

PB# 89-24

**EILEEN OSSMAN
DISAPPROVED**

SBL 58-1-68.1

OSSMANN, EILEEN - SUBDIVISION #89-24
BEATTIE RD.

Disapproved

3/27/91

General Receipt 10625

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

June 2, 1989

Received of Eileen C. Osborn \$ 25.00

Twenty-five and 00/100 DOLLARS

For Planning Board Application Fee (#89-24)

DISTRIBUTION

FUND	CODE	AMOUNT
Check # 0989		

By Pauline S. Townsend
Town Clerk
Title

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

General Receipt 10626

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

June 2, 1989

Received of Pauline S. Townsend, Town Clerk \$ 450.00

Four Hundred Fifty and 00/100 DOLLARS

For 3 Rot Sub-Division (P/B # 89-24)

DISTRIBUTION

FUND	CODE	AMOUNT
Check # 0999		\$ 450.00
20 @ 150.00/lot		

By Julie
Captrall
Title

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

P 128 594 761

RECEIPT FOR CERTIFIED MAIL

NO INSURANCE COVERAGE PROVIDED
NOT FOR INTERNATIONAL MAIL

(See Reverse)

★ U.S.G.P.O. 1984-448-014

PS Form 3800, Feb. 1982

Sent to <i>Jaeger</i>	
Street and No.	
P.O., State and ZIP Code	
Postage	\$
Certified Fee	2.00
Special Delivery Fee	
Restricted Delivery Fee	
Return Receipt Showing to whom and Date Delivered	
Return receipt showing to whom, Date, and Address of Delivery	
TOTAL Postage and Fees	\$ 2.00
Postmark or Date	26 1989 USPS

P 890 585 521

RECEIPT FOR CERTIFIED MAIL

NO INSURANCE COVERAGE PROVIDED
NOT FOR INTERNATIONAL MAIL

(See Reverse)

PS Form 3800, June 1985

Sent to <i>Lyons</i>	
Street and No.	
P.O., State and ZIP Code	
Postage	\$
Certified Fee	2.00
Special Delivery Fee	
Restricted Delivery Fee	
Return Receipt showing to whom and Date Delivered	
Return Receipt showing to whom, Date, and Address of Delivery	
TOTAL Postage and Fees	\$ 2.00
Postmark or Date	26 1989 USPS

P 120 771 077

RECEIPT FOR CERTIFIED MAIL

NO INSURANCE COVERAGE PROVIDED
NOT FOR INTERNATIONAL MAIL

(See Reverse)

PS Form 3800, June 1985

Sent to <i>Dunn</i>	
Street and No.	
P.O., State and ZIP Code	
Postage	\$
Certified Fee	2.00
Special Delivery Fee	
Restricted Delivery Fee	
Return Receipt showing to whom and Date Delivered	
Return Receipt showing to whom, Date, and Address of Delivery	
TOTAL Postage and Fees	\$ 2.00
Postmark or Date	26 1989 USPS

P 890 585 526

RECEIPT FOR CERTIFIED MAIL

NO INSURANCE COVERAGE PROVIDED
NOT FOR INTERNATIONAL MAIL

(See Reverse)

PS Form 3800, June 1985

Sent to <i>Romanowski</i>	
Street and No.	
P.O., State and ZIP Code	
Postage	\$
Certified Fee	2.00
Special Delivery Fee	
Restricted Delivery Fee	
Return Receipt showing to whom and Date Delivered	
Return Receipt showing to whom, Date, and Address of Delivery	
TOTAL Postage and Fees	\$ 2.00
Postmark or Date	26 1989 USPS

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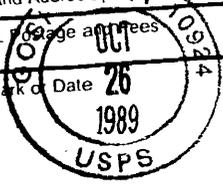
P 890 585 525

RECEIPT FOR CERTIFIED MAIL

NO INSURANCE COVERAGE PROVIDED
NOT FOR INTERNATIONAL MAIL
(See Reverse)

Sent to <i>Messina Jr.</i>	
Street and No.	
P.O., State and ZIP Code	
Postage	\$
Certified Fee	2.00
Special Delivery Fee	
Restricted Delivery Fee	
Return Receipt showing to whom and Date Delivered	
Return Receipt showing to whom, Date, and Address of Delivery	
TOTAL Postage and Fees	\$
Postmark or Date	26 1989

PS Form 3800, June 1985



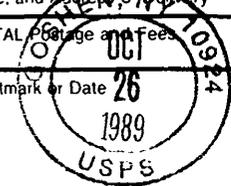
P 890 585 524

RECEIPT FOR CERTIFIED MAIL

NO INSURANCE COVERAGE PROVIDED
NOT FOR INTERNATIONAL MAIL
(See Reverse)

Sent to <i>Messina</i>	
Street and No.	
P.O., State and ZIP Code	
Postage	\$
Certified Fee	2.00
Special Delivery Fee	
Restricted Delivery Fee	
Return Receipt showing to whom and Date Delivered	
Return Receipt showing to whom, Date, and Address of Delivery	
TOTAL Postage and Fees	\$ 2.00
Postmark or Date	26 1989

PS Form 3800, June 1985



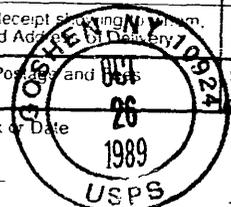
P 120 771 078

RECEIPT FOR CERTIFIED MAIL

NO INSURANCE COVERAGE PROVIDED
NOT FOR INTERNATIONAL MAIL
(See Reverse)

Sent to <i>wagner</i>	
Street and No.	
P.O., State and ZIP Code	
Postage	\$
Certified Fee	2.00
Special Delivery Fee	
Restricted Delivery Fee	
Return Receipt showing to whom and Date Delivered	
Return Receipt showing to whom, Date, and Address of Delivery	
TOTAL Postage and Fees	\$ 2.00
Postmark or Date	26 1989

PS Form 3800, June 1985



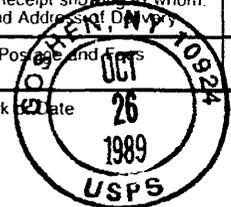
P 120 771 076

RECEIPT FOR CERTIFIED MAIL

NO INSURANCE COVERAGE PROVIDED
NOT FOR INTERNATIONAL MAIL
(See Reverse)

Sent to <i>De Stefano</i>	
Street and No.	
P.O., State and ZIP Code	
Postage	\$
Certified Fee	2.00
Special Delivery Fee	
Restricted Delivery Fee	
Return Receipt showing to whom and Date Delivered	
Return Receipt showing to whom, Date, and Address of Delivery	
TOTAL Postage and Fees	\$ 2.00
Postmark or Date	26 1989

PS Form 3800, June 1985



over top of envelope to the right
return address

P 120 771 075

RECEIPT FOR CERTIFIED MAIL

NO INSURANCE COVERAGE PROVIDED
NOT FOR INTERNATIONAL MAIL
(See Reverse)

Sent to GRAVINA	
Street and No.	
P.O., State and ZIP Code	
Postage	\$
Certified Fee	2.00
Special Delivery Fee	
Restricted Delivery Fee	
Return Receipt showing to whom and Date Delivered	
Return Receipt showing to whom, Date, and Address of Delivery	
TOTAL Postage and Fees	\$ 2.00
Postmark or Date	

PS Form 3800, June 1985

P 890 585 529

RECEIPT FOR CERTIFIED MAIL

NO INSURANCE COVERAGE PROVIDED
NOT FOR INTERNATIONAL MAIL
(See Reverse)

Sent to FIRST HUDSON LAND CO INC	
Street and No.	
P.O., State and ZIP Code	
Postage	\$
Certified Fee	2.00
Special Delivery Fee	
Restricted Delivery Fee	
Return Receipt showing to whom and Date Delivered	
Return Receipt showing to whom, Date, and Address of Delivery	
TOTAL Postage and Fees	\$ 2.00
Postmark or Date	

PS Form 3800, June 1985

P 120 771 074

RECEIPT FOR CERTIFIED MAIL

NO INSURANCE COVERAGE PROVIDED
NOT FOR INTERNATIONAL MAIL
(See Reverse)

Sent to MULLIGAN	
Street and No.	
P.O., State and ZIP Code	
Postage	\$
Certified Fee	2.00
Special Delivery Fee	
Restricted Delivery Fee	
Return Receipt showing to whom and Date Delivered	
Return Receipt showing to whom, Date, and Address of Delivery	
TOTAL Postage and Fees	\$ 2.00
Postmark or Date	

PS Form 3800, June 1985

PLANNING BOARD
TOWN OF NEW WINDSOR

AS OF: 05/09/91

PAGE: 1

LISTING OF PLANNING BOARD FEES
Application

FOR PROJECT NUMBER: 89-24

NAME: OSSMANN, EILEEN
APPLICANT: OSSMANN, EILEEN

--DATE--	DESCRIPTION-----	TRANS	AMT-CHG	AMT-PAID	BAL-DUE
06/02/89	APPLICATION FEE	CHG	25.00		
06/02/89	APPLICATION FEE	PAID		25.00	
			-----	-----	-----
		TOTAL:	25.00	25.00	0.00

PLANNING BOARD
TOWN OF NEW WINDSOR

AS OF: 05/09/91

PAGE: 1

LISTING OF PLANNING BOARD FEES
Escrow

FOR PROJECT NUMBER: 89-24

NAME: OSSMANN, EILEEN
APPLICANT: OSSMANN, EILEEN

--DATE--	DESCRIPTION-----	TRANS	AMT-CHG	AMT-PAID	BAL-DUE
06/02/89	3 @ 150.00	PAID		450.00	
04/04/91	P.B. ENGINEER FEE	CHG	741.20		
05/09/91	AMOUNT DUE ENG. FEE	PAID		291.20	
			-----	-----	-----
		TOTAL:	741.20	741.20	0.00

Gave to Larry
5/9/91

PLANNING BOARD
TOWN OF NEW WINDSOR

AS OF: 05/09/91

PAGE: 1

LISTING OF PLANNING BOARD ACTIONS

STAGE:

STATUS [Open, Withd]
D [Disap, Appr]

FOR PROJECT NUMBER: 89-24

NAME: OSSMANN, EILEEN
APPLICANT: OSSMANN, EILEEN

--DATE--	MEETING-PURPOSE-----	ACTION-TAKEN-----
03/27/91	P.B. APPEARANCE . FILE #89-24 DISAPPROVED - NEED NEW APPLICATION	NEED NEW APPL.
03/05/91	WORK SESSION APPEARANCE	NEW PLAN: THEN REQUES
11/22/89	P.B. APPEARANCE	PRELIM. APPROVAL
11/08/89	TO RETURN TO P.B. 11-22-89	PRELIM. APPROVAL
10/11/89	P.B. APPEARANCE	TO RETURN
10/11/89	SET UP FOR PUBLIC HEARING	PUB. HEAR. 11/8/89
09/13/89	P.B. APPEARANCE	TO RETURN - NEW PLAN
06/28/89	P.B. APPEARANCE	NEED NEW PLAN
04/04/89	WORK SESSION	CORRECTIONS NEEDED

PLANNING BOARD
TOWN OF NEW WINDSOR

AS OF: 03/27/91

AGENCY APPROVALS
LISTING OF ~~PLANNING BOARD ACTIONS~~

PAGE: 2

STAGE:

STATUS [Open, Withd]
O [Disap, Appr]

FOR PROJECT NUMBER: 89-24

NAME: OSSMANN, EILEEN
APPLICANT: OSSMANN, EILEEN

REV	DATE	MEETING-PURPOSE	ACTION-TAKEN
REV2	10/10/89	MUNICIPAL HIGHWAY	10/12/89 DISAPPROVED
REV2	10/10/89	MUNICIPAL WATER	03/11/91 SUPERSEDED BY REV3
REV2	10/10/89	MUNICIPAL SEWER	10/30/89 APPROVED
REV2	10/10/89	MUNICIPAL SANITARY	03/11/91 SUPERSEDED BY REV3
REV2	10/10/89	MUNICIPAL FIRE	10/24/89 APPROVED
REV2	10/10/89	PLANNING BOARD ENGINEER	03/11/91 SUPERSEDED BY REV3
REV2	11/13/89	MUNICIPAL FIRE	11/22/89 APPROVED
REV2	11/13/89	P.B. ENGINEER	03/11/91 SUPERSEDED BY REV3
REV2	11/22/89	MUNICIPAL HIGHWAY	12/07/89 DISAPPROVED
REV3	03/11/91	MUNICIPAL HIGHWAY	/ /
REV3	03/11/91	MUNICIPAL WATER	03/12/91 APPROVED
REV3	03/11/91	MUNICIPAL SEWER	/ /
REV3	03/11/91	MUNICIPAL SANITARY . DOES NOT SHOW DESIGN OR PERCOLATION OF SEPTIC SYSTEM	03/12/91 DISAPPROVED
REV3	03/11/91	MUNICIPAL FIRE	03/14/91 APPROVED
REV3	03/11/91	PLANNING BOARD ENGINEER	/ /

PLANNING BOARD
TOWN OF NEW WINDSOR

AS OF: 03/27/91

PAGE: 1

LISTING OF PLANNING BOARD AGENCY APPROVALS

FOR PROJECT NUMBER: 89-24
 NAME: OSSMANN, EILEEN
 APPLICANT: OSSMANN, EILEEN

	DATE-SENT	AGENCY-----	DATE-RECD	RESPONSE-----
ORIG	09/05/89	MUNICIPAL HIGHWAY	03/11/91	SUPERSEDED BY REV3
ORIG	09/05/89	MUNICIPAL WATER	06/05/89	APPROVED
ORIG	09/05/89	MUNICIPAL SEWER	03/11/91	SUPERSEDED BY REV3
ORIG	09/05/89	MUNICIPAL SANITARY	03/11/91	SUPERSEDED BY REV3
ORIG	09/05/89	MUNICIPAL FIRE	06/08/89	APPROVED
ORIG	09/05/89	PLANNING BOARD ENGINEER	03/11/91	SUPERSEDED BY REV3
ORIG	09/05/89	COUNTY PLANNING	03/11/91	SUPERSEDED BY REV3
ORIG	09/05/89	COUNTY DEPARTMENT OF HEALTH	03/11/91	SUPERSEDED BY REV3
ORIG	09/05/89	COUNTY D.P.W.	03/11/91	SUPERSEDED BY REV3
ORIG	09/05/89	STATE D.O.T.	03/11/91	SUPERSEDED BY REV3
ORIG	09/05/89	STATE D.E.C.	03/11/91	SUPERSEDED BY REV3
REV1	09/05/89	MUNICIPAL HIGHWAY	03/11/91	SUPERSEDED BY REV3
REV1	09/05/89	MUNICIPAL WATER	03/11/91	SUPERSEDED BY REV3
REV1	09/05/89	MUNICIPAL SEWER	03/11/91	SUPERSEDED BY REV3
REV1	09/05/89	MUNICIPAL SANITARY	03/11/91	SUPERSEDED BY REV3
REV1	09/05/89	MUNICIPAL FIRE	09/05/89	APPROVED
REV1	09/05/89	PLANNING BOARD ENGINEER	03/11/91	SUPERSEDED BY REV3
REV1	09/05/89	COUNTY PLANNING	03/11/91	SUPERSEDED BY REV3
REV1	09/05/89	COUNTY DEPARTMENT OF HEALTH	03/11/91	SUPERSEDED BY REV3
REV1	09/05/89	COUNTY D.P.W.	03/11/91	SUPERSEDED BY REV3
REV1	09/05/89	STATE D.O.T.	03/11/91	SUPERSEDED BY REV3
REV1	09/05/89	STATE D.E.C.	03/11/91	SUPERSEDED BY REV3

CHRONOLOGICAL JOB STATUS REPORT

JOB: 87-56 NEW WINDSOR PLANNING BOARD (Chargeable to Applicant)
 TASK: 89- 24

CLIENT: NEWMIN - TOWN OF NEW WINDSOR

TASK-NO	REC	--DATE--	TRAN	EMPL	ACT DESCRIPTION	RATE	HRS.	TIME	-----DOLLARS-----		
									EXP.	BILLED	BALANCE
89-24	20538	04/24/90	TIME	NJE	MC OSSMAN	60.00	0.30	18.00			
								644.70			
89-24	29200	01/09/91			BILL INV 91-119						-18.00
											-644.70
89-24	33288	03/05/91	TIME	NJE	MC OSSMAN SUB	65.00	0.40	26.00			
89-24	34742	03/25/91	TIME	NJE	MC OSSMAN	65.00	0.50	32.50			
89-24	34767	03/26/91	TIME	NJE	MC OSSMAN	65.00	0.10	6.50			
89-24	34883	03/26/91	TIME	NCK	CL REV COM:OSSMANN SUBD	25.00	1.00	25.00			
89-24	34485	03/27/91	TIME	NJE	MM DISAPPROVED	65.00	0.10	6.50			
								=====	=====	=====	=====
					TASK TOTAL			741.20	0.00	-644.70	96.50
								=====	=====	=====	=====
					GRAND TOTAL			741.20	0.00	-644.70	96.50

CHRONOLOGICAL JOB STATUS REPORT

JOB: 87-56 NEW WINDSOR PLANNING BOARD (Chargeable to Applicant)

CLIENT: NEWWIN - TOWN OF NEW WINDSOR

TASK: 89- 24

TASK-NO	REC	--DATE--	TRAN	EMPL	ACT	DESCRIPTION-----	RATE	HRS.	-----DOLLARS-----			
									TIME	EXP.	BILLED	BALANCE
89-24	20538	04/24/90	TIME	MJE	MC	OSSMAN	60.00	0.30	18.00			
									644.70			
89-24	29200	01/09/91				BILL INV 91-119					-18.00	
											-644.70	
89-24	33288	03/05/91	TIME	MJE	MC	OSSMAN SUB	65.00	0.40	26.00			
89-24	34742	03/25/91	TIME	MJE	MC	OSSMAN	65.00	0.50	32.50			
89-24	34767	03/26/91	TIME	MJE	MC	OSSMAN	65.00	0.10	6.50			
89-24	34485	03/27/91	TIME	MJE	MM	DISAPPROVED	65.00	0.10	6.50			
TASK TOTAL									716.20	0.00	-644.70	71.50
GRAND TOTAL									716.20	0.00	-644.70	71.50

CHRONOLOGICAL JOB STATUS REPORT

JOB: 87-56 NEW WINDSOR PLANNING BOARD (Chargeable to Applicant)

CLIENT: NEWWIN - TOWN OF NEW WINDSOR

TASK: 89- 24

TASK-NO	REC	--DATE--	TRAN	EMPL	ACT DESCRIPTION-----	RATE	HRS.	TIME	EXP.	BILLED	BALANCE
89-24	9324	04/04/89	TIME	MJE	MC OSSMAN	60.00	0.30	18.00			
89-24	9408	04/14/89	TIME	MJE	MC OSSMANN	60.00	0.30	18.00			
89-24	10566	06/01/89	TIME	MJE	MC OSSMAN	60.00	0.50	30.00			
89-24	10567	06/02/89	TIME	MJE	MC OSSMAN	60.00	0.30	18.00			
89-24	11641	06/26/89	TIME	MJE	MC OSSMAN	60.00	1.00	60.00			
89-24	11642	06/27/89	TIME	MJE	MC OSSMAN	60.00	0.30	18.00			
89-24	11664	06/27/89	TIME	MJE	CL OSSMANN	19.00	0.50	9.50			
89-24	11898	07/11/89	TIME	MJE	MC OSSMAN	60.00	0.50	30.00			
89-24	13541	09/09/89	TIME	MJE	MC OSSMAN	60.00	0.50	30.00			
89-24	13914	09/11/89	TIME	MJE	CL OSSMAN	19.00	0.50	9.50			
89-24	13614	09/12/89	TIME	MJE	MC REVIEW W/APP'S SURVR	60.00	0.40	24.00			

									265.00		
89-24	13827	09/18/89			BILL INV 89-369						-255.50

											-255.50
89-24	14719	10/09/89	TIME	MJE	MC OSSMAN SUB	60.00	0.50	30.00			
89-24	14831	10/10/89	TIME	MJE	CL OSSMAN	19.00	0.50	9.50			
89-24	14722	10/12/89	TIME	MJE	MC OSSMAN SUB	60.00	0.30	18.00			
89-24	15359	11/04/89	TIME	MJE	MC OSSMAN	60.00	0.40	24.00			
89-24	15536	11/07/89	TIME	SJG	CL OSSMANN	19.00	0.50	9.50			
89-24	15919	11/20/89	TIME	MJE	MC OSSMANN	60.00	0.30	18.00			
89-24	15968	11/21/89	TIME	KRB	CL OSSMANN	19.00	0.50	9.50			
89-24	15917	11/22/89	TIME	MJE	MC OSSMAN	60.00	0.10	6.00			
89-24	15971	11/22/89	TIME	KRB	CL OSSMANN	19.00	0.30	5.70			
89-24	16195	12/08/89	TIME	KRB	CL	19.00	0.50	9.50			
89-24	16489	12/12/89	TIME	MJE	MC OSSMAN	60.00	0.50	30.00			

									434.70		
89-24	16370	12/11/89			BILL INV 89-481						-149.20

											-404.70
89-24	17418	01/15/90	TIME	MJE	MC OSSMAN	60.00	0.20	12.00			
89-24	17602	01/23/90	TIME	MJE	MC OSSMAN	60.00	0.50	30.00			
89-24	17603	01/23/90	TIME	MJE	FI	60.00	1.00	60.00			
89-24	17606	01/24/90	TIME	MJE	MC OSSMAN	60.00	0.50	30.00			
89-24	17609	01/25/90	TIME	MJE	FI OSSMAN	60.00	0.50	30.00			
89-24	17667	01/26/90	TIME	SJG	CL OSSMAN	25.00	1.00	25.00			
89-24	17760	01/31/90	TIME	SJG	CL OSSMANN MINOR	25.00	0.20	5.00			

									626.70		
89-24	18157	02/13/90			BILL INV 90-143						-222.00

											-626.70

CHRONOLOGICAL JOB STATUS REPORT

JOB: 87-56 NEW WINDSOR PLANNING BOARD (Chargeable to Applicant)
 TASK: 89- 24

CLIENT: NEWWIN - TOWN OF NEW WINDSOR

										-----DOLLARS-----		
TASK-NO	REC	--DATE--	TRAN	EMPL	ACT	DESCRIPTION-----	RATE	HRS.	TIME	EXP.	BILLED	BALANCE
89-24	9324	04/04/89	TIME	MJE	MC	OSSMAN	60.00	0.30	18.00			
89-24	9408	04/14/89	TIME	MJE	MC	OSSMANN	60.00	0.30	18.00			
89-24	10566	06/01/89	TIME	MJE	MC	OSSMAN	60.00	0.50	30.00			
89-24	10567	06/02/89	TIME	MJE	MC	OSSMAN	60.00	0.30	18.00			
89-24	11641	06/26/89	TIME	MJE	MC	OSSMAN	60.00	1.00	60.00			
89-24	11642	06/27/89	TIME	MJE	MC	OSSMAN	60.00	0.30	18.00			
89-24	11664	06/27/89	TIME	MJE	CL	OSSMANN	19.00	0.50	9.50			
89-24	11898	07/11/89	TIME	MJE	MC	OSSMAN	60.00	0.50	30.00			
89-24	13541	09/09/89	TIME	MJE	MC	OSSMAN	60.00	0.50	30.00			
89-24	13914	09/11/89	TIME	MJE	CL	OSSMAN	19.00	0.50	9.50			
89-24	13614	09/12/89	TIME	MJE	MC	REVIEW W/APP'S SURVR	60.00	0.40	24.00			

									265.00			
89-24	13827	09/18/89				BILL INV 89-369					-255.50	

											-255.50	
89-24	14719	10/09/89	TIME	MJE	MC	OSSMAN SUB	60.00	0.50	30.00			
89-24	14831	10/10/89	TIME	MJE	CL	OSSMAN	19.00	0.50	9.50			
89-24	14722	10/12/89	TIME	MJE	MC	OSSMAN SUB	60.00	0.30	18.00			
89-24	15359	11/04/89	TIME	MJE	MC	OSSMAN	60.00	0.40	24.00			
89-24	15536	11/07/89	TIME	SJG	CL	OSSMANN	19.00	0.50	9.50			
89-24	15919	11/20/89	TIME	MJE	MC	OSSMANN	60.00	0.30	18.00			
89-24	15968	11/21/89	TIME	KRB	CL	OSSMANN	19.00	0.50	9.50			
89-24	15917	11/22/89	TIME	MJE	MC	OSSMAN	60.00	0.10	6.00			
89-24	15971	11/22/89	TIME	KRB	CL	OSSMANN	19.00	0.30	5.70			
89-24	16195	12/08/89	TIME	KRB	CL		19.00	0.50	9.50			
89-24	16489	12/12/89	TIME	MJE	MC	OSSMAN	60.00	0.50	30.00			

									434.70			
89-24	16370	12/11/89				BILL INV 89-481					-149.20	

											-149.20	
89-24	17418	01/15/90	TIME	MJE	MC	OSSMAN	60.00	0.20	12.00			
89-24	17602	01/23/90	TIME	MJE	MC	OSSMAN	60.00	0.50	30.00			
89-24	17603	01/23/90	TIME	MJE	FI		60.00	1.00	60.00			
89-24	17606	01/24/90	TIME	MJE	MC	OSSMAN	60.00	0.50	30.00			
89-24	17609	01/25/90	TIME	MJE	FI	OSSMAN	60.00	0.50	30.00			
89-24	17667	01/26/90	TIME	SJG	CL	OSSMAN	25.00	1.00	25.00			
89-24	17760	01/31/90	TIME	SJG	CL	OSSMANN MINOR	25.00	0.20	5.00			

									626.70			
89-24	18157	02/13/90				BILL INV 90-143					-222.00	

											-222.00	

											-626.70	

OSSMANN SUBDIVISION (89-24) BEATTIE ROAD

Mr. John Nosek of Tectonic Engineering came before the Board representing this proposal.

MR. VAN LEEUWEN: I'm excusing myself on this proposal for personal reasons.

(Henry VanLeeuwen left the room - time 8:20 p.m.)

MR. NOSEK: I represent Eileen Ossmann for the proposed subdivision on Beattie Road. Quite some time ago, this project was before the Board and I understand received preliminary approval for a three lot subdivision. Two lots being fill systems with a proposed cul-de-sac road. Subsequent to that, the project was sent to the Orange County Health Department, and due to the extensive requirements of the town, and cost associated with the fill and the installation of the road, the applicant decided to opt to go with a two lot subdivision. Okay, lot 2 being used as a conventional septic system with percolation test and test pits which were satisfactory in the area that's shown on the drawing. That's basically what the proposal is to come in off the same entrance location as lot 1 with the driveway for lot 1 being moved over through an easement and 75 foot road frontage required for lot 2.

MR. SCHIEFER: These are two, this is no longer there, you want both of them coming in through here, right?

MR. NOSEK: No, well the driveway coming in on an angle comes right into the road where the proposed driveway for lot 2 meets, okay, and actually making two driveways. The one for lot 1 would actually hook off and come in and adjoin where the proposed one is for lot 2.

MR. DUBALDI: Why do you want to do that?

MR. NOSEK: Just for the fact I thought it may be better to provide two driveways in lieu of one coming in at the same spot due to the fact that it's--

MR. DUBALDI: You're going on that property anyway.

MR. NOSEK: That can easily be changed if the Board feels that the same entrance location for the two would be better. That's fine. I just felt that coming

in at a sharp angle like that may not be the best design.

MR. SCHIEFER: This is one and this is the other?

MR. NOSEK: Correct.

MR. MC CARVILLE: Did we have a public hearing on this last time?

MR. PAGANO: It was three lots.

MR. EDSALL: Yes, you did November 8th, 1989. And you continued it on November 22nd, 1989. That's different. This is a different version. This is a different plan then that that was reviewed at the last public hearing.

MR. SCHIEFER: This is two lots before we were talking about three.

MR. EDSALL: Just a comment on the shared driveway. By definition, as soon as any portion is shared, it's a private road. So, you can't share it.

MR. SCHIEFER: So the way it is here, it's not shared.

MR. EDSALL: If you pair them you're not sharing them. Again, it's a technicality. If you let 1 foot be shared it will be 10 feet and 100 feet and I don't know where you're going to stop it.

MR. DUBALDI: How steep is that?

MR. BABCOCK: It's there. That one driveway exists.

MR. LANDER: That's right across from Liberty Meadows?

MR. BABCOCK: Yes.

MR. LANDER: Isn't there an access road there now?

MR. NOSEK: To be quite honest with you, I'm not sure.

MR. LANDER: Do you know Mike is there a dirt road where they have this drive coming up in?

MR. BABCOCK: No, it's just a driveway that there is now. That goes out into that field, the one you're talking about.

MR. EDSALL: My comment was I believe one of the concerns of the Planning Board on the previous plan

that had a private road was the significant amount of cuts that would be needed to obtain reasonable slopes for that access. Obviously, the road isn't as wide with the driveway as a private road but you're still dealing with the same slope. It's the same location so you may want to get some more information or ask for it and I'll review it.

MR. MC CARVILLE: Same problem we had the last time.

MR. SCHIEFER: That hasn't changed. The only thing that's changed instead of a single entrance, you have two but they go through the same topo.

MR. NOSEK: That also before there was actually a proposed roadway, cul-de-sac whereas now it's basically two driveways, okay, one driveway to serve one, to serve lot 1 and one to serve lot 2.

MR. MC CARVILLE: Is that the same owner that brought it in the last time.

MR. NOSEK: Yes.

MR. PAGANO: I'd like to get a clarification. I misunderstood the entire reason for his being here. This is just for review?

MR. SCHIEFER: The original proposal was three lot subdivision. This has been changed now to two so that's new.

MR. PAGANO: But this is going to be an entirely, you know--

MR. SCHIEFER: Public hearing we never had a public hearing on this proposal.

MR. PAGANO: Is this preliminary review hearing?

MR. SCHIEFER: This is the first time I have seen the--

MR. EDSALL: You may want to jump into comment #3. Are you going to maintain the same application and just allow them to change from three to two lot and modify the configuration or does the Board care to close that previous application and require that they start again, in effect.

MR. SCHIEFER: I'd like a legal definition because to me, it seems like it's a new plan.

MR. MC CARVILLE: We haven't seen this in a year, it's been at least a year.

MR. SCHIEFER: And we have never seen this.

MR. NOSEK: It's been tied up in Orange County with the fill systems. I just wanted to point out one thing before the Board makes a decision. This is a lesser expense of proposed work that's being done. Before you had 250, maybe 300 foot cul-de-sac road with three lots, not two that were using fill systems. This is a much simpler design by nature.

MR. MC CARVILLE: By nature, you know, what this is, this is a flag lot. I don't particularly care for flag lots.

MR. SCHIEFER: I like the two lots better than I like the three lots. However, this problem here--that top that slope that still exists that hasn't changed.

MR. DUBALDI: Can we have the old map?

MR. KRIEGER: Do you want me to answer the question?

MR. SCHIEFER: Yes.

MR. KRIEGER: For the Planning Board purposes, I think it should be treated as a separate application. Although, it may be simpler, it's radically different in concept from what you were dealing with previously.

MR. SCHIEFER: Does any of the Board members have any objection to treating this as a new application?

MR. PAGANO: I don't know if you want a motion but definitely.

MR. SCHIEFER: That resolves one issue. This is a new application. Anything previously does not apply.

MR. EDSALL: Then, what you need to do then to clean the slate as it may be on the previous application that was #89-24 is to take a motion on this application, be it affirmative or negative vote.

MR. SCHIEFER: Somebody make a motion.

MR. PAGANO: I make a motion we approve.

MR. KRIEGER: Motion has to be phrased positively.

MR. PAGANO: I make a motion we approve the 29-2A application.

MR. MC CARVILLE: I'll second it.

ROLL CALL:

Mr. Pagano	No
Mr. McCarville	No
Mr. Lander	No
Mr. Dubaldi	No
Mr. Schiefer	No

MR. EDSALL: Just for the record, on a new application that has not had a number assigned to it and you're basically doing a sketch plan review.

MR. BABCOCK: Why don't we just say presubmission.

MR. EDSALL: What you need to do is just have them fill out an application because what happens is the files get so much garbage in them, we don't know which is which. It will start out with just this plan.

MR. NOSEK: Is it necessary to have another public hearing?

MR. DUBALDI: If it's a new application, I believe so.

MR. BABCOCK: It's the discretion of the Board.

MR. DUBALDI: It's up to the Board.

MR. SCHIEFER: Yes, are there any other comments on this so the next time he comes back we'll be a little more prepared? Any objection or recommendations or questions?

MR. MC CARVILLE: I do not like a flag lot.

MR. PAGANO: I do not like flag lots.

MR. SCHIEFER: I do not like flag lots. However, those comments--

MR. BABCOCK: Do you want to see a grade or a slope on the driveway?

MR. SCHIEFER: Yes, we definitely do.

MR. BABCOCK: Do you want to see sight distances there?

MR. DUBALDI: Absolutely.

MR. BABCOCK: Just so the applicant knows what he needs.

MR. EDSALL: That was the location that the Highway Superintendent was extremely opposed to the private road because of the sight distance to the southwest which would be away or towards Shaw Road. There's a crest in the town road that makes that location very difficult. But, maybe Skip Favo would have a different opinion for a driveway versus a private road so I would touch bases with him. He may not be opposed to just a private drive.

MR. SCHIEFER: Touch bases with him, with the Highway Superintendent. His opinion changes the fact that you're putting in two driveways rather than a private road.

MR. MC CARVILLE: The next time that you come in, I'd like to see just a lot, it's #64 with a 1 circle 1 in it. I'd like to know the total acreage and where they frontage there.

MR. NOSEK: That's lot 64.

MR. EDSALL: That's off 207?

MR. SCHIEFER: If it's on 207, you have no problem with it.

MR. EDSALL: Yes, that has road frontage.

MR. MC CARVILLE: I'd like to have that information on the acreage on it.

MR. NOSEK: Okay, thank you.

(Henry VanLeeuwen returns to the room -
time 8:40 p.m.)



**McGOEY, HAUSER and EDSALL
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RICHARD D. MCGOEY, P.E.
WILLIAM J. HAUSER, P.E.
MARK J. EDSALL, P.E.

Licensed in New York,
New Jersey and Pennsylvania

**PLANNING BOARD WORK SESSION
RECORD OF APPEARANCE**

TOWN OF New Windsor

P/B # 69-24

WORK SESSION DATE: 5 MAR '91

APPLICANT RESUB.
REQUIRED:

REAPPEARANCE AT W/S REQUESTED: No

new plan
for mtg

PROJECT NAME: Ossmann

PROJECT STATUS: NEW _____ OLD o

REPRESENTATIVE PRESENT: John Nosch (Tecton)

TOWN REFS PRESENT:	BLDG INSP.	_____
	FIRE INSP.	<u>Rich</u>
	ENGINEER	<u>x</u>
	PLANNER	_____
	P/B CHMN.	_____
	OTHER (Specify)	_____

ITEMS TO BE ADDRESSED ON RESUBMITTAL:

- suggest 70' uniform width back to rear.
- can't share driveway cut
- need easement
- show down well & septic.

Come in with new 2 lot sketch

Next avail agenda after Plan

3-12-91

89-24

MAR - 8 1991
Rev. 3

BUILDING INSPECTOR, PLANNING BOARD ENGINEER, FIRE INSPECTOR, SANITARY INSP.,
D.O.T., O.C.H., O.C.P., D.P.W., ~~WATER~~, SEWER, HIGHWAY, REVIEW
FORM:

The maps and plans for the Site Approval _____

Subdivision _____ as submitted by

Tectonic _____ for the building or subdivision of
Eileen C Ossmann _____ has been

reviewed by me and is approved

~~disapproved~~ _____

~~If disapproved, please list reason~~ _____

There is no town water in this area.

HIGHWAY SUPERINTENDENT

Steve D. D.
WATER SUPERINTENDENT

SANITARY SUPERINTENDENT

DATE

✓
C.C.H.E.

INTER OFFICE CORRESPONDENCE

TO: Town Planning Board
FROM: Town Fire Inspector
DATE: 14 March 1991
SUBJECT: Eileen C. Ossmann

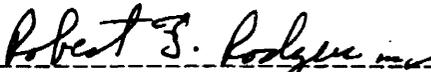
PLANNING BOARD REFERENCE NUMBER: PB-89-24
DATED: 8 March 1991

FIRE PREVENTION REFERENCE NUMBER: FPS-91-020

A review of the above referenced subject plan was conducted on 14 March 1991.

This plan is acceptable.

PLANS DATED: 25 February 1991.


Robert F. Rodgers; CCA
Fire Inspector

RR:mr
Att.

✓
CC: M.E.

BUILDING INSPECTOR, PLANNING BOARD ENGINEER, FIRE INSPECTOR, ~~SANITARY INSPECTOR~~,
D.O.T., O.C.H., O.C.P., D.P.W., WATER, SEWER, HIGHWAY, REVIEW
FORM:

The maps and plans for the Site Approval _____
Subdivision _____ as submitted by
Teatonic _____ for the building or subdivision of
Eileen C. OSSMAN _____ has been
reviewed by me and is approved _____
disapproved _____.

If disapproved, please list reason _____

Submitted drawing does NOT indicate design or
Percolation of Septic System.

HIGHWAY SUPERINTENDENT

WATER SUPERINTENDENT

Lyman H. Masten Jr
~~SANITARY SUPERINTENDENT~~

March 12, 1991
DATE

CC: H.E.



McGOEY, HAUSER and EDSALL
CONSULTING ENGINEERS P.C.

RICHARD D. McGOEY, P.E.
WILLIAM J. HAUSER, P.E.
MARK J. EDSALL, P.E.

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Millford, Pennsylvania 18337
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(914) 856-5600

MEMORANDUM

TO: CARL SCHIEFER, PLANNING BOARD CHAIRMAN
FROM: MARK J. EDSALL, P.E., PLANNING BOARD ENGINEER
SUBJECT: OSSMAN MINOR SUBDIVISION
NEW WINDSOR P/B NO. 89-24
DATE: 26 JANUARY 1990

On 23 January 1990, the undersigned, Mr. Fred Fayo and Mr. Michael Babcock of the Town of New Windsor, visited the subject site to further review the private roadway access onto Beattie Road, associated with the subject subdivision. Mr. Fayo's concerns, as previously noted, involve sight distance from the proposed private road and drainage in the area. We visually observed sight distances and the profile of Beattie Road, relative to the proposed Ossman private road. The following conclusions were made by Mr. Fayo and I was directed to notify the Planning Board accordingly:

1. A 20-30 ft. long "flat area" of no more than 1% slope should be provided as a "pull-out area" from the private road onto Beattie Road. This will require a minor re-design of the private road profile.
2. The hill on the west side of Beattie Road, immediately to the north of the proposed private road, should be "cut back" to increase available sight distance from the private road, as proposed.
3. The sight distance to the south on Beattie Road from the purposed private road is unacceptable. Currently, Beattie Road drops significantly just to the south of the proposed private road. Mr. Fayo suggests that if Beattie Road was regraded, the sight distance could be increased to a more acceptable level. This could be accomplished by either "cutting-off" the "hump" in Beattie Road just to the south of the private road, or by filling the depressed area of Beattie Road to the south of the "humped area", or a combination of both.

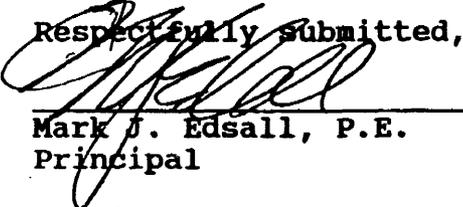
26 January 1990

Toward this goal, it has been recommended that a centerline plan and profile of Beattie Road, from the private road, be performed to the intersections with Shaw Road. Centerline profile and plans of the beginning portion of Shaw Road, should also be included. From this plan and profile information, a discussion could be held between the Applicant's Engineer, this Engineer and the Town Highway Superintendent with regard to what corrective work would be acceptable.

Mr. Fayo also advised me that it was his intent to "overlay" this entire section of Beattie Road during early summer 1990. On 24 January 1990, I discussed the above matter with Mr. George Urbanek of Tectonic Engineers (Applicant's Engineer) and further advised him of Mr. Fayo's anticipated paving schedule. I recommended that Mr. Urbanek contact his client and advise them that there is the possibility that, if they perform the necessary regarding work on Beattie Road prior to Mr. Fayo's paving, the Town could provide the finish paving surface over their re-grading work. If they fail to perform the re-grading before Mr. Fayo repaves the road, they would be required to provide a finished product as part of their work.

Obviously, all the requirements noted above are subject to the review of both the Town Planning Board and the Town Highway Superintendent, in accordance with the Code of the Town of New Windsor. Specific requirements from the Planning Board and Superintendent will need further discussion directly between the Applicant (or their representative) and the applicable Town representative.

Respectfully submitted,



Mark J. Edsall, P.E.
Principal

MJEsjg

cc: Fred Fayo, Highway Superintendent
Michael Babcock, Building Inspector
George Urbanek, Tectonic Engineers

new



1763

TOWN OF NEW WINDSOR

555 UNION AVENUE
NEW WINDSOR, NEW YORK

8 December 1989

Orange County Department of Health
124 Main Street
Goshen, NY 10924

ATTENTION: KENNETH J. MUNDY, P.E., DIRECTOR
BUREAU OF SANITARY ENGINEERING

SUBJECT: OSSMANN MINOR SUBDIVISION
NEW WINDSOR PLANNING BOARD (89-24)

Dear Mr. Mundy:

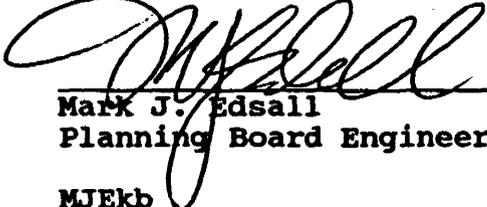
As your department is aware, the Town of New Windsor Planning Board has had placed before it an application for subdivision approval for the subject subdivision. At their 22 November 1989 regular meeting, the Town of New Windsor Planning Board granted preliminary approval to this subdivision, pursuant to a Public Hearing being held on the same date. The Town of New Windsor Planning Board has assumed the position of lead agency under the SEQRA review process; however, to date, a determination of environmental significance has not been made by the Board.

This letter, together with a copy of the minutes when the preliminary approval was granted, are provided for your records, such that the subdivision applicant may proceed with their application to your department. As soon as a determination of environmental significance has been made, we will forward a copy of such determination to your department for your records.

If you require any additional information concerning this matter, please do not hesitate to contact the Planning Board Secretary at 565-8802 or the undersigned at 562-8640.

Very truly yours,

TOWN OF NEW WINDSOR



Mark J. Edsall
Planning Board Engineer

MJEkb

cc: Applicant
Planning Board File 89-24

ossmann

NOVEMBER 22, 1989

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BY MR. SOUKUP: I second that.

BY MR. SCHIEFER: Motion made and seconded we close the public hearing on the Ossman subdivision.

ROLL CALL:

VanLeeuwen: Aye.
Pagano: Abstain
Soukup: Aye.
Lander: Aye.
Schiefer: Aye.

BY MR. VANLEEUVEN: You don't declare negative declaration until just before final approval.

BY MR. SOUKUP: Have we done lead agency?

BY MR. VANLEEUVEN: Yes, we did.

BY MR. SOUKUP: It is an unlisted action, so that is a negative declaration, right?

BY MR. VANLEEUVEN: It should be done before final approval, right?

BY MR. SOUKUP: It is an unlisted action, so it is negative declaration.

BY MR. RONES: Not automatically unlisted action, just doesn't obviously require an environmental impact statement.

BY MR. SOUKUP: Okay, but --

BY MR. EDSALL: You have taken lead agency so I'd hesitate in making a negative declaration unless you have got some answer from the Orange County Health Department if they feel it appropriate, but they can proceed.

BY MR. SCHIEFER: They'd need preliminary to go to Orange County Health. If you want to make your motion again.

BY MR. VANLEEUVEN: I so move to give preliminary approval.

BY MR. SCHIEFER: Any conditions on the motion or just preliminary approval period?

BY MR. VANLEEUVEN: I think between now and then they can

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get together with the highway superintendent and iron out the pipe they have to put in there, because I know that is what it is going to require.

BY MRS. OSSMAN: We'd be glad to do it too.

BY MR. SCHIEFER: It is not subject to, just give preliminary and we will iron it out before final approval.

BY MR. VANLEEUVEN: Right.

BY MR. LANDER: I will second that.

BY MR. SCHIEFER: Do you have any comments now?

BY MR. PAGANO: This is a classic flag lot situation that I think that has been poorly laid out by whoever the engineer or whoever did the planning. Number two, it will create problems at the later date. You cannot have three pieces of property joining each other with a common road going through it. I see no reason for it.

BY MR. VANLEEUVEN: We do this all the time when it is a private road. That is the law. The law states that.

BY MR. PAGANO: The private road is there but all three properties could be individual and then share common road through one piece of property if you want to. What we are seeing here is a common road being used and utilized by three pieces of property coming down, and it is sort of like, I can't explain it, but it is a poor plan and is a classic flag lot that we have been told to always look out for.

BY MRS. OSSMAN: This came out of the workshop.

BY MR. PAGANO: These are my comments. I made the comments then and I am making them again. I don't feel that this warrants an approval on my part. That is the end of my comments.

BY MR. SCHIEFER: Any other comments before we vote?

BY MR. SOUKUP: I think what John is trying to get at, maybe I will say it in a different word, is that the lot has adequate acreage but not adequate frontage for more than one lot or possibly two. We are now looking at three which may be too much for the property to bear, although it meets

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one criteria acreage. It does not meet frontage requirements so we have flag lot concept. Unfortunately the ordinance does not outright prohibit them and I don't know what I can tell you, unless our attorney can advise us, there is part of the ordinance that prohibits them. I will tell you that in my opinion, the steep slope off the new private road, the fact that the existing driveway is to remain and has an access at the same point as the private road and the limited visibility which is below the safe stopping site distance level and the question of access and safety to the existing drive when the new road is put in place, all lead me to vote no on this project when it comes up.

BY MR. SCHIEFER: Joe, do you want to make any comment on the statute on flag lots?

BY MR. RONES: Well, we have an ordinance which prohibits that certain criteria for private roads and the number of lots along them and the subdivision meets those criteria from a planning standpoint. Some members might not like it but it is not prohibited by the ordinance.

BY MR. SOUKUP: Unfortunately.

BY MR. SCHIEFER: I do not want to turn this into a planning session, but I have been out there twice and I really don't know what other way it can be that road can be run. I don't really like it, but I don't know how else to do it.

BY MR. VANLEEUVEN: I think the land in the back is very nice.

BY MR. SCHIEFER: It is not the land in the back, it is this front issue and if it is legal and I can't come up --

BY MR. SOUKUP: When I was out there and I walked past the pine trees where the stakes stopped at and you walked into the back, there is the possibility that the existing driveway could be directed around the existing shed and not tear out the pine trees and gain access to the private road and eliminate the existing drive, thus allowing all three lots to use the new private drive. That might be a more suitable solution, but the applicant refuses to accept that suggestion. I am unhappy about that.

BY MR. VANLEEUVEN: Is that basically what you are unhappy about, is the road?

BY MR. SOUKUP: Having a private drive for two lots plus another drive is not a safe condition when combined with less than safe stopping distance on Beattie Road. The combination of those items I don't think is a good idea and the steepness of the new driveway creates a problem that compounds that and quite frankly, in overall picture, it is probably too much for the lot to bear. The three lots are squeezed into the maximum. It may be that only two lots should be proposed rather than three, but we can't make that ruling here, but I think on a safety consideration, it is not a safe condition.

BY MR. SCHIEFER: Mr. Lander, everyone else has sounded an opinion. Do you have any comments beyond those?

BY MR. LANDER: We have frontage for these two other lots by creation of the private road. I don't know, I know what Vince is saying about putting the driveway, removing the shed and coming out there. It would create a safer condition but they do have frontage once they put the private road in.

BY MR. SCHIEFER: What I am hearing, there is no legal objection to this, no further comments. We will go for a vote for preliminary approval.

ROLL CALL:

VanLeeuwen:	Aye.
Pagano:	No.
Soukup:	No.
Lander:	Aye.
Schiefer:	Aye.

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PUBLIC HEARING CONTINUATION: OSSMAN SUBDIVISION:

Mr. George Urbanneck came before the Board presenting his proposal.

BY MR. SCHIEFER: Mark, you have a comment, these maps were received 11/12. Have you had a chance to go over them?

BY MR. EDSALL: Not the latest ones, if they are submitted too late.

BY MR. URBANNECK: The only difference between this set and the last set was the addition of note number ten. Everything else on the maps is identical.

BY MR. EDSALL: I'd like to go on the record that I oppose having plans handed in past the deadline because it makes the files cluttered and makes the reviews almost impossible.

BY MR. VANLEEUEWEN: What is the change of item ten? Give us that please.

BY MR. URBANNECK: Again, note number ten stopping distance based on 45 inch height of eye and four foot height of object as determined by surveyor. There is an asterisk below the site distances on Beattie Road with two additional site distances. The asterisk denotes stopping site distance based on New York State Department of Transportation criteria of 45 inch height of eye and six inch height of object. I just wanted to reference the two different site distances based on two different height of object criteria, one being New York State DOT and one being four foot height of object which is recognized by the Orange County Department of Public Works.

BY MR. SCHIEFER: Mark, let me ask you again, do you know what the addition is now? Would you make any further comments based on this or you think you have had adequate change? If you want more time, I am going to poll the Board and ask if they want to address it.

BY MR. EDSALL: I think that again, now that they have taken time on the agenda today, I'd hesitate to waste that time and not let it proceed, but I'd like to check these things before the meeting. The reference if this is in fact what is purported to be the DOT or Orange County standards if I had the map in advance, I could have checked those things, but I would say proceed, they have to go to Orange County

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Health anyway, so we will have the opportunity to have them come back in.

BY MR. SCHIEFER: Does anyone have any objection proceeding with this based on Mark's comments?

BY MR. VANLEEUVEN: I don't have any objections.

BY MR. PAGANO: My objection still stands on being flag lots.

BY MR. SCHIEFER: I didn't mean that. All I am asking is objection to the late submission of the maps. I made that comment the last time.

BY MR. RONES: I have some concern here. If there is going to be perhaps some movement in this road based on the site distance information or criteria, I would want that evaluated before it was given preliminary approval and sent to the Health Department for review, because there could be a change in the lot configuration that could change the location of the septic systems and I think we'd really be doing the applicant a disservice if we were to have them go out and get Health Department review and have them then come back and rearrange this road system somewhat, so unless that was really not likely to be altered on review of that data, I think we ought to take a closer look.

BY MR. VANLEEUVEN: There is no way you can move that road. There is only one spot for the road to come out.

BY MR. SCHIEFER: We have all been out. We have seen this road. I don't see that there is any way of doing it.

BY MR. RONES: So site distance or no site distance, that is where it is going to be?

BY MR. EDSALL: The Board would have to decide whether or not they feel there is site distance that is not up to normal standards. Whether or not they are in a position to give preliminary approval. I think you can continue with the public hearing and try to close the public hearing and then of course when it comes time for preliminary, you will have to decide if you want to approve in the form it is in.

BY MR. VANLEEUVEN: Even if it is, if we give it preliminary tonight, they can, he can check that out between now and

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getting final approval. There is no big deal as far as I am concerned.

BY MR. RONES: There is only a big deal if the information would result in changing that plan. That is all I am concerned about.

BY MR. VANLEEUVEN: I have looked at it.

BY MR. RONES: If it is not going to make a difference, then go ahead.

BY MR. URBANNECK: The driveway realistically there is no other place to locate it. If you were to locate it further south on Beattie Road, it would lessen the site distance to the right, so the ideal location, the maximum or optimum site distance location would be where we have it situated.

BY MR. SCHIEFER: Since this is a public hearing, anyone here in the audience who would like to make any comments or ask any questions on this? I am not surprised, since this is the third time. Any further comments from the Board members?

BY MR. VANLEEUVEN: The only thing that should be checked is the list.

BY MR. RONES: Do we have the assessor's list?

BY MRS. OSSMAN: Yes.

BY MR. RONES: Could you submit it, please?

BY MR. SCHIEFER: Have these people been notified?

BY MRS. OSSMAN: Yes.

BY MR. URBANNECK: We turned in receipts last week.

BY MR. VANLEEUVEN: Just give me the sheets and card and I will go through it.

BY MRS. OSSMAN: Can I have a chance to say something?

BY MR. SCHIEFER: Surely.

BY MRS. OSSMAN: In regard to last week, I want to eliminate any wrongful impression that there is or ever was a safety

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problem. In that, there will be in the future of the existing driveway and why it is in question, it is one of the safest types of driveways because it permits you to utilize large turnaround of blacktop area which is garages that accommodates cars and trucks including McBride Oil, that being proceeding back down on the driveway and onto Beattie Road and the site visibility at that point on the left going towards 207 is 275 and 300 going up towards Shaw. The existing driveway has been admirable without complaint or incident for 30 years. Particularly as far as present road design of the subdivision is concerned, it is the outcome of my meeting with the workshop also to note a few of the gentlemen at the workshop are familiar with the property and their suggestions are the result of what is presented. The total design has emerged with all reasonable factors addressed and accepted by the fire department. I have met all the criteria and fulfilled all the prescriptions that were required and the subdivision comes out qualifying and valid. So I am looking for preliminary approval.

BY MR. SCHIEFER: Any other questions from the Board?

BY MR. LANDER: Do you have anything from the highway superintendent on this?

BY MR. SCHIEFER: Have you read Mark's number four recommendation, should bring to the applicant's attention concerns of highway superintendent with regard to drainage. See if there is anything in there.

BY MR. VANLEEUVEN: The list comes out, one was returned.

BY MR. SCHIEFER: Okay, that item has been taken care of.

BY MR. RONES: Have you had any feedback from the highway superintendent regarding the drainage issues?

BY MRS. OSSMAN: No, I haven't received it.

BY MR. SCHIEFER: The highway department has not seen this at all.

BY MR. EDSALL: Their response is the cause for my comment. What I did suggest is that prior to final approval that they find out exactly what Mr. Fayo is concerned about, may just be adding a culvert at the crossing.

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BY MR. SCHIEFER: We probably don't need his comments on it for preliminary approval. However, we would for final.

BY MR. EDSALL: They should follow up on that before coming back.

BY MR. RONES: Satisfaction of the highway superintendent with the drainage conditions should be made a subject to the preliminary approval.

BY MR. SCHIEFER: Subject to the preliminary.

BY MR. RONES: Yes, because unless the health department has some concerns with this, the preliminary approval, final approval is just a pro forma situation, we can't go back and now start re-examining this subdivision for final approval. Whatever issues are to be cleared up have to be spelled out now.

BY MR. VANLEEUWEN: That is an issue that we take care of with the highway department, has nothing to do with the county department.

BY MR. RONES: I understand, but if there is going to be some other condition that you may attach to the before granting final approval, such as changing some of the drainage infrastructure here if that is what you have in mind, based on what Mark is saying, you should make the preliminary approval subject to the satisfaction of the highway superintendent with the drainage facilities.

BY MR. VANLEEUWEN: I will make a motion to grant preliminary approval.

BY MR. SOUKUP: We haven't done the SEQRA stuff yet.

BY MR. VANLEEUWEN: I make a motion we declare negative declaration.

BY MR. SOUKUP: We haven't closed the hearing and done the SEQRA yet.

BY MR. SCHIEFER: Public portion of the hearing we will close.

BY MR. VANLEEUWEN: We have to make a motion that we close the public hearing. I so move.

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BY MR. SOUKUP: I second that.

BY MR. SCHIEFER: Motion made and seconded we close the public hearing on the Ossman subdivision.

ROLL CALL:

VanLeeuwen: Aye.
Pagano: Abstain
Soukup: Aye.
Lander: Aye.
Schiefer: Aye.

BY MR. VANLEEUVEN: You don't declare negative declaration until just before final approval.

BY MR. SOUKUP: Have we done lead agency?

BY MR. VANLEEUVEN: Yes, we did.

BY MR. SOUKUP: It is an unlisted action, so that is a negative declaration, right?

BY MR. VANLEEUVEN: It should be done before final approval, right?

BY MR. SOUKUP: It is an unlisted action, so it is negative declaration.

BY MR. RONES: Not automatically unlisted action, just doesn't obviously require an environmental impact statement.

BY MR. SOUKUP: Okay, but --

BY MR. EDSALL: You have taken lead agency so I'd hesitate in making a negative declaration unless you have got some answer from the Orange County Health Department if they feel it appropriate, but they can proceed.

BY MR. SCHIEFER: They'd need preliminary to go to Orange County Health. If you want to make your motion again.

BY MR. VANLEEUVEN: I so move to give preliminary approval.

BY MR. SCHIEFER: Any conditions on the motion or just preliminary approval period?

BY MR. VANLEEUVEN: I think between now and then they can

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get together with the highway superintendent and iron out the pipe they have to put in there, because I know that is what it is going to require.

BY MRS. OSSMAN: We'd be glad to do it too.

BY MR. SCHIEFER: It is not subject to, just give preliminary and we will iron it out before final approval.

BY MR. VANLEEUEWEN: Right.

BY MR. LANDER: I will second that.

BY MR. SCHIEFER: Do you have any comments now?

BY MR. PAGANO: This is a classic flag lot situation that I think that has been poorly laid out by whoever the engineer or whoever did the planning. Number two, it will create problems at the later date. You cannot have three pieces of property joining each other with a common road going through it. I see no reason for it.

BY MR. VANLEEUEWEN: We do this all the time when it is a private road. That is the law. The law states that.

BY MR. PAGANO: The private road is there but all three properties could be individual and then share common road through one piece of property if you want to. What we are seeing here is a common road being used and utilized by three pieces of property coming down, and it is sort of like, I can't explain it, but it is a poor plan and is a classic flag lot that we have been told to always look out for.

BY MRS. OSSMAN: This came out of the workshop.

BY MR. PAGANO: These are my comments. I made the comments then and I am making them again. I don't feel that this warrants an approval on my part. That is the end of my comments.

BY MR. SCHIEFER: Any other comments before we vote?

BY MR. SOUKUP: I think what John is trying to get at, maybe I will say it in a different word, is that the lot has adequate acreage but not adequate frontage for more than one lot or possibly two. We are now looking at three which may be too much for the property to bear, although it meets

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one criteria acreage. It does not meet frontage requirements so we have flag lot concept. Unfortunately the ordinance does not outright prohibit them and I don't know what I can tell you, unless our attorney can advise us, there is part of the ordinance that prohibits them. I will tell you that in my opinion, the steep slope off the new private road, the fact that the existing driveway is to remain and has an access at the same point as the private road and the limited visibility which is below the safe stopping site distance level and the question of access and safety to the existing drive when the new road is put in place, all lead me to vote no on this project when it comes up.

BY MR. SCHIEFER: Joe, do you want to make any comment on the statute on flag lots?

BY MR. RONES: Well, we have an ordinance which prohibits that certain criteria for private roads and the number of lots along them and the subdivision meets those criteria from a planning standpoint. Some members might not like it but it is not prohibited by the ordinance.

BY MR. SOUKUP: Unfortunately.

BY MR. SCHIEFER: I do not want to turn this into a planning session, but I have been out there twice and I really don't know what other way it can be that road can be run. I don't really like it, but I don't know how else to do it.

BY MR. VANLEEUWEN: I think the land in the back is very nice.

BY MR. SCHIEFER: It is not the land in the back, it is this front issue and if it is legal and I can't come up --

BY MR. SOUKUP: When I was out there and I walked past the pine trees where the stakes stopped at and you walked into the back, there is the possibility that the existing driveway could be directed around the existing shed and not tear out the pine trees and gain access to the private road and eliminate the existing drive, thus allowing all three lots to use the new private drive. That might be a more suitable solution, but the applicant refuses to accept that suggestion. I am unhappy about that.

BY MR. VANLEEUWEN: Is that basically what you are unhappy about, is the road?

BY MR. SOUKUP: Having a private drive for two lots plus another drive is not a safe condition when combined with less than safe stopping distance on Beattie Road. The combination of those items I don't think is a good idea and the steepness of the new driveway creates a problem that compounds that and quite frankly, in overall picture, it is probably too much for the lot to bear. The three lots are squeezed into the maximum. It may be that only two lots should be proposed rather than three, but we can't make that ruling here, but I think on a safety consideration, it is not a safe condition.

BY MR. SCHIEFER: Mr. Lander, everyone else has sounded an opinion. Do you have any comments beyond those?

BY MR. LANDER: We have frontage for these two other lots by creation of the private road. I don't know, I know what Vince is saying about putting the driveway, removing the shed and coming out there. It would create a safer condition but they do have frontage once they put the private road in.

BY MR. SCHIEFER: What I am hearing, there is no legal objection to this, no further comments. We will go for a vote for preliminary approval.

ROLL CALL:

VanLeeuwen:	Aye.
Pagano:	No.
Soukup:	No.
Lander:	Aye.
Schiefer:	Aye.

NEW WINDSOR PLANNING BOARD MEETING

TOWN HALL

WEDNESDAY, NOVEMBER 8, 1989 - 7:30 P.M.

MEMBERS PRESENT:

- Carl Schiefer, Chairman
- John Pagano
- Henry VanLeeuwen
- Dan McCarville
- Vince Soukup
- Ron Lander

ALSO PRESENT:

- Joseph Rones, Esq., Planning Board Attorney
- Michael Babcock, Building Inspector
- Mark Edsall, P.E., Planning Board Engineer

MINUTES:

BY MR. PAGANO: I'll make a motion to accept the October 11, 1989 minutes as distributed.

BY MR. MCCARVILLE: I second that motion.

ROLL CALL:

- Schiefer: Aye.
- Pagano: Aye.
- VanLeeuwen: Aye.
- McCarville: Aye.
- Soukup: Aye.
- Lander: Aye.

~~PUBLIC HEARING: CASHAN SUBDIVISION:~~ Mr. George Urbanneck came before the Board presenting his proposal.

BY MR. URBANNECK: I have the return receipts.

BY MR. SCHIEFER: Do you want to give a copy of the map to Mr. Edsall? Mark and Mike, do you want to take a look at the two notes and see if it is going to have an impact?

BY MR. URBANNECK: Number six is the latest revisions, number six and number nine.

BY MR. SCHIEFER: Do you have a list to check that? Do you have a list to check the names that you were told to contact?

BY MR. CONNELLY: Mrs. Ossmann got the list from the Assessor's office.

BY MR. SCHIEFER: We need the list to check the names against to see the responses. Mike, do you check these whether or not they have completed the mailing before they put it on the agenda?

BY MR. BABCOCK: No, but by law they have to do that.

BY MR. SCHIEFER: I was going to ask you for the list. We have responses. We don't know who they went to.

BY MR. EDSALL: I didn't get a copy of the announcement.

BY MR. VANLEEuwEN: We could have the public hearing and adjourn it until we check the list.

BY MRS. OSSMAN: I know there is eleven people involved and I had gotten them from the Assessor's office and we should have a list.

BY MR. SCHIEFER: If you find it, it would make it a lot easier for us.

BY MR. VANLEEuwEN: I suggest we go on with the public hearing and will adjourn until we can verify the list.

BY MR. SCHIEFER: While you are looking for the list, we are going to open the public hearing. We will not be able to conclude it until we get the list. If you don't bring it tonight, we will have to adjourn it until the next time. If you find it this evening, we will be able to conclude the public hearing portion.

BY MR. CONNELLY: Is there another way to -- can we bring the list to the engineer from the same assessor or just --

BY MR. RONES: We really have to verify it on the record at the meeting.

BY MR. VANLEEuwEN: John, it is an illegal public hearing if

we don't.

BY MR. RONES: We need to confirm that the mailing was properly, that proper notice was given in order to have jurisdiction to hold the hearing.

BY MR. SCHIEFER: We will pursue that, we will open up the public hearing and hope that you can find it. If not, we are going to have to verify it at a later date. Before we start the two additions, do they have an impact on your comments?

BY MR. EDSALL: No, they are fine.

BY MR. SCHIEFER: Because otherwise -- do you want to present, make your presentation, sir?

BY MR. URBANNECK: Well, the only real change from the last time we presented this in front of the Board was the addition of an addendum note number six and nine regarding the easements.

BY MR. SCHIEFER: Read them out loud.

BY MR. URBANNECK: Again, note number six, private road provision for maintenance of the private road drainage facilities and other improvements incorporated in the maintenance declaration or agreement shall be recorded in the town clerk's offices and the county clerk's office at the time of subdivision map filing and prior to transfer of lot 1 and lot 2 and shall be binding upon the owners of lot 1 and 2 only. Note number nine reads private road easement will allow the owners of lot 1 and 2 to share a common easement to travel over each other's lot with proposed road constructed for purposes of ingress and egress to Beattie Road.

BY MR. SCHIEFER: Present what you want to do so the public can make the comments, the whole submission.

BY MR. URBANNECK: Basically there is one existing house which is going to be subdivided out at the front of the lot along Beattie Road, which now constitutes lot number 3 and the rather approximately two thirds of the lot will be subdivided into two lots of approximately an acre, probably more than an acre each in area. There will be two single family dwellings there. The on site septic systems and on site wells, the subdivision of the rear two lots necessitates an entrance road and cul-de-sac coming off Beattie Road to provide access to lots 1 and 2 at the rear of the lot.

BY MR. SCHIEFER: Before we open to the public, any of the Board members have any comments, questions on this?

BY MR. SOUKUP: I notice you show two sight distances of 250 and 300. What is the posted speed limit on Beattie Road?

BY MR. VANLEEUWEN: Forty.

BY MR. SOUKUP: Is that the state standard for safe stopping standards at that speed?

BY MR. URBANNECK: I believe it is 300 feet, 250, 300 feet is the standard.

BY MR. MCCARVILLE: That is the final grade on this road as it approaches as shown in the upper righthand corner, 12 percent?

BY MR. URBANNECK: That is correct on the entrance road, the cul-de-sac road.

BY MR. SCHIEFER: Any other questions before we open to the public? If not, are there any comments from the public on this proposed subdivision? Is there anyone here in reference to the subdivision? Do you have any comments or questions?

BY MR. DEGROAT: My name is is Charles W. DeGroat and I represent Kathleen and John Bent (phonetic). They are the contract purchasers of lot number 3. My question is on the note number eight, temporary construction easement over lot number 3 for purposes of grading and installing that roadway going into Beattie Road, when that easement is constructed, is completed, I presume that means that the parties doing the construction will replace the easement area back to the way it was before grading and seeding and so on and so forth?

BY MR. URBANNECK: Yes, that is correct. Obviously it won't be identical to the way it looks now because the road will take a portion of the property, but that section, the dotted line which is the temporary easement along the road itself will be reseeded, etc., and returned to its normal status, possibly landscaped.

BY MR. DEGROAT: That temporary easement is on both sides of the road?

BY MR. URBANNECK: That is correct.

BY MR. DEGROAT: That is all.

BY MR. SCHIEFER: Any other questions on this subdivision?

BY MR. VANLEEUVEN: I make a motion we adjourn the public hearing.

BY MR. MCCARVILLE: I have one question before it is closed. On the fire department, do we have comments on that?

BY MR. SCHIEFER: Yes, plan is found acceptable 17 August, 1989.

BY MR. MCCARVILLE: Thank you. I make a motion we adjourn the public hearing.

BY MR. CONNELLY: I haven't found it. What is your next time?

BY MR. SCHIEFER: If it is just this and you can produce that at the next meeting, which is the day before Thanksgiving, would that be acceptable to you?

BY MR. CONNELLY: Has to be.

BY MR. EDSALL: You may want to get on record you are not going to require the applicant to readvertise for that meeting or if you are --

BY MR. SCHIEFER: Unless there is some reason.

BY MR. RONES: Don't have to readvertise assuming that we can have the assessor's list produced at the next meeting and at that time, we can check the return receipts against the list.

BY MR. EDSALL: I will mark them down for that meeting.

BY MR. SCHIEFER: I am sorry, sir, but that is all we can do. I have a motion that we adjourn the public hearing portion of the subdivision.

BY MR. VANLEEUVEN: I will second that.

BY MR. SCHIEFER: Adjourn the public hearing on the Ossman subdivision until the next Planning Board meeting.

ROLL CALL:

McCarville: Aye.
 VanLeeuwen: Aye.
 Pagano: Aye.
 Soukup: Aye.
 Lander: Aye.
 Schiefer: Aye.

BY MR. SCHIEFER: Back to -- there is some action that Mr. Edsall has suggested here. Have you sent the application to the Orange County Department of Health?

BY MR. URBANNECK: The design is still ongoing right now for the septic.

BY MR. SCHIEFER: Before we can take any action, they will have to go to them and before we can grant approval, we are going to have to have approval.

BY MR. SOUKUP: We can't submit until you give preliminary approval.

BY MR. EDSALL: With regard to comment number two, I recommend that you not take SEQRA action at this time until you are through the preliminary stage.

BY MR. SCHIEFER: Any other comments from the Board members? If not, well --

BY MR. SOUKUP: Well, the only comment I'd like to make since I am the only one that had a question on several of the aspects of the driveway, I had visited the site on Sunday and the new driveway was staked out with three stakes between the edge of the road and the row of trees. There was nothing located, the cul-de-sac that I could find. I had examined the road across the front of the site and the road location of the new driveway. Right immediately in the front of the center of lot 3, there is a rise in the road which does not show on the topo map. Cars coming from the intersection of Shaw and Beattie cannot be seen until about 250 feet in front of that site. Usually going in excess of 40 miles an hour at least, but I did not clock them. I still maintain and believe that that diagonal driveway, when coupled with the new roadway for two more driveways will not be a safe condition and I'd like to go on record to that effect. I believe that the true site conditions are not shown.

BY MR. PAGANO: You don't feel it is going to be safe?

BY MR. SOUKUP: I don't believe it will be a safe condition. I'd like to go on record to that effect and let the applicant know it at this time. My mind had not changed.

BY MR. SCHIEFER: Before we take a vote on the preliminary approval, you may want to address this, you know, what one of the Board members feels, I was out there also Sunday.

BY MR. SOUKUP: If you stand at that exit and you look back towards Shaw, you can only see the top of the car, not even the windshield, until it is 250 feet away and they are doing a good 40 miles an hour, going around another straightaway. It is not a good condition. You have to look back over the passenger's seat to come out of the driveway that exists, the combination of the existing driveway and new driveway will not be a fit condition.

BY MR. PAGANO: He objects to this again as I have when this was first proposed as a classic flag lot situation and I prefer that the three lots be entirely along with a road in common but not the way it is shown on this subdivision right now. I would prefer some uniqueness be put into this plan that a single road agreeing with Mr. Soukup, be utilized, that all three can share but not the properties going out like flag poles out to the main road.

BY MR. SCHIEFER: Mr. Pagano, any other comments?

BY MR. MCCARVILLE: I pretty much agree with what Vince had to say.

BY MR. SCHIEFER: Now, you are beginning to hear the opinion of the Board. Take these into consideration before we come back. Obviously, next meeting you shall be here, okay?

BY MR. URBANNECK: Yes.

BY MR. SCHIEFER: If that is it, then we will adjourn this until our next meeting. The way this was conducted is the way I'd like to see it, a map on the board and see the questions addressed to the map, not individual members of the Board, so we can all benefit from the response.



TOWN OF NEW WINDSOR

555 UNION AVENUE
NEW WINDSOR, NEW YORK

1763

October 24, 1989

Eileen Ossman
26 Twin Arch Road
Washingtonville, New York 10992

Re: Parcel #51-1-68.1 Variance List 500 ft.

Dear Mrs. Ossman:

According to our records, the attached list of property owners are within five hundred (500) feet of the above mentioned property.

The charge for this service is \$25.00, which you have paid in the form of your deposit.

Sincerely,

Leslie Cook/cb

LESLIE COOK
Sole Assessor

LC/cp
Enc.

*1 Bill for util
2 right view*

*10 copies map -
vertical
notice of hearing*

Jaeger, Aloisia
Route 207
Rock Tavern, NY 12575

Lyons, Edward *returned*
12A James Street
Washingtonville, NY 10992

✓ Romanowski, Craig & Arden
Shaw Road
Rock Tavern, NY 12575

✓ Messina, Frank Sr.
Box 25 Beattie Road
Rock Tavern, NY 12575

✓ Messina, Angela
Box 25 Beattie Road
Rock Tavern, NY

✓ Dunn, Andree J.
Beattie Road
Rock Tavern, NY 12575

✓ Wagner, Harry S. & Louise M.
Box 254 Beattie Road
Rock Tavern, NY 12575

✓ DeStefano, Michael A. & Paula C.
21 Hempstead Road
Spring Valley, NY 10977

✓ Gravina, Joseph Salvator & Elena
Shaw Road
Rock Tavern, NY 12575

✓ Mulligan, Raymond & Catherine
Beattie Road
Rock Tavern, NY 12575

✓ First Hudson Land Co Inc.
Simonds Road
Williamstown, Mass. 01267



McGOEY, HAUSER and EDSALL
CONSULTING ENGINEERS P.C.

RICHARD D. McGOEY, P.E.
WILLIAM J. HAUSER, P.E.
MARK J. EDSALL, P.E.

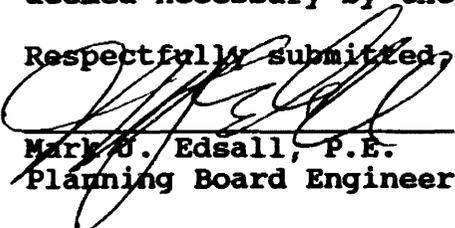
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(914) 562-8640
- Branch Office
400 Broad Street
Milford, Pennsylvania 18337
(717) 296-2765
(914) 856-5600

TOWN OF NEW WINDSOR
PLANNING BOARD
REVIEW COMMENTS

PROJECT NAME: Ossmann Minor Subdivision
PROJECT LOCATION: Beattie Road
PROJECT NUMBER: 89-24
DATE: 11 October 1989
DESCRIPTION: The Applicants have submitted a plan for the minor subdivision of a 3.77 +/- acre parcel into three (3) single-family residential lots. The subdivision proposes the use of a private road. The plan was previously reviewed at the 28 June 1989 and 13 September 1989 Planning Board Meetings.

1. At the latter referenced meeting, I advised the Planning Board that this Application included alternative sanitary disposal systems, which must be reviewed by the Orange County Department of Health. In line with same, this Application should be forwarded to that Department, once the subdivision receives preliminary approval.
2. The Planning Board should determine if a Public Hearing will be necessary for this minor subdivision, or if same can be waived per Paragraph 4.B of the Subdivision Regulations.
3. The Planning Board may wish to make a determination regarding the type action this project should be classified under SEQRA and make a determination regarding environmental significance.
4. At such time that the Planning Board has made further review of this application, further engineering reviews and comments will be made, as deemed necessary by the Board.

Respectfully submitted,


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

MJEnje

ossmann

CHRONOLOGICAL JOB STATUS REPORT

JOB: 87-56 NEW WINDSOR PLANNING BOARD (Chargeable to Applicant)
 TASK: 89- 24

CLIENT: NEWWIN - TOWN OF NEW WINDSOR

TASK-NO	REC	--DATE--	TRAN	EMPL	ACT DESCRIPTION-----	RATE	HRS.	TIME	-----DOLLARS-----		
									EXP.	BILLED	BALANCE
89-24	24736	04/04/89	TIME	MJE	MC OSSMAN	60.00	0.30	18.00			
89-24	24940	04/14/89	TIME	MJE	MC OSSMANN	60.00	0.30	18.00			
89-24	27643	06/01/89	TIME	MJE	MC OSSMAN	60.00	0.50	30.00			
89-24	27644	06/02/89	TIME	MJE	MC OSSMAN	60.00	0.30	18.00			
89-24	30000	06/26/89	TIME	MJE	MC OSSMAN	60.00	1.00	60.00			
89-24	30006	06/27/89	TIME	MJE	MC OSSMAN	60.00	0.30	18.00			
89-24	30070	06/27/89	TIME	NJE	CL OSSMANN	19.00	0.50	9.50			
89-24	30787	07/11/89	TIME	MJE	MC OSSMAN	60.00	0.50	30.00			
89-24	34462	09/09/89	TIME	MJE	MC OSSMAN	60.00	0.50	30.00			
89-24	34575	09/12/89	TIME	MJE	MC REVIEW W/APP'S SURVR	60.00	0.40	24.00			
								=====	=====	=====	=====
TASK TOTAL								255.50	0.00	0.00	255.50
								=====	=====	=====	=====
GRAND TOTAL								255.50	0.00	0.00	255.50

Revised
Plan
11/21/89

89 - 24

BUILDING INSPECTOR, PLANNING BOARD ENGINEER, FIRE INSPECTOR,
D.O.T., O.C.H., O.C.P., D.P.W., WATER, SEWER, ~~HIGHWAY~~, REVIEW
FORM:

The maps and plans for the Site Approval _____
Subdivision Eileen C. Osmond as submitted by
E. Zoback for the building or subdivision of _____
_____ has been
reviewed by me and is approved _____,
disapproved ✓.

If disapproved, please list reason Must have 30' of
flat ^{area} entering into Beattie Road. Site distance, north,
on Beattie Road must be improved, by cutting a
section of Beattie Road down and by filling a section.

E. Z. Osmond
HIGHWAY SUPERINTENDENT

WATER SUPERINTENDENT

SANITARY SUPERINTENDENT

December 7, 1989
DATE

✓
C.C.M.E.

IOC.PB
OSSMANN

INTER OFFICE CORRESPONDENCE

TO: Town Planning Board
FROM: Town Fire Inspector
DATE: 30 November 1989
SUBJECT: Ossmann Subdivision

PLANNING BOARD REFERENCE NUMBER: PB-89-24
DATED: 21 November 1989

FIRE PREVENTION REFERENCE NUMBER: FPS-89-107

A review of the above referenced subject subdivision was completed on 30 November 1989.

This subdivision plan is found acceptable.

PLANS DATED: 20 November 1989, Revision 4

Robert F. Rodgers

Robert F. Rodgers; CCA
Fire Inspector

RR:mr
Att.

CC:M.F.

IOC.PB
OSSMANN

INTER OFFICE CORRESPONDENCE

TO: Town Planning Board

FROM: Town Fire Inspector

DATE: 22 November 1989

SUBJECT: Ossmann Subdivision

PLANNING BOARD REFERENCE NUMBER: PB-89-24

DATED: 8 November 1989

FIRE PREVENTION REFERENCE NUMBER: FPS-89-102

A review of the above referenced subject subdivision was conducted on 21 November 1989.

This subdivision plan is found acceptable.

PLANS DATED: 8 November 1989, Revision 3

Robert F. Rodgers

Robert F. Rodgers; CCA
Fire Inspector

RR:mr
Att.

↓
cc:M.E.

IOC.PB
OSSMANN

INTER OFFICE CORRESPONDENCE

TO: Town Planning Board

FROM: Town Fire Inspector

DATE: 24 October 1989

SUBJECT: Eileen C. Ossmann Minor Subdivision

PLANNING BOARD REFERENCE NUMBER: PB-89-24

FIRE PREVENTION REFERENCE NUMBER: FPS-89-088

A review of the above referenced Minor Subdivision plan was conducted on 24 October 1989.

This Plan is found acceptable.

PLANS DATED: 17 August 1989


John McDonald

Fire Inspector

JM:mr
Att.

cc:M.E.

BUILDING INSPECTOR, PLANNING BOARD ENGINEER, FIRE INSPECTOR,
D.O.T., O.C.H., O.C.P., D.P.W., WATER, ██████████, HIGHWAY, REVIEW
FORM:

The maps and plans for the Site Approval _____
Subdivision _____ ✓ _____ as submitted by
_____ for the building or subdivision of
EILEEN C. OSSMANN has been
reviewed by me and is approved _____ ✓ _____,
disapproved _____.

If disapproved, please list reason _____

HIGHWAY SUPERINTENDENT

WATER SUPERINTENDENT

John P. [Signature]

SANITARY SUPERINTENDENT

10-30-89

DATE

LEGAL NOTICE

NOTICE IS HEREBY GIVEN that the PLANNING BOARD of the TOWN OF NEW WINDSOR, County of Orange, State of New York will hold a PUBLIC HEARING at Town Hall, 555 Union Avenue, New Windsor, New York on November 8 1989 at 7:30 P.M. on the approval of the proposed Subdivision of Lands (Subdivision of Lands)* (Site Plan)* OF EILEEN C. OSSMAN

located Beattie Road, New Windsor, New York

Map of the (Subdivision of Lands) (~~Site Plan~~)* is on file and may be inspected at the Town Clerk's Office, Town Hall, 555 Union Avenue, New Windsor, N.Y. prior to the Public Hearing.

Dated: October 26, 1989

By Order of

TOWN OF NEW WINDSOR PLANNING BOARD

Carl Schiefer

Chairman

NOTES TO APPLICANT:

- 1). *Select Applicable Item.
- 2). A completed copy of this Notice must be approved prior to publication in The Sentinel.
- 3). The cost and responsibility for publication of this Notice is fully the Applicants.

BUILDING INSPECTOR, PLANNING BOARD ENGINEER, FIRE INSPECTOR,
D.O.T., O.C.H., O.C.P., D.P.W., WATER, SEWER, [REDACTED] REVIEW
FORM:

The maps and plans for the Site Approval _____
Subdivision Eileen C. Ostrom as submitted by
Ed Zaback for the building or subdivision of _____
_____ has been
reviewed by me and is approved _____,
disapproved ✓ _____.

If disapproved, please list reason Concerned
about drainage.

Fred Fays, Jr.
HIGHWAY SUPERINTENDENT (M.F.)

WATER SUPERINTENDENT

SANITARY SUPERINTENDENT

October 12, 1989
DATE

the grading questions, the embankment questions, the driveway profiles and those are the questions I'd like to have addressed first.

Mr. Urbanneck: I am not prepared to answer those questions.

Mr. Schiefer: If this is the identical plan as the last time, there are no changes and we had comments on it then basically we really are not ready to go into this.

Mr. Soukup: That is my opinion. The applicant is not prepared to come back to the meeting unless you have answers to those questions raised at the last meeting.

Mr. Urbanneck: The applicant is on a pilgrimage that I think she thought that you were more concerned with the fill problem at this point, that is why she had Tectonic.

Mr. Connelly (Phonetic): My name is John Connelly. She hired me as her attorney. I hadn't realized she had mentioned something about basically the road which is what the engineer suggested a different pattern but after the Board went out and took a look at it, they decided the way Mr. Zabach had located the road was probably the best course of this subdivision.

Mr. Soukup: I didn't get that information you just gave me. Who told you that this road layout was okay by the Board?

Mr. Connelly: Mrs. Ossmann.

Mr. Soukup: Who told Mrs. Ossmann?

Mr. Connelly: Mrs. Ossmann said that the Board went out and looked at this.

Mr. Soukup: Any Board member pass that message over.

Mr. Pagano: No way.

Mr. Soukup: I don't think that is correct information you have. We are not sure that these three lots are conforming. You haven't deducted easement areas.

Mr. Edsall: Based on the last plan I have from Mr. Zabach which it is not clear to me whether or not his plan is still the valid subdivision plan based on the last plan that Mr. Zabach gave me, they have subtracted easements and they just met the requirement. But again, I am not sure if that is still a valid plan from what is transpired here tonight.

Mr. Ronas: John, if I could suggest, a copy of the minutes of the June 28th, '89 Planning Board meeting are in the folder for this matter and perhaps you could arrange with the Planning Board Secretary to get a copy of them and there is an extensive discussion in there over the various concerns that the Planning Board members had con-

cerning the road and various other factors that might serve as a good check list so that the next time the applicant comes on, all those things or most of it could be addressed or explained.

Mr. Schiefer: I think we did go visit this site.

Mr. Pagano: We visited this site.

Mr. Schiefer: I recall visiting the site and I was going to ask Mr. VanLeeuwen this is out in his territory so we had visited the site. We did verify the concerns that you had but obviously these concerns are not on the map because otherwise it--they haven't been addressed on the map otherwise it couldn't be the same map. If they had been addressed as Mr. Edsall pointed out, the map would be illegal.

Mr. Edsall: I am saying that it is not a matter of being illegal but you have to have a subdivision plan with it. This can only be an attachment or a sheet two and three of a subdivision set. You can't--it can't stand alone.

Mr. Schiefer: Get a copy of these minutes from the secretary. They are available to you and go over them and then familiarize yourself with that and address some of these.

Mr. Ronas: As a result of subsequent site visit, was there any changes or requirements?

Mr. Schiefer: As I recall--

Mr. Connelly: I think Mr. VanLeeuwen was there.

Mr. Babcock: Maybe we should also ask from somebody here, there seems to be an awful lot of representatives who are authorized to be representing Mrs. Ossmann to make sure any requirements that is referred to tonight that we know that.

Mr. Schiefer: I have heard from two and that is not an awful lot but I agree.

Mr. Ossmann: I am her son.

Mr. Edsall: Does the County for these waivers as they call them for fill systems, do they accept submittals prior to a preliminary approval of a Board or do they require preliminary for this as well.

Mr. Soukup: Let me ask the applicant a question on that particular specific--I see no reference, I see that the system is designed on an assumed perc rate of 1 inch drop in 30 minutes. Does that mean that you are percing the top soil and that you could not perc the ground in place on either of the two new lots? You came up with over a 60 minute rate.

Mr. Urbanneck: No. What we are saying is we hit rock at 2 to 3 feet.

Mr. Soukup: So you are going to have to raise the entire septic system which means this Board cannot approve without sending you to the Health Department under the new Orange County Law.

Mr. Edsall: It is not part of the new law, it is not a result of Orange County Local Law #1 but Appendix 75A of the Public Health Law which states alternative systems can only be used for the houses where the existing system is in failure. Since these are proposed no system exist nor any failures are occurring, you need what the County is calling a waiver and that can only come from a public health official. That being the Orange County Health Department so this Board even if everything else was ideal could not approve this plan and I have letters from the Orange County Health Department from February 16th, '88 and June 8th, '87 so--

Mr. Soukup: I am not sure if you have to have a public hearing because it has to be designated a major subdivision to go to the Health Department.

Mr. Roncs: No.

Mr. Edsall: This is not being sent to the Orange County Health Department as a realty subdivision application, it is being sent to request a waiver of the Public Health Law.

Mr. Roncs: Hank, getting back to the discussion the Board was having, do you recall that there were any changes in the points that were raised at the June Planning Board meeting as a result of the site visit?

Mr. VanLeeuwen: We went out to the site visit and we first we discussed bringing a driveway up to the upper end then we decided what really is the difference we will leave the driveway at the lower end where it is now because that is the best possible place for it. It is not going to deter the subdivision, it is not going to change it any and if you make it come up here, you have to go through a bunch of trees and you have more of a grade than if you left it where it is and we decided to leave it where it is. That, I do remember because I know the property well, I pass it twice a day.

Mr. Schiefer: That is the reason I wanted you back in here.

Mr. Roncs: So that was the only other point about the road?

Mr. VanLeeuwen: That was the only other point we had. We looked at the property, the property in the back is beautiful. I know the property, it is a very nice piece of property. I was there.

Mr. Soukup: Did you relay that to Mrs. Ossmann as being the decision of the Board. The attorney is saying that his client told him that somebody told him.

Mr. VanLeeuwen: I know Mrs. Ossmann and I don't think we discussed that. Yes, I did, she did ask me about the driveway because we wanted the driveway to come up on top.

Mr. Schiefer: So you did relay it to her?

Mr. VanLeeuwen: She asked me and I said the Board--

Mr. Schiefer: I have no problem we told him we didn't know him of anybody who did.

Mr. VanLeeuwen: I did. She asked me specifically about the driveway and I said--

Mr. Schiefer: I have no problem. We are telling the man we didn't.

Mr. VanLeeuwen: I talked to her because she lives on the other side of the hill and she was coming down the hill and I am working on the front of my house mowing and she stopped and ask me.

Mr. Schiefer: Hank, I have no problem just that we have been denying it and it was right.

Mr. VanLeeuwen: We decided it was all right. I think Dan McCarville was there.

Mr. Schiefer: I was there but I wasn't aware of your conversation afterwards.

Mr. VanLeeuwen: Do you remember what we discussed?

Mr. Schiefer: I remember the beautiful trees and we didn't want to both them.

Mr. VanLeeuwen: Was he right?

Mr. Schiefer: Yes. Mr. Soukup, your comments?

Mr. Soukup: I still think it is an unsafe practice to bring the driveway out at the beginning of the end of the road. I maintain from a safety reason the lot 3 driveway should be relocated. The other problem I have is that some of those beautiful trees that you are relating to are going to get cut up and chopped out because of the road profile which he doesn't know because of the depth of the cut to get the new road in. I think I recall it is going to have 10 or 12 feet. It seems to me somewhere around station 2 or 1 and a half, it was about 10 or 12 feet deep which means a 20 foot horizontal cut on each side of the road and if you look at the profile, you will notice that it is shifted out on the center of the 50 foot right-of-way in order to make it work and allow the cut to occur on the Ossmann property which means the nice trees between the house and the new road are all coming out because of the embankment or they are going to build a wall that doesn't show on the plan. What is the depth of the cut?

Mr. Edsall: Seven (7) foot.

Mr. Soukup: So it is 15 feet horizontal from the edge of the road over. Your goal is great but I don't think it is going to happen

because of the cut condition. I get the feeling it is more than should be put on the property.

Mr. VanLeeuwen: It is really not feasible. It is not going to help the site any. You were there with us, weren't you?

Mr. Soukup: No, I wasn't there. I came five minutes after you had left that evening from the parking lot, I think. I know where it is in fact the lot next to it is where the new house is being put up or is it further down.

Mr. VanLeeuwen: No, that is way down.

Mr. Soukup: There is one on Beattie Road that just got put up, is being finished or--

Mr. VanLeeuwen: You are mistaken, that is on Wagner Drive, you are talking the opposite side of the road. It is a modular about 1,000 feet from this site.

Mr. Soukup: The trees are not going to be saved because of the width of the cut and you can see that reflected in the fact the road is offset in order to make it work at all.

Mr. Rones: Were there any other issues besides the road positioning?

Mr. Soukup: That and the grading and the limits of the excavation were the main things and the fact that the easement was not deducted from the original road sizes. We weren't sure that the lots were legal. The other question mark was the splitting the right-of-way into two pieces and having the dog leg lots or the flag lots with respect to what is provided for in the ordinance.

Mr. Edsall: It really doesn't mandate in one manner or the other the way the private road ordinance is currently written.

Mr. Pagano: I'd like to see something done about the flag lot, especially lot #1 if we can cut it down here and make the entire road part of lot 2. Any time that you have a gray area as to who is responsible for what.

Mr. Rones: You need a road maintenance agreement.

Mr. VanLeeuwen: That is to high in there, the only possible location you can put a road--

Mr. Pagano: Leave everything the way it is, just cut lot 1 off at this end and make this part of lot 2. Flag lot is always a nightmare.

Mr. VanLeeuwen: That is not a flag lot.

Mr. Edsall: Just to claify in some form for Mr. Soukup, again, getting to the subtractions as far as lot area, the road is subtracted in its entirety already so depending on who owns it, it doesn't make a heck of a lot of difference, it is just a matter of

who you are subtracting it from. It is not being counted towards any of the lot area. Private road law reads it is set up if you have a private road where you have frontage on from each side, it indicates the owner of any lot having access only to an approved private lot shall be the owner of a portion of the private road as adjacent to his lot to the center line of the private road unless other provisions have been shown as approved by the Planning Board so what it means is normal conditions road going up the middle try to own to the center as you go. This one the road is to the side so it is a toss up. It wouldn't effect the lot area.

Mr. Ronces: It ordinarily doesn't prohibit some other arrangements since the areage that are shown on lots 1 and 2 do not deduct the easement on this map. Do you have a map that deducts the easement?

Mr. Edsall: That gets back to the reason why we should get complete submittals because we all have different pieces, the piece that I have dated August 21st shows both total areas and net areas, is that what the Board has?

Mr. Soukup: No, these are total areas on here.

Mr. Connelly: You don't have Zabach's map.

Mr. Edsall: This plan indicates that each lot meets the minimum requirements with the entire road subtracted.

Mr. Schiefer: I think we are going to get this map thing straightened out. Mr. Edsall, it is going to be up to you, the map you have got now.

Mr. Connelly: Tectonic has to be attached to it as supplementary. I think the main problem we have right now is we have to get a waiver for the alternative septic system from the County.

Mr. Schiefer: That is the number 1 problem if the road thing with those--we don't know how else to do it, that does not mean that it is acceptable because there is no other way.

Mr. Soukup: If you look at it, it is hard to do anything else than what they have got here. I appreciate that and I can tell the applicant that if he intends to go for a vote on preliminary approval, I will abstain because I have not seen the site and I wouldn't vote yes or no.

Mr. Schiefer: I am reluctant to go for preliminary approval.

Mr. Edsall: You may want to make a decision on the matter of waiving or not waiving a public hearing so when and if you want to consider a complete plan package for review of preliminary approval, you will have determined if you want to have a public hearing or not.

Mr. Schiefer: Any comments from the Board members?

Mr. VanLeeuwen: I make a motion to waive the public hearing.

Mr. Schiefer: So waiving the public hearing at this time if not do we have any comments why you don't want to waive it?

Mr. Pagano: Because I don't think all the ducks are lined up. I prefer--

Mr. Soukup: I think the submission is incomplete.

Mr. Pagano: Table it until we get everything together.

Mr. VanLeeuwen: I will withdraw my motion.

Mr. Connelly: Withdraw it until the next meeting and put the maps together that way he can bring the maps to Myra and I understand why they weren't there.

Mr. Schiefer: No blame but it would be alot easier and you know what our concerns are and in the meantime--

Mr. Soukup: I will arrange to visit the site.

Mr. Schiefer: I don't know of any other way to do it that doesn't mean we are going to approve it.

Mr. Soukup: I am not arguing with the road location, I am saying that the driveway should not come out as a Y with the road. I think the road location is going to cut up the site because you are cutting 7 or 8 feet through the hill but that is the choice that the applicant wants to make. I do disagree with the driveway continuing to come out where it is. I haven't been to the site.

Mr. VanLeeuwen: Any time you want to meet, I will take you over.

Mr. Pagano: If we do make another visit, I'd like to see this again. The property is a beautiful piece of property. I mean it is really gorgeous and to create that scar line that you are talking about, I think would, it would take away from it so from the standpoint of can we keep an open mind that maybe we can shift the road around and do something more.

Mr. Schiefer: You were there, we didn't have any ideas. I have no problem with keeping it open but at the time we could not find anything.

Mr. VanLeeuwen: We walked all through it. Trouble is coming out of the driveway, you are creating another hill and another one.

Mr. Pagano: I just feel like I have to see it again.

Mr. Schiefer: John, you want to, Hank and Vince and I are willing to go. We will take a look at it in the meantime, address these problems.

Mr. Connelly: Can we put this on for the next meeting in October?

Mr. Schiefer: I see no problem.

Mr. Connelly: Well, in September, yes?

Mr. Pagano: Do we want to take lead agency on SEQR? I will make the motion.

Mr. VanLeeuwen: I will second it.

ROLL CALL:

Mr. VanLeeuwen	Aye
Mr. Pagano	Aye
Mr. Soukup	Aye
Mr. Schiefer	Aye

Mr. Schiefer: Whether or not we can put this on the next agenda, I don't think you have any problem with it. It is going to be a matter before it gets on the agenda, we have to see it again.

Mr. Edsall: The other problem you have is you have to get in a set of plans that shows sheets 1 and 2 and 3 of 3 and it has got to be circulated and since we should have it in within enough time to go through the departments there just isn't enough time between now and the next meeting.

Mr. Schiefer: What you said originally in October.

Mr. Edsall: Have it clearly state sheet 1 of 3 as yours will be 2 and 3 of 3 so that we know.

Mr. Soukup: We would be considering preliminary approval subject to the Health Department.

Mr. Schiefer: That is another reason it is going to--there is no big rush, it is going to take some time there too. Thank you.



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

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RICHARD D. MCGOEY, P.E.
WILLIAM J. HAUSER, P.E.
MARK J. EDSALL, P.E.

Licensed in New York,
New Jersey and Pennsylvania

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

PROJECT NAME: Ossmann Minor Subdivision
PROJECT LOCATION: Beattie Road
PROJECT NUMBER: 89-24
DATE: 13 September 1989
DESCRIPTION: The Applicants have submitted a plan for the minor subdivision of a 3.77 +/- acre parcel into three (3) single-family residential lots. The subdivision proposes the use of a private road. The plan was previously reviewed at the 28 June 1989 Planning Board Meeting.

1. The Applicant has revised the plans to include the additional information requested. In addition, they have provided two (2) additional sheets, which detail the proposed sanitary disposal systems for the proposed lots. Additional comments regarding the disposal system are below.
2. At the 28 June 1989 Planning Board Meeting, the Board indicated that they would be making a field visit to review the project site. Results from this site visit should be further discussed with the Applicant.
3. The deep test provided in the sanitary areas of proposed Lots #1 and #2 indicate the existence of bedrock at a depth of 2'. Due to same, it is necessary that the sanitary systems be designed as an evapotranspiration/absorption system. Inasmuch as that type system is considered an alternative system under Section 75-A.9, and the Orange County Department of Health has determined that only their office can approve alternative systems, it will be necessary that this application be forwarded to the Orange County Department of Health for review and approval, before the Planning Board can grant final subdivision approval. Before the referral is made, it is recommended that the Board review the proposed subdivision and, if appropriate, grant preliminary subdivision approval.

TOWN OF NEW WINDSOR
PLANNING BOARD
REVIEW COMMENTS

PROJECT NAME: Ossmann Minor Subdivision
PROJECT LOCATION: Beattie Road
PROJECT NUMBER: 89-24
DATE: 13 September 1989

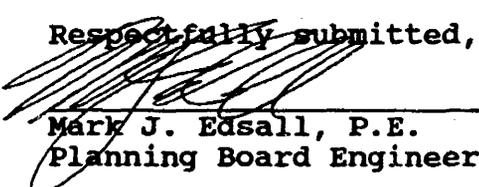
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4. The Planning Board may wish to assume the position of Lead Agency under the SEQRA process.

5. The Planning Board should determine if a Public Hearing will be necessary for this minor subdivision, or if same can be waived per Paragraph 4.B of the Subdivision Regulations.

6. At such time that the Applicant has received Orange County Department of Health Approval and returns to the Planning Board, further engineering reviews will be made, if deemed necessary by the Planning Board.

Respectfully submitted,


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

MJEnje

ossman

PLANNING BOARD
TOWN OF NEW WINDSOR

AS OF: 09/05/89

PAGE: 1

LISTING OF PLANNING BOARD AGENCY APPROVALS

FOR PROJECT NUMBER: 89-24
 NAME: OSSMANN, EILEEN
 APPLICANT: OSSMANN, EILEEN

	ISS-DATE	AGENCY-----	RESP-DATE	ACTION-----
ORIG	09/05/89	MUNICIPAL HIGHWAY	/ /	
ORIG	09/05/89	MUNICIPAL WATER	06/05/89	APPROVED
ORIG	09/05/89	MUNICIPAL SEWER	/ /	
ORIG	09/05/89	MUNICIPAL SANITARY	/ /	
ORIG	09/05/89	MUNICIPAL FIRE	06/08/89	APPROVED
ORIG	09/05/89	PLANNING BOARD ENGINEER	/ /	
ORIG	09/05/89	COUNTY PLANNING	/ /	
ORIG	09/05/89	COUNTY DEPARTMENT OF HEALTH	/ /	
ORIG	09/05/89	COUNTY D.P.W.	/ /	
ORIG	09/05/89	STATE D.O.T.	/ /	
ORIG	09/05/89	STATE D.E.C.	/ /	
REV1	09/05/89	MUNICIPAL HIGHWAY	/ /	
REV1	09/05/89	MUNICIPAL WATER	/ /	
REV1	09/05/89	MUNICIPAL SEWER	/ /	
REV1	09/05/89	MUNICIPAL SANITARY	/ /	
REV1	09/05/89	MUNICIPAL FIRE	09/05/89	APPROVED
REV1	09/05/89	PLANNING BOARD ENGINEER	/ /	
REV1	09/05/89	COUNTY PLANNING	/ /	
REV1	09/05/89	COUNTY DEPARTMENT OF HEALTH	/ /	
REV1	09/05/89	COUNTY D.P.W.	/ /	
REV1	09/05/89	STATE D.O.T.	/ /	

PB.IOC
OSSMANN SUBDIV.

INTER OFFICE CORRESPONDENCE

TO: Town Planning Board

FROM: Town Fire Inspector

DATE: 9/1/89

SUBJECT: Eileen C. Ossmann Minor Subdivision

PLANNING BOARD REFERENCE NUMBER: PB-89-24
DATED: 21 August 1989

FIRE PREVENTION REFERENCE NUMBER: FPS-89-075

A review of the above referenced Minor Subdivision plan was conducted on 1 September 1989.

This Plan is found acceptable.

PLANS DATED: 17 August 1989

Robert F. Rodgers me

Robert F. Rodgers; CCA
Fire Inspector

RR:mr

Note: Plans in Fire Prevention File

CC: M.E.

OSSMANN SUBDIVISION - (89-24) BEATTIE ROAD

Ms. Eileen Ossmann came before the Board representing this proposal.

Mr. Schiefer: Let me read the first comment, the applicant's have submitted a plan for the minor subdivision of a 3.77 plus or minus acre parcel with a three single family residential lot subdivision, proposes use of a private road. This plan was reviewed as sketch plan.

Ms. Ossmann: This is on 3.8 and there is one house on it already. What I am doing is subdividing the one house that is there away from the rest of the land.

Mr. Jones: Here is the comments for you.

Ms. Ossmann: Thank you. There is a contract on the house already.

Mr. Schiefer: Twelve percent grade on the private road?

Ms. Ossmann: Yes. The terrain is pretty steep on a good majority on the Beattie Road. In fact, the driveway that is in on the brick house right now has about the same cut and most of the properties on Beattie Road have that kind of a topo.

Mr. McCarville: It has got to be within 10% to meet the specifications. It can't be 12%. It is one thing to be a driveway, it is another to be a driveway serving three lots.

Ms. Ossmann: It is really the only place to put that driveway as you can see.

Mr. McCarville: What is the grade on a private road, same as town road, 10%, isn't it?

Mr. Edsall: The 12% is the maximum on private road.

Ms. Ossmann: And this is a 50 foot turn around up here on a cul-de-sac.

Mr. Pagano: They show a 25 foot private road going down to Beattie. I am a little concerned that may be narrow to Beattie. Is there any way we can open the road up near the exit into Beattie Road from in other words without making a square turn, you know, fan the road at the exit? Mark, do you concur?

Mr. Edsall: They are going to have to put turning radius on each side to match in to Beattie Road, I am sure the highway super is not going to accept a 90 degree access. He is going to want some radii but the width of the road meets the town law.

Ms. Ossmann: It probably will be flared out because it is already on the existing driveway.

Mr. VanLeeuwen: The way I look at it, it is only 25 feet wide.

Mr. Edsall: It is a private road.

Mr. Soukup: If they had frontage on a private road right-of-way, then I'd agree.

Mr. Edsall: The dashed line is the right-of-way line. All three properties own a portion although it may not be a uniformed layout, all three parcels own a piece of the private road easement. The light dashed line appears to be, to my understanding, from talking to Mr. Zaback (phonetic) that is what he is proposing as the private road right-of-way. They all have the sufficient amount of frontage on that private road right-of-way, therefore implying private road law.

Mr. Soukup: Do you want those statements attached to each of the back two lots or do you want the private road to be on one of the three lots and the other lots terminating at the dotted line which is the way I thought we had been doing it before.

Mr. Edsall: I have heard both arguments whether one lot should own the private road or it can be split. It makes no difference with the law on the lot area so it is a matter of preference.

Mr. Soukup: I have a problem with the cut at Station 222. I know the road is shifted to make it work but what happened is they are going to take 10 to 20 feet of lot 3 to get the road cut in. That driveway up in front doesn't work on lot 3, that has to be rebuilt and relocated.

Mr. Edsall: That is one of my comments.

Mr. Soukup: Front 20 feet of the driveway gets excavated when you build a new road so I suggest that it be put back in away from the Beattie Road intersection. It is not good to have three roads intersecting at three spots, a driveway and two roads, it would be better for lot 3 to come out perpendicular to the new private drive in some form or manner. It should come out where the 125 foot dimension area, it probably should come out right about there.

Ms. Ossmann: The topo is rough there.

Mr. Edsall: One of the things that I am recommending is that they provide us with some proposed contours. I have my doubts with the amount of cut that is proposed to create the roads, whether or not that can all be accomplished on this property. There may be the need for retaining walls just to be able to rebuild this road so I think we don't have enough information to evaluate the road construction.

Mr. Soukup: I have a small concern with respect to, it looks like you have pushed the road over to lot 3 and you are going to infringe into lot 3. I don't know if lot 3 knows that or not.

Ms. Ossmann: I am lot 3. We have taken a contract on the house, this house, the brick house, this lot is for my son and this other lot is for myself. We will be drawing up and have drawn up an maintenance agreement for the both lots plus the easement on the house that the people have taken contract to so it will be just my son and myself.

Mr. Babcock: One of the criterias why I think all the three lots share in the ownership, if you took the private road out of one lot, you wouldn't be able to have a minimum lot size so you'd wind up with, you have to subtract part of it out of each lot to come up with three, one acre lots. If you took the whole area of the subtraction of the road out of one lot, you'd wind up with a two lot subdivision. It is only 3.7th's of an acre.

Mr. Soukup: Has that part of the ordinance been adopted requiring a deduction of the easements?

Mr. Edsall: Yes.

Mr. Babcock: You want to deduct part of it out of each lot so you wind up with three lots.

Mr. Soukup: That mathematics hasn't been done on this map, has it?

Mr. Edsall: That is why my comment 2a is that they provide us with net area calculations so we can verify those.

Mr. Soukup: Maybe the third lot is not doable on this piece.

Mr. Edsall: That may not be.

Mr. Soukup: With the easement on the private road and the grading situation, a third lot may not be doable.

Ms. Ossmann: I don't understand why because there is not an acre.

Mr. Soukup: That may be the case, we don't have the numbers to look at.

Ms. Ossmann: It has been subtracted, it is now with this.

Mr. Soukup: We have gross acres, we don't have net acres. We don't have the net area of each lot after the private road is deducted. You may not have adequate acreage after the private road area which is an easement is deducted. We don't know because we don't have the numbers, they are not supplied.

Mr. Schiefer: Particularly true in lot 3, you are getting awful close.

Mr. Soukup: There is going to have to be--

Ms. Ossmann: Lot #2 was 1.40 and the people that went to contract insisted that they did not want their property to go straight across. They want to deduct the driveway. They don't want liability of the driveway so we cut off that piece and they ended up with 1.19 after that driveway was taken out of that lot. That is lot #3.

Mr. VanLeeuwen: Lot #3 doesn't want anything to do with the private road?

Ms. Ossmann: Yes. It went straight across and then--

Mr. Soukup: Lot 3's driveway has to be relocated to the new road and it should share in the maintenance agreement.

Mr. Roness: We'd need to see a copy of your road maintenance declaration.

Mr. Soukup: You can't have a driveway that close to the private road, both of which come out onto Beattie and they are both a serious grade problem.

Ms. Ossmann: There is just so much you can do. I can't work on the other side here because of the topo so we are forced to go over to this side. They are both coming down, all three places are coming down on that driveway which is what you want me to do.

Mr. Soukup: It is not so much the number of cars, it is the geometry is dangerous. You have two steeply sloped roads coming together at a town road, all at one spot.

Mr. VanLeeuwen: I think we should take a run out there and take a look at it.

Mr. Soukup: I know 12% is not that bad but in the winter, 6 or 7 is not good either.

Mr. McCarville: I think Vince's point of bringing lot 3 onto the private road is workable.

Mr. Schiefer: I think it is a good idea but I hear the applicant saying this person wants nothing to do with the private road.

Ms. Ossmann: I sold lot 3 and I am having lot 1 or 2, my son is even--

Mr. Soukup: I don't know how you can sell a lot that hasn't been subdivided.

Ms. Ossmann: It is only in contract. I couldn't go to closing without it being approved.

Mr. McCarville: Who owns the entire parcel?

Ms. Ossmann: Me.

Mr. DeGroat: I am the attorney for the contract purchasers of lot #3. These are the two contract purchasers, I just might have a couple of comments which may be a little bit helpful. We originally, the contract is subject to the subdivision approval. We are purchasing, we weren't purchasing without subject approval. We have a contract subject to. When we first received the subdivision map lot #3, the line went right up to the north boundary and the private road went over lot #3. We objected to the private road going over lot #3 for several reasons. One, we didn't want the liability for it but we also felt that engineering wise after we spoke to our own engineer that it is much wiser and much better planning to have the lots to the rear have their own private access to Beattie rather than come over somebody else's property so after discussing it with the engineer, the engineer decided to draw a diagram showing a 25 foot right-of-way for lot #1 and a 25 foot right-of-way for lot #2 coming out to Beattie Road. So, that lot #1 in the back would have 25 feet out to Beattie Road, lot #2 in the back would have 25 feet out to Beattie Road so that the total access for lots 1 and 2 to Beattie Road would be a total of 50 feet.

Mr. Schiefer: Now, I am hearing 1, 2, 3 roads intersecting on this road.

Mr. VanLeeuwen: No, this is lot #1 road, this is lot #2 and lot #3.

Ms. Ossmann: That has their own driveway, it just crosses right on Beattie Road.

Mr. DeGroat: If I could just interrupt a moment. When we suggested that lot #1 and lot #2 had their own private access, we also suggested that we would take our own driveway out onto Beattie Road. It is instead of coming into the private road.

Mr. Edsall: If you have individual easements going out to Beattie Road, therefore, they are not a private road, therefore they have no frontage, therefore the lot doesn't apply with the ordinance, you couldn't do it that way. You need the private road to create the frontage.

Mr. DeGroat: The private road is now going to be on lot 1 and 2.

Mr. Soukup: You have two flag lots and they are not permitted.

Ms. Ossmann: He is concerned with lot #3 which has 287 feet of road frontage.

Mr. DeGroat: I am willing to move the driveway straight down to Beattie Road.

Mr. VanLeeuwen: We can't do it. It is not safe.

Mr. DeGroat: We don't have to have it--I agree it is not safe.

Mr. Soukup: Why do you want to do it if it is not safe?

Mr. DeGroat: We don't have to have it right by the private road, we can come down here. In answer to the engineer, there is a private road and it would be divided between lot #1 and 2.

Mr. Soukup: This lot does not meet my reading of the concept of a private road plan in the Town of New Windsor.

Mr. Edsall: I don't understand.

Mr. Roncs: What he is saying is that the private road that you see there that will remain from his client's perspective, that would remain and this driveway that you see the existing driveway here on lot #2 is going to be moved in some other location anywhere along this three hundred and some odd feet that the Planning Board likes.

Mr. DeGroat: Exactly and the private road will still remain and it will be on lot #1 and 2 and the private road can be any size from 10 feet to 50 feet because there is 50 feet coming out onto Beattie Road.

Mr. Babcock: I have a concern now that even lot 1, once the area is subtracted for the amount of private road they are showing will make the ordinance, let alone if that area came out onto Beattie Road so that wouldn't work.

Mr. DeGroat: Lot #1 with the 50 feet out of it would still be 1.34 acres.

Mr. Babcock: 1.16 as it is right now.

Ms. Ossmann: That was mine. The road--

Mr. Edsall: The gross acreage, if you add these three numbers up adds up to a total acreage of the parcel so that doesn't work either.

Mr. Schiefer: I don't want to get too involved in the details, I'd like the engineer and the committee to resolve this thing, get back, come up with a net available building area because right now we are getting a disagreement.

Mr. Roncs: From a planning perspective, would the Board look favorably on the two lots assuming they are doable, lots 1 and 2 utilizing the private road and lot #3 getting out onto Beattie Road some place other than that private road?

Mr. Soukup: I am looking at a very incomplete map because there is no topo on the remainder or lot 3. If the remainder is as high and has the same grade problem, you are going to have to cut through the back of the house around the lot to come back or cut through an existing septic field to come out. I don't see the attorney's suggestion as being doable as putting the driveway anywhere along the front. There may be only a few select places and they may be worse terrain problems. I don't know, I haven't seen the lot. If it is as high as it is--

Mr. DeGroat: I think if you look at the topo, I think the private road, if it came right down around the septic, would be better than it is now. Of course, that is up to the engineer to determine.

Mr. Schiefer: I think I'd like to see this plan taken back, let your engineer go over it with our engineer and come up with some agreement on this road. We don't like coming in here, if you can put it in here (indicating).

Ms. Ossmann: You cannot, it is so bad.

Mr. VanLeeuwen: I drive past that property at least twice a day and you have 347 feet of frontage but there is no place else you can put a driveway except here.

Mr. DeGroat: That is correct. He is saying you can't come out to the private road.

Mr. VanLeeuwen: I said you can't come out to Beattie Road.

Mr. DeGroat: Right around here you can.

Mr. VanLeeuwen: Do you know what it is going to cost to put a driveway in?

Mr. DeGroat: It would be better to put a driveway than assume the liability.

Mr. Soukup: The concept of the private road is that a road is created to service all of the lots from that parcel. However, the concept of the private road is to provide access to all of the parcels, it is not my concept to have flag lots and I would suggest that the applicant consider making all the lots front on the private road as an option.

Mr. DeGroat: They are all fronting on the private road now or Beattie Road with is a public road. They are all fronting on a private road or Beattie.

Mr. Soukup: It would be my suggestion that the applicant consider that all three lots have access to and utilize the private road to Beattie Road.

Mr. DeGroat: Why would you do that when the front lot already has access to Beattie?

Mr. Soukup: It is not an acceptable access when it is constructed.

Mr. VanLeeuwen: Let's go take a look.

Mr. Schiefer: We are going to go take a look at it. Thank you.

Mr. DeGroat: If the topo is right, we can work out coming into the

private road but we don't want the private road on lot #3. We can come into the private road from lot 3.

Mr. VanLeeuwen: The private road is not on lot 3, the only thing you'd be required to do is share into that part of the maintenance cost from your driveway down to Beattie Road. We can't have a driveway here and then a road here, it is to close.

Mr. Schiefer: I think you know our concerns.

Ms. Ossmann: Is it feasible to bring it out from here right now over to the private road for your egress and ingress?

Mr. DeGroat: We wouldn't want to come out onto the private road any farther away from Beattie Road than we have to.

Mr. Schiefer: I am going to let you people resolve that. You come up with what you agree to, come back and let our engineer take his look at it, you know, where we stand on this. We are not going to buy this access, this here, and we will take a look see and see if there is any feasibility.

Mr. VanLeeuwen: Those people are going to put so much money putting the driveway in, it is not going to pay.

Mr. Schiefer: We will take a look at it. Thank you.

FILE HISTORY

DATE FILE OPENED: 6-2-89

PLANNING BOARD NUMBER 89 - 24

COPY OF PLANS GIVEN TO: DATE DATE RETURNED

MARK EDSALL	<u>6-2-89</u>	
FIRE INSPECTOR	<u>6-2-89</u>	<u>6-8-89 Approved</u>
WATER DEPARTMENT	<u>6-2-89</u>	<u>6-5-89 Approved</u>
HIGHWAY DEPARTMENT	<u>6-2-89</u>	
<i>Sewer</i>	<u>6-2-89</u>	

REVISED PLANS:

MARK EDSALL	_____	_____
FIRE INSPECTOR	_____	_____
WATER DEPARTMENT	_____	_____
HIGHWAY DEPARTMENT	_____	_____

AGENDA DATE:

RESULTS:

FEES:

DATE & AMOUNT PAID

<u>Application</u>	<u>6-2-89</u>	<u>25.00</u>
<u>Deposit</u>	<u>6-2-89</u>	<u>450.00</u>

DATE PLANS APPROVED AND STAMPED BY TOWN OF NEW WINDSOR: _____

DATE PLANS PICKED UP BY APPLICANT: _____

NOTES: _____

	Initials	Date
Prepared By		
Approved By		

89 - 24

Ossmann, Eileen
3 Lot Subdivision

		1	2	3	4
Date	Description	Received	Disbursed	Balance To Date	
1 6 2	CK # 0799	450.00		450.00	1
2					2
3					3
4					4
5					5
6					6
7					7
8					8
9					9
10					10
11					11
12					12
13					13
14					14
15					15
16					16
17					17

3 Lots @ \$150.00 = \$450.00

INTER OFFICE CORRESPONDENCE

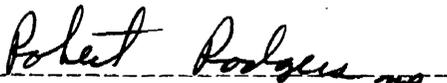
TO: Town Planning Board
FROM: Town Fire Inspector
DATE: June 5, 1989
SUBJECT: Eileen C. Ossmann Subdivision

Planning Board Reference Number: PB-89-24
Fire Prevention Reference Number: FPS-89-055

A review of the above referenced site plan was conducted on 5 June 1989.

This site plan is found acceptable.

Plan Dated: 12 May 1989


Robert Rodgers; CCA
Fire Inspector

RR:mr

cc: M.E.

JUN 8 1989 

BUILDING INSPECTOR, PLANNING BOARD ENGINEER, FIRE INSPECTOR,
D.O.T., O.C.H., O.C.P., D.P.W., , SEWER, HIGHWAY, REVIEW
FORM:

The maps and plans for the Site Approval _____
Subdivision _____ as submitted by
Edward T. Zubac for the building or subdivision of
Eileen C. Ossman has been
reviewed by me and is approved
~~disapproved~~ _____.

~~If disapproved, please list reason~~ _____
There is no town water in R. Creek.

HIGHWAY SUPERINTENDENT

James D. D'...

WATER SUPERINTENDENT

SANITARY SUPERINTENDENT

DATE



McGOEY, HAUSER and EDSALL
CONSULTING ENGINEERS P.C.

45 QUASSAICK AVE. (ROUTE 9W)
NEW WINDSOR, NEW YORK 12550

TELEPHONE (914) 562-8640
PORT JERVIS (914) 856-5600

RICHARD D. MCGOEY, P.E.
WILLIAM J. HAUSER, P.E.
MARK J. EDSALL, P.E.

Licensed in New York,
New Jersey and Pennsylvania

**PLANNING BOARD WORK SESSION
RECORD OF APPEARANCE**

not analyzed

TOWN OF New Windsor P/B # _____

WORK SESSION DATE: 4-4-89 APPLICANT RESUB.
REQUIRED:

REAPPEARANCE AT W/S REQUESTED: _____

PROJECT NAME: Si leen. Ossmond

COMPLETE APPLICATION ON FILE _____ NEW _____ OLD _____

REPRESENTATIVE PRESENT: Mr. Ossmond.

TOWN REPS PRESENT: BLDG INSP.
FIRE INSP.
P/B ENGR.
OTHER (Specify)

Joe Rones

ITEMS TO BE ADDRESSED ON RESUBMITTAL:

- Ed Zabeck will be preparing plan
- no agenda until application
completed

need plan
need deposit
450.00

3MJES9

Planning Board
Town of New Windsor
555 Union Avenue
New Windsor, NY 12550

(This is a two-sided form)

Date Received _____
Meeting Date _____
Public Hearing _____
Action Date _____
Fees Paid _____

APPLICATION FOR SITE PLAN, SUBDIVISION PLAN,
OR LOT LINE CHANGE APPROVAL

1. Name of Project MINOR SUBDIVISION - EILEEN C. OSSMAN
2. Name of Applicant EILEEN C. OSSMAN Phone 496-9258
Address 26 TWIN ARCH RD WASHINGTONVILLE NY 10992
(Street No. & Name) (Post Office) (State) (Zip)
3. Owner of Record SAME AS ABOVE Phone SAME
Address SAME
(Street No. & Name) (Post Office) (State) (Zip)
4. Person Preparing Plan EDWARD T. ZADACK LLC Phone 914-294-5721
Address 12 SAINT JOHN ST. GOSHEN N.Y. 10924
(Street No. & Name) (Post Office) (State) (Zip)
5. Attorney JACK CONNOLLY Phone 294-5491
Address 12 SAINT JOHN ST. GOSHEN N.Y. 10924
(Street No. & Name) (Post Office) (State) (Zip)
6. Person to be notified to represent applicant at Planning Board Meeting EILEEN C. OSSMAN Phone 496-9258
(Name)
7. Location: On the WEST side of BEATTIE RD.
800 feet SOUTH
(Street)
of ROUTE 207
(Street) (Direction)
8. Acreage of Parcel 3.77 9. Zoning District R-1
10. Tax Map Designation: Section 50 Block 1 Lot 68.1
11. This application is for SUBDIVISION

12. Has the Zoning Board of Appeals granted any variance or a Special Permit concerning this property? NO

If so, list Case No. and Name _____

13. List all contiguous holdings in the same ownership
Section _____ Block _____ Lot(s) _____

Attached hereto is an affidavit of ownership indicating the dates the respective holdings of land 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.

OWNER'S ENDORSEMENT
(Completion required ONLY if applicable)

COUNTY OF ORANGE

SS.:

STATE OF NEW YORK

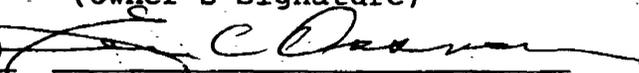
_____ being duly sworn, deposes and says
that he resides at _____
in the County of _____ and State of _____
and that he is (the owner in fee) of _____
(Official Title)
of the Corporation which is the Owner in fee of the premises
described in the foregoing application and that he has authorized
_____ to make the foregoing
application for Special Use Approval as described herein.

I HEREBY DEPOSE AND SAY THAT ALL THE ABOVE STATEMENTS AND INFORMATION, AND ALL STATEMENTS AND INFORMATION CONTAINED IN THE SUPPORTING DOCUMENTS AND DRAWINGS ATTACHED HERETO ARE TRUE.

Sworn before me this


(Owner's Signature)

24th day of April 1989


(Applicant's Signature)


Notary Public
JOHN J. CONNOLLY
NOTARY PUBLIC, STATE OF NEW YORK
QUALIFIED IN ORANGE COUNTY
COMMISSION EXPIRES MAY 31, 1989

(Title)

PROJECT I.D. NUMBER

617.21

Appendix C

State Environmental Quality Review
SHORT ENVIRONMENTAL ASSESSMENT FORM
 For UNLISTED ACTIONS Only

PART I—PROJECT INFORMATION (To be completed by Applicant or Project sponsor)

1. APPLICANT /SPONSOR EILEEN C. OSSMANN	2. PROJECT NAME EILEEN C. OSSMAN SUBDIVISION
3. PROJECT LOCATION: Municipality TOWN OF NEW WINDSOR County ORANGE COUNTY	
4. PRECISE LOCATION (Street address and road intersections, prominent landmarks, etc., or provide map) WEST SIDE BEATTIE RD 800'± SOUTH OF ROUTE 207	
5. IS PROPOSED ACTION: <input checked="" type="checkbox"/> New <input type="checkbox"/> Expansion <input type="checkbox"/> Modification/alteration	
6. DESCRIBE PROJECT BRIEFLY: 3 LOT SUBDIVISION WITH PRIVATE RD.	
7. AMOUNT OF LAND AFFECTED: Initially <u>3.77</u> acres Ultimately <u>3.77</u> acres	
8. WILL PROPOSED ACTION COMPLY WITH EXISTING ZONING OR OTHER EXISTING LAND USE RESTRICTIONS? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If No, describe briefly	
9. WHAT IS PRESENT LAND USE IN VICINITY OF PROJECT? <input checked="" type="checkbox"/> Residential <input type="checkbox"/> Industrial <input type="checkbox"/> Commercial <input type="checkbox"/> Agriculture <input type="checkbox"/> Park/Forest/Open space <input type="checkbox"/> Other Describe:	
10. DOES ACTION INVOLVE A PERMIT APPROVAL, OR FUNDING, NOW OR ULTIMATELY FROM ANY OTHER GOVERNMENTAL AGENCY (FEDERAL, STATE OR LOCAL)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, list agency(s) and permit/approvals	
11. DOES ANY ASPECT OF THE ACTION HAVE A CURRENTLY VALID PERMIT OR APPROVAL? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, list agency name and permit/approval	
12. AS A RESULT OF PROPOSED ACTION WILL EXISTING PERMIT/APPROVAL REQUIRE MODIFICATION? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
I CERTIFY THAT THE INFORMATION PROVIDED ABOVE IS TRUE TO THE BEST OF MY KNOWLEDGE	
Applicant/sponsor name: Edward J. Zarback Land Surveyor	Date: 5/12/89
Signature: Edward J. Zarback Land Surveyor #049161	

If the action is in the Coastal Area, and you are a state agency, complete the Coastal Assessment Form before proceeding with this assessment

PART II—ENVIRONMENTAL ASSESSMENT (To be completed by Agency)

A. DOES ACTION EXCEED ANY TYPE I THRESHOLD IN 8 NYCRR, PART 617.12? If yes, coordinate the review process and use the FULL EAF.
 Yes No

B. WILL ACTION RECEIVE COORDINATED REVIEW AS PROVIDED FOR UNLISTED ACTIONS IN 8 NYCRR, PART 617.6? If No, a negative declaration may be superseded by another involved agency.
 Yes No

C. COULD ACTION RESULT IN ANY ADVERSE EFFECTS ASSOCIATED WITH THE FOLLOWING: (Answers may be handwritten, if legible)

C1. Existing air quality, surface or groundwater quality or quantity, noise levels, existing traffic patterns, solid waste production or disposal, potential for erosion, drainage or flooding problems? Explain briefly:
 NO

C2. Aesthetic, agricultural, archaeological, historic, or other natural or cultural resources; or community or neighborhood character? Explain briefly:
 NO

C3. Vegetation or fauna, fish, shellfish or wildlife species, significant habitats, or threatened or endangered species? Explain briefly:
 NO

C4. A community's existing plans or goals as officially adopted, or a change in use or intensity of use of land or other natural resources? Explain briefly:
 NO CHANGE

C5. Growth, subsequent development, or related activities likely to be induced by the proposed action? Explain briefly.
 NO

C6. Long term, short term, cumulative, or other effects not identified in C1-C5? Explain briefly.
 NO

C7. Other Impacts (including changes in use of either quantity or type of energy)? Explain briefly.
 NO

D. IS THERE, OR IS THERE LIKELY TO BE, CONTROVERSY RELATED TO POTENTIAL ADVERSE ENVIRONMENTAL IMPACTS?
 Yes No If Yes, explain briefly

PART III—DETERMINATION OF SIGNIFICANCE (To be completed by Agency)

INSTRUCTIONS: For each adverse effect identified above, determine whether it is substantial, large, important or otherwise significant. Each effect should be assessed in connection with its (a) setting (i.e. urban or rural); (b) probability of occurring; (c) duration; (d) irreversibility; (e) geographic scope; and (f) magnitude. If necessary, add attachments or reference supporting materials. Ensure that explanations contain sufficient detail to show that all relevant adverse impacts have been identified and adequately addressed.

Check this box if you have identified one or more potentially large or significant adverse impacts which **MAY** occur. Then proceed directly to the FULL EAF and/or prepare a positive declaration.

Check this box if you have determined, based on the information and analysis above and any supporting documentation, that the proposed action **WILL NOT** result in any significant adverse environmental impacts **AND** provide on attachments as necessary, the reasons supporting this determination:

 Name of Lead Agency

 Print or Type Name of Responsible Officer in Lead Agency

 Title of Responsible Officer

 Signature of Responsible Officer in Lead Agency

 Signature of Preparer (if different from responsible officer)

 Date

89 - 24

TOWN OF NEW WINDSOR PLANNING BOARD

MINOR SUBDIVISION CHECKLIST

I. The following items shall be submitted with a COMPLETED Planning Board Application Form.

1. Environmental Assessment Statement
- *2. Proxy Statement
3. Application Fees
4. Completed Checklist

II. The following checklist items shall be incorporated on the Subdivision Plat prior to consideration of being placed on the Planning Board Agenda.

1. Name and address of Applicant.
- *2. Name and address of Owner.
3. Subdivision name and location.
4. Tax Map Data (Section-Block-Lot).
5. Location Map at a scale of 1" = 2,000 ft.
6. Zoning table showing what is required in the particular zone and what applicant is proposing.
7. Show zoning boundary if any portion of proposed subdivision is within or adjacent to a different zone.
8. Date of plat preparation and/or date of any plat revisions.
9. Scale the plat is drawn to and North Arrow.
10. Designation (in title) if submitted as Sketch Plan, Preliminary Plan or Final Plan.
11. Surveyor's certification.
12. Surveyor's seal and signature.

*If applicable.

13. ✓ Name of adjoining owners.
14. NA ✓ Wetlands and 100 foot buffer zone with an appropriate note regarding D.E.C. requirements.
- *15. NA Flood land boundaries.
16. ✓ A note stating that the septic system for each lot is to be designed by a licensed professional before a building permit can be issued.
17. ✓ Final metes and bounds.
18. ✓ Name and width of adjacent streets; the road boundary is to be a minimum of 25 ft. from the physical centerline of the street.
19. ✓ Include existing or proposed easements.
20. ✓ Right-of-Way widths.
21. ✓ Road profile and typical section (minimum traveled surface, excluding shoulders, is to be 16 ft. wide).
22. ✓ Lot area (in square feet for each lot less than 2 acres).
23. ✓ Number the lots including residual lot.
24. ✓ Show any existing waterways.
- *25. ✓ A note stating a road (or any other type) maintenance agreement is to be filed in the Town Clerk's Office and County Clerk's Office.
26. ✓ Applicable note pertaining to owners' review and concurrence with plat together with owners' signature.
27. ✓ Show any existing or proposed improvements, i.e., drainage systems, waterlines, sewerlines, etc. (including location, size and depths).
28. ✓ Show all existing houses, accessory structures, existing wells and septic systems within 200 ft. of the parcel to be subdivided.

*If applicable.

29. Show all and proposed on-site "septic" system and well locations; with percolation and deep test locations and information, including date of test and name of professional who performed test.
30. Provide "septic" system design notes as required by the Town of New Windsor.
31. Show existing grade by contour (2 ft. interval preferred) and indicate source of contour data.
32. Indicate percentage and direction of grade.
33. Indicate any reference to previous, i.e., file map date, file map number and previous lot number.
34. Provide 4" wide x 2" high box in area of title block (preferably lower right corner) for use by Planning Board in affixing Stamp of Approval.
35. Indicate location of street or area lighting (if required).

This list is provided as a guide only and is for the convenience of the Applicant. The Town of New Windsor Planning Board may require additional notes or revisions prior to granting approval.

PREPARER'S ACKNOWLEDGEMENT:

The plat for the proposed subdivision has been prepared in accordance with this checklist and the Town of New Windsor Ordinances, to the best of my knowledge.

By: Edward J. John
Licensed Professional

Date: 5/12/89