessary, it's just you're adding a bike rack which is a requirement, or I would say suggestion from the Department of Transportation, so I think it makes sense where it is.
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MR. PENNESSI: I'm not sure it was much
of a suggestion.

CHAIRMAN McMAHON: It was strongly
suggested.

MR. PENNESSI: Yes. They actually
identified that exact area for the bike
rack.

CHAIRMAN McMAHON: I don't have any
problem with that personally.

Does anyone have any questions,
comments, thoughts here?

ATTORNEY PROKOP: I think that any
resolution that's adopted should have a
reference to the delivery hours to be either
set in the resolution or determined at a
later time with the approval of the Board
and a discussion of the use of the roof.
Those are my only two comments. That was
mentioned previously.

CHAIRMAN McMAHON: Okay.

MR. BURNS: How about we ask the
Village Board to begin to think about
parking and delivery times?

CHAIRMAN McMAHON: Yeah. I would say
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-- I'm trying to think, there are four or five restaurants right there, I imagine they're all going to be, I mean, there's only four or five different vendors, so I imagine there is going to be some overlap between all the different -- yeah, it needs to be addressed Village-wide, but I think, I can't imagine that they're, you know, if DiCarlo is coming in and they're doing a delivery to Port or the pizza place, they wouldn't just stay parked exactly where they are and run across the street to this restaurant. DiCarlo and a handful of other -- J. Kings, that deliver out here and they generally hit all the restaurants at one.

MR. BURNS: I marvel that they're able to get around the Village at all with those trucks, but some kind of survey as to when would be the most available street time is in order, I think.

CHAIRMAN McMAHON: My experience, I've seen most deliveries tend to happen morning between, you know, early as possible, a lot of restaurants aren't open early enough to
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accommodate anything before 10:00 a.m.;
there's nobody there generally.

I would just be, I don't know what the best hours are, so I don't have a strong opinion on that one way or another.

MR. BURNS: Nor do I.

CHAIRMAN McMAHON: I will defer to -- I don't know -- and you're not going to know, you don't know when --

MR. PENNESSI: I don't, but I mean, perhaps to not leave it too open ended, we could say that the Planning Board would generally be okay with anything prior to 10 or 11 o'clock in the morning, at least there's some guidance for the Building Department or whomever it is that's going to, you know, ultimately make that decision and to the extent there is a Village statute that's adopted, but we would be okay with that if you would like to include it in the resolution.

CHAIRMAN McMAHON: Okay. I would defer to somebody who has a better gauge. I don't know what the appropriate time is. I don't
know what the traffic patterns are going to be. You know, I really can't speak intelligently on it, so I don't want to speak too forcefully on it.

Okay. With regards to roof access, what are your --

MR. PENNESSI: We discussed having it limited to hotel guests which is fine. The only thing I'd like to note is that there would be something that, and we can work out the language perhaps, Joe, that there is some sort of limited access for the restaurant and retail, not for the restaurant guests, but in speaking with a couple of potential users, they have expressed an interest in having a rooftop garden, not for the guests to go to, but to grow produce and things, so it would be very limited, but that's the idea.

CHAIRMAN McMAHON: I wouldn't have any issue with that. I think it's a good use of the space. If you have -- I do think it would be best to limit it purely either to hotel guests or just to employees, but not
to the restaurant. You know, you don't want
to put chairs up there and be serving
anything up there. I don't think that is a
good precedent to set for anywhere in the
Village.

MR. PENNESSI: Maybe we can do hotel
guests and employees and restaurant retail
space employees, something like that.

CHAIRMAN McMAHON: Yeah, I think we do
have requirements against, we make it a
condition of approval for all restaurants
that they don't have any outside music and
that would include the roof space, so it
wouldn't be -- I don't know if there is any
limits we would want to put on the time, you
know, I don't think it would be great to
have people out there 4:00 in the morning,
you know, bringing some drinks up from their
room and hanging out all hours of the night,
so I don't know if you would be amenable to
that, but I think it should be something
that should be, maybe time restrictive into
the evening.

MR. PENNESSI: Is there a noise
ordinance in the Village; 11 o'clock, later?

MS. WINGATE: I don't recall the hours off the top of my head.

MR. PENNESSI: We're happy to --

CHAIRMAN McMAHON: Okay, so I think some sort of, you know, restriction on the hours to have people up there, you know. Obviously, they're not going to be served drinks and whatnot, but if they're staying in the hotel, it's reasonable to assume that they're gonna grab some drinks and head up there and set up on the rooftop. I think it's just, as far as a noise issue, I want to make sure that it's not going on too late into the evening.

MR. PENNESSI: Absolutely.

CHAIRMAN McMAHON: Otherwise, I think the use for the restaurant to have an herb garden or something up there, I think that would be a good use of the space, beneficial for everyone.

Anyone else have any issues they wanted to address?

MR. COTUNGO: I still think it's gonna
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be hard to get into the loading spot as people park in number 3 and 4. I assume it's trucks, right, you see the trucks, Devin, any of those big Pepsi trucks.

CHAIRMAN McMAHON: It depends, they all use --

MR. COTUNGO: Vans can get in without a problem.

CHAIRMAN McMAHON: Some of them are, some of them are smaller box trucks and it really runs the gamut. J. Kings, generally tractor-trailers and they have to park in the street for wherever they go. I don't know who the vendors are gonna be, I just don't know, but it does vary in size. Some of them are, particularly some of the local ones are much smaller and I don't think they would have an issue getting in and out of there, but certainly you're not going to get a tractor-trailer in there ever, it's just not going to happen.

MR. PENNESSI: We sent the site plan to North Fork Sanitation and we're asking if their people could maneuver these dumpsters
out of the dumpster enclosure and he looked
at it and he said his guys would have no
problem, at least with the container trucks
to get in and out.

MS. GIVEN: And the Fire Department has
reviewed too and has no issue; did you ask
them that?

MR. PENNESSI: The Fire Department has
nothing to do with this.

MS. GIVEN: No. I thought projects
were sent to them.

MR. PALLAS: Procedurally, I don't
think we have ever established anything
formal. If there was a concern, we would
discuss it with them. I didn't see anything
in this plan that would warrant that.

MS. BERRY: The aisle is by far wide
enough for them to get in. In fact, they
have access on three sides, so it's a pretty
good situation compared to some of the other
sites.

CHAIRMAN McMAHON: I think generally
most of the fire safety stuff is handled
just by the virtue of the building code.
MR. PENNESSI: Fourteen-foot wide access is needed, that's 23 feet.

CHAIRMAN McMAHON: Any other comments or questions?

MR. COTUNGO: Would you want to enclose the Village transformers with the same type of gates as the dumpsters, make it somewhat symmetrical and those transformers are not sightly.

MR. PENNESSI: I don't know if there is clearance or venting or anything associated with them, I have no knowledge.

MR. CONNELLY: You'd have to look at the easement too, the easement might not allow it.

MR. PALLAS: There is not enough space there to enclose them. There is heating issues when you enclose a transformer, they need to be well vented.

MR. PENNESSI: It's worth noting, I was walking around there earlier with the site plan, just trying to get perspective, you know, we are nearly in compliance with the coverage ratio, so it's different from
looking at the plan. I mean, this is going to be largely a parking lot at this point, almost 60 percent of the site will be the parking area.

And on the south side where you're talking about and the access, I don't believe that the Village easement encumbers the Legion Hall, but even with the setbacks, I don't think anything will be built there. There is quite a bit of room between the southerly boundary between this property and the Legion Hall and the Legion Hall improvements currently. They have their own setback requirements that they have to meet if there was anything ever done there, but it's not like we have with the theater and the proposed building on the south side, there's quite a bit of room there.

CHAIRMAN McMAHON: Okay.

Anyone have any other questions?

MR. COTUNGO: Does the Village require a drainage engineer being that this is almost a hundred percent impervious surfaces? I would be very concerned about
where all the water from the roof and the
parking lot is gonna go. Is there a Village
requirement for a drainage engineer to
review the plans? Obviously these aren't
the drainage plans. I assume you are going
to have drainage plans by an engineer; does
the Village have a consultant who reviews
those drainage plans?

MR. PALLAS: We don't have a consultant
routinely. If we had a concern, when we get
to the building permit stage, if it didn't
appear to be adequate, we would certainly
discuss that with the applicant to try to
find a solution if we felt it was a problem
which we have done on various applications
recently.

MR. COTUNGO: Again, because this is so
much impervious surface I'd be concerned.

MR. PALLAS: That's all part of the
normal building permit review.

MR. PENNESSI: When I reviewed the
prior applications for the property, there
was a drainage plan. It is impervious
today, but certainly as part of the CDs with
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drainage plan voted on by the Village.

CHAIRMAN McMAHON: That would be something that when the building permits are issued, that it would be a requirement.

MR. PALLAS: Yes, absolutely. No permit would be issued unless that was covered.

CHAIRMAN McMAHON: Okay. That's fine for me personally. If the Building Department, it fits the Building Department guidelines, then that's the way it's meant to be done.

Anything else; questions, comments?

(No response.)

So we are, as far as I can see, we have addressed all the planning concerns we raised at the last meeting. You are scheduled to be on our agenda at our regular meeting.

That's two weeks from today?

MR. PALLAS: Next week you have a --

CHAIRMAN McMAHON: We have our regular work session.

MR. PALLAS: And then the week after is
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the regular session.

MS. BERRY: You can vote today.

CHAIRMAN McMAHON: No.

MR. PALLAS: There's nothing to prevent it. It's up to you ultimately.

CHAIRMAN McMAHON: I don't know what everyone else's thoughts are. I thought we would be doing it at the regular meeting.

MR. PALLAS: Again, that was the plan. You know, again, it's up to you ultimately.

CHAIRMAN McMAHON: I don't see any other issues, I mean, for -- possibly if nothing but transparency's sake, I think it would probably be best to have it at the regular meeting and not a special meeting that we generally don't do for other applicants. So I think for that reason alone, it might be best to do it at the regular, to vote at the regular session.

I don't know if anyone else has any thoughts on that.

MR. PENNESSI: That's the May 4th meeting?

MR. PALLAS: There is a work session
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next Thursday as well again. That's more of
a normal routine meeting which, again, it's
up to the Board if they choose to vote, they
can vote at a work session, it's entirely up
to them if that's the plan.

MS. GIVEN: Our regular session.

CHAIRMAN McMAHON: I think the regular
session just for transparency's sake, I
think that would be best. I don't
personally, I don't see any reason why we
wouldn't be going forward at this point. I
don't know everyone else's views on that,
but that's my general feeling.

MR. PENNESSI: Thank you.

MR. BURNS: If we're gonna hold extra
meetings like this, I'm gonna put in for
overtime.

CHAIRMAN McMAHON: You get
time-and-a-half for your volunteer service.

MR. PALLAS: It would be helpful, we
could prepare a draft resolution for the
work session so you can see that we've
addressed the conditions that you discussed.

CHAIRMAN McMAHON: Yes, that would be
great. We can agree on that, and we can
have -- I don't think we're actually ready
to vote tonight because they do still need
to work out a couple of the things, you
know, what the restrictions on the loading
zone will be, checking on the noise
ordinance and the restrictions on that, I
don't think we're really quite ready
tonight, but hopefully those are minor
things that we can work out between now and
the regular meeting.

MR. PENNESSI: That would be great if
we could work out the language and work out
a resolution for the work session.

ATTORNEY PROKOP: Call Rob, he'll work
out the language.

MR. PENNESSI: Then if we could get a
resolution and take a look at it next week
and perhaps we could have a vote and
adoption of the resolution at the May 4th
meeting.

CHAIRMAN McMAHON: That would be the
plan.

Is there any other, before we move on
and close the meeting, does anyone have any
other business they want to address?

(No response.)

Okay. I'm going to make a motion that
we adjourn the meeting.

Do I have a second for that?

MS. GIVEN: Second.

CHAIRMAN McMAHON: All in favor?

MR. COTUNGO: Aye.

MR. BURNS: Aye.

MR. THOMAS: Aye.

MS. GIVEN: Aye.

CHAIRMAN McMAHON: Motion carries.

(Time noted: 4:42 p.m.)
CERTIFICATE

STATE OF NEW YORK  )

 )ss:

COUNTY OF SUFFOLK  )

I, STEPHANIE O'KEEFFE, a Reporter and Notary Public within and for the State of New York, do hereby certify that the within is a true and accurate transcript of the proceedings taken on April 20, 2017.

I further certify that I am not related to any of the parties to this action by blood or marriage, and that I am in no way interested in the outcome of this matter.

IN WITNESS WHEREOF, I have hereunto set my hand this 20th day of April, 2017.

______________________
STEPHANIE O'KEEFFE