

VILLAGE OF GREENPORT

COUNTY OF SUFFOLK : STATE OF NEW YORK

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PLANNING BOARD

REGULAR MEETING AGENDA

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Third Street Fire Station
Greenport, New York 11944

May 26, 2022
4:00 p.m.

Before:

WALTER FOOTE - Chairman

PATRICIA HAMMES - Member (Not Present)

SHAWN BUCHANAN - Member

LILY DOUGHERTY-JOHNSON - Member

REED KYRK - Member

ROBERT CONNELLY - Planning Board Attorney

PAUL J. PALLAS - Village Administrator

CHAIRPERSON FOOTE: Good afternoon, and welcome to the Village of Greenport Planning Board meeting. It's Thursday, May 26th, at approximately 4:00 PM.

And Item #1 is a motion to accept and approve the Minutes of the May 5th Planning Board worksession meeting.

May I have a second on that.

MEMBER HAMMES: Second.

CHAIRPERSON FOOTE: All in favor?

(ALL AYES).

Motion carries. Those Minutes are accepted and approved.

Item #2 is a motion to schedule the next Planning Board regular meeting for 4:00 PM on June 30th, 2022.

May I have a second on that.

MEMBER HAMMES: Second.

CHAIRPERSON FOOTE: All in favor?

(ALL AYES).

CHAIRPERSON FOOTE: The meeting is so scheduled.

MEMBER DOHERTY-JOHNSON: For June 30th.

CHAIRPERSON FOOTE: Yes. It's the last Thursday of June.

Item #3, 310 Front Street. This is a motion to accept the Findings and Determinations for 310 Front Street. This property is located in the C-R (Retail Commercial) District and is not located in the Historic District.

SCTM No. 1001-4.-8-34.1.

May I have a second on this motion.

MEMBER HAMMES: Second.

CHAIRPERSON FOOTE: All in favor?

(ALL AYES).

CHAIRPERSON FOOTE: Findings and Determination for 310 Front Street are hereby approved.

Item #4, 104 Third Street, motion to accept the Findings and Determinations for 104 Third Street. This property is located in the W-C (Waterfront Commercial) District and is not located in the Historic District.

SCTM# 1001-5.-4-3.

May I have a second to this motion.

MEMBER HAMMES: Second.

CHAIRPERSON FOOTE: All in favor?

(ALL AYES).

CHAIRPERSON FOOTE: This motion is so accepted, and the application is so approved.

Item #5, 471 Main Street. This is a motion to accept the Findings and Determinations for 471 Main Street. This property is located also in the C-R (Retail Commercial) District and is located in the Historic District.

SCTM# 1001-4.-7-21.

Do I have a second for this motion?

MEMBER HAMMES: Second.

CHAIRPERSON FOOTE: All in favor?

(ALL AYES).

All ayes. So accepted and approved.

Item #6. What is on the current agenda is Item #6, is for the 200 Main Street. We are going to move this down the docket.

We are going to also announce that Item #7 that was listed in the agenda, 111 Main Street, regarding Claudio's, is being adjourned until the next meeting at the end of June. June 30th.

And do I need to go through seconds and approval or just so schedule it.

MR. CONNELLY: Just reschedule it.

CHAIRMAN FOOTE: Okay, just rescheduling it.

MEMBER HAMMES: Just so I know, Rob, how long can we keep a public hearing open?

MR. CONNELLY: You can keep it open for as long as you would like, as long as you have the consent of the --

MEMBER HAMMES: Okay.

CHAIRPERSON FOOTE: Okay, and I would also like to note that Item #9 on the agenda, 48 Front Street, is also being adjourned to the June 30th meeting. So the public hearing will be adjourned until that date.

And the next item, therefore, is Item #8, 200 Atlantic Avenue. This is a public hearing regarding the site plan application of Paul Betancourt. The applicant proposes a parking area associated with additional boat slips. This property is located in the W-C (Waterfront Commercial District and is not located in the Historic District.

It's SCTM# 1001-2.-2-35.

Would anyone anybody from the public like to speak about this application at this time?

Is the applicant here?

MR. BETANCOURT: I'm the owner of the property. If there are any questions, I would be happy to answer them.

CHAIRPERSON FOOTE: Okay. You don't

have to speak, it's a public hearing, unless somebody says something you want respond to.

MS. PHILLIPS: Good afternoon, Chairman, and Planning Board members. My name is Mary Bess Phillips. I live at 210 Atlantic Avenue, which is Mr. Betancourt's, 200 Atlantic Avenue neighbor.

For full disclosure for everybody, and on the record, I am a Village Trustee in the Village of Greenport. I need to disclose that.

I'm here to encourage you to approve the application. Mr. Betancourt and I are neighbors. We co-exist. The size of the vessels that he will have at this two spaces is really going to dictate smaller boats. It's not going to dictate any type of charter boat situation or any type of, you know, it's similar to what we do down at the Greenport Seafood.

It's, the parking seems to be an issue that I was reading in the Minutes. I think that probably I should make you aware of the fact that no matter what goes on down there, the parking is not a problem on the weekends. And that's the basic time that you'll see most of Mr. Betancourt's people who are going out on their boats is on the weekend, okay?

We do deal with the hospital all week long, and it's not really going to increase any of the parking issues down there, to be honest with you. He's had the marina, he's had these slips operating for, since he's purchased the property. There has not been any conflicts or any issues. So I would just encourage you to just approve his application and let him get started on his dock building.

Any questions, if you want. That's pretty much all I have to say.

CHAIRPERSON FOOTE: Thank you. I have some questions for the applicant, but, thank you.

Anybody else? Would the applicant like to come up. Thank you. And announce yourself.

MR. BETANCOURT: My name is Paul Betancourt, I'm the owner of the property. The property is owned in an LLC, 200 Atlantic Avenue Realty LLC, but I'm the only principal of the property.

CHAIRPERSON FOOTE: So at the last meeting, I don't think you were here, you know, it was brought up about who would be using the boat slips, and was it tied to the residents of the building?

MR. BETANCOURT: Well, I'm one of the residents and I'm using one of the boat slips, so.

CHAIRPERSON FOOTE: Right. But you are creating more slips, so what is the intended use? If you can explain to us, would that be to friends and family?

MR. BETANCOURT: Well, I mean, there are people that were there prior to when I owned the property, that had rented it from the previous owner. And when I came in, I rented a couple of them to people that I know that are friends and stuff.

So, um, there are one or two people that are interested in filling in those slips. So when I was considering keeping one of them, just in case I have visitors and stuff.

CHAIRPERSON FOOTE: But there is no intent to like lease it out to like for commercial purposes?

MR. BETANCOURT: There is no intention to lease it out for commercial purposes, no.

CHAIRPERSON FOOTE: Okay. So if we stipulated as a condition that it could not be for that purpose, you would be comfortable with that?

MR. BETANCOURT: So my question is why

would I, why is that necessary, when the legal use of the property is waterfront commercial. I have no intention of doing that, but I don't understand why I should.

CHAIRPERSON FOOTE: I don't know, just a matter of we represent the public interest and, as a personal matter I think it's in the public interest to know the next day, you know, big fishing vessels or big commercial vessels are going to be docked there and create more traffic than otherwise is anticipated.

MR. BETANCOURT: Well, like I had, I have no intention of doing that, but I don't think it should be necessary for me to -- you know, the property when I bought it, I was aware that it was called waterfront commercial. We use it as a two-family home, we have no intention of doing anything else. But I just don't understand, since you created the legal use of the place, I don't understand why I should have to restrict it.

So, but again, I would like to make it clear that I have no intention of doing anything but filling in a boat slip or two if, you know, it would be somebody that's, people that I know that are interested in renting it. And right now, there are

two people that are in the slips, another one is coming in shortly, and they have been there, they've known the property for many years. Most of them have been around for a long time.

One of the persons that's there now has been there over ten years, so.

So I have not made any changes to anything.

CHAIRPERSON FOOTE: How many slips are there going to be created?

MR. BETANCOURT: There are four and we are planning for two more.

CHAIRPERSON FOOTE: So there are four existing and just two additional.

MR. BETANCOURT: Yes.

CHAIRPERSON FOOTE: Okay.

MR. BETANCOURT: And just to point out, there is a dead end road on one side, there is a hospital, and then we have Alice's on the other side. I don't see how that would interrupt anybody or anything.

CHAIRPERSON FOOTE: Okay.

MR. BETANCOURT: Is that it?

MEMBER HAMMES: I actually have one question, which is, I just want to make sure I'm

understanding what is before us as a Board, because when your representative was here last time they really were just talking about parking. But the application you are actually seeking approval for is the site plan for the marina itself and the --

MR. BETANCOURT: Right. Exactly.

MEMBER HAMMES: Okay, that's helpful to me.

I would just say that it is waterfront commercial, and it's zoned that way, and I don't know that it's really within our power to limit what is down there, because the code regulates that. But that would be my view on that point.

MR. BETANCOURT: And the parking area that I have, that is set up now, you have a drawing for five slips. I believe that you can easily put seven cars in that slip, and if it was needed, it could be expanded, but hopefully it's not necessary.

CHAIRPERSON FOOTE: Right.

MEMBER HAMMES: Yes. My understanding is you are land banking the other --

MR. BETANCOURT: Right. Yes.

CHAIRPERSON FOOTE: Okay, thank you.

MS. PHILLIPS: Excuse me, I would like to speak again.

Chairman Foote, the area there is zoned waterfront commercial. All of the houses there are non-conforming residential uses. Um, to try to restrict slips to certain uses goes against our waterfront commercial code.

If a bay man would like to rent one or lease one of those spaces, he's perfectly able to lease them and operate out of that site. Our code allows it, and I'm very discouraged in hearing somebody forward the thought of trying to restrict waterfront commercial use on the waterfront. Especially if we are trying to keep a working waterfront. They are the only neighbors that he has is us. So you go from Kearnsport, which is a marina; you go to us, and in front of our house and in front of his house. And I think with the fact that the bay men are struggling and looking for slips, to try and restrict non-commercial use there goes against our code. Thank you.

CHAIRPERSON FOOTE: Okay, let me respond to that. I think you are mischaracterizing the neighborhood. You are not the only neighbors. There are other residences in that area. I go by there almost every day. And it's a non-conforming residential use, but it's still a residential use,

and it is unique when a residential owner makes a request, albeit in a commercial waterfront district. I think it's within our right to ask these questions. And, you know, sorry that I stepped on any toes, but if I feel I can ask the question, I'm going to ask the question.

MS. PHILLIPS: I think the neighbors down there deal with a commercial pack-out dock. They are all aware of tractor trailers that come in and out of there. I'm not sure what time of the day you walk through there, but if you were to come at five o'clock, you will see a straight job or a tractor trailer come down to pick up fish. And we have deliveries there. Our operation is extremely low key, and I have not had a question from any resident that lives in that area. To be exact, they are all excited to see it bustling.

CHAIRPERSON FOOTE: Your property is not before us, so I'm not sure it's relevant.

MS. PHILLIPS: But my house is next door to his, and I also at some point maybe would like to put a marina out in front of my house. Now, I don't think that we should be restricting anything on something that is allowed in the waterfront commercial, okay? It's my opinion, I feel strong

about it, for the last 40 years.

CHAIRPERSON FOOTE: Okay, thank you.

MS. PHILLIPS: Thank you.

CHAIRPERSON FOOTE: Anybody else? Any questions? Yes?

MEMBER HAMMES: I mean, I just wanted to understand, because I had thought last meeting, the presentation, we were focused on the parking, was that that really was the focus of this, but obviously now I understand from reading the application that it's the full marina and I am, I don't really, you know, I appreciate knowing what is planned and given what was said, understand it's waterfront commercial use, and given all the discussions we've had extensively about 102 Sterling concerning the importance of maintaining some degree of the elements of waterfront commercial, and I believe that area is much more intensive in that use. I believe one of the oyster companies also used to have their operations that were there before they moved over to The Shoals. I don't, there is nobody here from the community that is asking for it to be restricted, I don't have a problem with it. It's right next to the hospital which is a, you know, a large industrial-type site, so, that would

be my thought.

CHAIRPERSON FOOTE: I mean at the prior meeting we raised these very questions, though.

MEMBER HAMMES: We raised it because of the parking. We were trying to understand the parking. And my final point on the parking would be if there was going to be extensive waterfront commercial usage of it, I would think then they might need to find other parking spots, but as long as they are land banking parking spots and can provide rows, I think we would be okay.

My focus at the last meeting was very much on the, trying to understand the parking volume, because that's what was being discussed at that meeting as opposed to the marina usage itself, although they are obviously related.

CHAIRPERSON FOOTE: So what would be the process if he decides to in fact, you know, lease the slips for commercial purposes, then therefore would need more parking. What is the procedure then? Let's say we determine we need to use some of those land bank spots, what would be the next step?

MR. PALLAS: It would all be handled administratively. It would not need to come back here. We've already approved the additional

required parking. If it's determined that it's required due to traffic complaints or just general observations.

MR. CONNELLY: The land bank spots are show on the site plan, so that's how it would be handled. It would just go to the Building Department and make an application to install the necessary spots.

MEMBER HAMMES: I think Walter's point is how would that be triggered, though. Because obviously the applicant themselves might not really care about whether or not they added them. So it would almost seem to me it would have to be because there had been an indication there had been an intensification of the usage that required the additional spots, and not from the village perspective now.

CHAIRPERSON FOOTE: All right.

MEMBER DOUGHERTY-JOHNSON: Is this the current site plan?

CHAIRPERSON FOOTE: Yes.

MEMBER DOUGHERTY-JOHNSON: And where are the land-based spots?

CHAIRPERSON FOOTE: Five spots, you know.

MEMBER DOUGHERTY-JOHNSON: So are there additional land-based spots?

MEMBER HAMMES: I thought they were required to have six spots.

MEMBER DOUGHERTY-JOHNSON: Right. I'm just saying it worked --

CHAIRPERSON FOOTE: Well before.

MEMBER DOUGHERTY-JOHNSON: I would have rather have a plan that shows the whole site. Because we are approving the whole site, right? I don't think we have a plan that shows it.

And then also indicating which, what are the land-based spots. Other wise, I agree, I don't think we should be restricting the commercial use.

MEMBER HAMMES: It is not clear on the drawing where the land bank spots are. That's all I'm saying, I would like a site plan that shows that and shows the entire site.

CHAIRPERSON FOOTE: Yes, and furnish, the applicant, we did advise them last meeting to create a plan with five spots.

MEMBER DOUGHERTY-JOHNSON: I'm just saying if we are approving something, I want to see it before I actually approve it. Not that I want to

make this like a longer plan, but if we have a correct plan, then we could approve it. Because the drawings that we received last time were for the parking. And I think we can look at that and we can look at this and figure out how the land banking would work. But I don't believe we received and/or had comments from the Planning consultant on the actual marina itself. But maybe that's because it was already DEC permitted and approved by the Trustees.

CHAIRPERSON FOOTE: Right. So, Lily, Chris pointed out in the prior plan that was submitted, it actually showed where the nine parking spaces go. We could rely on that, I think.

MEMBER DOUGHERTY-JOHNSON: Okay. I'm just saying, in the future, if this comes up, then these need to both be the plan, like this is the land bank and this is the -- that's all I'm trying to say. Because sometimes I think it's not as clear in two years what, when something comes up. So. That's all I'm saying.

MR. PALLAS: Mr. Chairman, if I may, it's my understanding, if I may, the original package that was sent to you did have all the documents related to the marina, the extension of

the dock and so forth. The file indicates that's the case, I'm not sure --

MEMBER DOUGHERTY-JOHNSON: We have all the DEC materials, but those we got after the Planning consultant had already submitted their comments.

CHAIRPERSON FOOTE: Right.

MEMBER HAMMES: Or actually, we never actually got the Planning --

MR. PALLAS: And conversations with the Planning consultant on this particular project, they didn't feel there was any need on this. Again --

MEMBER DOUGHERTY-JOHNSON: We do have this. I mean I'm, those are all three put together in a clear way. But this is what we approved.

MR. CONNELLY: In that decision we could reference both, and if the land bank spots are needed in the future, we can reference this drawing.

CHAIRPERSON FOOTE: Does the applicant have any problem with us doing that?

MR. BETANCOURT: I'm sorry, what is it you would be doing?

CHAIRPERSON FOOTE: So if we were to approve the application it would be with the five parking spaces that currently show in the most

recently submitted plan, with the understanding that the additional four spaces that are required by code would be land banked. But in the event that due to the change in usage you actually need those four spaces, you would be subject to the original plan, which had all nine spaces designed.

MR. BETANCOURT: That's fine.

CHAIRPERSON FOOTE: Very good. All right, any other questions?

MEMBER HAMMES: I hate to bring this up, but I'm going to. The calculation of the original number of spaces by the Board of Trustees, that was based on the calculation the Village did in terms of the code and what would be required?

MR. PALLAS: No, the code, I don't believe is anything specific in the code. What it was based on the recommendation of the Conservation Advisory Council.

MEMBER HAMMES: Right. Because the way I would read the code, having spent an enormous amount of time reading the code, on the parking stuff, is that in fact in the WC district if it's not a specified use in 150-16, the number of parking spaces is left to the discretion of the Planning Board.

MR. PALLAS: Yes, I'm aware of that language in the code, but also be aware that the Village Board does have jurisdiction over the Wetlands permit, and that parking became a condition of the Wetlands Permit.

MEMBER HAMMES: Understood. I understand --

MR. PALLAS: For clarity.

MEMBER HAMMES: I understand that. I'm just trying to understand the interaction with the code and the job of the Planning Board under the code. But given that the Conservation Advisory Council has weighed in on that, I would be willing, and the Trustees have voted on that, I would be willing to defer to them on this point.

CHAIRPERSON FOOTE: Okay. Anybody else want to speak from the public?

(No response).

Anybody from the Board?

(Negative response).

I move to close this public hearing.
Do I have a second?

MEMBER HAMMES: Second.

CHAIRPERSON FOOTE: All in favor?

(ALL AYES).

I move to submit this application for approval. Do I have a second?

MEMBER HAMMES: Second.

CHAIRPERSON FOOTE: All in favor?

(ALL AYES).

CHAIRPERSON FOOTE: The application is approved. Thank you.

Okay, we'll move on to Item #10, which is 817 Main Street.

This is a continuation of a public hearing regarding the site plan application of Peter Saitta of SINY Dermatology. The applicant proposes the conversion of a one-story, existing non-conforming attached garage to residential space as part of the first floor of the existing residence. The space is proposed to then be utilized as a physician's (dermatologist's) office. The proposed site improvements include the following: New plantings, fences and gates, a driveway and parking area, on-grade paths and walkways, an in-ground swimming pool, a fountain, exterior lighting, and repairs to the existing arbor. This property is located in the R-1 (one-family residential) District and is also located in the Historic District.

SCTM# 1001-2-1-25.

MR. HOUSTOUN: Doug Houston, Heitler-Houstoun Architects, I represent the owner, 15 West 36th Street, New York, New York 10036.

We were here the last meeting. We were able to go back to the site twice now. We went back to the site with the neighbors after our last public meeting, listened to some of the concerns in reality. We were there earlier this afternoon, and I think I'll try summarize what I think the concerns are, and what we did to respond to them.

Um, my understanding was that, just in general, the concern was the size and extent of the parking in the rear, and when we went over to the property, we explained at the parking, we showed how far the parking would extend to the rear and where that would stop. We also introduced the idea of land banking the one residential space, which actually reduced the amount of asphalt in the back area.

There was a concern about the direction in which the cars were being parked. Our proposal has them parking towards the residence, whereas the current condition has them parking away from the residence.

It was determined that the concern was about having cars back there but also about the headlights that may be there during the dusk hours in wintertime. I think we were willing to concede by putting a privacy-type fence between the corner neighbor and our property, that would run from the existing garage structure on the corner neighbor's property to the inside corner of the property, and then over to the side street.

The owner would like to ask if that could either be a wood privacy fence or a brick privacy fence, budget depending. He would prefer the brick, but that's an expensive proposition.

So we've land banked one spot. We've added a privacy fence. There was a question at the site about the row of evergreens down the side of the property where the ramp leads to the office. The question was are we removing the evergreens in place of a privacy fence.

I think after looking at that, the owner has agreed to leave the evergreens as they are. There is an existing mesh fence there. And actually remove the privacy fence all together that runs down there and allow the natural vegetation and the wire mesh to provide the security for the

neighbor on that side.

CHAIRPERSON FOOTE: I'm sorry, which neighbor are you talking about?

MEMBER HAMMES: This is the north side, correct? So the other side from Julia.

MR. HOUSTOUN: I do want to just let you guys know that we did try flipping the parking so that the parking was facing away from the house.

The problem we ran into was a physical constraint where due to the gate and the curb cut being located closer to the rear of the property. By placing the park on the other side, you have to sort of serpentine wind away from the parking and back into the parking. And when we did an analysis of turning radiuses of several different types of vehicles, the only vehicle that really could navigate and get into that first stall would be you know, small cars, small SUV, small car, like a Volvo XC, or the small one, I think when you get to the -- I have a Volvo -- so XC60's or XC90's that would be hard to navigate and get into that first stall. And certainly a pick-up truck or a minivan and larger would have trouble there.

So I think if we can solve the concern about seeing the cars from the neighbors with the

privacy fence and can solve the concern about headlights during the end of the day, with a privacy fence, then I think we would prefer to not set up a physical constraint on the parking lot.

MEMBER HAMMES: So on this plan, if I may ask a question.

CHAIRPERSON FOOTE: Sure.

MEMBER HAMMES: On this plan, where the number "14" appears, and it says existing fence to remain, that's the fence you would now be changing, is that the existing fence is that, not really --

MR. HOUSTOUN: The mesh fence, yes.

MEMBER HAMMES: The mesh fence. So basically from the lawn here down to here.

MR. HOUSTOUN: Roughly. And, again, what we talked about was that we would start it from the front surface of that garage structure. So we can keep a lot of that vegetation toward the front, toward Main Street, but then once we kind of got to this garage structure, go to a more solid fence, which would preserve privacy in their backyard.

MEMBER HAMMES: And in doing that are you going to be taking down the, I don't know if they are Crape Myrtles or whatever it is along there and try to build it on the inside of that?

MR. HOUSTOUN: No, what we basically want to do is we want to replace the wire mesh fence which is on the neighbor's side and try to keep as much of that that is tapered on our side as possible.

MEMBER HAMMES: Okay.

MR. HOUSTOUN: I think that covered the concerns. If I missed one --

MEMBER DOUGHERTY-JOHNSON: A privacy fence on the best side, on the neighbor's side, toward the back, but you are going to try to keep some of the vegetation also.

MR. HOUSTOUN: Yes. Yes.

CHAIRPERSON FOOTE: Sorry, I'm a little confused. Where does it start?

MR. HOUSTOUN: If you go back one page, you can see the garage structure, which is this square right here. We were going to start in front surface, to the inside corner.

CHAIRPERSON FOOTE: That's solid.

MR. HOUSTOUN: Solid. So that's vegetation already. It's existing hedge. That hedge, that is already there. And there is a wire mesh fence that also runs in that hedge for the duration of that.

CHAIRPERSON FOOTE: Understood. Also, I just want to, I reviewed the Minutes and I just wanted to confirm that the hours of operation would be up to 16 hours a week, limited to 8:00 AM to 8:00 PM, Monday through Friday, and 9:00 AM to 2:00 PM on Saturday. And no Sundays. Is that --

MR. HOUSTOUN: That's in the Minutes, what we said last month, yes.

CHAIRPERSON FOOTE: We also discussed making sure that there was going to be a sign installed in the driveway for egress purposes. No left turn.

MR. HOUSTOUN: "No left turn" will be provided.

CHAIRPERSON FOOTE: We also discussed the land banking of that residential space in the back, so that won't be, actually it will be land banked. That was part of what we discussed.

MR. HOUSTOUN: Correct.

CHAIRPERSON FOOTE: And the fence that you are going to install, as we discussed, would be six-foot high, solid wood.

MR. HOUSTOUN: I would like to keep the opportunity open for either a brick fence which would match the brick fence at the end of the

driveway, or a wood fence, budget-dependent.

CHAIRPERSON FOOTE: Okay.

MR. PALLAS: Mr. Chair, if I may. Just as a point of information, whatever fence is chosen, and the sign style, all that would be subject to Historic Preservation approval.

CHAIRPERSON FOOTE: Okay. Noted.

MR. HOUSTOUN: My question for the Village would be if we already have a brick fence approved, would we have to go back to them for that approval?

CHAIRPERSON FOOTE: You would have to ask that Board. I don't know.

MR. HOUSTOUN: Okay.

CHAIRPERSON FOOTE: I guess it would be a slam dunk, but I'm not on that Board.

Anybody else have any questions?

(Negative response).

Thank you. Would anybody else from the public like to speak at this time at this public hearing?

MR. BETTS: Hi. Jim Betts, I'm the next door neighbor. I just have a question. Is it going to be a solid brick fence? A solid wall, brick?

MR. HOUSTOUN: I would say it's as

nearly as solid as a wood slat fence would be. I think a wood slat fence would have an eighth of an inch between the slats, but this would be a solid brick wall, I imagine.

MR. BETTS: Okay. Curious to see how that would work, but. And I just want to point out, too, is I still have other concerns that I went to the Planning Board about, that, you know, it's really a Village issue but it's not a Planning Board issue, so.

CHAIRPERSON FOOTE: Thank you.

Jim, I have a question. Are you, your preference is to have a wooden, it's your boundary, so it is affecting you. Your preference is to have a wooden fence as opposed --

MR. BETTS: Well, we want something solid.

CHAIRPERSON FOOTE: Nothing more solid than brick.

MR. BETTS: I know, but I would just like to see, I would like to know what the brick would look like. I mean, if it has holes in it, it doesn't help the situation, right? But, I'm not objecting to a brick fence at all, so.

CHAIRPERSON FOOTE: Okay, thank you.

MR. BETTS: Thank you.

CHAIRPERSON FOOTE: Anybody else from the public? Anybody on the Board want to weigh in?

(Negative response).

At this time I move to close this public hearing. May I have a second.

MEMBER HAMMES: Second.

CHAIRPERSON FOOTE: All in favor?

(ALL AYES).

Does the Board wish to have private discussion, you know, a public discussion but after the public hearing has been closed on this application?

MEMBER HAMMES: I feel like the applicant has made a really good-faith effort in addressing the concerns that have been raised, and the consultant, by the neighbors. And with that we have a fairly good resolution if the conditions laid out are included in the resolution. So I would be supportive of it on that basis.

I would not like to talk to hold it up for HPC approval unless we have to, and have them make a decision, and give them time to get HPC approval and then obviously they would have to come back to us at that time. But I feel the applicant

has gone above and beyond in appearing before this Board.

CHAIRPERSON FOOTE: Okay, thank you.

All right, at this time I move to put this application to a vote, and may I have a second.

MEMBER HAMMES: Second. Subject obviously to the approval being subject to the conditions of the HPC permit.

CHAIRPERSON FOOTE: Okay, so at this time let's take a vote on this application. It is subject to the stipulations that I just raised, as well as to those that were outlined by the consulting engineers, to which the applicant agreed to at the prior meeting. And all in favor?

(ALL AYES).

CHAIRPERSON FOOTE: The application is approved.

MR. HOUSTOUN: Thank you.

CHAIRPERSON FOOTE: Okay, so the next item was listed as #6, which is a continuation of a Pre-Submission Conference regarding the site plan application of Erik Warner on behalf of HF2 Hotel Owner LLC. The applicant proposes to redevelop the property with a 22-room inn. This property is located in the C-R (Retail Commercial) District and

is located in the Historic District.

SCTM# 1001-4.-10-16

Good afternoon.

MR. BADALAMENTI: Good afternoon,
Board, Village. Thank you, for your time.

My name is Alex Badalamenti, BLD
Architects. I'm the president. In Patchogue, New
York. I'm joined by Matt Aylward of R&M
Engineering, Huntington, New York, on behalf of our
owner Eric Warner of HF2, and his counsel David
Gilmartin is in attendance.

As you are aware, we are proposing a 22
key inn, located on East Front Street. We have
received comments from both the Board, from our last
work session, and also from LK McLean, the Board's
counsel, which we have responded to and resubmitted.

We believe that the plan is improved,
providing additional parking that meets the
threshold, minimum threshold of the Village for five
parking spaces, the two loading spaces. And we also
believe that this project is extremely responsible,
contextually, for the Village, and it is a genuinely
good approach for this particular, and use, of this
particular site.

So I am here, as is Matt, to answer any

questions on the resubmission package that you have in front of you.

CHAIRPERSON FOOTE: Would anybody on the Board like to ask some questions?

MEMBER BUCHANAN: Sure. I have a couple of questions. From this room, what we were discussing last time, safety has been a really big part of the conversation for this Board.

I would just like to cite that I do believe that safety is oftentimes overlooked when it comes to these properties, and I would take the Soundview, by taking away parking spots, putting in a forest, you know, as a member of the volunteer fire department, I don't know how we get trucks into some of those places as easily any longer.

There was just recently, this past week, a three-car accident in front of the Soundview. And so because of that alone, I think we really have to consider this very unique location, based on the somewhat chaotic nature of the way the streets line up, the traffic, et cetera. And I'm not opposed to some version of a hotel here, but I do believe that 22 rooms is too big.

And, you know, I would also cite a couple of weeks ago I did go, you know, I went to

the Soundview to go have dinner, and there's been a lot of talk about technology, and, you know, staffing, how this would be just seamless and effortless, and people take the train to come here.

I looked at the website, they said they were open Thursday for dinner. They weren't. It was not updated. Things happen. So, I just have questions about like, you know, the technology is only as good as it's upkept, and I would say, you know, that's an experience that I had recently. I love the Soundview, I will go there. I think this is beautiful. But I do have concerns about just from a safety and also from just the ability to manage this with so few staff. And I also don't see that this is providing additional jobs in this area, which I think would also be beneficial.

MR. BADALAMENTI: Okay, so there is a lot to unpack there.

First, as far as fire safety, I mean, the building meets the current fire safety code. It's sprinklered. So I don't think the fire department access is really a concern.

MEMBER HAMMES: I would disagree with that. I mean, I know we are talking about code, we are not talking about the building having the right

sprinkler system and all that. We are talking about a major, the major intersection in the Village, where there are almost every other day during high season, accidents and people getting hit, and where the other pieces of that building are surrounded by two roads that don't get much traffic, one of which has a loading zone on it already, and now you are proposing to add another loading zone, which I don't think is even permitted under the code. I believe the code specifically says that there is no loading allowed on the north side of East Front Street.

And the fire department would have to go around Bay Avenue, as would any traffic going to that hotel, which is a very congested street up on Main and Bay during the season, and down Carpenter.

So I think when we bring up safety issues and fire issues, we are not talking -- we understand you are going to build a building that has the requisite sprinkler systems and is compliant with building code.

Our concern is if this location and the intensification of use on that location to a 22-room hotel is an inappropriate use of that space in the Village given the current demands and structure of this Village and the traffic patterns.

MR. BADALAMENTI: So I would only say to that, respectfully, and I'll let Matt from R&M speak to the fire department access. But any building on that site, in your opinion, would be problematic. So to the accidental portion of it, we believe that the building is the appropriate hardening of that site.

It continues the street mall as opposed to the open landscaping that is there now. So I think the landscaping is actually adding or compounding the problem that you have there.

And there is also a traffic light there. There is a blinking red light that should slow down the traffic. So believe the in-fill in the building will satisfy the actual safety issue from traffic.

MEMBER KYRK: How does it do that, by building more density? How does it do that?

MR. BADALAMENTI: It doesn't affect traffic problems. It's the accident issue. There is a building in front of you, it's no different than any Village building. It's where people would drive at any speed to come through the building. So all I'm suggesting is the building is hardening that corner. Which is what it would do.

MEMBER DOUGHERTY-JOHNSON: I think the issue for that is coming down East Front Street, trying to make that turn, is hard already. But you do have sight lines because of the landscaping and because there is not a building. If there is a building built all the way up to the property line there, you are going to be halfway out in the road before you can turn.

MR. BADALAMENTI: Right. But that's a legal line.

MEMBER DOUGHERTY-JOHNSON: I understand that, but I don't think it's necessarily the best, you know, for the health and safety of the residents or the tourists or your guests even.

MR. AYLWARD: Matt Aylward, R&M Engineering.

In touching on the access, we are not proposing to change any of the roadway configurations. We are not changing the roadway widths. They stay the way they are. All loading spaces we are proposing are on the property. They are not on the roadway. So we are not trying to change the direction of the flow. The conditions that exist today will exist in the future when this is constructed.

And as far as the intensity of use, you know, being an as-of-right, could be potentially retail space, you know --

MEMBER DOUGHERTY-JOHNSON: It was a retail space.

MR. AYLWARD: Right, and if we look at ITE's and trip generation, those trips generate more than a 22-room proposal.

MEMBER DOUGHERTY-JOHNSON: I think it's a different animal than a hotel. A hotel is a specific destination that a person in a car is driving to. In this Village people that are going shopping are not, except for possibly trying to get to the drug store, and they argue it's about their ability to get a parking space outside of it. People that are going into Sweet Indulgences were route driving, park right in front of Sweet Indulgences. They were parking in other village parking lots and around and that just happened to be a place they went to.

It's a very different animal. And then we can get into the parking conversation, because I frankly think it's completely inappropriate to build a hotel where there would be obviously be a need for parking, with no parking. And that has never been

done in this Village. Every hotel has had to provide some degree of parking, with the exception being American Beach because it was all grandfathered and it stayed in the same form that it was. And it was apartments.

And there is not one other hotel in this Village that has not had to provide a significant number of parking, even if they got a waiver for some of it.

So what you are proposing is a very unique issue in a very unique place in the village that creates, that's just going to raise, as you can tell, a number of issues with this Board that we are really going to struggle with solving. Particularly 22 rooms.

MEMBER BUCHANAN: I think this goes back to what we were mentioning before, that's it's not uncommon that we have weddings out here, different events that bring people together, and often times people book a block of rooms. They can book all 22 rooms.

And so one of things we raised before is where are these people getting on these trolleys and party busses when there is no more load space. It's just not enough loading in the back. The way

it currently is. And I think when we look at what this is today, I think there is a parking garage over there, it seems that this group has a history of (inaudible). Right?

So we are really at a deficit here. And I don't want to just get hung up on that. I don't have an issue with that front building. I think, I'll say it again, I think it's beautiful, it looks amazing.

I don't particularly have a problem with the back building. I think it's great. If it were ten or 12 room, I think it would be lot easier to manage because maybe there is a way out to add more spots. Even if that was minimizing the courtyard or doing whatever. Not everybody here believes that, but I'm not opposed to a less intensified use for this space.

MR. BADALAMENTI: The only thing I have to say to that, is adding more parking takes away from the esthetics that we are after here. And it is a village. And villages, they don't really have parking problems, they only have parking problems where everyone wants to be. So half mile away, there is plenty of parking. So the reason we are seeking this pilot is because we understand that

there will be people who want to drive. So we will find offsite parking, we'll find ways of managing the parking for this site. But to put more cars on the lot in the central portion of the Village to me also seems architecturally inappropriate. It should be a building.

MEMBER BUCHANAN: Well, there's parking spots in the rear. So there would be more parking spots.

MEMBER DOUGHERTY-JOHNSON: To be clear on the parking thing, and you are talking to somebody who is generally very pro-walking in the village and does not get fussed about parking, I'll tell you, people will tell you there is an ongoing conversation going on in the Village now about changing parking rules. I'm not the biggest fan or supporter of it, because I agree with almost everything you said about the Village.

I think a hotel is a very different animal. I think it's a place where people are coming and staying overnight. And in that area there is the only place for people to park. And I think it's just inappropriate, the fact that the Village is going to bear, people who live up on Bay, who already can't find a parking spot out in front of

their home are going to have another 22 cars parking up there. Or the people that need to get to the dry cleaning and the laundromat can't because somebody decided to pay the ticket to the Village and park in a 30-minute space.

MR. BADALAMENTI: Sure. And that's something that Eric and his team will manage, whether they combining with Soundview Inn and Harbor Front, the parking that they have there and shuttling people back and forth. They can manage that.

MEMBER DOUGHERTY-JOHNSON: How do you enforce that? They can't enforce that. They can tell their clients to go over there and park and we'll shuttle them back and forth. But I come out here, I'm going to park wherever I want. And I'm not going to want my car up there, I'm going to want it down here.

MR. BADALAMENTI: Sure. But if you provide the parking, they park it. If you don't provide the parking, they'll park where they can park and they'll walk. They will.

So there are two loading spaces, and that's for loading and unloading of luggage, services coming in and out. That's the purpose of

that. And as you mentioned, the intent here is to make it walkable. It's to get people out of the hotel. The reason the rooms are small is to get them out of the hotel and into the surrounding neighborhood, so.

MEMBER BUCHANAN: I still don't think that we addressed what we do with large party busses and things. Because we know that people will take this to a wedding, and even if they are one off, it's going to happen.

MEMBER HAMMES: The same question works for the fire department. It's for the fire department to be down there constantly, which as we know, happens at all the hotels in the town.

MR. AYLWARD: Well, Just to touch on the loading, we have two unloading spaces in front of the building.

MEMBER HAMMES: But they are on the North Street side of North Front Street, which is almost a single lane, even though it is a double lane side by. It already has loading -- I understand what you are saying, your loading is off the street, but it's effectively on the street. It's on your property but it could be just as well on the street. How are you going to deal with them backing in and

out when there are trucks loading on the other side? And there again, never mind again about that intersection doesn't line up with the light, as Lillian has said, there will be no visibility coming out of there. You are not going to have a light to allow you to go in and out of there. It's just a disaster waiting to happen from a traffic standpoint.

MR. BADALAMENTI: We disagree.

MEMBER HAMMES: I guess we'll disagree. We'll have to agree to disagree.

CHAIRPERSON FOOTE: Any other --

MEMBER HAMMES: I have a question, which is more of a Village question on the parking calculation.

I understand that the parking calculation has been done, I think it was 25 stalls per Village Code, but I'm not really sure whether that was right or not, because I believe you have to comply with both 150-12 and 150-16, and I think the 25 is derived from 150-16. But under 150-12(b) I think you also have to provide one space per 300 feet.

MR. PALLAS: No, I think it's always been applied as an either/or. I would have to

review that. I believe it's both.

MEMBER HAMMES: That's not the way it's drafted. That may have been the way that you applied it, but that's not the way it's drafted. And I believe that the Board attorney agrees with me on that.

MR. CONNELLY: 150-15 doesn't specify --

MEMBER HAMMES: It says "and" 150-16.

MR. PALLAS: What section? I apologize, what section?

MEMBER HAMMES: 150-12 refers to "and 150-16," right? When you read the lead in to 150 -- 12, it says the following schedules, and there are additional requirements in 150-13 and 150-16. It doesn't say or 150-16 or it doesn't say if it's specified in 150-16 to comply with that. It says "and".

CHAIRPERSON FOOTE: And 150-12 states a requirement of one space for 300 feet.

MEMBER HAMMES: But my point is in the lead in, and in the lead in it talks about these are the schedules and it also talks about "and 116." It doesn't say "or."

MR. AYLWARD: So, before --

MEMBER HAMMES: I mean, this is a code

interpretation issue for the Village, but I mean, I asked the question of our Board attorney, because when I read it, I read it, again, having spent way too much time reading the parking sections of the Village code recently, I read it as an "and" and I believe that our attorney reads it that way as well. That may not be what was intended but that's the way it's drafted.

MR. AYLWARD: I mean, typically hotels are one per key, or 14.75 per key. That would be almost 1.5, so.

MEMBER HAMMES: Anyway, that's not the biggest issue to be discussed today. It's just a point that will have to be addressed at some point maybe by the Village.

MR. PALLAS: If I may. Under 150-13 -- you are talking about where in the opening paragraph of 150-12, where it says additional bulk requirements.

MEMBER HAMMES: Yes.

MR. PALLAS: 150-13 is residential.

MEMBER HAMMES: I know. But then it says and off street loading and parking requirements under 150-16, which is where you got the 25 from, I believe. But I don't understand why you have

150-12(b) and 150-16 if they are not additive. It doesn't make any sense to me.

MR. PALLAS: I have to research this. I can't answer that sitting here.

MEMBER HAMMES: We don't need to spend any more time on that at this particular point.

MR. PALLAS: Sure.

MEMBER DOUGHERTY-JOHNSON: I have a question, kind of related to parking. In here you mentioned employees taking public transportation, and I just want to make sure you are aware, the public transportation out here is pretty limited. Like not, I think there is very, very few places where people can really take the bus to work, I think. And that's the only public transportation there is.

MR. BADALAMENTI: I think the general idea is that between the three hotels, the management would operate shuttles for the employees who manage them, because they are sharing employees between the three different hotels.

CHAIRPERSON FOOTE: Does anybody else want to add anything?

MEMBER HAMMES: I touched on my main points and concerns.

CHAIRPERSON FOOTE: Okay, thank you, for those comments.

My own view is, I'm kind of more in line with Shawn's concerns. I'm not per se objecting to the possibility of a hotel. I think that it's too big. I think if you have kind of a shot, I think you have to scale it down, and starting with, I think three levels, I think, not just for the density issue but also as an esthetic issue. I think it kind of, I don't like the precedent it sends on new construction being three stories. I'd prefer -- it's going to have to be two stories and an attic style thing, but the way you gabled it is practically a flat roof on the third, because you are creating that additional living space, and I think from a density point of view, having that third level is, I have a problem with that.

MR. BADALAMENTI: Yes. I mean, I don't think the bulk is an issue. I think it's appropriately surrounded by three-story buildings. Even the yard is three stories. So 35 feet, whether it's three stories or two stories, it's the same bulk.

We deliberately pushed the building to

east, the larger building, to lower the density. And the courtyard gives that relief between the two-story building and the three-story building behind.

The goal is really to pick up on the harbor front, working harbor esthetic for that back building so it looks as if it's part of the marina construction. And I think we could demonstrate that to you in models and shadow studies and renderings that I think -- I don't believe that the bulk is an issue, personally.

MEMBER DOUGHERTY-JOHNSON: I think the difference, I mean, again, I like actually the esthetics. And I appreciate the two kinds. But I think there is a difference between the boatyard, there is a lots of space, and it's tall, big buildings. This, you are like, it's a pretty small space and very filled up. So that makes, that whole street is just going to be narrow and dark. Which is just, you know --

MR. BADALAMENTI: Well, the south light is behind you. So it will always be lit. So I don't think it will be dark. I think the shade will go to the north, and I think what it does is it actually energizes the street. It actually gives

purpose to East Front Street rather than sort of tethering away, which is what is happening right now.

So I think it actually energizes and sort of makes that street more lively than it is today.

CHAIRPERSON FOOTE: Yes, but, I mean, esthetics aside, we can debate that, I can appreciate your pointing out that you are trying to capture the boatyard feel it. I didn't really pick up on that. But it's more about, on the other hand, you are also doing it because you want to get as many rooms as possible. I understand developers, that's how they maximize profit. And I understand that. But I think it's too many. And I think that's going to be your biggest issue. Too many units.

MR. BADALAMENTI: We've faced this quite a bit. I think it's a misconception that the number of rooms or the density is to promote profit. The number of rooms is --

CHAIRPERSON FOOTE: I'm not objecting, that's not really my point, but I'm -- I represent a lot of real estate developers, I know why they like to have more keys. You know, it goes without

saying.

MR. BADALAMENTI: But I think what it does also, it adds to the quality of the building. So the cost, the more quality you put into the facade, the materials and the interiors, the more expensive the project is.

If you start to lower the density and the number of rooms, then we are going to start diminishing the quality of the building, because it's a natural, you know, pro forma.

So, the density in that case helps. And I think the density also helps the local economy with putting more people on the street, where they should be, shopping, going to restaurants, in that corner right there, which is the most vibrant, and should be the most vibrant corner of Greenport.

MEMBER BUCHANAN: Going back to the logistics, okay, I don't think it's going to be able to manage if somebody I think, if somebody puts into GPS this address, they are going to pull up and say no, and they are going to do whatever. And maybe this driver is for a limo or a party bus or whatever. Because we know that is sort of a, that's the thing out here with vineyards, with events and whatnot.

So if there was a way to incorporate that, because I feel that keeps getting, just sort of like, you know, we are going to compromise the look and feel if we don't have the density. We are going to, you know, because I do think, you know, I love the look and feel of the building. It feels spot on and very thoughtful. 100%. I'm just concerned about the safety. I go back to safety. And I don't believe that based on what I have seen in other properties in this community, that safety has been enough provided, has been addressed and really considered.

MR. BADALAMENTI: Right. And again, just to help me clarify, safety of operations or safety of --

MEMBER BUCHANAN: I'm saying, say if you go to Soundview now, so if a car needed to swerve off because it was going too close, it can no longer swerve into the parking lot to get around it. Because it's not there.

If we need to get an ambulance in there, if we needed to get anything in there, there is really no way to do that. I mean obviously we have hoses and whatever, but I mean, it does also, you know, that's a challenge.

So I would just say that having seen this and having lived through this now, I don't want that to happen again with the next property.

MR. BADALAMENTI: I appreciate that from a sort of life-safety perspective. The two loading zones would handle the ambulance. I'm sure the operations would clear anybody out of that area so the ambulance can pull up.

MEMBER BUCHANAN: Fair enough.

MR. BADALAMENTI: The Soundview Inn, that road is 55 miles-per-hour, you know, so it's a very different scenario than down on East Front Street where the velocities are nowhere near that.

MEMBER DOUGHERTY-JOHNSON: That's not always the case.

MEMBER BUCHANAN: I think it just goes to the fact of like you have a lot of people here that are potentially not going to know where to park. You know, like people miss e-mails, things go to junk. Things don't --

MEMBER DOUGHERTY-JOHNSON: It won't matter. There won't be any place for them to park. I don't know what you're talking about.

MEMBER BUCHANAN: What I'm saying is like even if the directions are on display, whatever

this app is that you use for the hotels, checking in and out and all this, and I know there is a certain percentage that deals with it, Jitney and all that. I get all that. I understand. But there still are people that will drive there. And if there is a lot of people that are coming from, you know, maybe coming from Connecticut, they are not going to take Jitney here. They're not. If they are coming from the south fork, they are not taking the Jitney here. It's probably not going to happen.

MR. BADALAMENTI: But generally, I assume, I don't know the reason behind your pilot, but that's the purpose of the pilot is so that you are funding eventually a garage, a parking space for people to park, otherwise the pilot, where do those funds go.

MEMBER DOUGHERTY-JOHNSON: They are just sitting in the bank now, but, you know, the test for the pilot, right, is best interest of the community. I, again, unfortunately, I mean, let me be clear. I think you guys did a great job with the plans as well. I think it's architecturally stunning. I think it fits well in the Village. I just don't think that's the right place for it. I just think the safety of that intersection, having lived in

this community for as long as I have, having watched and almost been hit in that intersection, spending time walking, we often walk down along Main Street, we often walk over, walk down Carpenter Street, up East Front Street. I know what those roads are.

I went down and took pictures the other day with your loading zones in mind, and I don't see how it really works very well. And on the parking, the test is best interest. It is not in the best interest of this community to have 20 people trying to park on Bay Ave. It just isn't. And that's where they are going to go.

And I, you know, I don't know how much clearer I can be on that point. That best interest test is a high test, as you know. It's best interest. It's not kind of a wishy washy test. It's best interest of the community. And I can tell you right now that every person on Bay Street is going to be showing up at the public hearings saying we don't want those cars parking on our street. And that's where they'll end up.

MR. BADALAMENTI: Yes. Okay, I think we need to consider how we help convince you of that first option.

CHAIRPERSON FOOTE: Is there a traffic

study that was ordered at the last meeting?

MR. AYLWARD: It was discussed and we are understanding that we'll do one. Obviously the counts won't be done instantly, and we are going to work with whatever weekends and windows, and we are more than happy to do so.

MR. DIBIASE: Ray DiBiase, with LK McLean Associates.

I believe you have a memo dated May 20th. It talks about a traffic study and some additional things that we want to see in a study. I don't know that we need to go into those at this point. But, yes, they were willing to do a traffic study.

MR. AYLWARD: Do you have the date of the memo?

MR. DIBIASE: That's to the Board. May 20th.

MEMBER DOUGHERTY-JOHNSON: I actually had a question on that report, which I didn't fully follow, which was there is a point on it that talks about the site plan survey indicating that the northern few feet of pavement off East Front Street is actually in the property line, and suggesting we needed to consider changes in traffic flow down

there?

MR. DIBIASE: Yes, we had actually talked about how narrow East Front and Carpenter are. And that one-way flow should be investigated, either south and west, south on Carpenter, west on East Front; or vice versa, going the other way east and then north.

From a traffic standpoint, that was a comment based on the width of the road. From an Emergency Services standpoint you may have seen issues with access to the site if you have to go down a one-way street to fight a fire, but.

MEMBER DOUGHERTY-JOHNSON: Because there is a not even another side street besides East Front Street particularly close to that property. You have to go all the way up to Bay to get to one. And Bay in the summertime to wall-to-wall cars.

MR. AYLWARD: And that's part of the reason why we tried to push everything off it. We don't want to touch East Front Street was for that very reason. The circulation becomes an issue. Vehicles coming westbound on Front and wanting to make that right and left, or people coming out of it. It's just crazy, it's awkward.

CHAIRPERSON FOOTE: Paul, we had an

application a few years back where we had a traffic issue, it's the building right across the street from the hospital, and we had the fire department, I believe, review the plans.

Is that going to be done with this situation, or is it too premature to do that?

MR. PALLAS: I'll be guided by whatever you are requesting.

MEMBER DOUGHERTY-JOHNSON: I think the fire department has requested that the Board of Trustees ask the Administration for plans like this to go --

CHAIRPERSON FOOTE: I think it's

appropriate to have them review them.

MR. CONNELLY: It's part of the SEQRA process.

CHAIRPERSON FOOTE: All right, well, this is where we are. And I appreciate your time.

MR. AYLWARD: Appreciate yours.

CHAIRPERSON FOOTE: Okay, thank you.

The next item, I hope it goes quickly.

Any other Planning Board business that might properly come before this Board.

Is there anything that anybody needs to raise at this time?

MEMBER DOUGHERTY-JOHNSON: I mean, I

think the Board is aware that there is a public

hearing tonight on the proposed parking plan, um,

which I plan on attending. But, and there has, I

believe, been a revised draft of the parking code amendments. That has not been officially sent to us.

CHAIRPERSON FOOTE: Is there a red line on that?

MEMBER DOUGHERTY-JOHNSON: No, it's not officially sent to us for comment yet at this point. My understanding is that that was, that the Board will make a determination on the matter.

CHAIRPERSON FOOTE: Okay, very good.

MR. PALLAS: Mr. Chairman, again, I apologize, but I thought it was sent to all of you.

MEMBER DOUGHERTY-JOHNSON: It was not publicly transmitted to us. It was downloaded because I asked for a copy of it from Amanda. But there was no official transmission of it to us as a Board.

MR. PALLAS: I'll double check that.

MEMBER DOUGHERTY-JOHNSON: At least I didn't see it.

MEMBER HAMMES: I mean, it was sent to

us by e-mail, I think. But it was not sent with any
like official, please review this.

And it was only sent because I asked
for a black line copy and she sent the reports back
to us first and I said no, that's not what I'm
asking for.

CHAIRPERSON FOOTE: Okay, final item, is

a motion to adjourn. May I have a second.

MEMBER HAMMES: Second.

CHAIRPERSON FOOTE: All in favor?

(ALL AYES).

The meeting is adjourned. Thank you.

(The time noted is 5:12).

C E R T I F I C A T I O N

STATE OF NEW YORK)

) SS:

COUNTY OF SUFFOLK)

I, WAYNE GALANTE, a Notary Public in and for the

State of New York, do hereby certify:

THAT the within transcript is a true record of

the proceedings taken on May 26th, 2022.

I further certify that I am not related either by
blood or marriage, to any of the parties in this
action; and

THAT I am in no way interested in the outcome of
this matter.

WAYNE GALANTE

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