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**TOWN OF NEW WINDSOR**  
**PLANNING BOARD**  
**REVIEW COMMENTS**

**PROJECT NAME:** CIMORELLI'S ECONO COLLISION CENTER SITE PLAN AMENDM'T  
(PROPOSED 1120 S.F. PAINT BOOTH ADDITION)  
**PROJECT LOCATION:** 514 TEMPLE HILL ROAD  
SECTION 4 – BLOCK 2 – LOT 3.13  
**PROJECT NUMBER:** 08-12  
**DATE:** 24 SEPTEMBER 2008 (REISSUED 10-29-08)  
**DESCRIPTION:** THE PLAN PROPOSES AN ADDITION AT THE REAR OF THE SITE.  
THE PLAN WAS REVIEWED ON A CONCEPT BASIS ONLY.

1. The site is located in the PI zoning district of the Town. The use is not permitted in the zone, but was previously approved as a pre-existing non-conforming use. The bulk information shown is based on the C zone, which is the nearest zone in which the use would be permitted. The use is Special Permit Use #4 of that zone. The required bulk values indicated are correct on that basis. All "proposed" bulk values are remaining as previously approved, with the exception of the rear yard setback, which is being reduced, but still meets the C zone minimum.

As a pre-existing non-conforming use, the modification to the structure is permitted to expand a maximum of 30%, as per Section 300-73 (B)(3) of the Town Code. This application proposes an extension of approximately 17 ½ % .

Based on my review, it would appear that a referral to the ZBA may not be needed for this application as proposed.

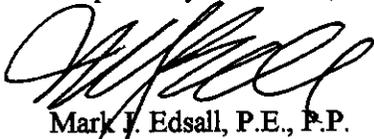
2. The site has difficult parking configuration, with 9 customer parking spaces in front (these are reasonably accessible) and 18 vehicle storage spaces (some of which are difficult access). The Board may wish to review the quantity and layout of the spaces with the applicant. See next comment.

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3. From a layout standpoint, in a review of prior site plans reviewed by the Board, note the following:
4.
  - Front parking layout is generally the same, with an equal number of customer spaces. A handicapped space is now added, one did not exist on prior plans.
  - Prior plans had between 6 and 11 rear parking spaces, now 13 are proposed.
  - Access to the rear originally was front the west side (20 ft lane) then was shifted to the east side 20 ft. lane (when the office addition was approved on the east), and is now limited to between 14'-5" (necking down to 10'-3" pavement) due to the existence of a retaining wall (which was not shown on any prior plans). This would seem to be a concern for fire access.
5. We have reviewed the plan and have the following comments:
  - The shed being relocated was never approved as part of a site plan. As such it is a new item from a site approval standpoint. It must be verified that the height does not exceed 15 ft.
  - Pursuant to a policy memorandum dated 23 February 1989 from the Town Building Inspector, a complete detail for the handicapped parking space and associated sign(s) should be provided on the plans.
  - Is there a dumpster enclosure on site (none shown) ?
6. To my knowledge, there are no other Involved Agencies for this application. As such, the Planning Board may wish to assume the position of Lead Agency under the SEQRA review process.
7. The Planning Board should determine, for the record, if a Public Hearing will be required for this Site Plan (modification of Special Permit Use), per its discretionary judgment under Paragraph 300-86 (C) of the Town Zoning Local Law.
8. This project is adjacent to NYS Route 300 and, as such, must be referred to the Orange County Planning Department as per New York State General Municipal Law (GML 239).

Respectfully Submitted,



Mark J. Edsall, P.E., P.P.  
Engineer for the Planning Board