

PB# 86-68

Mr. & Mrs. Morasse

60-1-17.1, 17.2, 18

86-68

Mr. & Mrs. Morasse

~~XXXXXXXXXX~~
Hotline Change

General Receipt

8098

TOWN OF NEW WINDSOR

555 Union Avenue
New Windsor, N. Y. 12550

Sept. 17 19 86

Received of Morasse \$ 25⁰⁰

Twenty - Five and 00/100 DOLLARS

For Subdivisions 86-68

DISTRIBUTION

FUND	CODE	AMOUNT
Check #25.00		
#2276		

By Pauline J. Townsend
T.A. Clerk

General Receipt

8671

TOWN OF NEW WINDSOR

555 Union Avenue
New Windsor, N. Y. 12550

Feb. 25 19 87

Received of Ursula Morasse \$ 100⁰⁰

One Hundred and 00/100 DOLLARS

For Pre-Preliminary 86-68

DISTRIBUTION

FUND	CODE	AMOUNT
Check #100.00		
#1337		

By Pauline J. Townsend
T.A. Clerk

Williamson Law Book Co., Rochester, N. Y. 14609

86-68

CHAIRPERSON:

RE MAP # 8201

TOWN New Windsor
CITY
VILLAGE

THE FOLLOWING MAP HAS BEEN FILED IN THE ORANGE COUNTY CLERK'S OFFICE:

TITLE Morasse, Mrs Mrs Richard
DATED 2/18/86
FILED 4/6/87

APPROVED BY Lawrence Jones ON Mar 31, 1987
Sec.

John Clement
ACTING DEPUTY COUNTY CLERK

014-11-0

Check # 25.00
276

By Pauline J. Townsend
T.A. No. 2

General Receipt 8671

TOWN OF NEW WINDSOR
555 Union Avenue
New Windsor, N. Y. 12550

Received of Ursula Morasse \$ 100⁰⁰/₁₀₀ Feb. 25 19 87

For One Hundred and 00/100 DOLLARS

For Pre-Preliminary 86-68

DISTRIBUTION

FUND	CODE	AMOUNT
<u>Check # 100.00</u>		
<u># 1337</u>		

By Pauline J. Townsend
Town Clerk
Title

Williamson Law Book Co., Rochester, N. Y. 14609

CHAIRPERSON: _____ RE MAP # 8201 86-68

TOWN _____
CITY New Windsor
VILLAGE _____

THE FOLLOWING MAP HAS BEEN FILED IN THE ORANGE COUNTY CLERK'S OFFICE:

TITLE Morasse, Mrs Mrs Richard
DATED 7/18/86
FILED 4/6/87

APPROVED BY Lawrence Jones ON Mar 31, 1987
Sec.

John Clement
ACTING DEPUTY COUNTY CLERK

- ✓ Bldg Insp
- ✓ P.B. Eng
- ✓ Highway
- ✓ Sanit
- ✓ Fire Bureau

TOWN OF NEW WINDSOR

TOWN HALL, 555 UNION AVENUE
 NEW WINDSOR, NEW YORK 12550

copy

TO ..McGoey and Hauser Consulting Engineers, P.C..... DR.
 45 Quassaick Avenue, New Windsor, NY 12550

DATE			CLAIMED		ALLOWED	
		PROFESSIONAL SERVICES				
		Planning Board				
		Morrasse - Lot Line Change (86-68)				
		24 January; 9, 23 March 1987; 2.0 hours			\$80	00
		Clerical - 23 March 1987; .50 hour			8	50
		AMOUNT DUE:			\$88	50

TOWN OF NEW WINDSOR
 PLANNING BOARD FEES
 JANUARY 1, 1987

Checks payable to:
 TOWN OF NEW WINDSOR

Date to:
 TOWN CLERK

\$ 25.00 APPLICATION FEE

\$ 25.00

9-17-86

SITE PLAN

\$100.00 (*) SITE PLAN FEE
 OR AMENDED SITE PLAN

Varies ENGINEERING FEE

* All uses (except multi-family dwellings, including apartment houses and condominiums). Apartment houses and condominiums: \$100.00 plus \$10.00 for each unit.

SUBDIVISION

\$100.00 PRE-PRELIMINARY

\$ 100.00

2-25-87

Note

\$100.00 PRELIMINARY

\$100.00 FINAL PLAT (MINOR SUB.)

\$100.00 + \$5.00 per unit (FINAL PLAT MAJOR SUBDIVISION).

\$150.00 FINAL PLAT SEC. FEE

Varies ENGINEERING FEE

 Separate check, payable to:
 TOWN OF NEW WINDSOR

Date to:
 COMPTROLLER

\$250.00 per unit (**) RECREATION FEE

** The unit or lot which contains the premises in which the applicant resides shall be excluded from paying the recreation fee.

LOT LINE CHANGE

Engr. Fees

88.50

(Request 11.50 - No See Note) as per H. Scheible, vp.

SPECIAL PERMIT

Note: changed to a Lot Line change. Accept fees as paid.

1-11-89

Mr. Babcock: In March of 1987, up in Beaver Dam Lake, you gentlemen had approved a lot line change, Morasse Subdivision that was three existing lots and he moved the lot lines around to make three conforming lots. Throughout the planning, they--I have the minutes here of the last meeting that he was here and it went on to say that there was some concern of the Planning Board about people running off the drop here, coming down the driveway and dropping off and then it was discussed that maybe we should leave it up to the people who own the property, how they should protect themselves and then there was a discussion about Mr. VanLeeuwen brought up about a 12 inch high blacktop curb at the end of the driveway and the engineer which is Mr. Zimmerman represented the plan said he would add a note to the plan that driveway was for lot 2 and 3 shall be blacktopped with a 12 inch high blacktop curb at the end. When Mr. Morasse came in to get the C.O. on the house, I refused the C.O. on the house because of comment #2 so he is here tonight and the reason I want to talk to the Planning Board is that his feeling is that he had no intention of blacktopping the driveway and he doesn't feel that it was the intent of the Board to have the driveway blacktopped. He felt that only the blacktopped berm from keeping people running off the edge.

Mr. Edsall: We looked back at the minutes and one of the things I felt rather strongly about back when this was reviewed by the Board and I believe that Joe would agree is that we shouldn't get involved in telling him how to protect the safety of the residents. If he feels an appropriate measure has been taken, we shouldn't tell him to do it this way or that way because the town is putting themselves in a terrible position of liability. Mr. Morasse, rather than resulting in a very steep driveway on the side of the house, did some appropriate grading as you can see from this, the result and the side of the house is darn near flat. He put in some landscaping timbers to stop any possibility of the car rolling down towards the steep hill so he accomplished what you are trying to do.

Mr. McCarville: It is a safe driveway.

Mr. Morasse: They are in with two and a half inch rods.

Mr. Edsall: Besides the fact that he did some grading which is a better approach than having cars parked on a hill, I believe its met the intent of what the Board wanted.

Mr. McCarville: Is this paved?

Mr. Babcock: Yes.

Mr. Edsall: We are working with the middle lot right now.

Mr. VanLueewen: If he has met everything except the blacktopped driveway and the berm, he has got a stop and it looks a hell of a lot better.

1-11-89

Mr. Edsall: It is a matter of you voting to lift the restriction of note #2.

Mr. VanLeeuwen: I make a motion that we lift the second restriction on the Morasse requiring the blacktopping of the driveway with respect to lot #2 and 3 on the map of Mr. & Mrs. Richard Morasse.

Mr. McCarville: I will second that motion.

ROLL CALL:

Mr. McCarville	Aye
Mr. VanLeeuwen	Aye
Mr. Lander	Aye
Mr. Pagano	Aye
Mr. Jones	No
Mr. Schiefer	Aye

Mr. Roncs: What my recommendation was is that you should get a copy of the minutes of this meeting, keep it together with the certificate of occupancy so that when it comes time for you to sell this house some day in the future, there won't be a question as to what action was taken with respect to that note on the filed map.

have been contacted by the applicant and they are not yet ready therefore these two will be removed from the agenda.

Lot line chg
MORASSE ~~ON~~ (86-68) ZIMMERMAN

3-11-87

Mr. Schiefer read the Engineer's report regarding this proposal.

Mr. Zimmerman: We relocated the proposed drive entrance from the southern area to the northern portion. Basically that is the existing area and location where Mr. Morasse currently enters his property. His house is on lot number 1 and we felt that that would be the best location since there already exists a drive at that point and all access would come from that point. The drives shown on the map do cut across lot number two and into lot three. We have no problem or objection to providing an agreement or some type of easement. We are going to provide an easement or agreement that would reflect maintenance of the drive by these two parties involved and as far as any type of safety at the end of the driveways we can put in railroad tie curbs at the back of the drives 30 inches in height to alleviate any possible problems that may occur I don't know that would be a problem but that could be added to the plan and shown as such. Basically that is it. Comments we can take care of the two comments Mr. Edsall has.

Mr. Rones: The maintenance agreement for that common drive that has to be in recordable form for the County Clerk, not the Town Clerk.

Mr. Zimmerman: It is not a private road this is just an easement for one drive over another.

Mr. Rones: It is important to be able to assure access from that lot to the road and really the only way to do it and we don't want any misunderstanding down the way as to what the responsibility of the parties are to keep that maintained in some fashion because they don't want access directly off that lot.

Mr. Zimmerman: We have no problem with doing that.

Mr. Schiefer: The relocation of the house puts them on firmer ground there is not going to be a problem there, the only one is the drive thing.

Mr. Van Leeuwen: On lot three you show 36.91.

Mr. Zimmerman: That is the distance from the common lot line to the angle point and then we have another 73.2 feet for the next angle point.

Mr. Van Leeuwen: Every place else you show the figures for the rectangle underneath and then in the last lot you show one on the bottom and one on the top. It is just confusing.

Mr. Zimmerman: It is the overall on top between the lines and how much is in each lot so when somebody buys it they know how much frontage.

Mr. Van Leeuwen: I think one house is adequate for that land. It should be one lot, it shouldn't be cut in the middle.

Mr. Schiefer: A total of one lot or two.

Mr. Van Leeuwen: Two lots. There is too much there for three lots. I have been passed there it is just too much. I know if I owned it I'd only make two existing and another lot. But I am only one person on the Board. I am saying from a planning standpoint is it not against anybody or anything else. I think that it is a rough piece of ground to make three lots. It would solve a lot of problems and you'd have two good sized lots out of it.

Mr. Schiefer: I am not fond of a drive going to somebody else's property even with a maintenance agreement.

Mr. Zimmerman: You still have this area.

Mr. Schiefer: It is awful steep.

Mr. Zimmerman: It is 12 percent, we had that shown as the entrance before which would serve the two if it is a problem.

Mr. Schiefer: The grade is much more desirable the way you have it there.

Mr. Zimmerman: We could work it out to serve one lot without the one drive coming across the other. We felt this would be the best way but there is another possibility.

Mr. Schiefer: I have little doubt that the best way is two but there is economic reasons for what you want here.

Mr. Zimmerman: The owner of the property is here, basically these dashed lines represent the existing tax lots without coming in for subdivision just by holding this tax lot from this point out he already has a lot we don't even have to come in here.

Mr. Morasse: I do have three lots now and I want to make them equal size lots I have been paying taxes as three separate lots, sewer for three separate lots for all these years.

Mr. Zimmerman: These are the three tax lots.

Mr. Ronas: But one house is over one of the boundary lines.

Mr. Van Leeuwen: You are actually looking for a lot line change not a subdivision. If those are existing lots he is looking for lot line change.

Mr. Schiefer: You are not creating any new lots.

Mr. Zimmerman: We have it called out as a subdivision but...

Mr. Schiefer: We are not creating any additional building lots.

Mr. Zimmerman: The lot lines that we would change would conform to what we are showing, so that is what would come back to you.

Mr. Schiefer: You have the house sitting on two lots.

Mr. Van Leeuwen: So he gets a lot line change to move it over. What he is

doing, lot number 1 has moving it over 60 feet, the second lot move over 100 feet.

Mr. McCarville: Can you come out to the corner?

Mr. Zimmerman: It will be 12 percent grade.

Mr. McCarville: Can you level it off?

Mr. Zimmerman: Yes, actually it is not wide enough to drive a car now but there is a path that does come in there we'd level it off at the top area.

Mr. Van Leeuwen: I like the idea of both of these coming out but when you have to get easements if it could come out to the corner it would be better.

Mr. Zimmerman: We will make that revision.

Mr. Morasse: The drive there was existing.

Mr. McCarville: But the single drive served two lots this way it will serve one lot. That is the difference.

Mr. Morasse: You want a drive from the left and to the right?

Mr. Schiefer: Yes.

Mr. Zimmerman: We will make the change.

Mr. Van Leeuwen: Do you want to go with railroad ties or railing?

Mr. Zimmerman: It would look better to put some kind of railroad ties as any kind of metal guardrail.

Mr. Van Leeuwen: How about a 12 inch curb with blacktop.

Mr. Zimmerman: Could to that too.

Mr. Van Leeuwen: And show the drives on there blacktopped that won't make it look too obvious it would look better and still serve the same purpose.

Mr. Edsall: I am not sure if the Board wants to tell the property owner how to protect himself. It is a potential hazard and they should address it. I don't know if you want to get into telling him how to develop his property. We suggest that he address it in some fashion.

Mr. Morasse: At the foot of the drive at the bottom in the turn around?

Mr. Van Leeuwen: Yes.

Mr. Morasse: I will put whatever the Town says. If they want railroad ties I'll put that.

Mr. Zimmerman: You want a blacktop drive and blacktop curb at the bottom.

Mr. Van Leeuwen: That doesn't make it too obvious.

Mr. Schiefer: Mark, you have any preference?

Mr. Edsall: Something just to note it because that was one of the concerns by the Board that is a steep slope. I am concerned about it if I lived there, and I think it just should be noted there is a multitude of ways to do it as long as it is put in correctly and that is up to the property owner.

Mr. Zimmerman: We have no objection to the blacktop curbing 12 inches and the separate drives.

Mr. McCarville: Do we have comments from the fire department?

Mr. Schiefer: We ave sanitary approval and that is it.

Mr. Zimmerman: This driveway already exists if there were any type of fire, they's come right across.

Mr. Morasse: I have had cement trucks up and down both drives, if a cement truck can I am sure a fire truck can.

Mr. Zimmerman: You'd want to see us back with those two changes.

Mr. Schiefer: It would be easier to address this as a lot line change.

Mr. Van Leeuwen: Let's leave it as a subdivision.

Mr. Edsall: When you go to file the map with the County they are going to accept it as a three lot subdivision if there is already three lots, what will happen then.

Mr. Van Leeuwen: If we keep it as a subdivision we have to charge him fees.

Mr. Zimmerman: We will change the title and application form to reflect that change to a lot line.

Mr. Schiefer: If you will submit new maps next time.

Mr. Zimmerman: Thank you.

ROTWEIN SUBDIVISION (86-84) KENNEDY

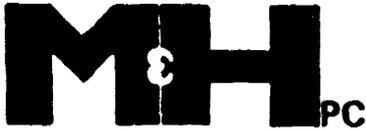
Mr. Kennedy came before the Board representing this proposal.

Mr. Schiefer read the list of comments from the Town Engineer regarding this proposal.

Mr. Kennedy: What we are looking for is a denial so we can go to the Zoning Board of Appeals.

Mr. Van Leeuwen: "That the Planning Board of the Town of New Windsor approve the Rotwein Subdivision." Seconded by Mr. McCarville.

Roll Call: Mr. Jones Nay



McGOEY and HAUSER
CONSULTING ENGINEERS P.C.

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WILLIAM J. HAUSER, P.E.
MARK J. EDSALL, P.E.
Associate

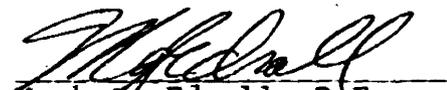
Licensed in New York,
New Jersey and Pennsylvania

TOWN OF NEW WINDSOR
PLANNING BOARD
REVIEW COMMENTS

PROJECT NAME: Morrasse Subdivision
PROJECT LOCATION: Between Lakeside Road and Short Road
(Beaver Dam Lake)
NW #: 86-68
11 March 1987

- 1). The Applicant proposes a three (3) lot subdivision of a 1.6 +/- acre parcel. The Plan was previously reviewed at the 28 January 1987 Planning Board Meeting.
- 2). The Board should note that the shared entrance drive for lots 2 and 3 has been relocated from the southern corner of lot #3 to the northern corner of lot #2 and a 35 ft. wide easement has been provided for the shared access. Some type of shared maintenance agreement for the common portion of the driveway may be desirable and should be filed with the Town Clerk.
- 3). The Board should note that the proposed house locations have been relocated in a northerly direction such that the building area will not occur in a fill area; a portion of the proposed drives are indicated as fill areas. Based on the slopes of the drives and the steepness of the slope downhill from the proposed drives, the Board may wish to suggest, for the record, that some type of guiderails be installed on the properties for safety purposes.
- 4). Other than the comments as noted above, the Plan appears acceptable from an engineering standpoint.

Respectfully submitted,


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

MJEfmd

77

(This is a two-sided form)

PLANNING BOARD
TOWN OF NEW WINDSOR
555 UNION AVENUE
NEW WINDSOR, NY 12550

Date Received 86-68
Preapplication Approval _____
Preliminary Approval _____
Final Approval 3-25-87
Fees Paid off

APPLICATION FOR SUBDIVISION APPROVAL

Date: 8/22/86

Lot Line Change

1. Name of subdivision Subdivision for Mr. and Mrs. Richard Morasse

2. Name of applicant Richard and Ursula Morasse Phone _____

Address Lakeside Road, New Windsor, New York 12550
(Street No. & Name) (Post Office) (State) (Zip Code)

3. Owner of record Richard and Ursula Morasse Phone _____

Address Lakeside Road, New Windsor, New York 12550
(Street No. & Name) (Post Office) (State) (Zip Code)

4. Land Surveyor Zimmerman Engineering & Surveying
Gerald Zimmerman Phone 782-7976

Address Route 17M, Harriman, New York 10926
(Street No. & Name) (Post Office) (State) (Zip Code)

5. Attorney _____ Phone _____

Address _____
(Street No. & Name) (Post Office) (State) (Zip Code)

6. Subdivision location: On the west side of Lakeside Road
(Street)

1000 feet south of Vascello Road
(direction)

7. Total Acreage 1.599 acres Zone R-4 Number of Lots 3

8. Tax map designation: Section 60 Lot(s) B-1 - Lots 17.1, 17.2 & 18

9. Has this property, or any portion of the property, previously been subdivided No

If yes, when _____; by whom _____

10. Has the Zoning Board of Appeals granted any variance concerning this property No

If yes, list case No. and Name _____

NEW YORK STATE
TOWN OF NEW WINDSOR
PLANNING BOARD

at all contiguous holdings in the same ownership. None

Section _____ Block(s) _____ Lot(s) _____

Attached hereto is an affidavit of ownership indicating the dates the respective holdings of and were acquired, together with the liber and page of each conveyance into the present owner as recorded in the Orange County Clerk's Office. This affidavit shall indicate the legal owner of the property, the contract owner of the property and the date the contract of sale was executed. IN THE EVENT OF CORPORATE OWNERSHIP: A list of all directors, officers and stockholders of each corporation owning more than five percent (5%) of any class of stock must be attached.

STATE OF NEW YORK)
COUNTY OF ORANGE : SS.:

I, Ronald Z..., hereby depose and say that the above statements and the statements contained in the papers submitted herewith are true.

Mailing Address Route 17M

Harriman, New York 10926

(Agent for Applicant)

FORN to before me this
22nd day of August, 19 86.

Mammie Lynn Post
NOTARY PUBLIC

**THE STATE OF NEW YORK
NOTARY PUBLIC
QUALIFIED IN ORANGE COUNTY
COMMISSION EXPIRES MARCH 30, 1987**

SHORT ENVIRONMENTAL ASSESSMENT FORM

Subdivision For Mr. and Mrs. Richard Morasse

INSTRUCTIONS:

(a) In order to answer the questions in this short EAF it is assumed that the preparer will use currently available information concerning the project and the likely impacts of the action. It is not expected that additional studies, research or other investigations will be undertaken.

(b) If any question has been answered Yes the project may be significant and a completed Environmental Assessment Form is necessary.

(c) If all questions have been answered No it is likely that this project is not significant.

(d) Environmental Assessment

- 1. Will project result in a large physical change to the project site or physically alter more than 10 acres of land? Yes X No
2. Will there be a major change to any unique or unusual land form found on the site? Yes X No
3. Will project alter or have a large effect on an existing body of water? Yes X No
4. Will project have a potentially large impact on groundwater quality? Yes X No
5. Will project significantly effect drainage flow on adjacent sites? Yes X No
6. Will project affect any threatened or endangered plant or animal species? Yes X No
7. Will project result in a major adverse effect on air quality? Yes X No
8. Will project have a major effect on visual character of the community or scenic views or vistas known to be important to the community? Yes X No
9. Will project adversely impact any site or structure of historic, pre-historic, or paleontological importance or any site designated as a critical environmental area by a local agency? Yes X No
10. Will project have a major effect on existing or future recreational opportunities? Yes X No
11. Will project result in major traffic problems or cause a major effect to existing transportation systems? Yes X No
12. Will project regularly cause objectionable odors, noise, glare, vibration, or electrical disturbance as a result of the project's operation? Yes X No
13. Will project have any impact on public health or safety? Yes X No
14. Will project affect the existing community by directly causing a growth in permanent population of more than 5 percent over a one-year period or have a major negative effect on the character of the community or neighborhood? Yes X No
15. Is there public controversy concerning the project? Yes X No

PREPARER'S SIGNATURE:

[Handwritten Signature]

TITLE: Project Engineer

REPRESENTING:

Zimmerman Engineering & Surveying

DATE:

8/22/86

less than the 7% that is required. That was at some of the suggestions of the Board and that was to follow these contours that come up, not the balance of the property. So this road in its entirety no where exceeds 7%. The main road coming in is at 6%, the other portion of the loop is at 7% and less. And that is shown on the road profile which is the second sheet of the plan. As I have indicated on the overall plan we are phase 1 which would be these two lots for development. Lots 1 and 2 and the balance we would come back in the future. So again what we are looking for is approval for the minor subdivision which is sheets 1 and 2 and this is for the Board's information for the future.

Mr. Scheible: For future reference when you do come in here we would like to see another word in this whole development there would be a one entrance one exit situation and that we are trying to avoid and another thing we are trying to avoid is ending this in a cul-de-sac as you have it here. When we have Station Road which is a stone's throw hopefully there is an idea we can possible connect Toleman with Station, that is our hope some day.

Mr. Zimmerman: We could provide a future plan, the right of way. But also another exit.

Mr. McCarville: Make it 50 feet.

Mr. Zimmerman: That would be in the second phase and what we'd do is talk to the DEC about an exit road and see if we can work something out with them.

Mr. Schiefer: This is the proposed house here and this is a ten percent grade to the drive?

Mr. Zimmerman: Yes, that is the driveway, it is however the road is at 6%.

Mr. McCarville: Do you want to bring up the idea of a cement swale verses or do you want to leave it as we go down the road?

Mr. Scheible: As we go down the road.

Mr. McCarville: I have no problem with this, the way it is layed out.

Mr. Jones: The cul-de-sac will be no good you have to be 110 feet.

Mr. Zimmerman: Temporarily.

Mr. McCarville: "That the Planning Board of the Town of New Windsor approve Phase 1 of the three lot subdivision of Blooming Grove Operating Company." Seconded by Mr. Scheible and approved by the Board.

ROLL CALL:	MR. MC CARVILLE	AYE
	MR. JONES	AYE
	MR. SCHEIBLE	AYE
	MR. LANDER	AYE
	MR. SCHIEFER	AYE
	MR. VAN LEEUWEN	AYE

MORASSE LOT LINE CHANGE (86-68)

Mar 25, 1987

Mr. Schiefer read the list of comments from the Town Engineer.

Mr. Schiefer: Everything I can think of that has been requested has been dealt with.

Mr. Scheible: "That the Planning Board of the Town of New Windsor approve the lot line change of Mr. and Mrs. Richard Morasse." Seconded by Mr. McCarville and approved by the Board.

ROLL CALL:	MR. MC CARVILLE	AYE
	MR. JONES	AYE
	MR. SCHEIBLE	AYE
	MR. LANDER	AYE
	MR. SCHIEFER	AYE
	MR. VAN LEEUWEN	AYE

GATTO SUBDIVISION - (86-77)

Mr. Patrick Kennedy came before the Board representing this proposal.

Mr. Schiefer read the Town Engineer's report.

Mr. Kennedy: What we are waiting for is what your determination is going to be on the project whether or not we can go with what is proposed. What is the width requirement.

Mr. Edsall: The question is what the definition is of lot width that applies to this subdivision.

Mr. Kennedy: Considering a house would be here some town's determine that the lot width is taken at the minimum set back line other towns say take it at the building line and that is what the question is here. This is an existing house, he is creating this lot around the existing house and making a flag lot for another house to go back here.

Mr. McCarville: And you are going to fill the pond in to do it.

Mr. Kennedy: It is a man made pond anyhow. It is just a dug out hole. The intent is to fill in the pond. The drive is wide enough to get a driveway passed it.

Mr. Van Leeuwen: It is poor planning, I don't go for it. You are just trying to squeeze something in.

Mr. Kennedy: It is 1.8 acres, there is nothing being squeezed in anywhere. Lot one is over an acre.

Mr. McCarville: "That the Planning Board of the Town of New Windsor approve the Gatto Subdivision." Seconded by Mr. Van Leeuwen.

Mr. Ronas: I think you'd be well advised to articulate your reasons for disapproving.

Mr. Van Leeuwen: It is just definite poor planning, you are trying to squeeze



**McGOEY and HAUSER
CONSULTING ENGINEERS P.C.**

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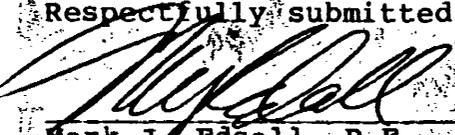
Licensed in New York,
New Jersey and Pennsylvania

TOWN OF NEW WINDSOR
PLANNING BOARD
REVIEW COMMENTS

PROJECT NAME: Morrasse Lot-Line Change
PROJECT LOCATION: Between Lakeside Road and Short Road
(Beaver Dam Lake)
NW #: 86-68
Date: 25 March 1987

- 1). The Applicant proposes a lot-line change for lots 17.1, 17.2 and 18 of Block 1 of Section 60 as designated on the Town Tax Maps. This Application had previously been mistakenly referred to as a subdivision.
- 2). The proposed lot-line change appears beneficial since it makes the three (3) existing lots more uniformly sized than currently exists.
- 3). All comments previously made by the Engineer have been acceptably responded to. The Plan appears acceptable from an Engineering standpoint.

Respectfully submitted,


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

MJEfmD

WATER, SEWER, HIGHWAY REVIEW FORM:

The maps and plans for the Site Approval _____
Subdivision _____ ✓ _____ as submitted by
Gerald Zimmerman for the building or subdivision of
Richard Morasse _____ has been
reviewed by me and is approved _____ ✓ _____,
disapproved _____.

If disapproved, please list reason.

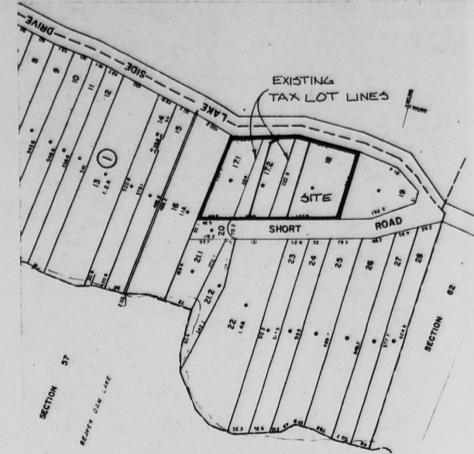
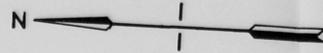
- 1.) Spurs have been provided for lots 17.1 and 18
- 2.) Additional spur for 17.2 must be provided by sub-divider

HIGHWAY SUPERINTENDENT

WATER SUPERINTENDENT

Suman K. Masten Jr
SANITARY SUPERINTENDENT

Sept. 16, 1986
DATE

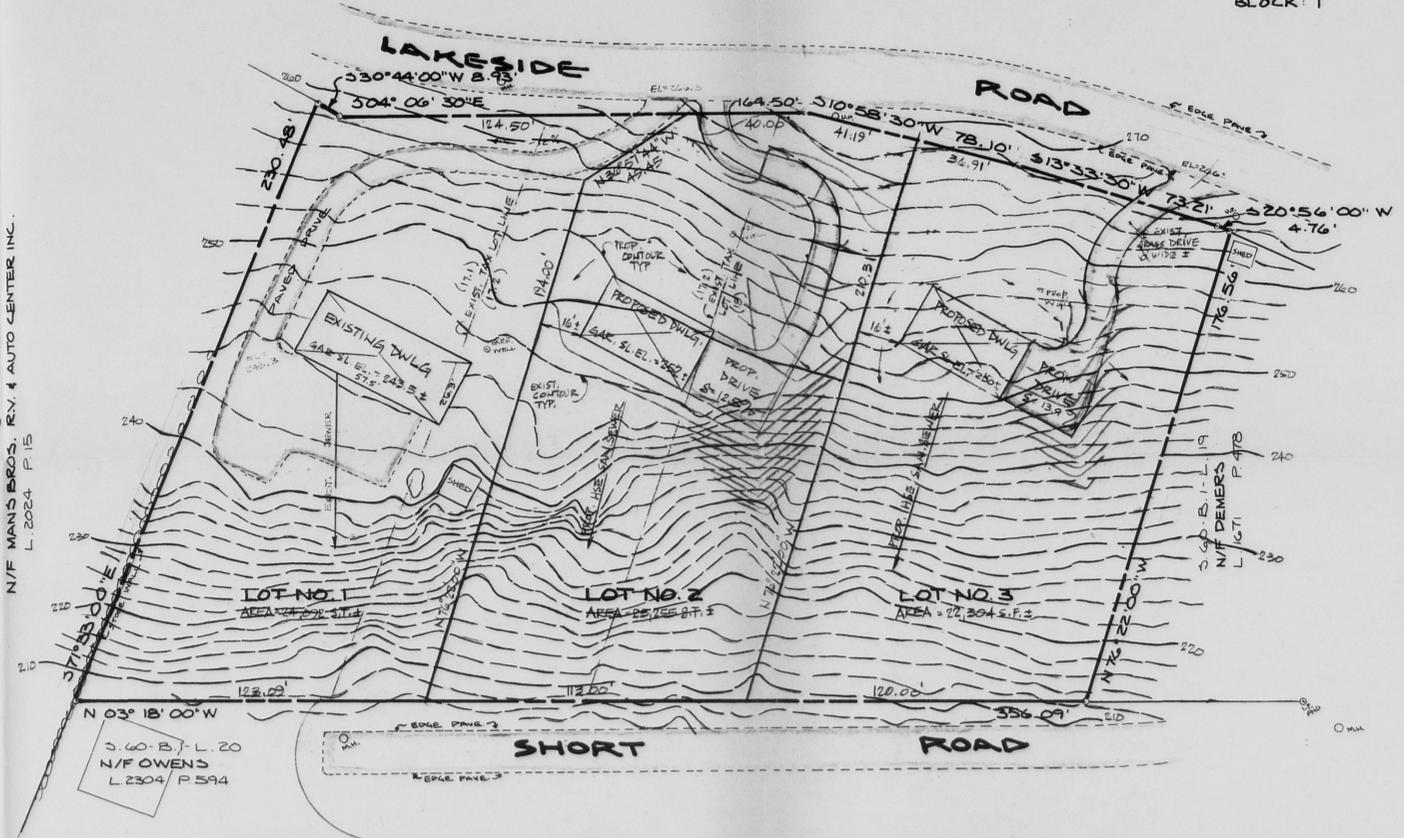


TAX MAP
P/O SECTION 60
BLOCK: 1



VICINITY MAP SCALE: 1" = 1,000'

S 60 B, L 16
N/F MANS BROS. REV. 4 AUTO CENTER INC.
L 2024 P 15



ZONING DATA

DISTRICT: R-4
MIN. LOT AREA = 21,780 S.F.
MIN. LOT WIDTH = 100'
MIN. FRONT YD. = 35'
MIN. SIDE YD. = 15'/30'
MIN. REAR YD. = 40'

TAX MAP NO.

SECTION: 60
BLOCK: 1
LOT: 17.1, 17.2 & 18

DEED

LIBER: 2266
PAGE: 964

RECORD OWNER & SUBDIVIDER

RICHARD & URSULA MORASSE
LAKESIDE DR.
NEW WINDSOR, N.Y.

TOTAL TRACT AREA

1.599 ± AC.

NOTES:

- THE BUILDING AREA ON LOTS 2 & 3 IS NOT THE RESULT OF A FILL AND THAT THE AREA IS STABLE FOR CONSTRUCTION
- DRIVEWAYS FOR LOTS 2 & 3 SHALL BE BLACKTOP WITH A 12" HIGH BLACKTOP CURB AT THE END.

Lot Line Change APPROVAL GRANTED
BY TOWN OF NEW WINDSOR PLANNING BOARD
ON Mar 31, 1987
BY Lawrence Jones
LAWRENCE JONES
SECRETARY

I HEREBY CERTIFY TO RICHARD MORASSE THAT
THIS MAP SHOWS THE RESULT OF AN ACTUAL
FIELD SURVEY COMPLETED ON JULY 18, 1986

Gerald Zimmerman
GERALD ZIMMERMAN
REGISTERED PROFESSIONAL SURVEYOR
NO. 99410
P.E. No. 430.47391

SHEET 1 OF 1		LOT LINE CHANGE FOR	
MR. & MRS. RICHARD MORASSE			
REVISIONS	SCALE: 1" = 30'	JOB NO. 86-106	DRAWN BY:
△ FEB. 16, 1987	DATE: 7-18-86		REV:
△ 3-12-87	TOWN OF NEW WINDSOR		
ORANGE COUNTY, NEW YORK			
ZIMMERMAN ENGINEERING & SURVEYING, P.C. RT. 17M HARRIMAN, N.Y.			