

**PB# 94-6**

**Lightron of Cornwall**

**9-1-96**

River Road (Shaw) Addition

Approved 10/26/94

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TOWN OF NEW WINDSOR  
555 Union Avenue  
New Windsor, NY 12550

# GENERAL RECEIPT

March 7 1994

Received of Lighthouse of Cornwall Inc. \$ 150.00  
One Hundred Fifty and 00/100 DOLLARS  
For Planning Board application fee #94-6

DISTRIBUTION

FUND	CODE	AMOUNT
<u>CR #028965</u>		

By Dorothy H. Hansen  
es  
Town Clerk  
Title

© WILLIAMSON LAW BOOK CO., VICTOR, N.Y. 14564

Planning Board

Town Hall

555 Union Ave.

New Windsor, N.Y. 12553

NO. 94-6

March 4, 1994

RECEIVED FROM Lighthouse of Cornwall, Inc.

Seven Hundred Fifty 00/100 DOLLARS

Escrow for P.B. #94-6 S.P. Minimum

Account Total \$ 750.00

Amount Paid \$ 750.00

Balance Due \$ -0-

Mypa Mason, Secy to the P.B.  
M. Mason

\*THE EFFICIENCY LINE\* AN AMPAD PRODUCT

TOWN OF NEW WINDSOR  
555 Union Avenue  
New Windsor, NY 12550

# GENERAL RECEIPT

OCT. 6 1994

Received of Littman Industries \$ 150.00  
One Hundred Fifty 00/100 DOLLARS  
For P.B. 94-6 Approval Fees 100

DISTRIBUTION

FUND	CODE	AMOUNT
<u>CR #764</u>		<u>150.00</u>

By Dorothy Hansen  
es  
Town Clerk  
Title

\* WILLIAMSON LAW BOOK CO., VICTOR, N.Y. 14564

Planning Board

Town Hall

555 Union Ave.

NO. 94-6

Oct 6 1994

FUND	CODE	AMOUNT
C/E 028 9625		

WILLIAMSON LAW BOOK CO. VICTOR, N.Y. 14564

By Dorothy H. Hansen  
es  
Town Clerk  
 Title

Planning Board  
 Town Hall  
 555 Union Ave.  
 New Windsor, N.Y. 12553

NO. 94-6

March 4, 1994

RECEIVED FROM Lighthouse of Cornwall, Inc.

Seven Hundred Fifty 00/100 DOLLARS

Escrow for P.B. #94-6 S.P. Minimum

Account Total \$ 750.00

Amount Paid \$ 750.00

Balance Due \$ -0-

Mypa Mason, Secy to the P.B.  
A. Zappalo

"THE EFFICIENCY LINE" AN AMPAD PRODUCT

**TOWN OF NEW WINDSOR**      **GENERAL RECEIPT**  
 555 Union Avenue  
 New Windsor, NY 12550

Received of Littman Industries      Oct 6 1994  
 \$ 150.00

One Hundred Fifty 00/100 DOLLARS

For P.B. 94-6 Approval Fees 100

DISTRIBUTION

FUND	CODE	AMOUNT
<u>CR #164</u>		<u>150.00</u>

By Dorothy Hansen  
es  
Town Clerk  
 Title

WILLIAMSON LAW BOOK CO. VICTOR, N.Y. 14564

Planning Board  
 Town Hall  
 555 Union Ave.  
 New Windsor, N.Y. 12553

NO. 94-6

October 21, 1994

RECEIVED FROM Littman Industries Inc.

One Thousand - Six 80/100 DOLLARS

2% of \$50,340.00 Inspection fee

Account Total \$ 1,006.80

Amount Paid \$ 1,006.80

Balance Due \$ -0-

Mypa Mason, Secy to the P.B.  
A. Zappalo 10/21/94

"THE EFFICIENCY LINE" AN AMPAD PRODUCT

Wilson Jones - Carbonless - S1625 4WCL Duplicate - S1624 4WCL Triplicate

Fluorocarbon  
70  
555  
New Windsor, N.Y. 12553

MADE IN U.S.A.  
© Wilson Jones, 1989

DATE January 9, 1996 RECEIPT NUMBER 94-6  
 RECEIVED FROM Lighthouse of Cornwall  
 Address P.O. Box 4270 - New Windsor, N.Y.  
Six Thousand Six Hundred Forty DOLLARS \$6640.00  
 FOR Site Plan Bond.

ACCOUNT		HOW PAID	
BEGINNING BALANCE	6640 00	CASH	
AMOUNT PAID	6640 00	CHECK	#237462
BALANCE DUE	- 0 -	MONEY ORDER	

BY J. Zappalo  
Myna Mason, key to the P.B.



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

RICHARD D. McGOEY, P.E. (NY & PA)  
WILLIAM J. HAUSER, P.E. (NY & NJ)  
MARK J. EDSALL, P.E. (NY, NJ & PA)  
JAMES M. FARR, P.E. (NY & PA)

**Main Office**  
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Suite #202  
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(845) 567-3100  
e-mail: mheny@mhepc.com

**Regional Office**  
507 Broad Street  
Milford, Pennsylvania 18337  
(570) 296-2765  
e-mail: mhpa@mhepc.com

**Writer's E-mail Address:**  
mje@mhepc.com

**MEMORANDUM**

(via fax)

10 September 2002

**TO: MICHAEL BABCOCK, TOWN BUILDING INSPECTOR**

**FROM: MARK J. EDSALL, P.E., PLANNING BOARD ENGINEER**

**SUBJECT: LIGHTRON, INC. SITE PLAN  
N.W.P.B. APP NO. 94-6**

This will confirm my follow-up review of the subject site. My previous review was performed on 8/31/95, and no subsequent review was requested by the property owner until this year.

It was observed that some of the outstanding work had been addressed, but the work is not complete, over 7 years later. As per our discussion, we agreed that the following work must be complete, such that we can agree the site is generally complete, in conformance, and in acceptable condition:

- The parking spaces along the perimeter of the north parking lot (new lot near addition) must be striped in accordance with the approved plan.
- Handicapped spaces must be developed at the site (if already existing in a compliant condition on south side of building, will be acceptable).
- The "No Left-Hand Turn for Trucks" sign must be installed on the exit to River Road, at the new north driveway.
- The debris, construction waste, drums, waste and other discarded material on and surrounding the north parking lot must be removed and properly disposed of.

We will provide a copy of the above to the representative of Lightron for their attention.

NW94-6-Completion Memo 091102.doc  
MJE/st



McGOEY, HAUSER and EDSALL  
CONSULTING ENGINEERS P.C.

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

- Main Office  
45 Quassaick Ave. (Route 9W)  
New Windsor, New York 12553  
(914) 562-8640
- Branch Office  
400 Broad Street  
Milford, Pennsylvania 18337  
(717) 296-2765

PLANNING BOARD WORK SESSION  
RECORD OF APPEARANCE

TOWN/VILLAGE OF New Windsor P/B #      -     

WORK SESSION DATE: 18 Jan 1995 APPLICANT RESUB.  
REQUIRED: DISC

REAPPEARANCE AT W/S REQUESTED: NO  
PROJECT NAME: Lighter s/p revision need plan  
PROJECT STATUS: NEW X OLD     

REPRESENTATIVE PRESENT: Cory Shaw

MUNIC REPS PRESENT: BLDG INSP. X  
FIRE INSP. X  
ENGINEER X  
PLANNER       
P/B CHMN.       
OTHER (Specify) for Carter

ITEMS TO BE ADDRESSED ON RESUBMITTAL:

- ≡ want to shift road about 20-25'  
to location @ existing road base
- want to add 2 loading docks  
and drop paving @ that end  
from 54 → 42 which is min req'd.
- "no left turn" signs
- add hydrant to plan

set for discussion item

4MJ91 pbwform

RESULTS OF P.B. MEETING

DATE: January 25, 1995

PROJECT NAME: Littmax Industries PROJECT NUMBER Discussion

\*\*\*\*\*

LEAD AGENCY: \_\_\_\_\_ \* NEGATIVE DEC: \_\_\_\_\_  
M) \_\_\_ S) \_\_\_ VOTE:A \_\_\_\_\_ N \_\_\_\_\_ \* M) \_\_\_ S) \_\_\_ VOTE:A \_\_\_\_\_ N \_\_\_\_\_

CARRIED: YES \_\_\_\_\_ NO \_\_\_\_\_ \* CARRIED: YES: \_\_\_\_\_ NO \_\_\_\_\_

\*\*\*\*\*

PUBLIC HEARING: M) \_\_\_ S) \_\_\_ VOTE:A \_\_\_\_\_ N \_\_\_\_\_

WAIVED: YES \_\_\_\_\_ NO \_\_\_\_\_

SEND TO OR. CO. PLANNING: M) \_\_\_ S) \_\_\_ VOTE:A \_\_\_\_\_ N \_\_\_\_\_ YES \_\_\_\_\_ NO \_\_\_\_\_

SEND TO DEPT. OF TRANSPORT: M) \_\_\_ S) \_\_\_ VOTE:A \_\_\_\_\_ N \_\_\_\_\_ YES \_\_\_\_\_ NO \_\_\_\_\_

DISAPP: REFER TO Z.B.A.: M) \_\_\_ S) \_\_\_ VOTE:A \_\_\_\_\_ N \_\_\_\_\_ YES \_\_\_\_\_ NO \_\_\_\_\_

RETURN TO WORK SHOP: YES \_\_\_\_\_ NO \_\_\_\_\_

APPROVAL:

M) \_\_\_ S) \_\_\_ VOTE:A \_\_\_\_\_ N \_\_\_\_\_ APPROVED: \_\_\_\_\_

M) \_\_\_ S) \_\_\_ VOTE:A \_\_\_\_\_ N \_\_\_\_\_ APPR. CONDITIONALLY: \_\_\_\_\_

NEED NEW PLANS: YES \_\_\_\_\_ NO \_\_\_\_\_

DISCUSSION/APPROVAL CONDITIONS: \_\_\_\_\_

(m) V (S) D TO Accept field Changes - Mark's Comment #4  
3 ayes 0 nays

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_





McGOEY, HAUSER and EDSALL  
CONSULTING ENGINEERS P.C.

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

RECEIVED SEP 06 1995

- Main Office  
45 Quassaick Ave. (Route 9W)  
New Windsor, New York 12553  
(914) 562-8640
- Branch Office  
507 Broad Street  
Millford, Pennsylvania 18337  
(717) 296-2765

5 September 1995

MEMORANDUM

**TO:** Michael Babcock, Town Building Inspector

**FROM:** Mark J. Edsall, P.E., Planning Board Engineer

**SUBJECT:** LIGHTRON, INC. SITE PLAN  
SITE COMPLETION REVIEW - 8/31/95

Please be advised that I performed a follow-up review on the afternoon of 31 August 1995 with regard to the completion of the Lightron site on River Road. Please note the following observations:

1. The pavement markings for all parking areas have not been completed.
2. The sign denoting "No Left-Hand Turn for Trucks" at the River Road intersection has not been installed. In addition, the Applicant should submit verification of the acceptance of the work by the NYSDOT.
3. The post mounted lamps, as well as several building mounted fixtures have not yet been installed.
4. The handicapped parking spaces have not been properly delineated.
5. I have observed that the area at the rear of the building additions is not being utilized as is depicted on the plans. Specifically, in the rear area of the building, near the tidal basin, vehicles are parking in areas which are part of the 25' wide aisle. It is my recollection that this aisle was required by the Fire Department as an access to the building. Inasmuch as cars are parking in this aisle, access would

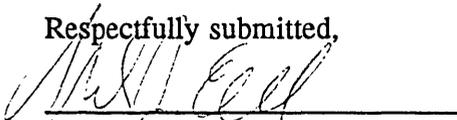
5 September 1995

**MEMORANDUM  
PAGE 2**

thereby be obstructed. Further, I noted physical damage to one portion of the building wall, where it was struck by a vehicle. You may wish to discuss this area with the Town Fire Inspector as to possible markings as a No Parking Zone - Fire Lane.

Based on the non-completed items noted above, I would recommend that the Applicant be required to submit a Performance Bond for completion in the amount of \$6,640.00. Please contact me if you have any questions regarding the above.

Respectfully submitted,



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

MJEmk

A:9-5-2E.mk



McGOEY, HAUSER and EDSALL  
CONSULTING ENGINEERS P.C.

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94-6

1-3

PLANNING BOARD WORK SESSION  
RECORD OF APPEARANCE

TOWN/VILLAGE OF New Windsor P/B #      -     

WORK SESSION DATE: 5 Oct 94 APPLICANT RESUB. REQUIRED: No

REAPPEARANCE AT W/S REQUESTED: No

PROJECT NAME: Lighttron (upgrade of access road to River Road)

PROJECT STATUS: NEW X OLD     

REPRESENTATIVE PRESENT: Greg Shaw - Gene Littman

MUNIC REPS PRESENT: BLDG INSP. out/v  
 FIRE INSP. Rich.  
 ENGINEER X  
 PLANNER       
 P/B CHMN.       
 OTHER (Specify)     

ITEMS TO BE ADDRESSED ON RESUBMITTAL:

Greg will send cover letter,  
copies plan & DOT permit  
so we can discuss @ end  
of mtg.

F/I ~~off~~ supports upgrade of road.  
offi

4MJE91 pbwstform

DISCUSSION

LITTMAN INDUSTRIES SITE PLAN - RIVER ROAD

Gregory Shaw of Shaw Engineering appeared before the board for this proposal.

MR. PETRO: Is this the loading docks?

MR. SHAW: Yes. The application which I have passed out before you was just generated during this past week since the workshop session which I had with the town consultants this past Wednesday. I may note that your consulting engineer hasn't had a chance to review this final drawing yet but certainly we went over the concept of it. What we have done and I should post it on the board, this plan reflects a few changes from the site plan which was approved by this Planning Board, I would like to have you view these changes as field modifications but your consultants didn't view them in the same light, that is why I'm here before you tonight. But the changes to the approved site plan that are reflected on this drawing are a few. One is we have incorporated into this building two loading areas, okay, which are located in this immediate location. With that, I have had to expand the parking areas so the vehicles could pull down the drive then back into the loading areas so that is one change, the loading areas. Number two is this drive which was originally emergency access drive which was subsequently approved by this board as a fully approved drive for two-way traffic. This was pulled closer to River Road. The reason for that is once this site was denuded of trees and such, there's an old roadbed that was in there so we felt it made more sense to move the road over about 40 feet and place it on the roadbed.

MR. VAN LEEUWEN: I went down and took a look, it's a good move.

MR. SHAW: And the third change which this board had approved previously was entrance onto River Road which is a state highway. Again, the information presented on this highway entrance was approved by the DOT and you have a copy of it in your file. One other change

that was reflected on this plan according to zoning we were required to provide 42 parking spaces. When this board approved the previous plan, we provided 54 spaces, okay, 12 in excess of what we needed. With the reconfiguration of the parking spaces in the immediate location of the loading areas, we have now lost some spaces and we are now only at that which we are required to provide. We need to provide 42 and we're providing 42. There was an excess before, there's no excess now. In discussing this with Mr. Littman, he wanted me to tell you that he expects really to hire 6 to 8 new employees for this warehouse area and that with the recreation of the four spaces, there's more than enough parking spaces to accommodate the existing employees of Lightron which was one of the reasons for creating the 12 extra spaces.

MR. VAN LEEUWEN: He's got more room over here, if he needs it.

MR. SHAW: Correct, he has room to expand the parking area if he needs it.

MR. VAN LEEUWEN: He can do it in here.

MR. SHAW: He can go all the way up to this right-of-way line.

MR. DUBALDI: For the record, what we're approving meets minimum requirements?

MR. SHAW: Yes.

MR. VAN LEEUWEN: He's building the whole building, not building in stages like he was before?

MR. SHAW: What your board approved was a combination of one, two or three phases. That is out. One building for all three phases is being built.

MR. DUBALDI: It's a lot better.

MR. PETRO: Hydrant?

MR. SHAW: Yes, after we had site plan approval for

this building, Bob Rogers requested that a hydrant be placed at this intersection for fire fighting purposes. This plan reflects that new hydrant. What will happen fire vehicle comes down off River Road on to the new drive, they'll hook up to the hydrant and the vehicle will proceed down the drive to the building so that hydrant has been incorporated into this layout.

MR. PETRO: What I am going to do--

MR. VAN LEEUWEN: I don't see a problem.

MR. PETRO: Let me read this, I want this in the minutes. I personally believe, this is from Mark Edsall, the Engineer, I personally believe the board can handle this revision without the need for a new application. If the board also believes this is the case, I do recommend that this decision be made in the minutes on the record indicating that the changes are based on field conditions identified during construction. The board should indicate that this change is not substantial in nature and would therefore not warrant a new application or public hearing nor does this change invalidate any previous SEQRA review and determination. If the board proceeds as indicated above, I do suggest that the applicant be required to submit a record plan reflecting all the changes in sufficient copies such that the plan can be stamped and distributed to various town files. With that, I think we can make a motion.

MR. SHAW: Mr. Chairman if I just may add one comment in my conversations with Mark, what I was going to bring was an original drawing superimposed in red the changes. I have gone one step further. I have prepared the plan. So when Mark asked to formalize the drawing, this is the drawing, you know, which my conversation with him at the workshop, it wasn't intended to provide this by tonight's meeting but we did provide it. I'll leave all these copies with you.

MR. VAN LEEUWEN: I make a motion we declare negative dec.

MR. BABCOCK: You don't have to do SEQRA.

MR. PETRO: Let's just make a motion to accept Mark's comment #4 in that we're going to just go along.

MR. DUBALDI: Accept the field changes.

MR. VAN LEEUWEN: Motion to accept the field changes.

MR. DUBALDI: Second it.

MR. PETRO: Motion has been made and seconded that the New Windsor Planning Board accept the field changes as previously read into the minutes for Littman Industries site plan on River Road. Is there any further discussion from the board members? If not, roll call.

ROLL CALL

MR. VAN LEEUWEN	AYE
MR. DUBALDI	AYE
MR. PETRO	AYE

LIGHTRON OF CORNWALL SITE PLAN - HIGHWAY ENTRANCE

Greg Shaw of Shaw Engineering appeared before the board for this discussion item.

MR. SHAW: I'll try and be as brief as I can. About three months ago, this board approved a series of three additions for Lightron of Cornwall on River Road. Part of that site plan was that there was an emergency access drive to the north which was going to be improved into a macadam drive for emergency vehicles. The board and the owner felt that the emergency vehicles should be able to get to the northerly part of the site without having to work their way between Con Rail and the Lightron building. Following that approval, my client gave some thought to that entrance and elected to approach the New York DOT, State DOT with respect to making that a full highway entrance. And what I had done was prepare a drawing and that drawing is in front of you showing a highway entrance where the emergency dirt drive used to be. That highway entrance was approved by the New York State DOT and a copy of the permit is in your file.

MR. PETRO: I have it here.

MR. SHAW: The purpose of coming before you tonight is for you to take a look at the drawing, understand that the emergency access drive will now be a formal highway entrance and whether or not the applicant has to come before you with an amended site plan or whether you can just take the plan and the permit and put it in the file and consider it a closed application.

MR. VAN LEEUWEN: I think it's better, I don't see no big deal in this.

MR. EDSALL: Jim, just a record comment, when they came in very early on in the process for their proposed site plan, Bob Rodgers and I suggested that they pursue this extra entrance and Bob made the comment that obviously it's to their benefit as an applicant to have the second access. But from a fire protection standpoint, Bob felt that it would be great safety measure for his people. There was no hesitancy at all for Mr. Littman

to put this extra drive in so he's been cooperating all along. Bob was asking just for an emergency entrance. I'm sure he will be ecstatic when it's a full blown completed entrance drive. So I would think that if anything, it's an improvement, I would suggest that you knowledge it in the minutes and add it to the file.

MR. LANDER: Do we need it in the form of a motion?

MR. VAN LEEUWEN: Yeah, I'll so move.

MR. LANDER: Second it.

MR. PETRO: Motion has been made and seconded that the New Windsor Planning Board grant approval to the permanent curb cut on to River Road for Littman Industries.

MR. KRIEGER: As with the other application, Mark, what do you think about SEQRA?

MR. EDSALL: It's my understanding that in reviewing the application for the permit, DOT had considered the proposed use, I believe by issuing the permit they have reviewed the traffic aspect of this upgrade. As far as the impact of any other of the SEQRA reviews that this board's done, there's no affect so I would think that is still valid and second issue relative to the site bond this won't really affect it.

MR. KRIEGER: I think incorporated in the motion should be a statement that there's no affect on SEQRA on prior SEQRA findings.

MR. PETRO: So be it.

MR. VAN LEEUWEN: No problem.

MR. PETRO: Any further discussion from the board members? If not, roll call.

ROLL CALL

MR. VAN LEEUWEN        AYE  
MR. LANDER             AYE

October 12, 1994

23

MR. PETRO  
MR. DUBALDI

AYE  
AYE

PLANNING BOARD  
TOWN OF NEW WINDSOR

AS OF: 10/21/94

PAGE: 1

LISTING OF PLANNING BOARD FEES  
ESCROW

FOR PROJECT NUMBER: 94-6

NAME: LIGHTRON OF CORNWALL, INC. - NEW ADDITIONS  
APPLICANT: LITTMAN INDUSTRIES, INC.

--DATE--	DESCRIPTION-----	TRANS	AMT-CHG	AMT-PAID	BAL-DUE
03/04/94	S.P. MINIMUM	PAID		750.00	
03/09/94	P.B. ATTY. FEE	CHG	35.00		
03/09/94	P.B. MINUTES	CHG	31.50		
06/08/94	P.B. ATTY. FEE	CHG	35.00		
06/08/94	P.B. MINUTES	CHG	40.50		
09/07/94	P.B. ENG. FEE	CHG	256.00		
10/21/94	RET. TO APPLICANT	CHG	352.00		
		TOTAL:	750.00	750.00	0.00

*Please issue a check  
in the amount of: \$ 352.00 to:*

*Littman Industries, Inc.  
67 Susan Drive  
Newburgh, N.Y. 12550*

PLANNING BOARD  
TOWN OF NEW WINDSOR

AS OF: 10/31/94

PAGE: 1

LISTING OF PLANNING BOARD ACTIONS

STAGE:

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

FOR PROJECT NUMBER: 94-6

NAME: LIGHTRON OF CORNWALL, INC. - NEW ADDITIONS  
APPLICANT: LITTMAN INDUSTRIES, INC.

--DATE--	MEETING-PURPOSE-----	ACTION-TAKEN-----
10/26/94	PLANS STAMPED	APPROVED
06/08/94	P.B. APPEARANCE . APPRD SUB TO COST EST.	ND:WAIVE P.H. -INSPECT. FEE TO BE PAID W/BLDG PERM
06/01/94	WORK SESSION APPEARANCE	READY FOR AGENDA
03/09/94	P.B. APPEARANCE	LA: TO RETURN
03/02/94	WORK SESSION APPEARANCE	SUBMIT APPLICATION

PLANNING BOARD  
TOWN OF NEW WINDSOR

AS OF: 06/08/94

PAGE: 1

LISTING OF PLANNING BOARD AGENCY APPROVALS

FOR PROJECT NUMBER: 94-6

NAME: LIGHTRON OF CORNWALL, INC. - NEW ADDITIONS  
APPLICANT: LITTMAN INDUSTRIES, INC.

	DATE-SENT	AGENCY-----	DATE-RECD	RESPONSE-----
ORIG	03/04/94	MUNICIPAL HIGHWAY	04/04/94	APPROVED
ORIG	03/04/94	MUNICIPAL WATER	03/06/94	APPROVED
ORIG	03/04/94	MUNICIPAL SEWER	04/26/94	APPROVED
ORIG	03/04/94	MUNICIPAL SANITARY	06/02/94	SUPERSEDED BY REV1
ORIG	03/04/94	MUNICIPAL FIRE	03/07/94	APPROVED
ORIG	03/04/94	PLANNING BOARD ENGINEER	06/02/94	SUPERSEDED BY REV1
REV1	06/02/94	MUNICIPAL HIGHWAY	/ /	
REV1	06/02/94	MUNICIPAL WATER	/ /	
REV1	06/02/94	MUNICIPAL SEWER	/ /	
REV1	06/02/94	MUNICIPAL FIRE	06/08/94	APPROVED
REV1	06/02/94		/ /	
REV1	06/02/94		/ /	

Give amts to G. Shaw 9/17/94

SITE PLAN FEES - TOWN OF NEW WINDSOR

APPLICATION FEE:.....\$ 150.00 Pd  
\* \* \* \* \*

ESCROW:

SITE PLANS (\$750.00 - \$2,000.00).....\$ 750.00 Pd

MULTI-FAMILY SITE PLANS:

\_\_\_\_\_ UNITS @ \$100.00 PER UNIT (UP TO 40 UNITS).....\$ \_\_\_\_\_  
\_\_\_\_\_ UNITS @ \$25.00 PER UNIT (AFTER 40 UNITS).....\$ \_\_\_\_\_  
TOTAL ESCROW PAID:.....\$ \_\_\_\_\_

\* \* \* \* \*

PLAN REVIEW FEE: (EXCEPT MULTI-FAMILY) \$ 150.00 (1)

PLAN REVIEW FEE (MULTI-FAMILY): A. ~~\$150.00~~  
PLUS \$25.00/UNIT B. X

TOTAL OF A & B: \$ \_\_\_\_\_

RECREATION FEE: (MULTI-FAMILY)

\$1,000.00 PER UNIT

\_\_\_\_\_ @ \$1,000.00 EA. EQUALS: \$ X  
NUMBER OF UNITS

SITE IMPROVEMENT COST ESTIMATE: \$ 50,340.00

*20% as of new fees 10/6/94*  
A. ~~4%~~ OF FIRST \$50,000.00 A. 2,000.00  
B. 2% OF REMAINDER B. 6.80

TOTAL OF A & B: \$ 1,006.80 (2)  
~~2,006.80~~

TOTAL ESCROW PAID:.....\$ 750.00

TO BE DEDUCTED FROM ESCROW: 398.00

RETURN TO APPLICANT: \$ 352.00

ADDITIONAL DUE: \$ \_\_\_\_\_



RECEIVED SEP 07 1994

- Main Office**  
45 Quassaick Ave. (Route 9W)  
New Windsor, New York 12553  
(914) 562-8640
- Branch Office**  
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WILLIAM J. HAUSER, P.E.  
MARK J. EDSALL, P.E.  
JAMES M. FARR, P.E.

2 September 1994

**MEMORANDUM**

**TO:** Myra Mason, Planning Board Secretary

**FROM:** Mark J. Edsall, P.E., Planning Board Engineer

**SUBJECT:** LIGHTRON SITE PLAN  
PLANNING BOARD NO. 94-6

I have reviewed the conditions of approval as outlined from the meeting minutes for 8 June 1994 for the subject project. Based on a review of the minutes, it appears that the only condition was that the Applicant submit the appropriate Bond Estimate for the site improvements.

Please be advised that I find the Cost Estimate dated 24 June 1994, submitted by Shaw Engineering for the project, acceptable as presented.

The improvement inspection fee paid to the Town should be based on the Phase III amount on page 2 of the Estimate.

At this time, once all fees are paid, I am aware of no reason why the plans could not be stamped approved by the Planning Board.

If you have any questions concerning the above, please do not hesitate to contact me.

Respectfully submitted,

Mark J. Edsall, P.E.  
Planning Board Engineer  
MJEmk  
A:9-2-3E.mk

# Shaw Engineering

# Consulting Engineers

744 Broadway  
P. O. Box 2569  
Newburgh, New York 12550  
(914) 561-3695

June 24, 1994

**Chairman James R. Petro and  
Members of the Planning Board**  
TOWN OF NEW WINDSOR  
555 Union Avenue  
New Windsor, New York 12550

Re: Site Improvement Estimates  
New Additions For Lightron Of Cornwall, Inc.

Gentlemen:

We have presented below for your consideration our construction estimates for the site improvements for the 3 proposed additions to Lightron Of Cornwall. Our estimates are as follows:

## PHASE I

<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT PRICE</u>	<u>AMOUNT</u>
Macadam Pavement-Emerg. Dr.	1,150 S.Y.	\$ 10	\$ 11,500
Macadam Pavement-Parking Area	3,400 S.Y.	\$ 10	\$ 34,000
Pavement Markings	910 L..F.	\$ .40	\$ 364
Handicap Sign/Striping	2	\$ 100	\$ 200
Shale Drive	170 S.Y.	\$ 5	\$ 850
Chain Link Fence	380 L..F.	\$ 8	\$ 3,040
Seeding	9,650 S.Y.	\$ .50	\$ 4,825
Total			\$ 54,779

**PHASE II**

<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT PRICE</u>	<u>AMOUNT</u>
Macadam Pavement-Emerg. Dr.	1,150 S.Y.	\$ 10	\$ 11,500
Macadam Pavement-Parking Area	4,050 S.Y.	\$ 10	\$ 40,500
Pavement Markings	1,210 L..F.	\$ .40	\$ 484
Handicap Sign/Striping	2	\$ 100	\$ 200
Shale Drive	270 S.Y.	\$ 5	\$ 1,350
Chain Link Fence	380 L..F.	\$ 8	\$ 3,040
Seeding	8,100 S.Y.	\$ 50	\$ 4,050
Total			\$ 61,124

**PHASE III**

<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT PRICE</u>	<u>AMOUNT</u>
Macadam Pavement-Parking Area	4,550 S.Y.	\$ 10	\$ 45,500
Pavement Markings	1,350 L..F.	\$ .40	\$ 540
Handicap Sign/Striping	2	\$ 100	\$ 200
Shale Drive	100 S.Y.	\$ 5	\$ 500
Lampposts	4	\$ 900	\$ 3,600
Total			\$ 50,340

We trust your Board will find these estimates satisfactory.

Respectfully submitted,

**SHAW ENGINEERING**



Gregory J. Shaw, P.E.  
Principal

GJS:mmv  
Enclosure

cc: Mark Edsall, P.E., Planning Board Engineer  
Mr. Eugene Littman, Lightron Of Cornwall, Inc.

RESULTS OF P.B. MEETING

DATE: October 12, 1994

PROJECT NAME: Lighthouse of Cornwall PROJECT NUMBER 97-6

\*\*\*\*\*

LEAD AGENCY: \* NEGATIVE DEC:

M)\_\_\_ S)\_\_\_ VOTE:A\_\_\_ N\_\_\_ \* M)\_\_\_ S)\_\_\_ VOTE:A\_\_\_ N\_\_\_

CARRIED: YES\_\_\_ NO\_\_\_ \* CARRIED: YES:\_\_\_ NO\_\_\_

\*\*\*\*\*

PUBLIC HEARING: M)\_\_\_ S)\_\_\_ VOTE:A\_\_\_ N\_\_\_

WAIVED: YES\_\_\_ NO\_\_\_

SEND TO OR. CO. PLANNING: M)\_\_\_ S)\_\_\_ VOTE:A\_\_\_ N\_\_\_ YES\_\_\_ NO\_\_\_

SEND TO DEPT. OF TRANSPORT: M)\_\_\_ S)\_\_\_ VOTE:A\_\_\_ N\_\_\_ YES\_\_\_ NO\_\_\_

DISAPP: REFER TO Z.B.A.: M)\_\_\_ S)\_\_\_ VOTE:A\_\_\_ N\_\_\_ YES\_\_\_ NO\_\_\_

RETURN TO WORK SHOP: YES\_\_\_ NO\_\_\_

APPROVAL: Road Curb cut Only

M) V S) L VOTE:A 4 N 0 APPROVED: 10/12/94

M)\_\_\_ S)\_\_\_ VOTE:A\_\_\_ N\_\_\_ APPR. CONDITIONALLY: \_\_\_\_\_

NEED NEW PLANS: YES\_\_\_ NO\_\_\_

DISCUSSION/APPROVAL CONDITIONS: \_\_\_\_\_

No effect on SegRA

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
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STATE OF NEW YORK DEPARTMENT OF TRANSPORTATION  
**HIGHWAY WORK PERMIT**

8940672

Permit Fee: \$ **200.00**  
 Insurance Fee: \$ **150.00**  
 Total Received: \$ **350.00**  
 Check or M.O. No.: **158 & 157**

Permit No.:  
 Project Identification No.:  
 Expiration Date: **09/15/95**  
 SH No.: **1808**  
 Deposit Rec. for \$ **1000.00**  
 Check or M.O. No.: **12736694**  
 Dated: **08/31/94**  
 Estimated Cost of Work Performed in the State Right-of-Way \$ **0.00**

\*Permittee: **LITTMAN INDUSTRIES, INC.**  
**65 RIVER ROAD**  
**NEW WINDSOR, NY 12553**

Chargeable to Bond No.:  
 or Undertaking on File: **(\$ 0.00)**

Billing Address: (Complete if different from above)

Return of Deposit Made Payable to: (Complete if different from Permittee)

Under the provisions of the Highway Law or Vehicle & Traffic Law, permission is hereby granted to the permittee to:

**THE IMPROVEMENT OF AN EXISTING HIGHWAY ENTRANCE TO A 30' WIDE HIGHWAY ENTRANCE IN THE TOWN OF NEW WINDSOR. AS A CONDITION OF THIS PERMIT, THE PERMITTEE AGREES NOT TO CANCEL THIS PERMIT UNTIL AN AGREEMENT HAS BEEN REACHED WITH THE DEPARTMENT FOR THE IMPROVEMENT OF THE SOUTHERLY ACCESS DRIVE TO THE LITTMAN INDUSTRIES PROPERTY ON RIVER ROAD. SH-180.**  
**8. ALL DISTURBED AREAS WITHIN STATE ROW ARE TO BE TOPSOILED, SEEDED, AND MULCHED.**

THE PERMITTEE IS RESPONSIBLE FOR THE MAINTENANCE AND PROTECTION OF TRAFFIC. ANYONE WORKING IN THE STATE HIGHWAY RIGHT-OF-WAY IS REQUIRED TO WEAR HIGH VISIBILITY APPAREL (ORANGE/YELLOW) AND HARD HAT.

County - **ORANGE**

Municipality - **NEW WINDSOR**

Route # - **967**

as set forth and represented in the attached application at the particular location or area, or over the routes as stated therein, if required; and pursuant to the conditions and regulations general or special, and methods of performing work, if any; all of which are set forth in the application and form of this permit.

Dated at: **POUGHKEEPSIE, N.Y.**  
 Date Signed: **10/05/94**

Commissioner of Transportation

By: *M.J. Mignogna*  
**MICHAEL J. MIGNOGNA** (one)

**IMPORTANT**

**THIS PERMIT, WITH APPLICATION AND DRAWING (OR COPIES THEREOF) ATTACHED SHALL BE PLACED IN THE HANDS OF THE CONTRACTOR BEFORE ANY WORK BEGINS. THE HIGHWAY WORK PERMIT SHALL BE AVAILABLE AT THE SITE DURING CONSTRUCTION.**

**BEFORE WORK IS STARTED AND UPON ITS COMPLETION, THE PERMITTEE ABSOLUTELY MUST NOTIFY THE RESIDENT ENGINEER,**

**PETER M. TELISKA**  
**(914)562-4020**

**112 DICKSON STREET**  
**NEWBURGH, NEW YORK 12550**

**UPON COMPLETION OF WORK AUTHORIZED, THE FOLLOWING WILL BE COMPLETED, SIGNED BY THE PERMITTEE AND DELIVERED TO THE RESIDENT ENGINEER.**

Work authorized by this permit has been completed. Refund of deposit or return/release of bond is requested.

\_\_\_\_\_  
DATE

\_\_\_\_\_  
PERMITTEE

\_\_\_\_\_  
AUTHORIZED AGENT (If Any)

Work authorized by this permit has been satisfactorily completed and is accepted. **Reverse side of this form must be completed.**

- Refund of Deposit is authorized
- Return of Bond is authorized
- Amount charged against Bond may be released
- Retain Bond for future permits
- Other

\_\_\_\_\_  
DATE

\_\_\_\_\_  
RESIDENT ENGINEER

The Regional Office will forward this form to the Main Office with the appropriate box checked.

- Permit closed
- Bond returned/released
- Refund of Guarantee Deposit on this permit is authorized
- Other

\_\_\_\_\_  
DATE

\_\_\_\_\_  
REGIONAL TRAFFIC ENGINEER

The issuing authority reserves the right to suspend or revoke this permit, at its discretion without a hearing or the necessity of showing cause, either before or during the operations authorized.

The Permittee will cause an approved copy of the application to be and remain attached hereto until all work under the permit is satisfactorily completed, in accordance with the terms of the attached application. All damaged or disturbed areas resulting from work performed pursuant to this permit will be repaired to the satisfaction of the Department of Transportation.

**\* Upon completion of the work within the state highway right-of-way, authorized by the work permit, the person, firm, corporation, municipality, or state department or agency, and his or its successors in interest, shall be responsible for the maintenance and repair of such work or portion of such work as set forth within the terms and conditions of the work permit.**

**INSPECTION REPORT**

For each Highway Work Permit issued, inspections will be performed. The following report must be completed for each site visit, indicating the date, inspector and hours spent on inspection. If the total inspection time exceeds 1 hour, then a FIN 12 (PERMIT INSPECTION COST RECORD FOR DEPARTMENT SERVICES) IS REQUIRED.

09/27/90  
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**INSPECTION REPORT**

		HOURS WORKED BY DATE										HOURS	
Name	Date											Regular	Overtime
(00.0)	R												
	O												
Name	Date											Regular	Overtime
	R												
	O												
Name	Date											Regular	Overtime
	R												
	O												
R = Regular Time, O = Overtime													

**INSTRUCTIONS:**

1. NAME: Name of inspector.
2. DATE: Day inspected.
3. R: The number of Regular hours spent on inspection for that day.
4. O: The number of Overtime hours spent on inspection for that day.
5. HQURS: Add across for R and O.
6. TOTAL HOURS: Add the columns for R and O.

**COMMENTS/OBSERVATIONS**  
NO. 1 1007 1011 100700110

SECRET  
MAY 1964

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I HEREBY CERTIFY THAT THE INFORMATION CONTAINED ABOVE IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

NAME \_\_\_\_\_

TITLE \_\_\_\_\_

94-672

Application is hereby made for a highway work permit:

For Joint application, name and address of Second Applicant below:

Name Littman Industries Inc.

Name \_\_\_\_\_

Address 65 River Road

Address \_\_\_\_\_

City New Windsor State NY Zip 12553

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Federal I.D. No. or Social Security No. \_\_\_\_\_

Project Identification No. \_\_\_\_\_

Applicant Telephone # 562-5500

Contact person in case of emergency Eugene Littman  
(include telephone number) 562-5500

Highway Work Permit No. \_\_\_\_\_

RETURN PERMIT TO: (IF DIFFERENT FROM ABOVE)

RETURN OF DEPOSIT/BOND TO: (COMPLETE ONLY IF DIFFERENT FROM PERMITTEE)

Name Shaw Engineering

Name \_\_\_\_\_

Address 744 Broadway, P.O. Box 2569

Address \_\_\_\_\_

City Newburgh State NY Zip 12550

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

- Estimated cost of work being performed in state highway right-of-way \$ 5,000
- Anticipated duration of work: From 9/15 19 94 thru 9/15 19 95, to apply to the operation(s) checked below:
- Protective Liability Insurance covered by Policy No. \_\_\_\_\_; expires on \_\_\_\_\_ 19 \_\_\_\_\_
- A \$25.00 fee will be charged for checks returned by bank.

CHECK TYPE OF OPERATION	Permit Fee	Show Ins. Fee in Amt. or PERM 17 or Undertaking on file	Total Amount of Fee and/or Insurance	Guarantee Deposit Amount and/or Bond	Guarantee Dep. Check Number or Bond Number
<input type="checkbox"/> 5. Single job - Permit issued for each job					
<input type="checkbox"/> a. Driveway or roadway					
1 <input type="checkbox"/> Residential	\$ 15				
2 <input type="checkbox"/> Commercial - Minor	550				
3 <input type="checkbox"/> Commercial - Major - (Less than 100,000 square feet Gross Building Area)	1400				
4 <input type="checkbox"/> Commercial - Major - (100,000 square feet Gross Building Area and Greater)	Actual cost with a minimum of \$2000 paid upon submission of permit app.				
5 <input type="checkbox"/> Subdivision Street	900				
6 <input type="checkbox"/> Temporary access road or street	200				
<input type="checkbox"/> b. Improvement					
1 <input type="checkbox"/> Residential	15				
2 <input checked="" type="checkbox"/> Commercial		\$200.00	\$150.00	\$1,000	12736644
Check additional description below:					
a <input checked="" type="checkbox"/> Install sidewalk, curb paving, stabilized shoulder, drainage, etc.	200	158	157		8/31/94
b <input type="checkbox"/> Grade, seed, improve land contour, clear land of brush, etc.	100	8/31/94	8/31/94		
c <input type="checkbox"/> Resurface existing roadway or driveway	50				
<input type="checkbox"/> c. Tree Work					
1 <input type="checkbox"/> Residential	15				
2 <input type="checkbox"/> Commercial (not required for pruning if utility has annual maintenance permit)	25				
Check additional description below:					
a <input type="checkbox"/> Removal or planting					
b <input type="checkbox"/> Pruning, applying chemicals to stumps, etc.					
<input type="checkbox"/> d. Miscellaneous Construction					
1 <input type="checkbox"/> Beautifying ROW - (for Civic Groups only)	NC				
2 <input type="checkbox"/> Temporary signs, banners, Christmas decorations	25				
3 <input type="checkbox"/> Traffic control signals	500				
4 <input type="checkbox"/> Warning and entrance signs	25				
5 <input type="checkbox"/> Miscellaneous - Requiring substantial review	400				
6 <input type="checkbox"/> Miscellaneous	25				
<input type="checkbox"/> 6. Compulsory permit required when work performed at the request of D.O.T.					
<input type="checkbox"/> a. Building demolition or moving requested by D.O.T.					
1 <input type="checkbox"/> Demolition	NC				
2 <input type="checkbox"/> Moving	NC				
<input type="checkbox"/> b. Improvement to meet Department standards	NC				
<input type="checkbox"/> 7. Miscellaneous	25				
<input type="checkbox"/> 8. Adopt a Highway	NC	N/A			

PROPOSED WORK (BRIEF DESCRIPTION): The improvement of an existing highway entrance to a 30' wide highway entrance in the Town of New Windsor.

ATTACHED: Plans X Specifications \_\_\_\_\_ LOCATION: State Route 967 State Highway 1808  
between Reference Marker 980T, 8301, 10.09 and Reference Marker 980T, 8301, 10.10  
Town of: New Windsor County of: Orange

SEQR REQUIREMENTS: (Check appropriate box)

Exempt  Ministerial  Type II  EIS or DEIS Lead Agency \_\_\_\_\_

If project is identified to be ministerial, or TYPE II, no further action is required.

If project is determined to be other than ministerial, exempt, or TYPE II, refer to M.A.P.7.12-2, Appendix A SEQR REQUIREMENTS FOR HIGHWAY WORK PERMITS.

Acceptance of the requested permit subjects the permittee to the restrictions, regulations and obligations stated on this application and on the permit.

Applicant Signature [Signature] Date 8/31/94 19 \_\_\_\_

Second Applicant Signature \_\_\_\_\_ Date \_\_\_\_\_ 19 \_\_\_\_

Approval recommended 9/21 19 94 By Resident Engineer [Signature] Residency No. 8-4

Approved Oct 7 / 5 19 94 By Regional Traffic Engineer M.J. MIGNOGNA Region No. 81

PERMIT IS ISSUED CONTINGENT UPON LOCAL REQUIREMENTS BEING SATISFIED.

[Signature]  
[Signature]

## RESPONSIBILITIES OF PERMITTEE

### 1. PROTECTIVE LIABILITY INSURANCE COVERAGE

Permittee must have protective liability insurance coverage in accordance with Department requirements. See Certificate of Insurance for Highway Permits Insurance Requirements (Form PERM 17, NYSDOT)

Expiration of, or lack of, liability insurance automatically terminates the permit. Insurance coverage may be provided by furnishing the Department with one of the following:

- a. A Certificate of Insurance for Highway Permits Insurance (Form PERM 17, NYSDOT).
- b. A certified check or a check drawn on a New York State Bank for coverage under the Departmental Blanket Policy for non-utility Highway Work Permits. (see PERM 57 for cost).
- c. Undertakings are limited to Public Service Corporations and government units. They must be executed through an insurance/bonding company and are subject to approval by NYSDOT Office of Legal Affairs.

### 2. COMPENSATION INSURANCE AND DISABILITY COVERAGE

The applicant is required to have compensation insurance and disability coverage as noted in the provisions of the Worker's Compensation Law and Acts amendatory thereof for the entire period of the permit, or the permit is invalid.

### 3. FEDERAL IDENTIFICATION NUMBER OR SOCIAL SECURITY NUMBER

This number is required by Chapter 55 Laws of 1992. Failure to provide this number will result in rejection of Application for Highway Work Permit.

### 4. NOTIFICATION

Notify Commissioner, through Regional Office, one week prior to commencing work, except emergency work by public service utilities which should be reported the next work day.

Work must start within 30 days from date of permit.

Notify area gas distributors 72 hours prior to any blasting.

Notify utility companies with facilities in work areas (permission must be obtained before work affecting utilities' facilities) before starting work in accordance with Industrial Code 53.

Notify Regional Signal Maintenance Shop 3 days prior to starting work.

Notify Department of Transportation at conclusion of work and return original copy of permit to Resident Engineer.

Annual Maintenance Permit Notifications:

Notify by telephone the Regional or Resident Engineer's office, one week in advance, each time regular maintenance work is to be performed. In emergencies, notification by telephone should be made the next work day.

### 5. SITE CARE AND RESTORATION

An Undertaking, a bond or a certified check in an amount designated by the Department of Transportation may be required by the Regional Office, before a permit is issued, to guarantee restoration of the site to its original condition. If the Department is obliged to restore the site to its original condition, the costs to the Department will be deducted from the amount of the permittee's guarantee deposit at the conclusion of the work. Costs in excess of the Bond/guarantee deposit on file will be billed directly to the permittee.

The permittee is responsible for traffic protection and maintenance including adequate use of signs and barriers during work and evening hours. Anyone working within the R.O.W. will wear high visibility apparel (orange/yellow) and hard hat.

No unnecessary obstruction is to be left on the pavement or the right-of-way or in such a position as to block warning signs during non-working hours.

No work shall be done to obstruct drainage or divert creeks, water courses or sluices onto the right-of-way.

All falsework must be removed and all excavations must be filled in and restored to the satisfaction of the Regional Maintenance Engineer.

### 6. COSTS INCURRED BY ISSUANCE OF THIS PERMIT

All costs beyond the limits of the protective liability insurance, surety deposits, etc., are the responsibility of the permittee. The State shall be held free of any costs incurred by the issuance of this permit, direct or indirect.

## 7. SUBMITTING WORK PLANS

The applicant will submit work plans and/or a map as required by the Department. This shall include such details as measurements of driveways with relation to nearest property corner, positions of guys supporting poles and a schedule of the number of poles and feet of excavation necessary for completion of the work on the State right-of-way. A description of the proposed method of construction will be included.

Plan work with future adjustments in mind, as any relocation, replacement or removal of the installation authorized by this permit and made necessary by future highway maintenance, reconstruction or new construction, will be the responsibility of the permittee.

Driveway plans should be prepared in accordance with the POLICY AND STANDARDS FOR ENTRANCES TO STATE HIGHWAYS. The permittee must coordinate his work with any state construction being conducted.

## 8. TRAFFIC MAINTENANCE

A plan detailing how the permittee intends to maintain and protect traffic shall be submitted with work plans. Traffic shall be maintained on the highway in a safe manner during working and non-working hours until construction is completed. The permittee is responsible for traffic protection and maintenance, including adequate use of signs, barriers, and flag persons during working and non-working hours until construction is completed.

All sketches will be stamped with "MAINTENANCE OF TRAFFIC SHALL BE IN CONFORMANCE WITH THE NEW YORK STATE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES."

## 9. COST OF INSPECTION AND SUPERVISION

Prior to issuance of the Highway Work Permit, the permittee will be required to sign an INSPECTION PAYMENT AGREEMENT FOR HIGHWAY WORK PERMITS (FORM PERM 50) agreeing to the payment of inspection charges and/or PAYMENT OF AGREEMENT FOR HIGHWAY WORK PERMITS DESIGN REVIEW (FORM PERM 51) for Department employees. Inspection charges will be based on number of work days. Design Review charges will be based on number of work hours.

## 10. SCOPE

### a. Areas Covered

Permits issued are for highways, bridges and culverts over which the New York State Department of Transportation has jurisdiction. (Local governments issue permits for highways under their jurisdiction.)

### b. Legal

The privilege granted by the permit does not authorize any infringement of federal, state or local laws or regulations, is limited to the extent of the authority of this Department in the premises and is transferable and assignable only with the written consent of the Commissioner of Transportation.

### c. Commissioner's Reservation

The Commissioner of Transportation reserves the right to modify fees and to revoke or annul the permit at any time, at his discretion without a hearing or the necessity of showing cause.

### d. Locations

Work locations must be approved by the Department.

### e. Maintenance

Property owners having access to a state highway shall be fully responsible for the maintenance of their driveway in accordance with POLICY AND STANDARDS FOR ENTRANCES TO STATE HIGHWAYS.

## 11. COMPLETION OF PROJECT

Upon completion of the work within the state highway right-of-way authorized by the work permit, the person and his or its successors in interest, shall be responsible for the maintenance and repair of such work or portion of such work as set forth within the Terms and Conditions of the Highway Work Permit.

**METHOD OF PERFORMING WORK  
WITHIN THE STATE HIGHWAY RIGHT OF WAY**

**I. GENERAL CONDITIONS**

These conditions and regulations apply to Highway Work Permits authorizing work within the State highway right-of-way for water mains, gas mains, sewer lines and miscellaneous structures. General conditions apply to telephone and telegraph installations as well as specific conditions on the setting and resetting of poles. These conditions, and any special conditions which are added to this form, are enforceable by the Department of Transportation.

**A. TIME**

1. Work under the permit shall be commenced within thirty (30) days from the date of permit issuance unless a later starting date is approved by the Regional Traffic Engineer.

**B. REQUIREMENTS**

All the current requirements of the following shall apply: Occupational Safety and Health Administration, Federal Department of Labor, Safety and Health Standards (29 CFR 1926/1910); Part 131, Title 17, New York Code of Rules and Regulations, Accommodation of Utilities Within State Right-of-Way; New York State Department of Labor, Industrial Code Rule 23, Protection of Persons Employed in Construction and Demolition Work; Industrial Code Rule 53, Construction, Excavation and Demolition Operations At Or Near Underground Facilities.

Temporary soil erosion and water pollution controls shall be used as required. The final decision on the method of underground installation will be made by the Regional Director or his representative.

**1. Work Within Pavement and Shoulder Areas**

- a. Installations that cross the pavement and shoulder area. Wherever practical, all underground installations shall be placed beneath the pavement and shoulder areas without disturbance to these paved surfaces.

**1) Boring, Jacking, and Tunneling Methods**

**DESIGN**

- a) The location of all excavations (jacking pits, etc.) shall be shown in plan and profile.
- b) The soil profile and groundwater conditions shall be determined by adequate subsurface exploration.
- c) The location of all other existing utilities shall be shown.
- d) The construction equipment and procedures to be used shall be described in the permit application.
- e) The design of all excavations, including ground and surface water control where necessary, shall be made available for review by the Department.
- f) The underground installation shall be described in detail, i.e. size, length, depth, material, provisions for grouting, etc.
- g) Pipes shall generally be enclosed in sleeves or larger pipes. Small diameter services (2 inch I.D. or smaller) may be placed without sleeving at the discretion of N.Y.S.D.O.T.
- h) The limits of an open excavation shall not be closer than 10 feet to the edge of the pavement unless approved by the Department. Open excavations shall be protected with the required controls for safety and for the maintenance and protection of traffic in accordance with the New York State Department of Transportation, Manual of Uniform Traffic Control Devices.

**CONSTRUCTION**

- a) Grouting operations may be required if surface settlement, loss of soil or voids around the pipe develop. When grout is required, it shall consist of 1 part cement to 2 parts sand, by volume, and sufficient water to produce a consistency suitable for placing the grout.
- b) Backfill of open excavations shall be as required under 2.) f) Open Excavation Method.

**2) Open Excavation Method**

**DESIGN**

- a) The location of all pavement crossing by the open excavation method shall be shown in plan and profile.
- b) The soil profile and groundwater conditions shall be determined by adequate subsurface exploration.
- c) The location of all other existing utilities shall be shown.
- d) The design of all excavations, including ground and surface water control where necessary, shall be made available for review by the Department.
- e) When requested, the construction equipment and procedures to be used shall be described in the permit application.
- f) Pipe installations shall be done according to the requirements of the appropriate New York State Department of Transportation's Standard Sheets. The required granular material shall meet the material requirements for Select Granular Fill in the current New York State Department of Transportation's Standard Specifications including addenda. Exceptions will only be allowed if prior approval is granted by the Regional Soils Engineer.
- g) Pavement shall be saw cut at termination points of pavement replacement.

**CONSTRUCTION**

- a) Pavement and shoulder removal shall be done in a manner that provides for proper restoration for the replacement section. Alternative repair methods may be used if prior approval is granted.
  - b) The backfill material shall be placed and compacted according to the requirements for backfilling structures, culverts, pipes, conduits and direct burial cable described in Section 200, Earthwork, New York State Department of Transportation's Specifications, including addenda.
  - c) Generally, cuts shall be filled at the end of each working day. With prior approval, steel cover plates may be used. Recessing of these plates may be required.
  - d) Temporary pavements and shoulders shall be placed as soon as a crossover installation is completed.
- b. Installations that are longitudinal to the pavement.
- 1) Open Excavation Method
    - DESIGN
    - a) The location of all open excavations shall be shown in plan and profile.
    - b) The soil profile and groundwater conditions shall be determined by adequate subsurface exploration.
    - c) The design of all excavations, including ground and surface water control where necessary, shall be made available for review by the Department.
    - d) The location of all other existing utilities shall be shown.
    - e) Pipe installations shall be done according to the requirements of the appropriate New York State Department of Transportation's Standard Sheets. The required granular material shall meet the material requirements for Select Granular Fill in the current New York State Department of Transportation's Standard Specifications, including addenda. Exceptions will only be allowed if prior approval is granted by the Regional Soils Engineer.
  - CONSTRUCTION
  - a) Pavement and shoulder removal shall be done in a manner that provides for proper restoration of the replacement section. Straight, vertical cuts of the pavement will be required. Pavement surfaces that become undermined shall be cut back and removed. Alternative repair methods may be used if prior approval is granted.
  - b) The backfill material shall be placed and compacted according to the requirements for backfilling structures, culverts, pipes, conduits and direct burial cable described in Section 200, Earthwork, New York State Department of Transportation's Specifications, including addenda.
  - c) Generally, cuts shall be filled at the end of each working day. With prior approval, steel cover plates may be used. Recessing of these plates may be required.
  - d) Permanent or temporary pavement shall be placed immediately as sections of the total installation are completed to subbase elevation. Gravel surfaces in shoulder areas may be used if prior approval is granted.
- 2) Boring, Jacking, and Tunneling Methods
  - DESIGN
  - a) All the requirements of B.1. a. 1.) DESIGN a) through g) shall apply.
- CONSTRUCTION
- a) All the requirements of B.1. a. 1.) CONSTRUCTION a) and b) shall apply.
- b) Open excavations shall be protected with the required controls for safety and for the maintenance and protection of traffic in accordance with the New York State Department of Transportation, Manual of Uniform Traffic Control Devices.
- c) The requirements of B.1. b. 1.) CONSTRUCTION d) shall apply.
2. Work Outside the Pavement and Shoulder Areas
- a. Open Excavation Method
    - DESIGN
    - a) All the requirements of B.1. b. 1.) DESIGN shall apply.
    - b) Open excavations shall be protected with the required controls for safety and for the maintenance and protection of traffic in accordance with the New York State Department of Transportation, Manual of Uniform Traffic Control Devices.
  - CONSTRUCTION
  - a) The backfill material shall be placed and compacted according to the requirements for backfilling structures, culverts, pipes, conduits and direct burial cable described in Section 200, Earthwork, New York State Department of Transportation's Specifications, including addenda.

RETAKE  
OF  
PREVIOUS  
DOCUMENT

- a) Pavement and shoulder removal shall be done in a manner that provides for proper restoration of the replacement section. Straight, vertical cuts of the pavement will be required. Pavement surfaces that become undermined shall be cut back and removed. Alternative repair methods may be used if prior approval is granted.
  - b) The backfill material shall be placed and compacted according to the requirements for backfilling structures, culverts, pipes, conduits and direct burial cable described in Section 200, Earthwork, New York State Department of Transportation's Specifications, including addenda.
  - c) Generally, cuts shall be filled at the end of each working day. With prior approval, steel cover plates may be used. Recessing of these plates may be required.
  - d) Temporary pavements and shoulders shall be placed as soon as a crossover installation is completed.
- b. Installations that are longitudinal to the pavement.
- 1) Open Excavation Method
    - DESIGN
    - a) The location of all open excavations shall be shown in plan and profile.
    - b) The soil profile and groundwater conditions shall be determined by adequate subsurface exploration.
    - c) The design of all excavations, including ground and surface water control where necessary, shall be made available for review by the Department.
    - d) The location of all other existing utilities shall be shown.
    - e) Pipe installations shall be done according to the requirements of the appropriate New York State Department of Transportation's Standard Sheets. The required granular material shall meet the material requirements for Select Granular Fill in the current New York State Department of Transportation's Standard Specifications, including addenda. Exceptions will only be allowed if prior approval is granted by the Regional Soils Engineer.
  - CONSTRUCTION
  - a) Pavement and shoulder removal shall be done in a manner that provides for proper restoration of the replacement section. Straight, vertical cuts of the pavement will be required. Pavement surfaces that become undermined shall be cut back and removed. Alternative repair methods may be used if prior approval is granted.
  - b) The backfill material shall be placed and compacted according to the requirements for backfilling structures, culverts, pipes, conduits and direct burial cable described in Section 200, Earthwork, New York State Department of Transportation's Specifications, including addenda.
  - c) Generally, cuts shall be filled at the end of each working day. With prior approval, steel cover plates may be used. Recessing of these plates may be required.
  - d) Permanent or temporary pavement shall be placed immediately as sections of the total installation are completed to subbase elevation. Gravel surfaces in shoulder areas may be used if prior approval is granted.
- 2) Boring, Jacking, and Tunneling Methods
  - DESIGN
  - a) All the requirements of B.1. a. 1.) DESIGN a) through g) shall apply.
- CONSTRUCTION
- a) All the requirements of B.1 a. 1.) CONSTRUCTION a) and b) shall apply.
- b) Open excavations shall be protected with the required controls for safety and for the maintenance and protection of traffic in accordance with the New York State Department of Transportation, Manual of Uniform Traffic Control Devices.
- c) The requirements of B.1. b. 1.) CONSTRUCTION d) shall apply.
2. Work Outside the Pavement and Shoulder Areas
- a. Open Excavation Method
    - DESIGN
    - a) All the requirements of B.1. b. 1.) DESIGN shall apply.
    - b) Open excavations shall be protected with the required controls for safety and for the maintenance and protection of traffic in accordance with the New York State Department of Transportation, Manual of Uniform Traffic Control Devices.
  - CONSTRUCTION
  - a) The backfill material shall be placed and compacted according to the requirements for backfilling structures, culverts, pipes, conduits and direct burial cable described in Section 200, Earthwork, New York State Department of Transportation's Specifications, including addenda.

PERM 41-1d (4/86)

REVERSE

b. Boring, Jacking, and Tunneling Methods

- a) All the requirements of B.1. a. 1.) DESIGN a) through f) shall apply.
- b) Open excavations shall be protected with the required controls for safety and for the maintenance and protection of traffic in accordance with the New York State Department of Transportation, Manual of Uniform Traffic Control Devices.

CONSTRUCTION

- a) All the requirements of B. 1. a. 1.) CONSTRUCTION shall apply.

C. SUBBASE, PAVEMENT AND SHOULDER REQUIREMENTS (including manholes)

1. Subbase

- a. The subbase course shall be a minimum of 12 inches thick unless otherwise approved. The material shall meet the requirements of current Department of Transportation subbase course item as specified by the Regional Soils Engineer.
- b. Under the permit, construction which adversely affects the subsurface drainage of the pavement structure shall be corrected by the addition of surface or subsurface drains, as required.

2. Pavement and Shoulders

a. Permanent

The replaced pavement shall be similar to the existing pavement in composition and texture. The selection of the material type and composition shall be subject to the approval of the Regional Director or his representative. The limit of pavement replacement shall be such that the replaced pavement is supported by thoroughly compacted subbase material and the pavement is restored to the proper grade, cross-slope and smoothness.

When bituminous concrete mixtures are required for the pavement replacement, the layers shall consist of one or a combination of mixture types contained in Table 401-1, Composition of Bituminous Plant Mixtures in Section 401 of the New York State Department of Transportation's Specification, including addenda. The mixture shall be placed at the proper temperature, without segregation, and compacted thoroughly.

When portland cement concrete mixtures are required for pavement replacement, the mixtures shall consist of either Class C or Class F as contained in Table 501-3, Concrete Mixtures in Section 501 of the New York State Department of Transportation's Specifications, including addenda. Class F is a high early strength mixture and should be used when early opening to traffic is desired.

The concrete mixtures shall be placed without segregation, then consolidated, finished to the proper elevation, and textured. Curing the concrete pavement shall be in accordance with one of the methods permitted in Section 502 pertaining to curing.

Pavement shoulders, curbs, gutters and other incidental features shall be replaced in kind unless otherwise approved by the Regional Director or his representative.

b. Temporary

Pavement that is replaced temporarily may be paved with either a hot bituminous concrete mixture mentioned above or a cold bituminous patching mixture. When a cold patching mixture is used it shall consist of aggregate and bituminous material proportioned and mixed in a bituminous mixing plant or rotating paddle shaft pugmill. Regardless which patching mixture is used it shall be laid on a prepared foundation and thoroughly compacted. Since cold bituminous patching mixtures are subject to distortion by traffic, the temporary patch shall be maintained to provide a smooth surface until the pavement is permanently replaced.

3. Manholes

Manhole frames and covers shall have sufficient structural adequacy to support the roadway traffic. The type of manhole frame and cover shall be approved by the Regional Director or his representative. The manhole frame shall be set flush with the surface of the roadway unless otherwise permitted by the Regional Director or his representative.

D. MAINTENANCE AND PROTECTION OF TRAFFIC

1. Traffic is to be maintained at all times during the progress of this work and adequate signs, barricades and lights shall be provided in accordance with the provisions of Sub-chapter H of the N.Y.S. Department of Transportation's Manual of Uniform Traffic Control Devices. A maintenance and protection of traffic plan may be required. No lanes shall be closed without prior approval.
2. The applicant shall erect and maintain suitable barricades around all trenches while work is in progress for the protection of the public, and they shall be suitably lighted by yellow lights at night. The work shall be carried on in such manner that not more than 100 feet of trench in earth remains open at end of day's work.
3. No pavement cuts are to be left unfilled over night, except in emergencies, and in such cases, adequate precautions must be exercised to protect traffic. Prior approval must be obtained to use steel plating.
4. No construction materials or equipment shall be left on the shoulders or pavement after working hours, nor shall any construction equipment or material be placed in any manner or location that will obstruct highway or railroad warning signs.
5. All open trench in the highway right-of-way shall be barricaded. There shall be conspicuously displayed bright red flags no less than 24" x 24" attached to such barricades and illuminated at night with flashing yellow lights. If in the judgment of the representative of the Commissioner of Transportation, flagmen are necessary, they shall be employed by the permittee and on duty at all times during the progress of the work so as to direct traffic and maintain yellow flashing lights, etc.
6. Soft shoulder signs of adequate size, not less than 24" square, shall be erected and maintained on all backfill trenches within the shoulder area until the backfill is thoroughly settled. These signs shall be located at the beginning of each section of work at intersections and at a distance not greater than 1000 feet apart.
7. During winter conditions highway shoulders shall be maintained free of obstructions which would interfere with snow removal and ice control.
8. The permittee shall keep the traveled way free of foreign objects such as rocks, timber and other items that may fall from transporting vehicles. Spillage of material carried by or dropped from the under-carriage of any carrying vehicle resulting from the permittee's hauling operations along or across any public traveled way shall be removed immediately and such traveled way, both within and outside of the work limits, shall be kept free of such spillage by the permittee.

E. COMPLETION OF WORK

1. All work is to be performed in a manner approved by the Resident Engineer of the State Department of Transportation.
2. All disturbed areas shall be returned to their original condition in a manner satisfactory to the Commissioner of Transportation or his representative
3. The permittee shall be required to restore shoulders and ditches and clean up the highway as his work progresses. All driveways shall be restored with material in kind and to their original conditions.
4. All surplus earth and rubbish shall be cleaned up and removed from the highway right-of-way upon completion of the work, and the highway left in a neat and orderly condition.
5. As built plans showing final grade of new installation and existing underground facilities encountered shall be provided to N.Y.S.D.O.T. if variation from approved design plans occurred during construction.

F. NECESSITATED FUTURE WORK

1. The applicant agrees, that any present or future injury to or disturbance of the highway, its slopes or gutters, caused by placing mains and service pipe shall be repaired by the applicant at his own expense and in accordance with the requirements of the State Department of Transportation.
2. If necessity arises in the future because of the work on the State Highway system and/or its structures, requiring the removal, relocation or replacement of the installation authorized by the permit, said work shall be done as directed by the Commissioner or his representative, and all cost and expense so incurred shall be the obligation of the said permittee or his successor in interest.

II. TELEPHONE - TELEGRAPH INSTALLATIONS

A. SETTING OF POLES

1. All poles shall be set outside the ditch lines so that the proper drainage of the highway will not be interfered with. In case it is impracticable to set poles so as not to interfere with the flow of water in the ditches, the shoulder, ditch and space around the poles shall be paved by the applicant to protect against wash.
2. There shall be no obstruction to private driveways, connecting highways or roads, paths or sidewalks.
3. In case it is found necessary to trim trees within the boundaries of the highway, the least possible amount shall be done, and in all cases the consent of the abutting property owner must be secured before the poles are set and trees trimmed.
4. Poles shall be of sufficient length to provide a clearance of not less than eighteen feet between the wire and the crown of the highway, under the worst conditions of temperature and loading. They shall be set in line and properly plumbed. They shall be well guyed. **No guying to trees, unless by special permission of owner.** Special precautions shall be taken on curves and where lines cross from one side of highway to the other. Poles shall be straight, sound, and the fittings shall be of sufficient strength to carry wires under the worst condition of loading (ice, wind, etc).
5. Where telegraph and telephone wires cross high tension power lines, electric light or trolley wires, special precaution shall be taken to maintain proper clearance under the worst condition of temperature and loading.

B. RESETTING POLES

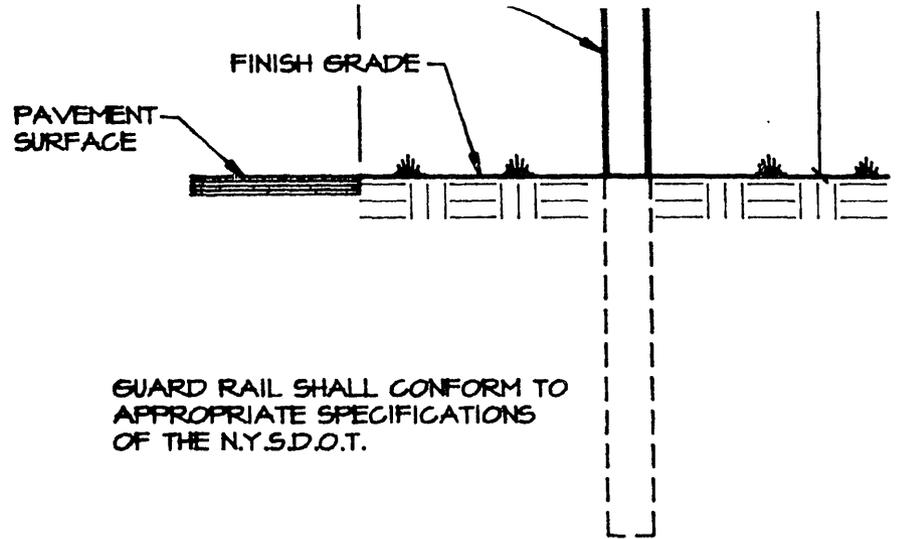
1. If necessity arises in future, because of work on the highway, to relocate, replace or re-set poles, cables or conduits, said work shall be done at the expense of the applicant.

III. SPECIAL CONDITIONS

- A. In addition to the aforementioned conditions, if it is found necessary by this Department to add to or otherwise modify the same, it is to be understood such changes shall form a part of the permit and be complied with immediately upon notice.

IV. ADDITIONAL SPECIAL CONDITIONS AND SKETCHES - See Attached Sheet.

2



GUARD RAIL SHALL CONFORM TO  
 APPROPRIATE SPECIFICATIONS  
 OF THE N.Y.S.D.O.T.

GUARD RAIL DETAIL  
 NOT TO SCALE

	Drawn By: <u>J.R.J.</u>	Drawing:	1 <b>OF</b> 1
	Checked By: <u>G.J.S.</u>	Project:	
	Scale: <u>1"=20'</u>	IMPROVED HIGHWAY ENTRANCE FOR	
	Date: <u>8-31-1994</u>	<b>LITTMAN INDUSTRIES, INC.</b>	Project No.
DATE		RIVER ROAD	TOWN OF NEW WINDSOR, N.Y.
			9309



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24 June 1994

MEMORANDUM

TO: Myra Mason, Planning Board Secretary

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

SUBJECT: LIGHTRON OF CORNWALL SITE PLAN  
NEW WINDSOR PLANNING BOARD NO. 94-6

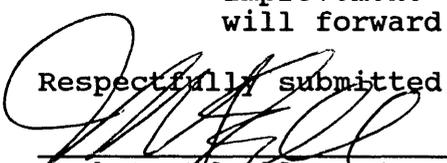
In response to your note regarding the status of the subject project, please be advised of the following:

1. I have reviewed my files and I am unable to locate a site improvement cost estimate for the project. As per the discussion with the Planning Board at the 8 June 1994 meeting, the Applicant will be required to submit a cost estimate for each of the three phases, and pay the inspection fee on the phase 3 estimate. If the Applicant decides to build phases 1 or 2 individually or jointly, he has agreed to compensate the Town for the inspection fees associated with the pertinent cost estimate.

I have contacted Greg Shaw with regard to this cost estimate and have requested that he forward same to me as soon as possible.

2. I have reviewed the minutes and my files and am aware of no other condition of approval other than the procedural items of the bond estimate and payment of fees.
3. At this time I cannot forward you a copy of the final printout for engineering review fees, since additional efforts will be needed toward review of the site plan improvement cost estimate. Upon completion of the work I will forward a review fee printout to you.

Respectfully submitted,

  
Mark J. Edsall, P.E.  
Planning Board Engineer  
MJesh  
a:light.sh

LIGHTRON SITE PLAN (94-6) RIVER ROAD

Gregory Shaw, P.E. of Shaw Engineering appeared before the board for this proposal.

MR. PETRO: For the applicant's information, we have municipal fire approved on 6/8/94 and municipal highway approved on 4/4/94.

MR. SHAW: Maybe, if I can just back up a second, this board approved three months ago a lot line change drawing between Littman Industries, Inc. and Sun Company, Inc. What that did was that allowed Mr. Littman to acquire three and a half additional acres of land immediately to the north of him, which is now allowing him to expand into potentially three additions which are before you tonight. What we've done is we've prepared site plan drawings for all three additions, we're asking for site plan approval for all three additions. Information has been submitted with respect to each addition for erosion control measures, for grading, for parking, for site lighting, so the board can feel comfortable tonight, if they grant approval for all three additions. Each and every aspect of the site plan approval has been incorporated into these drawings. If you take a look at the drawing, addition one is approximately 21,550 square feet. It's extending to the north 126 feet. Phase 2 addition which is 10,125 square feet again extends to the north 75 feet. And again the final phase which would be phase three extends to the north 75 feet. With respect to the parking, we've generated parking spaces for each and every addition, more than what we require. For Phase 1, we're adding 29 additional spaces. For Phase 2, excuse me 1 and 2, a total of 45 spaces and for phase 3, 1, 2 and 3, a total of 54 spaces. Again, the last time we were before the board, we went through the bulk table, we went through each and every item and the board felt comfortable that all the zoning provisions have been met with respect to setbacks, existing conditions.

MR. PETRO: Not necessarily met but made no worse by the additions. Some of them have been made better.

MR. SHAW: Correct, thank you, thank you. So with that, we're here before you tonight requesting site plan approval. Another key feature of this site development plan is that we've provided a 15 foot wide emergency access drive, which is north of the site and our initial discussions with the fire inspector and the Planning Board engineer at the workshop sessions became very clear that the fire inspector had a concern with accessing such a large building from only one location. And again that triggered acquiring of the additional three and a half acres and we have incorporated this 15 foot wide macadam drive which will be constructed as soon as the first addition is up, not the second or third, the first addition. So, the Town will have that for their protection and for Lightron of Cornwall's protection. With respect to the buildings themselves, they'll not require any additional water or sewer facilities, it will be an extension of the present use which is the manufacturing of lighting fixtures which is done at Lightron.

MR. PETRO: That is not under special permit?

MR. EDSALL: That is permitted use, yes.

MR. LANDER: What kind of construction are we talking, masonry, metal?

MR. SHAW: Metal building consistent with the existing construction.

MR. LANDER: What type of timeframe are Phase 1, 2 and 3, what would you guesstimate?

MR. LITTMAN: We're going to try to get Phase 1 done this year and we're anticipating Phases 2 and 3 over say another three year period.

MR. VAN LEEUWEN: Each one three years?

MR. LITTMAN: Total additional three years, so probably a total of four years probably but I'd like to get one extra year in there, if there's any time limit in case something slows down.

MR. DUBALDI: What's going to prevent the general public from using the emergency drive?

MR. SHAW: There's presently a pipe bollard and chain at the site now. It's going to be relocated further to the east to allow a fire truck to have to pull into the site, the ability to get off River Road, be in a standing position prior to cutting the chain but employee traffic will not be permitted to use that road. That is the purpose of the chain and the bollards.

MR. LITTMAN: Does that have to be cast in stone, that employee traffic cannot use that road?

MR. SHAW: At this point, yes.

MR. LITTMAN: We'd have to come back for a change?

MR. SHAW: Yes. Otherwise, that would trigger possibly a submission to the DOT for curb cut entrance.

MR. PETRO: Greg, I had asked you at the last meeting about coverage on the lot and you did give me a satisfactory answer but I don't remember, you can refresh my mind, the coverage on the lot looks like it's pretty heavy.

MR. SHAW: Well, if you go to the top of the first drawing, if you take a look at floor area ratio, we're required to not exceed a floor area ratio of 0.20 present. Prior to acquiring the three and a half acres, we had an existing floor ratio of 0.4 substantially in excess of the 0.2 which the zoning limits it. What I have done is provide the floor area ratio for Phases 1, Phases 1 and 2, Phases 1, 2 and 3. You'll notice that they have reduced and the question is how did they reduce? In the generation of these numbers, I took credit for acquiring the three and a half parcel cause they really go hand in hand, the purpose of acquiring the parcel was for the additions. So what I did was I gave you a comparison, I gave you what was required, what the floor area ratio was of the existing building prior to acquiring the new property and then the floor area ratio of the new additions

after.

MR. PETRO: I understand that. Now, you acquired the additional acres, is that part of the existing parcel, is it one parcel?

MR. SHAW: Yes. Let me rephrase it. There are two parcels, there's parcel number one on the drawing which totals 8.5 acres which is west of Con Rail and then there's a parcel which is 6.43 acres which is east of Con Rail.

MR. PETRO: And it's all one parcel, the coverage on the 8 acre parcel, that is what you computed your coverage on, on the 8 acre parcel. So in other words, you're not using another parcel to offset the coverage on this parcel you're talking about?

MR. SHAW: I'm not using another parcel.

MR. PETRO: Which is the back parcel, the 6 acre parcel.

MR. VAN LEEUWEN: See one parcel says Lightron of Cornwall Inc. and the other one says lands of Littman Industries.

MR. SHAW: It's all Littman Industries, they own both pieces.

MR. PETRO: But is it in the deed one or two parcels? In other words, if I own another piece of land somewhere down the road, I can't use it for my ratio.

MR. SHAW: If you look at the tax maps, it's one section, block and lot. Yes, if I look at the drawing tax map designation parcel 1 block 9 section 9 block 1 lot 96 and parcel 2 is also designated as section 9 block 1 lot 96.

MR. EDSALL: Jim, usually when these parcels were totally severed by the railroad, when they were re-described, when the railroad piece was taken out, they just called them parcel 1 and parcel 2. So I'm sure at one time it was years and years and years ago

it was a single description but then when you have, then they went through with the railroad.

MR. PETRO: Bottom line is you have no problem with the requirements being met for the floor area ratio by using both parcels?

MR. EDSALL: Well, did you use, was the calculation on the floor area ratio based on the combination of two parcels, Greg, or was it--

MR. SHAW: I'm not sure at this point.

MR. EDSALL: We can doublecheck that. Your comment right up front was probably the most accurate effectively what they've done is and why they come in with the lot line change to absorb part of the adjoining parcel is that when they first come in, we said you can't put the addition on because you'd be increasing the non-conformity. So they specifically went put in the applications for the lot line change and site plan to acquire enough property to be able to build these and I know through the workshop it was always considered, although it's two applications, one project.

MR. BABCOCK: Greg, if you look at the top zoning schedule, where you have proposed Phase 1 addition, you have 651,258 square feet, that is the both parcels.

MR. SHAW: Correct.

MR. EDSALL: You're talking the total.

MR. BABCOCK: So he'd use both parcels, I think that is what the Chairman was asking.

MR. PETRO: In that light and I believe these are also using both parcels we're really considering this one parcel because as you have stated the railroad tracks severed it, it is one tax map number so we can consider it as one parcel. I just want it for the record. Is someone going to give me a definitive answer on that?

MR. EDSALL: If it's one property?

MR. PETRO: Yes.

MR. EDSALL: It's one deed description, Greg just described as two parcels.

MR. SHAW: I have not seen the deed and the tax maps.

MR. EDSALL: Every time where I've seen a case where the railroad has gone through, it's been my impression because you cannot, from a survey standpoint, describe two different pieces as one parcel, because they don't connect, you have to call them.

MR. VAN LEEUWEN: Do you know if it's one parcel or do you know it to be two parcels?

MR. LITTMAN: One parcel separated by the railroad.

MR. PETRO: You receive one tax bill?

MR. LITTMAN: One tax bill.

MR. PETRO: I'm not trying to be difficult, just accurate.

MR. LITTMAN: It's one tax bill definitely.

MR. PETRO: Anybody else want to expand or do you feel comfortable with it?

MR. VAN LEEUWEN: I don't have any problem with it.

MR. PETRO: Board's satisfied with it then.

MR. SHAW: Thank you.

MR. PETRO: Anything else on this list? I think we need public hearing. We took lead agency so we can do the public hearing, if we feel that it is necessary and we can waive and also negative dec or positive dec.

MR. PETRO: As far as the public hearing goes, I think the whole area is conducive to this type of atmosphere down there.

MR. VAN LEEUWEN: Last time we had a public hearing one person showed up.

MR. PETRO: With that knowledge, does anyone want to make a motion?

MR. VAN LEEUWEN: I'll so move we waive the public hearing.

MR. SCHIEFER: Second it.

MR. PETRO: Motion has been made and seconded that the New Windsor Planning Board waive public hearing under its discretionary judgment under paragraph 48-19 C of the Town Zoning Local Law. Any further discussion from the board members? If not, roll call.

ROLL CALL

MR. VAN LEEUWEN	AYE
MR. SCHIEFER	AYE
MR. LANDER	AYE
MR. PETRO	AYE
MR. DUBALDI	AYE

MR. EDSALL: Just not to belabor the point, kick a dead horse again, no matter when you have, whether you use both parcels or the single parcel in either case when you do your computation for floor area ratio, you're decreasing the ratio by having the larger parcel added or adding in the parcel to the original parcel and expanding it such that you can put in the additions so no matter which way you look at it, they've added more lands and they've added lands to the parcel that the building is located on. So in either case, it's just a matter of what number you come up with. In either case, you're increasing the main parcel.

MR. PETRO: Okay.

MR. DUBALDI: I make a motion that we declare negative dec.

MR. LANDER: Second it.

MR. PETRO: Motion has been made and sectioned that the New Windsor Planning Board declare negative dec for Lightron of Cornwall, Inc. site plan on River Road. Is there any further discussion from the board members? If not, roll call.

ROLL CALL

MR. VAN LEEUWEN	AYE
MR. SCHIEFER	AYE
MR. LANDER	AYE
MR. PETRO	AYE
MR. DUBALDI	AYE

MR. PETRO: Planning Board should require bond estimate to be submitted.

MR. SHAW: It will be submitted.

MR. EDSALL: Can we have, that comment is somewhat expanded more than usual. It's because we have something happen here that hasn't happened yet. Effectively, the Phase 1 improvements, if they are built, will be torn out when Phase 2 is put in and similarly for Phase 2, when Phase 3 is built, we've got a difficult situation in that we're going to have 3 estimates for the site improvements. I talked to Mike about it and since this is the first time this has happened, it's our opinion it wouldn't be fair to collect three inspection fees, not knowing if he is going to build 1 and 2 together and 3 later. It's not clear now. What we suggest you collect the permanent improvement inspection fee and then have Mr. Littman go on record tonight, if he does decide to phase it and he has to build something on the interum, they commit himself to paying the inspection fee as part of the building permit. It's easier for him to pay the Town than for us to get him a refund.

MR. PETRO: Do you have any problem?

MR. LITTMAN: I don't.

MR. PETRO: Do you have any problem?

MR. LITTMAN: I don't think so, that is fine.

MR. PETRO: So you can handle that internally?

MR. EDSALL: Yes.

MR. VAN LEEUWEN: I make a motion to approve.

MR. SCHIEFER: Second it.

MR. PETRO: Motion has been made and seconded that the New Windsor Planning Board grant final approval to Lightron of Cornwall, Inc. site plan on River Road subject to the bond estimate being put in place. Any further discussion from the board members? If not, roll call.

ROLL CALL

MR. VAN LEEUWEN	AYE
MR. SCHIEFER	AYE
MR. LANDER	AYE
MR. PETRO	AYE
MR. DUBALDI	AYE



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TOWN OF NEW WINDSOR  
PLANNING BOARD  
REVIEW COMMENTS

PROJECT NAME: LIGHTRON OF CORNWALL, INC. SITE PLAN  
PROJECT LOCATION: RIVER ROAD  
SECTION 9-BLOCK 1-LOT 96  
PROJECT NUMBER: 94-6  
DATE: 8 JUNE 1994  
DESCRIPTION: THE APPLICATION PROPOSES PHASED ADDITIONS TO THE EXISTING FACILITY LOCATED ON THE EAST SIDE OF RIVER ROAD. THE APPLICATION WAS PREVIOUSLY REVIEWED AT THE 9 MARCH 1994 PLANNING BOARD MEETING.

1. The Planning Board reviewed, in detail, the zoning bulk compliance with the Applicant's engineer at the March meeting. Based on the information provided and the conclusions reached at aforementioned meeting, it appears that the site easily complies with the minimum bulk requirements, with the understanding that certain pre-existing non-conformances exist. It should be noted that none of these pre-existing non-conformances is being increased (made worse) by this application; in fact, some are being decreased.
2. The application package includes individual site plans for each of the phases of the development. With these site plans, the application package also includes individual erosion control and lighting plans for each phase. A detail sheet is provided to provide additional specific information with regard to the site improvements.

It is my opinion that the plan set is complete at this time. As well, any previous engineering concerns brought to the attention of the Applicant's engineer have been addressed in these plans.

3. The Planning Board should determine, for the record, if a Public Hearing will be necessary for this Site Plan, per its discretionary judgement under Paragraph 48-19.C of the Town Zoning Local Law.

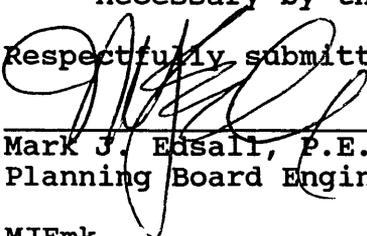
TOWN OF NEW WINDSOR  
PLANNING BOARD  
REVIEW COMMENTS

-2-

PROJECT NAME: LIGHTRON OF CORNWALL, INC. SITE PLAN  
PROJECT LOCATION: RIVER ROAD  
SECTION 9-BLOCK 1-LOT 96  
PROJECT NUMBER: 94-6  
DATE: 8 JUNE 1994

4. 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.
5. The Planning Board should require that a bond estimate be submitted for this Site Plan in accordance with Paragraph A(1)(g) of Chapter 19 of the Town Code. Given the specific and unique conditions of this site plan application with phased development, it is my recommendation that the Board require individual estimates for each phase. If the Board grants final approval for all phases at one time, I suggest that the inspection fee for Phase III be collected, with the Applicant making a commitment to make payment for the Phase I and Phase II inspection fees at the time a Building Permit is requested, if he proceeds with Phases I and II individually or jointly, before construction of Phase III.
6. At this time, I am aware of no further outstanding concerns or issues with regard to this application. If the Board identifies any such issues, I will be pleased to review same, as deemed necessary by the Planning Board.

Respectfully submitted,

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

MJEmk

A:LIGHTRO.mk



1763

# TOWN OF NEW WINDSOR

555 UNION AVENUE  
NEW WINDSOR, NEW YORK 12553

## NEW WINDSOR PLANNING BOARD REVIEW FORM

TO: FIRE INSPECTOR, D.O.T., WATER, SEWER, HIGHWAY

PLEASE RETURN COMPLETED FORM TO:

MYRA MASON, SECRETARY FOR THE PLANNING BOARD

PLANNING BOARD FILE NUMBER: 94 - 6

DATE PLAN RECEIVED: ~~RECEIVED JUN 2 1994~~ Rev 1

The maps and plans for the Site Approval Lighthouse of Cornwall  
Subdivision \_\_\_\_\_ as submitted by

\_\_\_\_\_ for the building or subdivision of  
\_\_\_\_\_ has been

reviewed by me and is approved X water available,  
disapproved \_\_\_\_\_.

If disapproved, please list reason \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
HIGHWAY SUPERINTENDENT DATE  
X \_\_\_\_\_ 6/9/94  
WATER SUPERINTENDENT DATE  
\_\_\_\_\_  
SANITARY SUPERINTENDENT DATE

RESULTS OF P.B. MEETING

DATE: June 8, 1994

PROJECT NAME: Lighthouse of Coon S P. PROJECT NUMBER 946

\*\*\*\*\*

LEAD AGENCY: \* NEGATIVE DEC:  
\*  
M)    S)    VOTE: A    N    \* M) D S) L VOTE: A 5 N 0  
\*

CARRIED: YES    NO    \* CARRIED: YES:  NO     
\*

\*\*\*\*\*

PUBLIC HEARING: M)  S) S VOTE: A 5 N 0

WAIVED: YES  NO   

SEND TO OR. CO. PLANNING: M)    S)    VOTE: A    N    YES    NO   

SEND TO DEPT. OF TRANSPORT: M)    S)    VOTE: A    N    YES    NO   

DISAPP: REFER TO Z.B.A.: M)    S)    VOTE: A    N    YES    NO   

RETURN TO WORK SHOP: YES    NO   

APPROVAL:

M)  S) S VOTE: A 5 N 0 APPROVED: 6-8-94

M) " S) " VOTE: A " N " APPR. CONDITIONALLY: "

NEED NEW PLANS: YES    NO   

DISCUSSION/APPROVAL CONDITIONS:

time frame - Phase I - 1994 as per Applicant  
# + III - three yr period

Need Cost Estimate - Collect fee for inspection  
w/ building Permit. (Per Mark)

RESULTS OF P.B. MEETING

DATE: March 7, 1994

PROJECT NAME: Lightbox of Cornwall St. PROJECT NUMBER 97-6

\*\*\*\*\*

LEAD AGENCY: \* NEGATIVE DEC:

M) 0 S) ✓ VOTE: A 3 N 0 \* M)    S)    VOTE: A    N   

CARRIED: YES ✓ NO    \* CARRIED: YES:    NO   

\*\*\*\*\*

PUBLIC HEARING: M)    S)    VOTE: A    N   

WAIVED: YES    NO   

SEND TO OR. CO. PLANNING: M)    S)    VOTE: A    N    YES    NO   

SEND TO DEPT. OF TRANSPORT: M)    S)    VOTE: A    N    YES    NO   

DISAPP: REFER TO Z.B.A.: M)    S)    VOTE: A    N    YES    NO   

RETURN TO WORK SHOP: YES    NO   

APPROVAL:

M)    S)    VOTE: A    N    APPROVED:   

M)    S)    VOTE: A    N    APPR. CONDITIONALLY:   

NEED NEW PLANS: YES    NO   

DISCUSSION/APPROVAL CONDITIONS:



McGOEY, HAUSER and EDSALL  
CONSULTING ENGINEERS P.C.

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

- Main Office**  
45 Quassaick Ave. (Route 9W)  
New Windsor, New York 12553  
(914) 562-8640
- Branch Office**  
400 Broad Street  
Milford, Pennsylvania 18337  
(717) 296-2765

TOWN OF NEW WINDSOR  
PLANNING BOARD  
REVIEW COMMENTS

PROJECT NAME: LIGHTRON OF CORNWALL, INC. SITE PLAN  
PROJECT LOCATION: RIVER ROAD  
SECTION 9-BLOCK 1-LOT 96  
PROJECT NUMBER: 94-6  
DATE: 9 MARCH 1994  
DESCRIPTION: THE APPLICATION PROPOSES PHASED ADDITIONS TO THE EXISTING BUILDING LOCATED ON THE EAST SIDE OF RIVER ROAD. THE APPLICATION WAS REVIEWED ON A CONCEPT BASIS ONLY.

1. As the Board is likely aware, this application is a follow-up to the previously reviewed and discussed lot line change between this involved parcel and the adjoining parcel of Sun Oil Company. The application and plans propose the additions in three (3) phases and bulk information is provided relative to each addition, on a progressive basis.

This application is quite involved relative to the involved bulk information; therefore, I recommend that the Board review this plan in concept and follow-up same with a review (with the Applicant's Engineer) of the bulk data depicted on the overall site plan. It is my belief that the Board must reach a conclusion regarding the manner in which the bulk information is calculated, before the Applicant can proceed through the site plan review process.

2. The Board should review, with the Applicant, the manner in which the application will be handled. It is suggested that the Board review the total site plan from a planning review and SEQRA standpoint, with the understanding that (if no variances are necessary) final approval can be granted to the total site, with construction phased in accordance with the plan as presented.

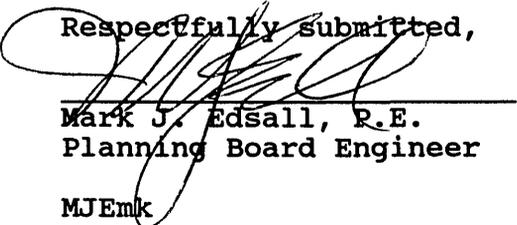
TOWN OF NEW WINDSOR  
PLANNING BOARD  
REVIEW COMMENTS

-2-

PROJECT NAME: LIGHTRON OF CORNWALL, INC. SITE PLAN  
PROJECT LOCATION: RIVER ROAD  
SECTION 9-BLOCK 1-LOT 96  
PROJECT NUMBER: 94-6  
DATE: 9 MARCH 1994

3. The Planning Board may wish to assume the position of Lead Agency under the SEQRA process.
4. Once the Planning Board reviews the above items on a concept standpoint and reaches the necessary conclusions, I will be pleased to review the individual phase site plans in detail (in the future), as deemed necessary by the Planning Board.

Respectfully submitted,



---

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

MJEmk

A:LIGHTR.mk

LIGHTRON OF CORNWALL SITE PLAN (94-6) RIVER ROAD

Gregory Shaw of Shaw Engineering appeared before the board for this proposal.

MR. SHAW: For a change tonight, I won't be asking for approval.

MR. VAN LEEUWEN: We weren't going to give it to you anyway.

MR. SHAW: The purpose of coming before you tonight is to introduce the project to you and to preview really the bulk zoning table to see if the board is in agreement with the table as it was worked out by myself and your consulting engineer, Mark Edsall. But just to give you a brief overview, earlier tonight, this board approved a lot line change adding 3.24 acres of property to the lands owned by Littman Industries Inc. which presently houses Lightron of Cornwall Inc. and the purpose of that acreage was to install three additions for Lightron and also to provide additional parking to the north of the buildings and an emergency access road which was required by the fire inspector of the Town of New Windsor. I'd like to point out that we'll be asking in the future for approval of all three phases, both SEQRA and site plan approval recognizing full well that they'll be built on a staged basis. This year, Lightron of Cornwall Inc. will build either Phase 1 and in the future build Phases 2 and 3 or possibly build Phases 1 and 2 this year and in the future build Phase 3.

MR. VAN LEEUWEN: I'm a little confused. Where is the original building that should be here?

MR. SHAW: Right here. It's a rather large building, it looks like the lot.

MR. VAN LEEUWEN: I thought it was a lot, sorry.

MR. SHAW: As I was saying, while we're looking for approval on all 3 additions, they'll be built on a phased basis and we have begun to prepare and it's before you tonight and we'll prepare detailed

engineering drawing for each and every phase so that every phase can stand on its own merits.

MR. PETRO: Let me interrupt you for one minute. When this is built out the 3 phases, what's the coverage of the lot? Looks like it's pretty heavy duty coverage. Is it within the bulk?

MR. SHAW: I wanted to make some introduction for remarks and then get into the gist of coming here tonight, which is the zoning table. Maybe it would be appropriate to do that. If I can just direct yourself to the cover page, all right, and with respect to the zoning table, it is a PI, it is in the PI zone, Planned Industrial and the use is compatible with use 6 which is the manufacturing assembly and/or packaging of electronics. If you can just bear with me and I'll go through this slowly but you're going to have to follow this. With respect to the gross minimum lot area, that is not an issue, we have 651,000 square feet. That represents the two parcels, okay. Both the parcel under water, all right, which is the Hudson River and that is designated as parcel 2, which is 6.34 acre plus the dry parcel.

MR. VAN LEEUWEN: This is not all under water, is it, the 6.2?

MR. SHAW: Yes, here's the shoreline.

MR. VAN LEEUWEN: When you go down a little further, it--

MR. SHAW: It comes out. Not in this particular case. So gross minimum lot area just for formal purposes. The next column is net minimum lot area. We're required to provide a minimum of 80,000 square feet and again the lot area for all 3 additions is 356,000. Again, not a concern of this board. We comply with your zoning bulk tables. Minimum lot width we're required to provide 200 feet and again in all 3 additions, we have over a thousand feet. Not a concern. Side yards, front yard setback we're required to provide 50 feet, if you will notice, the existing building front yard setback is 15 feet. That comes

into play later but please note that as you look through the 3 additions for Phase 1, Phase 2, Phase 3, all of which are in excess of the required 50 feet but please note the 15 feet existing each side yard setback one we're required to provide 50, the existing building is 26. But yet with respect to the additions, it's 423 feet for Phase 1, 348 feet for Phase 2, and 274 feet for Phase 3, not a concern. Side yard setback both required to provide 110, existing building is 570 and we'll be providing 449, 374 and 300 respectively for Phases 1, 2 and 3. Lastly, rear yard setback we're required to provide 50, existing buildings 21 and again the numbers are 645, 109 and 109 for Phases 1, 2 and 3. This is where it gets interesting. Maximum building height according to Mark Edsall and Mike Babcock they interpret the zoning code that the maximum building height is based upon the building height to the nearest lot line, which is 15 feet, the existing building so they are saying that we're only required to provide a building height of 5 feet which determines not by the setbacks to any of the additions but to the existing building. We're proposing a building height of 24 feet and as you look to the addition, we come across our footnote number, number one and if may read it as building heights of Phases 1, 2 and 3 do not exceed the existing maximum building out of 24 feet, the pre-existing, non-conforming condition is not increased.

MR. PETRO: What's the height of the building, old building?

MR. SHAW: Greater than 24 feet, so according to your consultants, a variance is not, would not be required even though the building height is limited by the distance to the nearest lot line.

MR. PETRO: You're still conforming with less?

MR. SHAW: Let's talk about the minimum area ratio. What I have done is I have taken a look at this in a little different light. We're required not to exceed .20 floor area ratio, I took a look at the existing building and I discounted the land which is under water for all intents and purposes, it's not usable. Your

zoning code does not even allow that to be incorporated in the net lot area. When I take a look at the existing building on the existing lot before we add the 3.24 acres, we have a floor area ratio of .4 and that gets over to the point you mentioned before or I think it was you, Jim, all right that you have a .474 area ratio based upon the existing building on the existing lot on dry land not incorporating the land to the north. And again, that is noted with note number number two. Now, let's look at the floor area ratio for the 3 additions, the purpose of purchasing the 3.24 acres was for this addition, okay. And I have now, with respect to the 3 additions said fine, what's the floor area ratio once I build my additions and bring this additional property in general that is the purpose of the lot line change. Floor area ratio drops from .4 to .35 for Phase One, .378 for Phases 1 and 2 and .41 for Phases 1, 2 and 3. All in excess of the .2 required by zoning, but substantially less than the .47 which exists on the site today. Again, pre-existing, non-conforming use.

MR. PETRO: Bottom line, the way I look at it is we don't need a variance for anything. Mark, do I understand that correctly?

MR. EDSALL: Obviously, there's no mystery to the reason why back to back on your agenda is a lot line change and a site plan and Greg is absolutely correct, they came to the workshop telling us initially that they wanted to have these additions and we told them that they could not increase the non-conformity. If they increase the non-conformity, I think would need a variance so the question was then posed if we bought enough land to maintain the same non-conformance or decrease it, how is that considered and generally the Planning Board has always said if you are making something better or keeping it the same, that does not create a variance situation.

MR. PETRO: The side yards certainly are not going to be effected. It's all going to be, it's exactly the way he went through the zoning schedule. I don't see any problem.

MR. DUBALDI: I don't see any problem.

MR. VAN LEEUWEN: I don't see any problem. One thing I'd like to know how many people work in there now and how many people do they intend to hire if you know. You don't have to give me exact figures, roughly.

MR. SHAW: I don't know. Mr. Littman is in Florida, he will be back.

MR. PETRO: They'll be increasing their payroll?

MR. SHAW: Absolutely.

MR. VAN LEEUWEN: You know how I feel. I'm always looking for jobs.

MR. SHAW: We all may be looking for one some day, you never know.

MR. VAN LEEUWEN: That is the biggest fear of my life, I have to go to work for somebody.

MR. SHAW: We're providing additional parking spaces above that required by zoning to help out the parking with the existing building.

MR. VAN LEEUWEN: Existing building.

MR. SHAW: So we're providing more than we're obligated to so I just wanted to get that in the record.

MR. EDSALL: As far as overall concept, there was a concern with the congesting on the site in its original form and the fire inspection indicated that if there's any possibility of you acquiring additional lands, such that we can have two directions of access, that would be a terrific benefit to the Town of New Windsor for emergency services. So that was another reason why Mr. Littman said look, if it will make my building that much more protected or serviceable for emergency services, fine, that is another reason why it's a good idea to buy the additional land so they have been working with this layout with us for a while now in concept.

MR. PETRO: We have lead agency here. Before we do that, being so close to the river, do we have to get in touch with the DEC or is DEC going to be involved?

MR. EDSALL: They are not proposing any construction in the tidal waters or anything like that to my understanding would effect the river. I would say you could take lead agency cause Greg there's no other permits you need?

MR. SHAW: No.

MR. EDSALL: You're the only involved agency so I guess fortunately or unfortunately, you have to be the lead agency but I would say that if once you come to the decision if you need a public hearing, that would give anyone the opportunity to put their 2 cents in on any potential impacts.

MR. PETRO: Okay.

MR. DUBALDI: Make a motion we declare lead agency.

MR. VAN LEEUWEN: Normally we do not require a public hearing.

MR. EDSALL: You believe and I'm not saying you need a public hearing, you believe there's an input for potential impacts that is when you would want to do it. You'd want to have a public hearing.

MR. VAN LEEUWEN: Depends on how many people they are going to hire.

MR. PETRO: We have a motion to declare ourselves lead agency.

MR. VAN LEEUWEN: You have my motion, it was on the tip of my tongue.

MR. PETRO: You're seeking it.

MR. LANDER: I'll second it, no problem.

MR. PETRO: Motion has been made and seconded that the New Windsor Planning Board declare itself lead agency in the Lightron of Cornwall site plan. Any further discussion from the board members? If not, roll call.

ROLL CALL:

MR. VAN LEEUWEN	AYE
MR. DUBALDI	AYE
MR. LANDER	AYE
MR. PETRO	AYE

MR. PETRO: Mark, I think at this time, I would ask the applicant to also I guess we have gone probably as far as we can tonight now I see some more detailed information on the phases, do you intend on going with all 3 phases on the site plan you want to get all three approved?

MR. SHAW: Correct, I'll be generating engineering drawings so every phase can stand on its own merits so should we decide to build Phase One, there's sufficient engineering information on that phase for it to be built. I'll do that for each and every phase.

MR. PETRO: Look at it under one application?

MR. SHAW: Absolutely.

MR. EDSALL: Maybe I can suggest Greg's plans do have individual plans for each phase. You may want to take this set with you so that in concept you can better understand what he is proposing.

INTER-OFFICE CORRESPONDENCE

**TO:** Town Planning Board  
**FROM:** Town Fire Inspector  
**DATE:** 6 June 1994  
**SUBJECT:** Lightron of Cornwall Site Plan

Planning Board Reference Number: PB-94-6  
Dated: 2 June 1994  
Fire Prevention Reference Number: FPS-94-027

A review of the above referenced subject site plan was conducted on 6 June 1994.

This site plan is acceptable.

Plans Dated: 31 May 1994, Revision 1

*Robert F. Rodgers, C.C.A. (mvz)*  
ROBERT F. RODGERS, C.C.A.

RFR/mvz



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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New Windsor, New York 12553  
(914) 562-8640
- Branch Office  
400 Broad Street  
Milford, Pennsylvania 18337  
(717) 296-2765

PLANNING BOARD WORK SESSION  
RECORD OF APPEARANCE

TOWN/VILLAGE OF New Windsor P/B #      -     

WORK SESSION DATE: 1 SEPT 1993 APPLICANT RESUB.  
REQUIRED:     

REAPPEARANCE AT W/S REQUESTED:     

PROJECT NAME: Light from Cornwall

PROJECT STATUS: NEW      OLD     

REPRESENTATIVE PRESENT: Gene Lipman<sup>Littman?</sup> / Greg Skaw

MUNIC REPS PRESENT:

BLDG INSP.	<u>VAC</u>
FIRE INSP.	<u>Rich</u>
ENGINEER	<u>X</u>
PLANNER	<u>    </u>
P/B CHMN.	<u>    </u>
OTHER (Specify)	<u>    </u>

ITEMS TO BE ADDRESSED ON RESUBMITTAL:

Greg to fix bulk table [show <sup>exist</sup> non-conf.]

Rich concerned re access Gene says

he is purchasing Sunco

property

crow min. \$750



1763

# TOWN OF NEW WINDSOR

555 UNION AVENUE  
NEW WINDSOR, NEW YORK 12553

## NEW WINDSOR PLANNING BOARD REVIEW FORM

TO: FIRE INSPECTOR, D.O.T., WATER, SEWER, HIGHWAY

PLEASE RETURN COMPLETED FORM TO:

MYRA MASON, SECRETARY FOR THE PLANNING BOARD

PLANNING BOARD FILE NUMBER: 94 - 6

DATE PLAN RECEIVED: RECEIVED MAR - 4 1994 ORIG.

The maps and plans for the Site Approval Lighthouse of Cornwall  
Subdivision \_\_\_\_\_ as submitted by  
Shaw Eng. for the building or subdivision of  
\_\_\_\_\_ has been  
reviewed by me and is approved  \_\_\_\_\_  
disapproved \_\_\_\_\_.

If disapproved, please list reason \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Fred S. ... 4/4/94  
HIGHWAY SUPERINTENDENT DATE

\_\_\_\_\_  
WATER SUPERINTENDENT DATE

\_\_\_\_\_  
SANITARY SUPERINTENDENT DATE



1763

# TOWN OF NEW WINDSOR

555 UNION AVENUE  
NEW WINDSOR, NEW YORK 12553

## NEW WINDSOR PLANNING BOARD REVIEW FORM

TO: FIRE INSPECTOR, D.O.T., WATER, SEWER, HIGHWAY

PLEASE RETURN COMPLETED FORM TO:

MYRA MASON, SECRETARY FOR THE PLANNING BOARD

PLANNING BOARD FILE NUMBER: 94 - 6

DATE PLAN RECEIVED: RECEIVED MAR - 4 1994 *ORIG.*

The maps and plans for the Site Approval Lighting of Cornwall Ave  
Subdivision \_\_\_\_\_ as submitted by

\_\_\_\_\_ for the building or subdivision of  
\_\_\_\_\_ has been

reviewed by me and is approved  \_\_\_\_\_,

disapproved  \_\_\_\_\_.

If disapproved, please list reason \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_  
HIGHWAY SUPERINTENDENT DATE

*[Signature]* 3/10/94  
WATER SUPERINTENDENT DATE

\_\_\_\_\_  
SANITARY SUPERINTENDENT DATE



INTER-OFFICE CORRESPONDENCE

**TO:** Town Planning Board

**FROM:** Town Fire Inspector

**DATE:** 7 March 1994

**SUBJECT:** Lightron of Cornwall, Inc.

Planning Board Reference Number: PB-94-6

Dated: 4 March 1994

Fire Prevention Reference Number: FPS-94-008

A review of the above referenced subject site plan was conducted on 7 March 1994.

This site plan is acceptable.

Plan Dated 2 March 1994

*Robert F. Rodgers, C.C.A. (mvz)*  
Robert F. Rodgers, C.C.A.



McGOEY, HAUSER and EDSALL  
CONSULTING ENGINEERS P.C.

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

- 10
- Main Office  
45 Quassaick Ave. (Route 9W)  
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Milford, Pennsylvania 18337  
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**PLANNING BOARD WORK SESSION  
RECORD OF APPEARANCE**

TOWN/VILLAGE OF New Windsor P/B #      -     

WORK SESSION DATE: 2 MARCH 94 APPLICANT RESUB:  
REQUIRED: Aff Full

REAPPEARANCE AT W/S REQUESTED: No

PROJECT NAME: Lighting of Cornwall S/p

PROJECT STATUS: NEW      OLD     

REPRESENTATIVE PRESENT: Gene L / Greg Shaw.

MUNIC REPS PRESENT: BLDG INSP.       
FIRE INSP. X  
ENGINEER X  
PLANNER       
P/B CHMN.       
OTHER (Specify)     

ITEMS TO BE ADDRESSED ON RESUBMITTAL:

- overall OK - get in for P/B concept review

affron agent letter re access.

big items - get P/B to agree to method of bulk table  
calc.

May 1st a  
next avail mtg.

RECEIVED MAR - 1 1994

Planning Board  
Town of New Windsor  
555 Union Avenue  
New Windsor, NY 12553

(This is a two-sided form)

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

1. Name of Project New Additions for Lightron of Cornwall, Inc.
2. Name of Applicant Littman Industries<sup>Inc.</sup> Phone 562-5500  
Address 65 River Road, New Windsor, N.Y. 12553  
(Street No. & Name) (Post Office) (State) (Zip)
3. Owner of Record Same as Applicant Phone \_\_\_\_\_  
Address \_\_\_\_\_  
(Street No. & Name) (Post Office) (State) (Zip)
4. Person Preparing Plan Gregory J. Shaw<sup>P.E.</sup> Phone 561-3695  
Address 744 Broadway, Newburgh, N.Y. 12550  
(Street No. & Name) (Post Office) (State) (Zip)
5. Attorney Gerald N. Jacobowitz Phone 778-2121  
Address 158 Orange Avenue, Walden, N.Y. 12586  
(Street No. & Name) (Post Office) (State) (Zip)
6. Person to be notified to represent applicant at Planning Board Meeting Gregory J. Shaw, P.E. Phone 561-3695  
(Name)
7. Location: On the East side of River Road  
(Street)  
3700 feet South of Walsh Road  
(Direction) (Street)
8. Acreage of Parcel 14.95 9. Zone PI, 9A. School Dist Newburgh Consolidated
- 9B. If this property is within an Agricultural District containing a farm operation or within 500 feet of a farm operation located in an Agricultural District, please complete the attached Agricultural Data Statement.
10. Tax Map Designation: Section 9 Block 1 Lot 96
11. This application is for the construction of 3 additions  
on a phased basis totaling 41,800 S.F.

RECEIVED  
MAR 1 1994

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 N/A 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

Eugene Littman being duly sworn, deposes and says that he ~~resides at~~ conducts business at 65 River Road, New Windsor, NY in the County of Orange and State of New York and that he is (the owner in fee) of President (Official Title) of the Corporation which is the Owner in fee of the premises described in the foregoing application and that he has authorized Gregory J. Shaw and Gerald N. Jacobowitz to make the foregoing application 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 2<sup>nd</sup>

Eugene Littman  
(Owner's Signature)

2<sup>nd</sup> day of March 1994

Same as Owner  
(Applicant's Signature)

René Woodruff  
Notary Public

President  
(Title)

**RENE WOODRUFF**  
Notary Public, State of New York  
Qualified in Orange County  
Reg. # 4998811  
Commission Expires July 27, 1994

RECEIVED MAR 14 1994  
94-6

SEQR

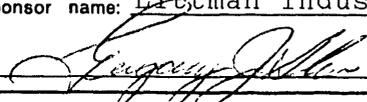
PROJECT I.D. NUMBER

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 Littman Industries, Inc.		2. PROJECT NAME New Addition for Lightron of Cornwall, Inc.	
3. PROJECT LOCATION: Municipality <u>Town of New Windsor</u> County <u>Orange</u>			
4. PRECISE LOCATION (Street address and road intersections, prominent landmarks, etc., or provide map) Project is located on the east side of River Road approximately 3500 feet south of Walsh Avenue.			
5. IS PROPOSED ACTION: <input checked="" type="checkbox"/> New <input type="checkbox"/> Expansion <input type="checkbox"/> Modification/alteration			
6. DESCRIBE PROJECT BRIEFLY: Project is the construction of 3 warehouse additions totaling 41,800 S.F. for Lightron of Cornwall, Inc. included associated parking areas.			
7. AMOUNT OF LAND AFFECTED: Initially <u>14.95</u> acres    Ultimately <u>14.95</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 type="checkbox"/> Residential <input checked="" type="checkbox"/> Industrial <input type="checkbox"/> Commercial <input type="checkbox"/> Agriculture <input type="checkbox"/> Park/Forest/Open space <input type="checkbox"/> Other Describe: Project is in the PI (Planned Industrial) Zone and is surrounded by Industrial - type uses.			
10. DOES ACTION INVOLVE A PERMIT APPROVAL, OR FUNDING, NOW OR ULTIMATELY FROM ANY OTHER GOVERNMENTAL AGENCY (FEDERAL, STATE OR LOCAL)? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No    If yes, list agency(s) and permit/approvals Site Plan Approval - Town of New Windsor Planning Board			
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: <u>Littman Industries, Inc.</u>		Date: <u>March 2, 1994</u>	
Signature: 		Engineer for Applicant	

**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 6 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 6 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:

C2. Aesthetic, agricultural, archaeological, historic, or other natural or cultural resources; or community or neighborhood character? Explain briefly:

C3. Vegetation or fauna, fish, shellfish or wildlife species, significant habitats, or threatened or endangered species? Explain briefly:

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.

C5. Growth, subsequent development, or related activities likely to be induced by the proposed action? Explain briefly.

C6. Long term, short term, cumulative, or other effects not identified in C1-C5? Explain briefly.

C7. Other impacts (including changes in use of either quantity or type of energy)? Explain briefly.

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:

Town of New Windsor Planning Board  
 Name of Lead Agency

James Petro Chairman  
 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

RECEIVED MAR - 4 1994

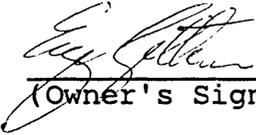
94 - 6

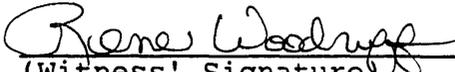
PROXY STATEMENT  
for submittal to the  
TOWN OF NEW WINDSOR PLANNING BOARD

Eugene Littman, deposes and says that he  
~~resides at~~ conducts business at 65 River Road, New Windsor  
(Owner's Address)  
in the County of Orange  
and State of New York  
and that <sup>his corporation</sup> ~~he is~~ the owner in fee of Tax Map Designation Section 9,  
Block 1, Lot 96

which is the premises described in the foregoing application and  
that he has authorized Gregory J. Shaw and Gerald N. Jacobowitz  
to make the foregoing application as described therein.

Date: March 2, 1994

  
(Owner's Signature)

  
(Witness' Signature)

THIS FORM CANNOT BE WITNESSED BY THE PERSON OR REPRESENTATIVE OF  
THE COMPANY WHO IS BEING AUTHORIZED TO REPRESENT THE APPLICANT  
AND/OR OWNER AT THE MEETINGS.

24-6  
RECEIVED MAR 1 1994

TOWN OF NEW WINDSOR PLANNING BOARD  
SITE PLAN CHECKLIST

ITEM

- |   |  |
|---|--|
| 1. <u>X</u> Site Plan Title                     | 29. <u>N/A</u> Curbing Locations                 |
| 2. <u>X</u> Applicant's Name(s)                 | 30. <u>N/A</u> Curbing Through Section           |
| 3. <u>X</u> Applicant's Address(es)             | 31. <u>N/A</u> Catch Basin Locations             |
| 4. <u>X</u> Site Plan Preparer's Name           | 32. <u>N/A</u> Catch Basin Through Section       |
| 5. <u>X</u> Site Plan Preparer's Address        | 33. <u>X</u> Storm Drainage                      |
| 6. <u>X</u> Drawing Date                        | 34. <u>N/A</u> Refuse Storage                    |
| 7. <u>X</u> Revision Dates                      | 35. <u>N/A</u> Other Outdoor Storage             |
| 8. <u>X</u> AREA MAP INSET                      | 36. <u>N/A</u> Water Supply                      |
| 9. <u>X</u> Site Designation                    | 37. <u>N/A</u> Sanitary Disposal Sys.            |
| 10. <u>X</u> Properties Within 500 Feet of Site | 38. <u>N/A</u> Fire Hydrants                     |
| 11. ___ Property Owners (Item #10)              | 39. <u>X</u> Building Locations                  |
| 12. ___ PLOT PLAN                               | 40. <u>X</u> Building Setbacks                   |
| 13. <u>X</u> Scale (1" = 50' or lesser)         | * 41. ___ Front Building Elevations              |
| 14. <u>X</u> Metes and Bounds                   | 42. <u>X</u> Divisions of Occupancy              |
| 15. <u>X</u> Zoning Designation                 | 43. <u>N/A</u> Sign Details                      |
| 16. <u>X</u> North Arrow                        | 44. ___ BULK TABLE INSET                         |
| 17. <u>X</u> Abutting Property Owners           | 45. <u>X</u> Property Area (Nearest 100 sq. ft.) |
| 18. <u>X</u> Existing Building Locations        | 46. <u>X</u> Building Coverage (sq. ft.)         |
| 19. <u>X</u> Existing Paved Areas               | 47. <u>X</u> Building Coverage (% of Total Area) |
| 20. <u>X</u> Existing Vegetation                | 48. <u>X</u> Pavement Coverage (Sq. Ft.)         |
| 21. <u>X</u> Existing Access & Egress           | 49. <u>X</u> Pavement Coverage (% of Total Area) |
| <u>PROPOSED IMPROVEMENTS</u>                    |  |
| *22. ___ Landscaping                            | 50. <u>X</u> Open Space (Sq. Ft.)                |
| *23. ___ Exterior Lighting                      | 51. <u>X</u> Open Space (% of Total Area)        |
| *24. ___ Screening                              | 52. <u>X</u> No. of Parking Spaces Proposed.     |
| 25. <u>X</u> Access & Egress                    | 53. <u>X</u> No. of Parking Required.            |
| 26. <u>X</u> Parking Areas                      |  |
| 27. <u>X</u> Loading Areas                      |  |
| *28. ___ Paving Details (Items 25-27)           |  |

\* Denotes to be Provided

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 Site Plan has been prepared in accordance with this checklist and the Town of New Windsor Ordinances, to the best of my knowledge.

By: [Signature]  
Licensed Professional

Date: March 2, 1994

**MAINTENANCE PARCEL SCHEDULE**

**MAINTENANCE PARCELS 1a & 2a**  
 THE MAINTENANCE OF THE EXISTING DIRT DRIVE WITHIN THE (2) 25 FOOT WIDE RIGHT-OF-WAYS, PARCELS 1A AND 2A, SHALL BE THE SOLE RESPONSIBILITY OF LITTMAN INDUSTRIES, INC. AND THEIR SUCCESSORS. UPON THE REPLACEMENT OF THE DIRT DRIVE WITH A MACADAM DRIVE WITHIN PARCELS 1A AND 2A BY LITTMAN INDUSTRIES, INC., THE RESPONSIBILITY FOR MAINTENANCE OF THE MACADAM DRIVE WILL REMAIN WITH LITTMAN INDUSTRIES, INC. AND THEIR SUCCESSORS. IN EITHER INSTANCE THE MAINTENANCE OF EACH 25 FOOT WIDE RIGHT-OF-WAY, OUTSIDE THE LIMITS OF THE DRIVE, SHALL BE THE RESPONSIBILITY OF THE RESPECTIVE PROPERTY OWNER, OR THEIR SUCCESSORS.

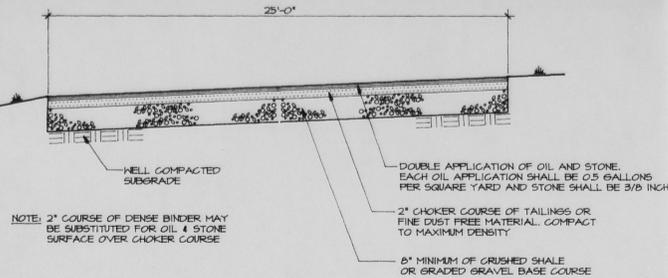
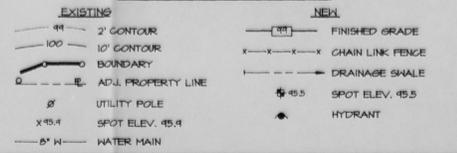
**MAINTENANCE PARCELS 1b & 2b**  
 THE MAINTENANCE OF THE EXISTING DIRT DRIVE WITHIN THE (2) 25 FOOT WIDE RIGHT-OF-WAYS, PARCELS 1B AND 2B, SHALL BE THE SOLE RESPONSIBILITY OF LITTMAN INDUSTRIES, INC. AND THEIR SUCCESSORS. IN THE EVENT THAT DRIVE IS REQUIRED AS PART OF A SITE PLAN APPROVAL BY THE TOWN OF NEW WINDSOR UPON THE REPLACEMENT OF THE DIRT DRIVE WITH A MACADAM DRIVE WITHIN PARCELS 1B AND 2B BY LITTMAN INDUSTRIES, INC., THE MAINTENANCE OF THE MACADAM DRIVE WILL BECOME THE RESPONSIBILITY OF LITTMAN INDUSTRIES, INC. AND THEIR SUCCESSORS. IN EITHER INSTANCE THE MAINTENANCE OF EACH 25 FOOT WIDE RIGHT-OF-WAY, OUTSIDE THE LIMITS OF THE DRIVE, SHALL BE THE RESPONSIBILITY OF THE RESPECTIVE PROPERTY OWNER, OR THEIR SUCCESSORS.

**MAINTENANCE PARCELS 1c & 2c**  
 THE MAINTENANCE OF THE EXISTING DIRT DRIVE WITHIN THE (2) 25 FOOT WIDE RIGHT-OF-WAYS, PARCELS 1C AND 2C, SHALL BE THE SOLE RESPONSIBILITY OF SUN COMPANY, INC. (R & M) AND THEIR SUCCESSORS. UPON THE REPLACEMENT OF THE DIRT DRIVE WITH A MACADAM DRIVE WITHIN PARCELS 1C AND 2C BY LITTMAN INDUSTRIES, INC., THE MAINTENANCE OF THE MACADAM DRIVE WILL BECOME THE RESPONSIBILITY OF LITTMAN INDUSTRIES, INC. AND THEIR SUCCESSORS. IN EITHER INSTANCE THE MAINTENANCE OF EACH 25 FOOT WIDE RIGHT-OF-WAY, OUTSIDE THE LIMITS OF THE DRIVE, SHALL BE THE RESPONSIBILITY OF THE RESPECTIVE PROPERTY OWNER, OR THEIR SUCCESSORS.

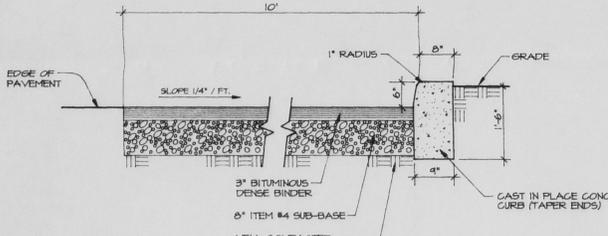
**NOTES**

1. SHOULD A MACADAM DRIVE BE INSTALLED WITHIN MAINTENANCE PARCEL 2c, ITS EDGE OF PAVEMENT SHALL BE A MINIMUM OF 1 FEET FROM ANY PHYSICAL OBSTRUCTION SUCH AS A FENCE, BERM, OR HELL. TO IMPROVE THE LOCATION OF THE FUTURE DRIVE, THE HELL, FENCE, BERM OR ANY OTHER OBSTRUCTION MAY BE RELOCATED. IN THIS CASE THE NEW MACADAM DRIVE SHALL ALSO BE A MINIMUM OF 1 FEET FROM THE RELOCATED OBSTRUCTION.

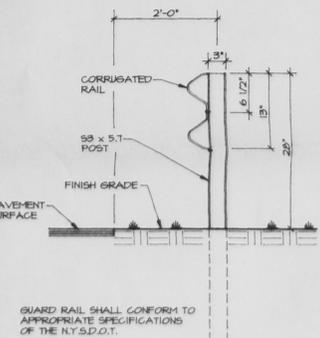
**LEGEND**



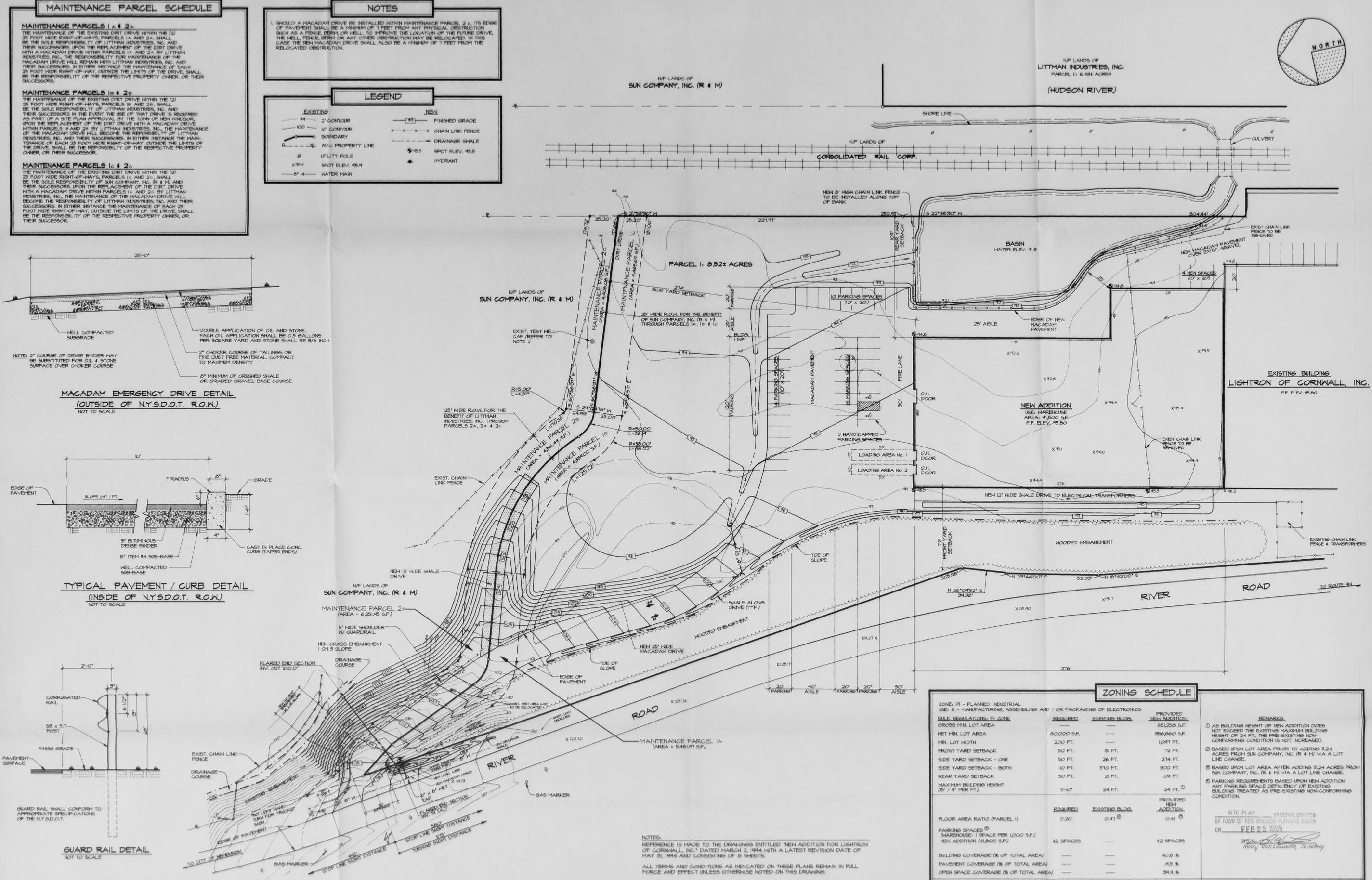
**MACADAM EMERGENCY DRIVE DETAIL**  
 (OUTSIDE OF N.Y.S.D.O.T. R.O.W.)  
 NOT TO SCALE



**TYPICAL PAVEMENT / CURB DETAIL**  
 (INSIDE OF N.Y.S.D.O.T. R.O.W.)  
 NOT TO SCALE



**GUARD RAIL DETAIL**  
 NOT TO SCALE



**NOTES:**  
 REFERENCE IS MADE TO THE DRAWINGS ENTITLED 'NEW ADDITION FOR LIGHTRON OF CORNWALL, INC.' DATED MARCH 2, 1994 WITH A LATEST REVISION DATE OF MAY 31, 1994 AND CONSISTING OF 8 SHEETS.  
 ALL TERMS AND CONDITIONS AS INDICATED ON THESE PLANS REMAIN IN FULL FORCE AND EFFECT UNLESS OTHERWISE NOTED ON THIS DRAWING.

N.F. LANDS OF  
**LITTMAN INDUSTRIES, INC.**  
 PARCEL 11: 6.431 ACRES  
 (HUDSON RIVER)



**ZONING SCHEDULE**

BULK REGULATIONS, P1 ZONE	REQUIRED		EXISTING BLDGS.		PROVIDED NEW ADDITION		REMARKS
GROSS MIN. LOT AREA	---	---	---	---	651,250 S.F.	---	① AS BUILDING HEIGHT OF NEW ADDITION DOES NOT EXCEED THE EXISTING MAXIMUM BUILDING HEIGHT OF 24 FT., THE PRE-EXISTING NON-CONFORMING CONDITION IS NOT INCREASED. ② BASED UPON LOT AREA PRIOR TO ADDING 3.24 ACRES FROM SUN COMPANY, INC. (R & M) VIA A LOT LINE CHANGE. ③ BASED UPON LOT AREA AFTER ADDING 3.24 ACRES FROM SUN COMPANY, INC. (R & M) VIA A LOT LINE CHANGE. ④ PARKING REQUIREMENTS BASED UPON NEW ADDITION ANY PARKING SPACE DEFICIENCY OF EXISTING BUILDING TREATED AS PRE-EXISTING NON-CONFORMING CONDITION.
NET MIN. LOT AREA	80,000 S.F.	---	---	---	356,260 S.F.	---	
MIN. LOT WIDTH	200 FT.	---	---	---	1,091 FT.	---	
FRONT YARD SETBACK	50 FT.	15 FT.	---	---	72 FT.	---	
SIDE YARD SETBACK - ONE	50 FT.	26 FT.	---	---	274 FT.	---	
SIDE YARD SETBACK - BOTH	110 FT.	570 FT.	---	---	300 FT.	---	
REAR YARD SETBACK	50 FT.	21 FT.	---	---	104 FT.	---	
MAXIMUM BUILDING HEIGHT (5' / 4" PER FT.)	5'-0"	24 FT.	---	---	24 FT. ①	---	
FLOOR AREA RATIO (PARCEL 1)	0.20	0.41 ②	---	---	0.41 ③	---	
PARKING SPACES ④ (WAREHOUSE: 1 SPACE PER 1,000 S.F.) NEW ADDITION (41,800 S.F.)	42 SPACES	---	---	---	42 SPACES	---	
BUILDING COVERAGE (% OF TOTAL AREA)	---	---	---	---	40.6 %	---	
PAVEMENT COVERAGE (% OF TOTAL AREA)	---	---	---	---	14.5 %	---	
OPEN SPACE COVERAGE (% OF TOTAL AREA)	---	---	---	---	34.4 %	---	

**SITE PLAN** APPROVAL GRANTED  
 BY TOWN OF NEW WINDSOR PLANNING BOARD  
 ON **FEB 22 1995**  
*Henry VanLanthen, Secretary*

**Shaw Engineering**  
 Consulting Engineers

744 Broadway Newburgh N.Y. 12550

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ISSUE	REVISION	DATE
2	PARKING AREA & VEHICULAR DRIVE	1-25-1995
1	NOTATIONS	5-31-1994

Drawn By: J.R.J.	Checked By: G.J.S.	Date: 3-2-1994	Scale: 1"=30'
Drawing: <b>PARTIAL SITE PLAN</b>			
Project: <b>NEW ADDITION FOR LIGHTRON OF CORNWALL, INC.</b>			
RIVER ROAD TOWN OF NEW WINDSOR, N.Y.			
Project No. 9309			OF 1



N/L LANDS OF  
SUN COMPANY, INC.

EXIST. DIRT DRIVE  
TO FACILITIES OF SUN  
COMPANY, INC.

FLARED END SECTION  
INV. OUT 48.5'

N/L LANDS OF  
LITTMAN INDUSTRIES, INC.

5' WIDE SHOULDER  
W/ GUARDRAIL

NEW GRASS EMBANKMENT  
1 ON 3 SLOPE

FLARED END SECTION  
INV. OUT 100.0'

DRAINAGE  
COURSE

FLARED END SECTION  
INV. IN 100.0'

EXIST. DIRT  
DRIVE

EXIST. TEST HELL CAP  
TO BE RELOCATED

EXIST. DIRT  
SHOULDER

EXIST. CHAIN LINK  
FENCE

DRAINAGE  
COURSE

EDGE OF PAVEMENT

RIVER

STOP LINE SIGHT DISTANCE

STOP LINE SIGHT DISTANCE

PLAN

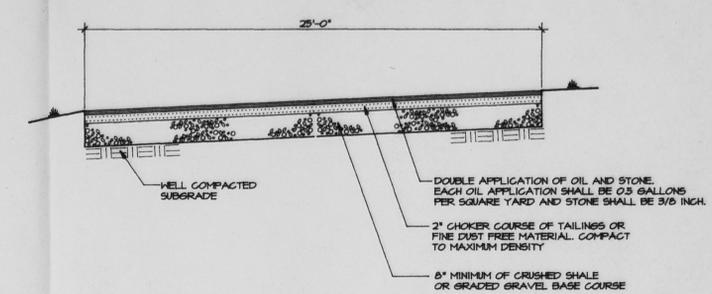
ROAD

GAS MARKER

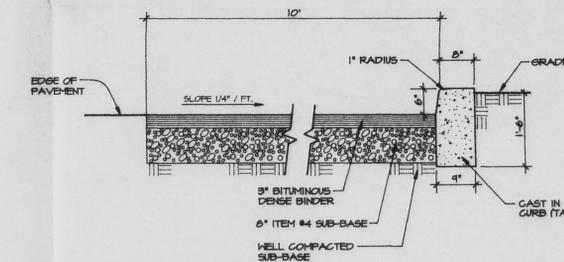
GAS MARKER

LEGEND			
EXISTING	NEW		
102	1" CONTOUR	100	FINISHED GRADE
100	5' CONTOUR	CB	CATCH BASIN
---	BOUNDARY	FB	FLUSHING BASIN
---	ADJ. PROPERTY LINE	SH	SANITARY HANNOLE
CB	CATCH BASIN	V	VALVE
FB	FLUSHING BASIN	10" ST	STORM SEWER
U	UTILITY POLE	FLARED END SECTION	
SH	SANITARY HANNOLE		
H	HYDRANT		
V	VALVE		
X 140.4	SPOT ELEV. 140.4		
---	CHAIN LINK FENCE		

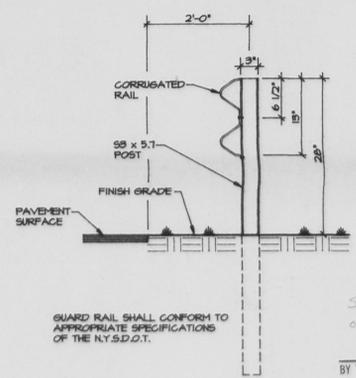
- NOTES**
1. STORM DRAIN PIPING SHALL BE N-12 AS MANUFACTURED BY ADVANCED DRAINAGE SYSTEMS.
  2. RIP-RAP SHALL BE A MINIMUM OF 6" - 8" IN SIZE.



**MACADAM EMERGENCY DRIVE DETAIL**  
(OUTSIDE OF N.Y.S.D.O.T. R.O.W.)  
NOT TO SCALE (PHASES 1, 2 & 3)



**TYPICAL PAVEMENT / CURB DETAIL**  
(INSIDE OF N.Y.S.D.O.T. R.O.W.)  
NOT TO SCALE



GUARD RAIL SHALL CONFORM TO APPROPRIATE SPECIFICATIONS OF THE N.Y.S.D.O.T.

**GUARD RAIL DETAIL**  
NOT TO SCALE

See Revised Approved Plan of 2/22/95

SITE PLAN APPROVAL GRANTED BY TOWN OF NEW WINDSOR PLANNING BOARD ON **OCT 26 1994**

BY **CARMEN R. DUBALDI, JR.** SECRETARY

**Shaw Engineering**  
Consulting Engineers  
744 Broadway Newburgh N.Y. 12550

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ISSUE	REVISION	DATE

Drawn By: J.R.J. Drawing: **PLAN & DETAILS**  
Checked By: G.J.S. Project: **IMPROVED HIGHWAY ENTRANCE FOR LITTMAN INDUSTRIES, INC.**  
Scale: 1"=20'  
Date: 8-31-1994  
RIVER ROAD TOWN OF NEW WINDSOR, N.Y. Project No. 9309

**ZONING SCHEDULE**

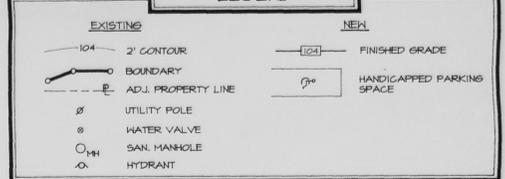
ZONE: P1 - PLANNED INDUSTRIAL USE: 6 - MANUFACTURING, ASSEMBLING AND / OR PACKAGING OF ELECTRONICS	REQUIRED	EXISTING BLDG.	PROVIDED PHASE 1 ADDITION	PROVIDED PHASE 2 ADDITION	PROVIDED PHASE 3 ADDITION
GROSS MIN. LOT AREA	80,000 S.F.	---	651,258 S.F.	651,258 S.F.	651,258 S.F.
NET MIN. LOT AREA	---	---	356,660 S.F.	356,660 S.F.	356,660 S.F.
MIN. LOT WIDTH	200 FT.	---	1041 FT.	1041 FT.	1041 FT.
FRONT YARD SETBACK	50 FT.	15 FT.	64 FT.	71 FT.	72 FT.
SIDE YARD SETBACK - ONE	50 FT.	26 FT.	423 FT.	348 FT.	274 FT.
SIDE YARD SETBACK - BOTH	110 FT.	570 FT.	444 FT.	374 FT.	300 FT.
REAR YARD SETBACK	50 FT.	21 FT.	65 FT.	104 FT.	104 FT.
MAXIMUM BUILDING HEIGHT (15' / 4" PER FT.)	5'-0"	24 FT.	24 FT. ①	24 FT. ①	24 FT. ①
FLOOR AREA RATIO - MIN. LOT AREA	0.20	0.41 ②	0.35 ③	0.36 ③	0.41 ③
PARKING SPACES ④ (WAREHOUSE: 1 SPACE PER 1,000 S.F.)	---	---	24 SPACES	45 SPACES	---
PHASE 1 (21,550 S.F.)	---	---	---	---	---
PHASES 1 & 2 (31,675 S.F.)	---	---	---	---	---
PHASES 1, 2 & 3 (41,800 S.F.)	---	---	---	---	---
BUILDING COVERAGE (% OF TOTAL AREA)	---	---	35.2 %	37.4 %	40.6 %
PAVEMENT COVERAGE (% OF TOTAL AREA)	---	---	11.6 %	18.5 %	18.5 %
OPEN SPACE COVERAGE (% OF TOTAL AREA)	---	---	47.2 %	45.3 %	34.1 %

- REMARKS:**
- AS BUILDING HEIGHTS OF PHASES 1, 2 & 3 DO NOT EXCEED THE EXISTING MAXIMUM BUILDING HEIGHT OF 24 FT., THE PRE-EXISTING NON-CONFORMING CONDITION IS NOT INCREASED.
  - BASED UPON LOT AREA PRIOR TO ADDING 3.24 ACRES FROM SUN COMPANY, INC. VIA A LOT LINE CHANGE.
  - BASED UPON LOT AREA AFTER ADDING 3.24 ACRES FROM SUN COMPANY, INC. VIA A LOT LINE CHANGE.
  - PARKING REQUIREMENTS BASED UPON PHASES 1, 2 & 3 ADDITIONS ANY PARKING SPACE DEFICIENCY OF EXISTING BUILDINGS TREATED AS PRE-EXISTING NON-CONFORMING CONDITIONS.

**ZONING MAP**

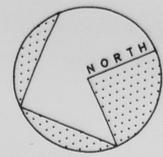


**LEGEND**



**NOTES**

- ZONING DISTRICT: P1 ZONE
- RECORD OWNER & APPLICANT: LITTMAN INDUSTRIES, INC. 65 RIVER ROAD NEW WINDSOR, NEW YORK 12550
- TOTAL PARCEL AREA: PARCEL I: 0.52± ACRES (226,014 S.F.) PARCEL II: 6.48± ACRES (280,914 S.F.) 14.85 ACRES 651,258 S.F.
- TAX MAP DESIGNATION: PARCEL I: SECTION 9, BLOCK 1, LOT 46 PARCEL II: SECTION 9, BLOCK 1, LOT 46
- BOUNDARY, PLANIMETRIC AND TOPOGRAPHIC INFORMATION TAKEN FROM A MAP ENTITLED "MAP OF SURVEY FOR LIGHTRON OF CORNWALL, INC." AND DATED JANUARY 27, 1983, SIGNED BY PETER R. HUSTIS, L.L.S., ADDITIONAL TOPOGRAPHIC INFORMATION OBTAINED FROM AN ACTUAL SURVEY PREPARED BY ROBERT D. KALAKA ON AUGUST 1983.
- THE LOCATIONS OF EXISTING UTILITIES ARE TO BE CONSIDERED APPROXIMATE, AND THE CONTRACTOR SHALL VERIFY THEIR LOCATIONS AND ELEVATIONS PRIOR TO EXCAVATION. NEW YORK STATE INDUSTRIAL CODE REQUIRES TWO (2) WORKING DAYS NOTICE BEFORE EXCAVATION, DRILLING, OR BLASTING. UNDERGROUND UTILITIES CENTER TELEPHONE NO. IS 1-800-245-2828.
- REFERENCE IS MADE TO THE DRAWING ENTITLED "LOT LINE CHANGE BETWEEN LITTMAN INDUSTRIES, INC. & SUN COMPANY, INC. (R & M)" PREPARED BY GABRIEL E. SENOR, P.E. AND DATED NOV. 24, 1983 WITH A LATEST REVISION DATE OF JAN. 10, 1994. THIS LOT LINE CHANGE WAS APPROVED BY THE TOWN OF NEW WINDSOR AS PROJECT NO. 43-40.
- FOR PROPOSED SITE IMPROVEMENTS REFER TO PARTIAL SITE PLANS OF ADDITIONS 1, 2, AND 3 INDICATED ON DYNES 2 OF 8, 3 OF 8, AND 4 OF 8, RESPECTIVELY.
- NO NEW WATER OR SANITARY SEWER SERVICES WILL BE REQUIRED FOR PHASE 1, 2 OR 3 ADDITIONS.



N/E LANDS OF EXXON CORPORATION

LANDS OF LITTMAN INDUSTRIES, INC.  
PARCEL II: 6.48± ACRES  
(HUDSON RIVER)

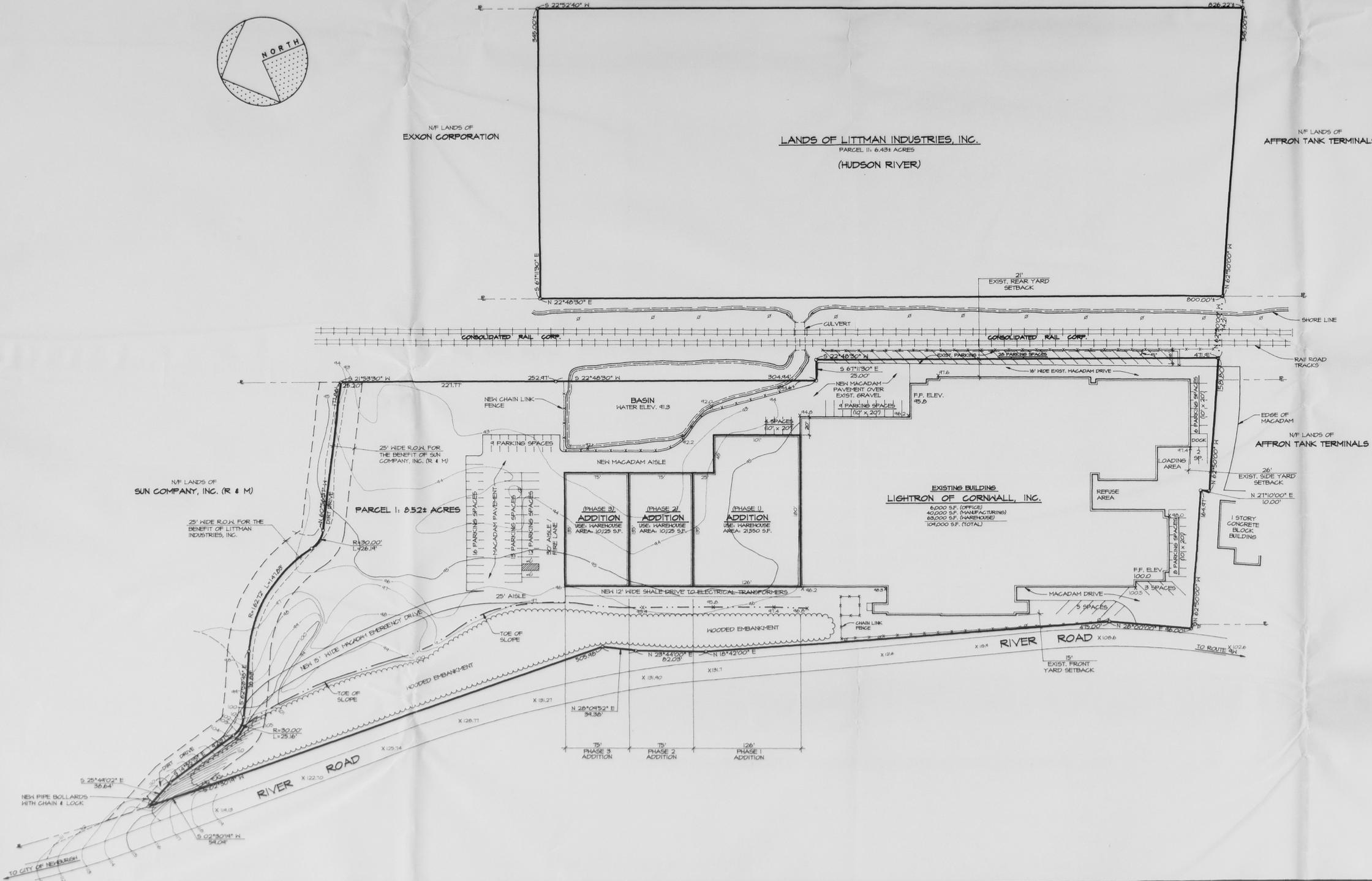
N/E LANDS OF AFFRON TANK TERMINALS

N/E LANDS OF SUN COMPANY, INC. (R & M)

PARCEL I: 0.52± ACRES

EXISTING BUILDING  
LIGHTRON OF CORNWALL, INC.  
8,000 S.F. (OFFICE)  
40,000 S.F. (MANUFACTURING)  
65,000 S.F. (WAREHOUSE)  
104,000 S.F. (TOTAL)

N/E LANDS OF AFFRON TANK TERMINALS



See Revised Approved Plan of 2/22/95

SITE PLAN APPROVAL GRANTED BY TOWN OF NEW WINDSOR PLANNING BOARD ON **OCT 26 1994** BY **CARMEN A. DUBALDI, JR.** SECRETARY

**Shaw Engineering**  
Consulting Engineers  
744 Broadway Newburgh N.Y. 12550

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1	NOTES	5-31-1994
ISSUE	REVISION	DATE

Drawn By: J.R.J. Drawing: **SITE PLAN PHASES 1 THROUGH 3**  
Checked By: G.J.S. Project: **NEW ADDITION FOR LIGHTRON OF CORNWALL, INC.**  
Scale: 1"=50' Date: 3-2-1994  
RIVER ROAD TOWN OF NEW WINDSOR, N.Y. Project No. 9309

**MAINTENANCE PARCEL SCHEDULE**

**MAINTENANCE PARCELS 1a & 2a**

THE MAINTENANCE OF THE EXISTING DIRT DRIVE WITHIN THE (2) 25 FOOT WIDE RIGHT-OF-WAYS, PARCELS 1a AND 2a, SHALL BE THE SOLE RESPONSIBILITY OF LITTMAN INDUSTRIES, INC. AND THEIR SUCCESSORS. UPON THE REPLACEMENT OF THE DIRT DRIVE WITH A MACADAM DRIVE WITHIN PARCELS 1a AND 2a BY LITTMAN INDUSTRIES, INC. THE RESPONSIBILITY FOR MAINTENANCE OF THE MACADAM DRIVE WILL REMAIN WITH LITTMAN INDUSTRIES, INC. AND THEIR SUCCESSORS. IN EITHER INSTANCE THE MAINTENANCE OF EACH 25 FOOT WIDE RIGHT-OF-WAY, OUTSIDE THE LIMITS OF THE DRIVE, SHALL BE THE RESPONSIBILITY OF THE RESPECTIVE PROPERTY OWNER, OR THEIR SUCCESSORS.

**MAINTENANCE PARCELS 1b & 2b**

THE MAINTENANCE OF THE EXISTING DIRT DRIVE WITHIN THE (2) 25 FOOT WIDE RIGHT-OF-WAYS, PARCELS 1b AND 2b, SHALL BE THE SOLE RESPONSIBILITY OF LITTMAN INDUSTRIES, INC. AND THEIR SUCCESSORS. IN THE EVENT THAT DRIVE IS REQUIRED AS PART OF A SITE PLAN APPROVAL BY THE TOWN OF NEW WINDSOR. UPON THE REPLACEMENT OF THE DIRT DRIVE WITH A MACADAM DRIVE WITHIN PARCELS 1b AND 2b BY LITTMAN INDUSTRIES, INC. THE MAINTENANCE OF THE MACADAM DRIVE WILL BECOME THE RESPONSIBILITY OF LITTMAN INDUSTRIES, INC. AND THEIR SUCCESSORS. IN EITHER INSTANCE THE MAINTENANCE OF EACH 25 FOOT WIDE RIGHT-OF-WAY, OUTSIDE THE LIMITS OF THE DRIVE, SHALL BE THE RESPONSIBILITY OF THE RESPECTIVE PROPERTY OWNER, OR THEIR SUCCESSORS.

**MAINTENANCE PARCELS 1c & 2c**

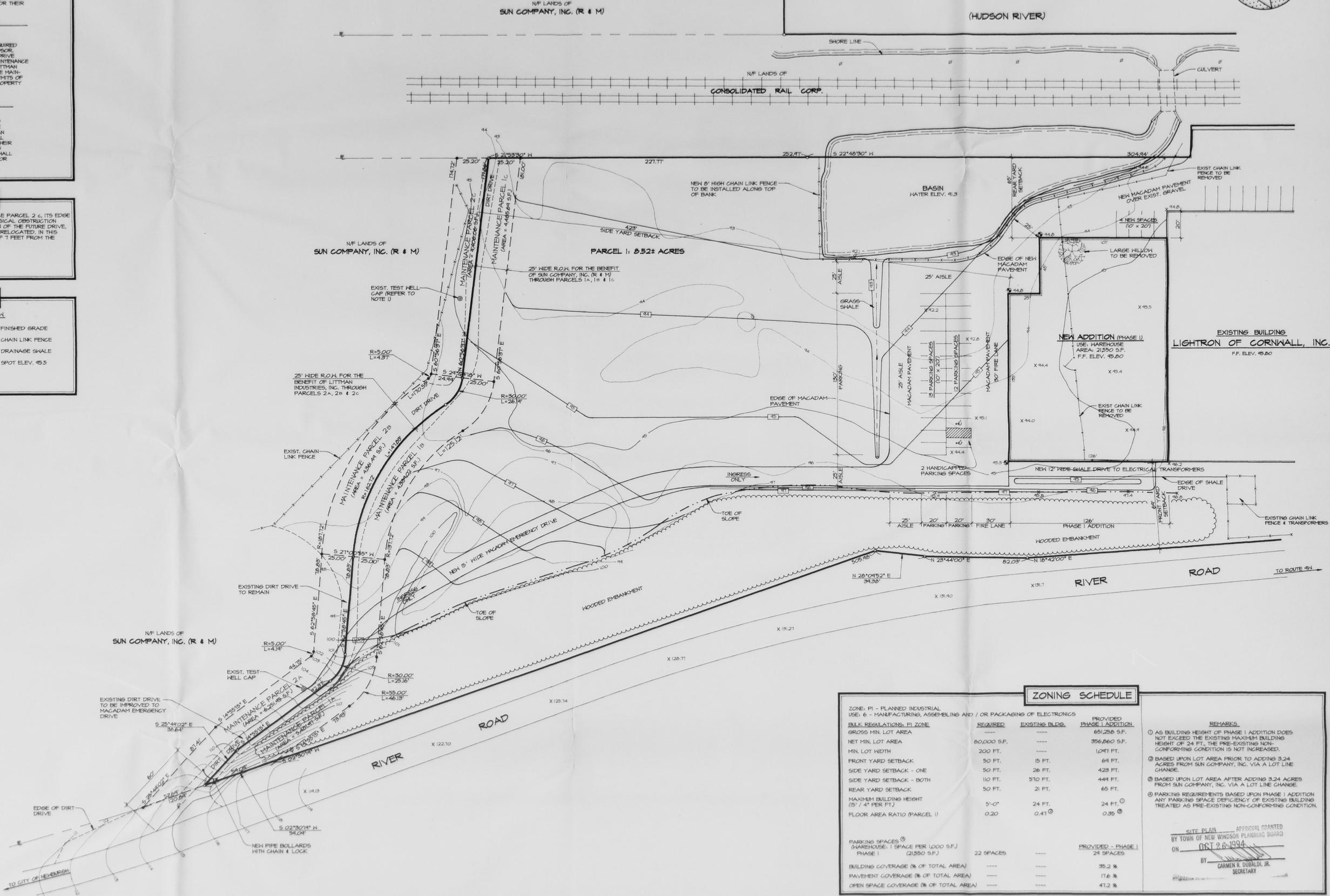
THE MAINTENANCE OF THE EXISTING DIRT DRIVE WITHIN THE (2) 25 FOOT WIDE RIGHT-OF-WAYS, PARCELS 1c AND 2c, SHALL BE THE SOLE RESPONSIBILITY OF SUN COMPANY, INC. (R & M) AND THEIR SUCCESSORS. UPON THE REPLACEMENT OF THE DIRT DRIVE WITH A MACADAM DRIVE WITHIN PARCELS 1c AND 2c BY LITTMAN INDUSTRIES, INC. THE MAINTENANCE OF THE MACADAM DRIVE WILL BECOME THE RESPONSIBILITY OF LITTMAN INDUSTRIES, INC. AND THEIR SUCCESSORS. IN EITHER INSTANCE THE MAINTENANCE OF EACH 25 FOOT WIDE RIGHT-OF-WAY, OUTSIDE THE LIMITS OF THE DRIVE, SHALL BE THE RESPONSIBILITY OF THE RESPECTIVE PROPERTY OWNER, OR THEIR SUCCESSORS.

**NOTES**

1. SHOULD A MACADAM DRIVE BE INSTALLED WITHIN MAINTENANCE PARCEL 2c, ITS EDGE OF PAVEMENT SHALL BE A MINIMUM OF 7 FEET FROM ANY PHYSICAL OBSTRUCTION SUCH AS A FENCE, BERM, OR WELL. TO IMPROVE THE LOCATION OF THE FUTURE DRIVE, THE WELL, FENCE, BERM OR ANY OTHER OBSTRUCTION MAY BE RELOCATED. IN THIS CASE THE NEW MACADAM DRIVE SHALL ALSO BE A MINIMUM OF 7 FEET FROM THE RELOCATED OBSTRUCTION.

**LEGEND**

EXISTING	NEW
--- 2' CONTOUR	--- FINISHED GRADE
--- 10' CONTOUR	--- CHAIN LINK FENCE
--- BOUNDARY	--- DRAINAGE SHALE
--- ADJ. PROPERTY LINE	--- SPOT ELEV. 45.5
--- UTILITY POLE	
X 45.4 SPOT ELEV. 45.4	



**ZONING SCHEDULE**

BULK REGULATIONS, P1 ZONE	REQUIRED	EXISTING BLDG.	PROVIDED PHASE I ADDITION	REMARKS
	GROSS MIN. LOT AREA	---	---	
NET MIN. LOT AREA	80,000 S.F.	---	356,860 S.F.	
MIN. LOT WIDTH	200 FT.	---	1,041 FT.	
FRONT YARD SETBACK	50 FT.	15 FT.	64 FT.	
SIDE YARD SETBACK - ONE	50 FT.	26 FT.	423 FT.	
SIDE YARD SETBACK - BOTH	110 FT.	570 FT.	444 FT.	
REAR YARD SETBACK	50 FT.	21 FT.	65 FT.	
MAXIMUM BUILDING HEIGHT (5' / 4" PER FT.)	5'-0"	24 FT.	24 FT. ①	
FLOOR AREA RATIO (PARCEL 1)	0.20	0.41 ②	0.35 ③	
PARKING SPACES ④ (WAREHOUSE: 1 SPACE PER 1,000 S.F.) PHASE I (21,950 S.F.)	22 SPACES	---	24 SPACES	
BUILDING COVERAGE (% OF TOTAL AREA)	---	---	35.2 %	
PAVEMENT COVERAGE (% OF TOTAL AREA)	---	---	17.6 %	
OPEN SPACE COVERAGE (% OF TOTAL AREA)	---	---	47.2 %	

SITE PLAN APPROVAL GRANTED BY TOWN OF NEW WINDSOR PLANNING BOARD ON **08/21/1994** BY **CARMEN R. DUBALDI, JR.** SECRETARY

**Shaw Engineering**  
Consulting Engineers  
744 Broadway Newburgh N.Y. 12550

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ISSUE	NOTATIONS	REVISION	DATE
1			5-31-1994
			3-2-1994

Drawn By: J.R.J.  
Checked By: G.J.S.  
Scale: 1"=30'  
Date: 3-2-1994

Project: NEW ADDITIONS FOR **LIGHTRON OF CORNWALL, INC.**  
RIVER ROAD TOWN OF NEW WINDSOR, N.Y.

2 OF 8  
Project No. 9309

**MAINTENANCE PARCEL SCHEDULE**

**MAINTENANCE PARCELS 1a & 2a**

THE MAINTENANCE OF THE EXISTING DIRT DRIVE WITHIN THE (2) 25 FOOT WIDE RIGHT-OF-WAYS, PARCELS 1a AND 2a, SHALL BE THE SOLE RESPONSIBILITY OF LITTMAN INDUSTRIES, INC. AND THEIR SUCCESSORS, UPON THE REPLACEMENT OF THE DIRT DRIVE WITH A MACADAM DRIVE WITHIN PARCELS 1a AND 2a BY LITTMAN INDUSTRIES, INC. THE RESPONSIBILITY FOR MAINTENANCE OF THE MACADAM DRIVE WILL REMAIN WITH LITTMAN INDUSTRIES, INC. AND THEIR SUCCESSORS, IN EITHER INSTANCE THE MAINTENANCE OF EACH 25 FOOT WIDE RIGHT-OF-WAY, OUTSIDE THE LIMITS OF THE DRIVE, SHALL BE THE RESPONSIBILITY OF THE RESPECTIVE PROPERTY OWNER, OR THEIR SUCCESSORS.

**MAINTENANCE PARCELS 1b & 2b**

THE MAINTENANCE OF THE EXISTING DIRT DRIVE WITHIN THE (2) 25 FOOT WIDE RIGHT-OF-WAYS, PARCELS 1b AND 2b, SHALL BE THE SOLE RESPONSIBILITY OF LITTMAN INDUSTRIES, INC. AND THEIR SUCCESSORS, IN THE EVENT THE USE OF THAT DRIVE IS REQUIRED AS PART OF A SITE PLAN APPROVAL BY THE TOWN OF NEW HAVEN, UPON THE REPLACEMENT OF THE DIRT DRIVE WITH A MACADAM DRIVE WITHIN PARCELS 1b AND 2b BY LITTMAN INDUSTRIES, INC. THE MAINTENANCE OF THE MACADAM DRIVE WILL BECOME THE RESPONSIBILITY OF LITTMAN INDUSTRIES, INC. AND THEIR SUCCESSORS, IN EITHER INSTANCE THE MAINTENANCE OF EACH 25 FOOT WIDE RIGHT-OF-WAY, OUTSIDE THE LIMITS OF THE DRIVE, SHALL BE THE RESPONSIBILITY OF THE RESPECTIVE PROPERTY OWNER, OR THEIR SUCCESSORS.

**MAINTENANCE PARCELS 1c & 2c**

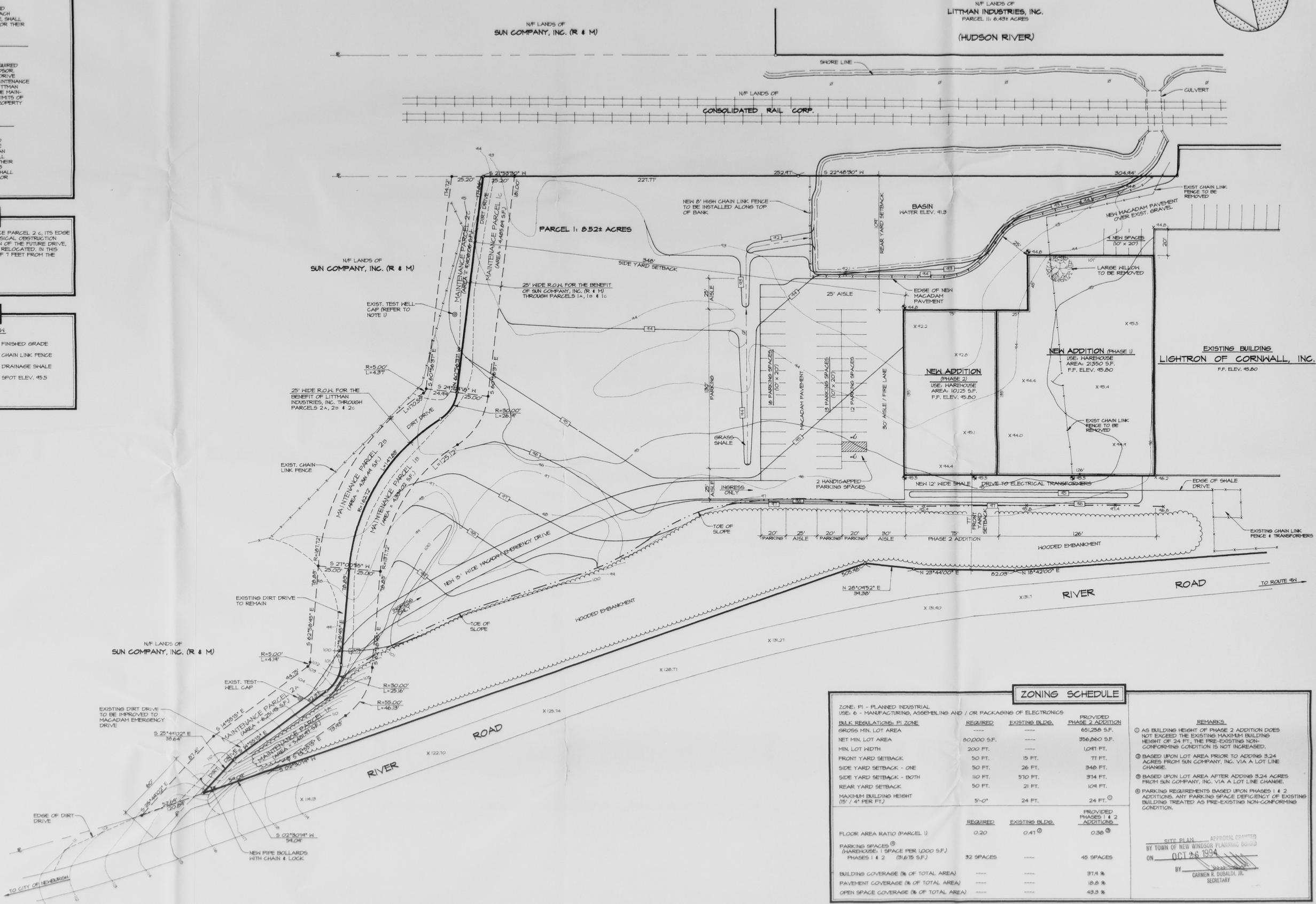
THE MAINTENANCE OF THE EXISTING DIRT DRIVE WITHIN THE (2) 25 FOOT WIDE RIGHT-OF-WAYS, PARCELS 1c AND 2c, SHALL BE THE SOLE RESPONSIBILITY OF SUN COMPANY, INC. (R & M) AND THEIR SUCCESSORS, UPON THE REPLACEMENT OF THE DIRT DRIVE WITH A MACADAM DRIVE WITHIN PARCELS 1c AND 2c BY LITTMAN INDUSTRIES, INC. THE MAINTENANCE OF THE MACADAM DRIVE WILL BECOME THE RESPONSIBILITY OF LITTMAN INDUSTRIES, INC. AND THEIR SUCCESSORS, IN EITHER INSTANCE THE MAINTENANCE OF EACH 25 FOOT WIDE RIGHT-OF-WAY, OUTSIDE THE LIMITS OF THE DRIVE, SHALL BE THE RESPONSIBILITY OF THE RESPECTIVE PROPERTY OWNER, OR THEIR SUCCESSORS.

**NOTES**

1. SHOULD A MACADAM DRIVE BE INSTALLED WITHIN MAINTENANCE PARCEL 2c, ITS EDGE OF PAVEMENT SHALL BE A MINIMUM OF 7 FEET FROM ANY PHYSICAL OBSTRUCTION SUCH AS A FENCE, BERM, OR WELL, TO IMPROVE THE LOCATION OF THE FUTURE DRIVE. THE WELL, FENCE, BERM OR ANY OTHER OBSTRUCTION MAY BE RELOCATED. IN THIS CASE THE NEW MACADAM DRIVE SHALL ALSO BE A MINIMUM OF 7 FEET FROM THE RELOCATED OBSTRUCTION.

**LEGEND**

EXISTING	NEW
94	30
100	30
BOUNDARY	CHAIN LINK FENCE
ADJ. PROPERTY LINE	DRAINAGE SHALE
UTILITY POLE	SPOT ELEV. 45.5
X 45.4	SPOT ELEV. 45.4



**ZONING SCHEDULE**

ZONE: P1 - PLANNED INDUSTRIAL USE, 6 - MANUFACTURING, ASSEMBLING AND / OR PACKAGING OF ELECTRONICS	BULK REGULATIONS: P1 ZONE		
	REQUIRED	EXISTING BLDG.	PROVIDED PHASE 2 ADDITION
GROSS MIN. LOT AREA	---	---	651,250 S.F.
NET MIN. LOT AREA	80,000 S.F.	---	356,660 S.F.
MIN. LOT WIDTH	200 FT.	---	104 FT.
FRONT YARD SETBACK	50 FT.	15 FT.	77 FT.
SIDE YARD SETBACK - ONE	50 FT.	26 FT.	340 FT.
SIDE YARD SETBACK - BOTH	110 FT.	510 FT.	314 FT.
REAR YARD SETBACK	50 FT.	21 FT.	104 FT.
MAXIMUM BUILDING HEIGHT (5' / 4' PER FT.)	5'-0"	24 FT.	24 FT. ①
FLOOR AREA RATIO (PARCEL 1)	0.20	0.41 ②	0.36 ③
PARKING SPACES ④ (WAREHOUSE 1 SPACE PER 1,000 S.F.) PHASES 1 & 2 (31,675 S.F.)	32 SPACES	---	45 SPACES
BUILDING COVERAGE (% OF TOTAL AREA)	---	---	37.4 %
PAVEMENT COVERAGE (% OF TOTAL AREA)	---	---	15.5 %
OPEN SPACE COVERAGE (% OF TOTAL AREA)	---	---	43.3 %

- REMARKS:**
- ① AS BUILDING HEIGHT OF PHASE 2 ADDITION DOES NOT EXCEED THE EXISTING MAXIMUM BUILDING HEIGHT OF 24 FT., THE PRE-EXISTING NON-CONFORMING CONDITION IS NOT INCREASED.
  - ② BASED UPON LOT AREA PRIOR TO ADDING 3.24 ACRES FROM SUN COMPANY, INC. VIA A LOT LINE CHANGE.
  - ③ BASED UPON LOT AREA AFTER ADDING 3.24 ACRES FROM SUN COMPANY, INC. VIA A LOT LINE CHANGE.
  - ④ PARKING REQUIREMENTS BASED UPON PHASES 1 & 2 ADDITIONS. ANY PARKING SPACE DEFICIENCY OF EXISTING BUILDING TREATED AS PRE-EXISTING NON-CONFORMING CONDITION.

SITE PLAN APPROVAL GRANTED BY TOWN OF NEW HAVEN PLANNING BOARD ON **OCT 26 1994** BY **CARMEN R. DUBALDO, JR.** SECRETARY

**Shaw Engineering**  
Consulting Engineers  
744 Broadway Newburgh N.Y. 12550

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ISSUE	NOTATIONS	REVISION	DATE
1			9-31-1994

Drawn By: J.R.J.  
Checked By: G.J.S.  
Scale: 1"=30'  
Date: 3-2-1994

Project: NEW ADDITIONS FOR LIGHTRON OF CORNWALL, INC.  
RIVER ROAD TOWN OF NEW HAVEN, N.Y.

3 OF 8  
Project No. 9309

**MAINTENANCE PARCEL SCHEDULE**

**MAINTENANCE PARCELS 1a & 2a**

THE MAINTENANCE OF THE EXISTING DIRT DRIVE WITHIN THE (2) 25 FOOT WIDE RIGHT-OF-WAYS, PARCELS 1a AND 2a, SHALL BE THE SOLE RESPONSIBILITY OF LITTMAN INDUSTRIES, INC. AND THEIR SUCCESSORS. UPON THE REPLACEMENT OF THE DIRT DRIVE WITH A MACADAM DRIVE WITHIN PARCELS 1a AND 2a BY LITTMAN INDUSTRIES, INC., THE RESPONSIBILITY FOR MAINTENANCE OF THE MACADAM DRIVE WILL REMAIN WITH LITTMAN INDUSTRIES, INC. AND THEIR SUCCESSORS. IN EITHER INSTANCE THE MAINTENANCE OF EACH 25 FOOT WIDE RIGHT-OF-WAY, OUTSIDE THE LIMITS OF THE DRIVE, SHALL BE THE RESPONSIBILITY OF THE RESPECTIVE PROPERTY OWNER, OR THEIR SUCCESSORS.

**MAINTENANCE PARCELS 1b & 2b**

THE MAINTENANCE OF THE EXISTING DIRT DRIVE WITHIN THE (2) 25 FOOT WIDE RIGHT-OF-WAYS, PARCELS 1b AND 2b, SHALL BE THE SOLE RESPONSIBILITY OF LITTMAN INDUSTRIES, INC. AND THEIR SUCCESSORS. IN THE EVENT THE USE OF THAT DRIVE IS REQUIRED AS PART OF A SITE PLAN APPROVAL BY THE TOWN OF NEW WINDSOR, UPON THE REPLACEMENT OF THE DIRT DRIVE WITH A MACADAM DRIVE WITHIN PARCELS 1b AND 2b BY LITTMAN INDUSTRIES, INC., THE MAINTENANCE OF THE MACADAM DRIVE WILL BECOME THE RESPONSIBILITY OF LITTMAN INDUSTRIES, INC. AND THEIR SUCCESSORS. IN EITHER INSTANCE THE MAINTENANCE OF EACH 25 FOOT WIDE RIGHT-OF-WAY, OUTSIDE THE LIMITS OF THE DRIVE, SHALL BE THE RESPONSIBILITY OF THE RESPECTIVE PROPERTY OWNER, OR THEIR SUCCESSORS.

**MAINTENANCE PARCELS 1c & 2c**

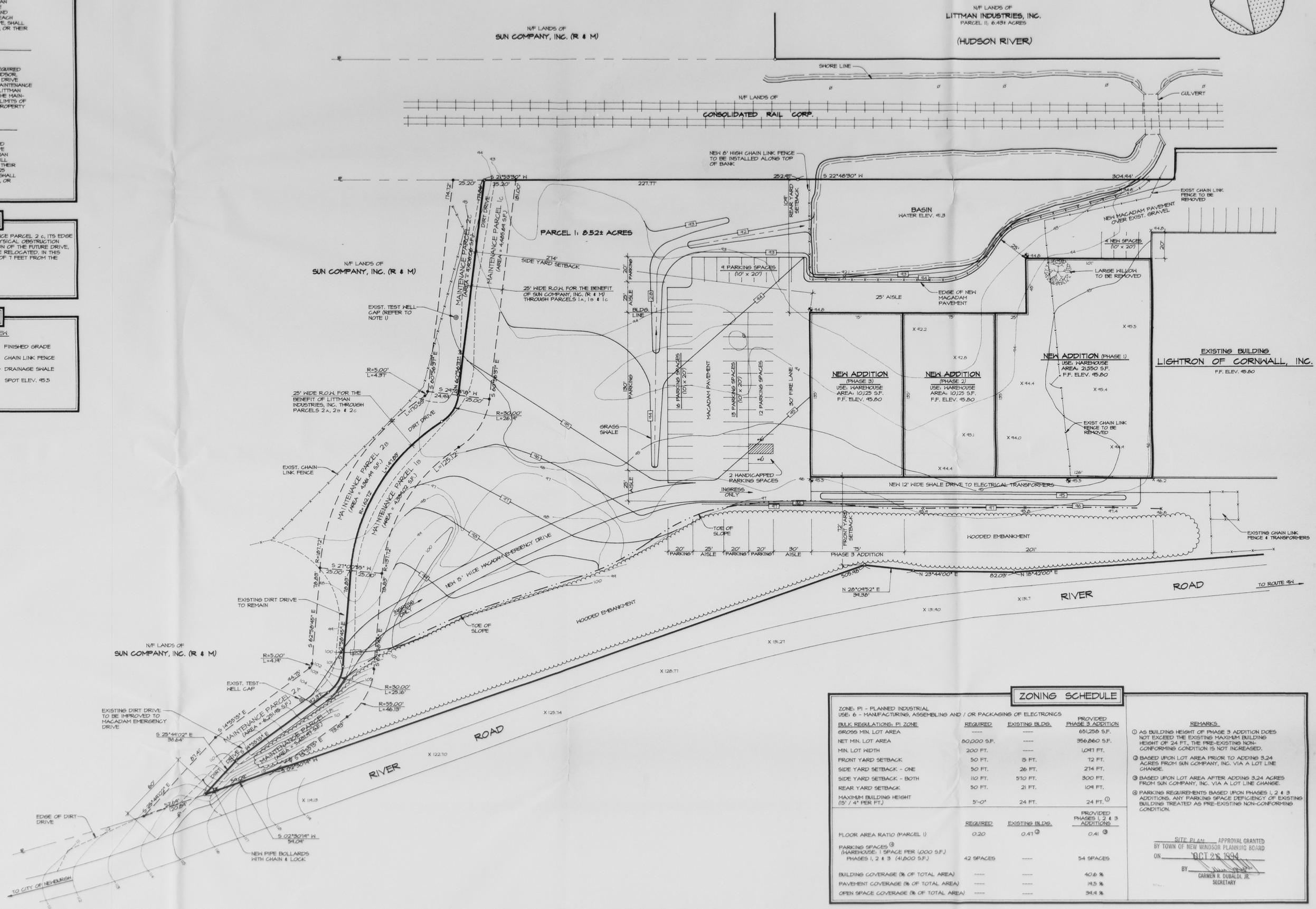
THE MAINTENANCE OF THE EXISTING DIRT DRIVE WITHIN THE (2) 25 FOOT WIDE RIGHT-OF-WAYS, PARCELS 1c AND 2c, SHALL BE THE SOLE RESPONSIBILITY OF SUN COMPANY, INC. (R & M) AND THEIR SUCCESSORS. UPON THE REPLACEMENT OF THE DIRT DRIVE WITH A MACADAM DRIVE WITHIN PARCELS 1c AND 2c BY LITTMAN INDUSTRIES, INC., THE MAINTENANCE OF THE MACADAM DRIVE WILL BECOME THE RESPONSIBILITY OF LITTMAN INDUSTRIES, INC. AND THEIR SUCCESSORS. IN EITHER INSTANCE THE MAINTENANCE OF EACH 25 FOOT WIDE RIGHT-OF-WAY, OUTSIDE THE LIMITS OF THE DRIVE, SHALL BE THE RESPONSIBILITY OF THE RESPECTIVE PROPERTY OWNER, OR THEIR SUCCESSORS.

**NOTES**

1. SHOULD A MACADAM DRIVE BE INSTALLED WITHIN MAINTENANCE PARCEL 2c, ITS EDGE OF PAVEMENT SHALL BE A MINIMUM OF 1 FEET FROM ANY PHYSICAL OBSTRUCTION SUCH AS A FENCE, BERM OR HELL. TO IMPROVE THE LOCATION OF THE FUTURE DRIVE, THE HELL, FENCE, BERM OR ANY OTHER OBSTRUCTION MAY BE RELOCATED. IN THIS CASE THE NEW MACADAM DRIVE SHALL ALSO BE A MINIMUM OF 1 FEET FROM THE RELOCATED OBSTRUCTION.

**LEGEND**

EXISTING	NEW		
44	2' CONTOUR	---	FINISHED GRADE
100	10' CONTOUR	---	CHAIN LINK FENCE
---	BOUNDARY	---	DRAINAGE SHALE
---	ADJ. PROPERTY LINE	---	SPOT ELEV. 45.5
Ø	UTILITY POLE	---	SPOT ELEV. 45.4



N/F LANDS OF  
**LITTMAN INDUSTRIES, INC.**  
PARCEL 1: 6.48± ACRES  
(HUDSON RIVER)

N/F LANDS OF  
**SUN COMPANY, INC. (R & M)**

N/F LANDS OF  
**SUN COMPANY, INC. (R & M)**

N/F LANDS OF  
**SUN COMPANY, INC. (R & M)**

**ZONING SCHEDULE**

ZONE: P1 - PLANNED INDUSTRIAL USE, 6 - MANUFACTURING, ASSEMBLING AND / OR PACKAGING OF ELECTRONICS	BULK REGULATIONS, P1 ZONE		PROVIDED PHASE 3 ADDITION		REMARKS
	REQUIRED	EXISTING BLDGS.	REQUIRED	EXISTING BLDGS.	
GROSS MIN. LOT AREA	---	---	65,250 S.F.	---	① AS BUILDING HEIGHT OF PHASE 3 ADDITION DOES NOT EXCEED THE EXISTING MAXIMUM BUILDING HEIGHT OF 24 FT., THE PRE-EXISTING NON-CONFORMING CONDITION IS NOT INCREASED. ② BASED UPON LOT AREA PRIOR TO ADDING 3.24 ACRES FROM SUN COMPANY, INC. VIA A LOT LINE CHANGE. ③ BASED UPON LOT AREA AFTER ADDING 3.24 ACRES FROM SUN COMPANY, INC. VIA A LOT LINE CHANGE. ④ PARKING REQUIREMENTS BASED UPON PHASES 1, 2 & 3 ADDITIONS. ANY PARKING SPACE DEFICIENCY OF EXISTING BUILDING TREATED AS PRE-EXISTING NON-CONFORMING CONDITION.
NET MIN. LOT AREA	80,000 S.F.	---	356,260 S.F.	---	
MIN. LOT WIDTH	200 FT.	---	124 FT.	---	
FRONT YARD SETBACK	50 FT.	15 FT.	121 FT.	---	
SIDE YARD SETBACK - ONE	50 FT.	26 FT.	214 FT.	---	
SIDE YARD SETBACK - BOTH	110 FT.	570 FT.	300 FT.	---	
REAR YARD SETBACK	50 FT.	21 FT.	104 FT.	---	
MAXIMUM BUILDING HEIGHT (15' / 4" PER FT.)	5'-0"	24 FT.	24 FT. ①	---	
FLOOR AREA RATIO (PARCEL 1)	0.20	0.41 ②	0.41 ③	---	
PARKING SPACES ④ (WAREHOUSE: 1 SPACE PER 1,000 S.F.) PHASES 1, 2 & 3 (41,000 S.F.)	42 SPACES	---	54 SPACES	---	
BUILDING COVERAGE (% OF TOTAL AREA)	---	---	40.6 %	---	
PAVEMENT COVERAGE (% OF TOTAL AREA)	---	---	14.5 %	---	
OPEN SPACE COVERAGE (% OF TOTAL AREA)	---	---	34.4 %	---	

SITE PLAN APPROVAL GRANTED BY TOWN OF NEW WINDSOR PLANNING BOARD ON **OCT 26 1994** BY **CARMEN R. DUBALDI, JR.** SECRETARY

**Shaw Engineering**  
Consulting Engineers  
744 Broadway Newburgh, N.Y. 12550

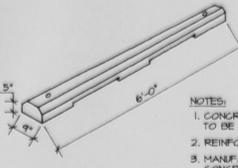
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ISSUE	NOTATIONS	REVISION	DATE
1			5-31-1994

Drawn By: J.R.J.  
Checked By: G.J.S.  
Scale: 1"=30'  
Date: 3-2-1994

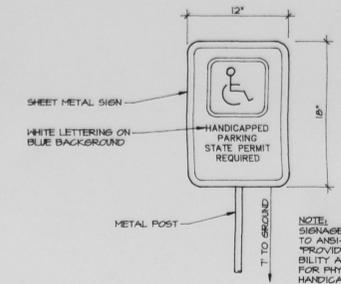
Drawing: **PARTIAL SITE PLAN PHASES 1, 2 & 3**  
Project: **NEW ADDITIONS FOR LIGHTRON OF CORNWALL, INC.**  
TOWN OF NEW WINDSOR, N.Y.

4 OF 8  
Project No. 9309



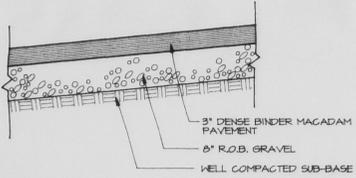
- NOTES:
1. CONCRETE MINIMUM STRENGTH TO BE 4,000 PSI AT 28 DAYS.
  2. REINFORCEMENT - #4 REBAR.
  3. MANUFACTURED BY WOODARD'S CONCRETE PRODUCTS, INC.

**WHEEL STOP DETAIL**  
NOT TO SCALE (PHASES 1 & 2)

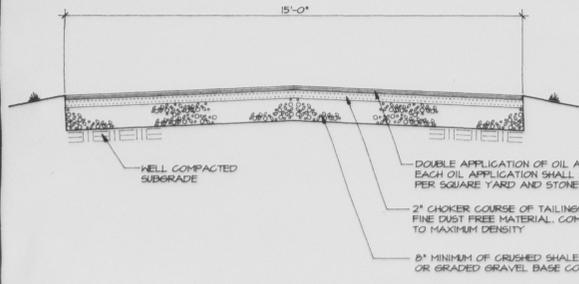


NOTE: SIGNAGE TO CONFORM TO ANSI-A117.1-1986, PROVIDING ACCESSIBILITY AND USABILITY FOR PHYSICALLY HANDICAPPED PEOPLE.

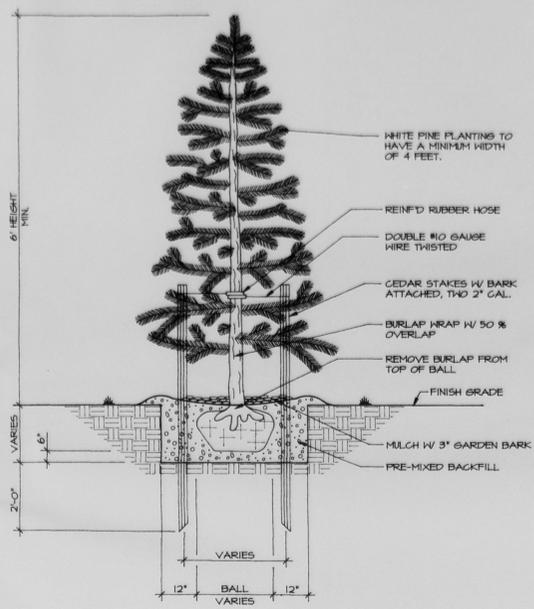
**HANDICAPPED SIGN & SPACE DETAIL**  
NOT TO SCALE (PHASES 1, 2 & 3)



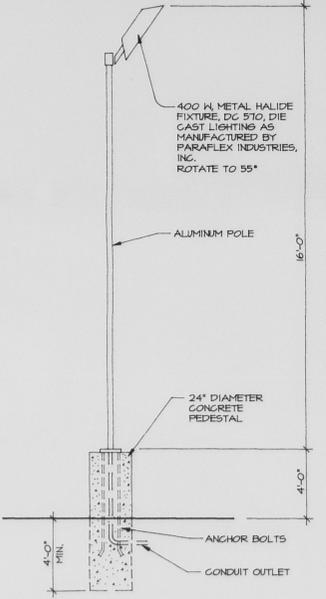
**MACADAM PAVEMENT FOR PARKING AREA**  
NOT TO SCALE (PHASES 1, 2 & 3)



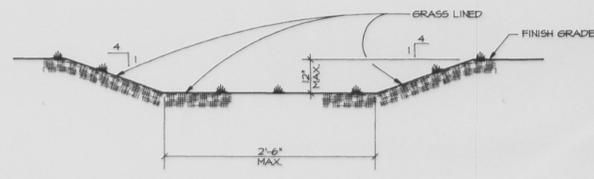
**MACADAM EMERGENCY DRIVE DETAIL**  
NOT TO SCALE (PHASES 1, 2 & 3)



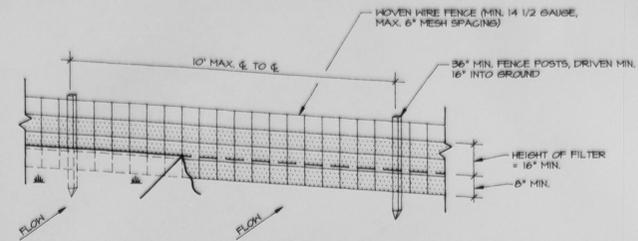
**WHITE PINE PLANTING DETAIL**  
NOT TO SCALE (PHASE 3)



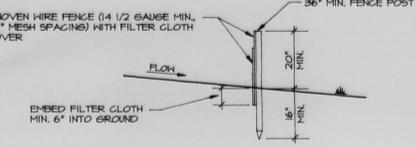
**LIGHTING DETAIL**  
NOT TO SCALE (PHASE 3)



**GRASS SWALE DETAIL**  
NOT TO SCALE (PHASES 1, 2 & 3)



**PERSPECTIVE VIEW**

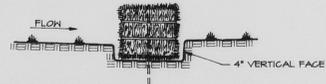


**SECTION**

**SILT FENCE DETAIL**  
NOT TO SCALE (PHASES 1, 2 & 3)

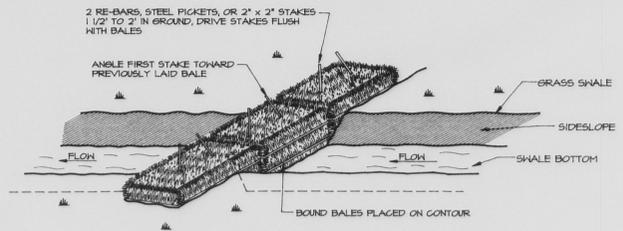
**CONSTRUCTION NOTES FOR FABRICATED SILT FENCE**

1. WOVEN WIRE FENCE TO BE FASTENED SECURELY TO FENCE POSTS WITH WIRE TIES OR STAPLES.
  2. FILTER CLOTH TO BE FASTENED SECURELY TO WOVEN WIRE FENCE WITH TIES SPACED EVERY 24" AT TOP AND MID SECTION.
  3. WHEN TWO SECTIONS OF FILTER CLOTH ADJOIN EACH OTHER THEY SHALL BE OVERLAPPED BY SIX INCHES AND FOLDED.
  4. MAINTENANCE SHALL BE PERFORMED AS NEEDED AND MATERIAL REMOVED WHEN 'BULGES' DEVELOP IN THE SILT FENCE.
- POSTS: STEEL EITHER "1" OR "1 1/2" TYPE OR 2" HARDWOOD
- FENCE: WOVEN WIRE, 1/2 GAUGE 6" MAX. MESH OPENING
- FILTER CLOTH: FILTER X, MIRAFIL 100X, STABILINKA TH40N OR APPROVED EQUAL
- PRE-FABRICATED UNIT: GEOPAFS, ENVIRFENCE, OR APPROVED EQUAL



**BEDDING DETAIL**

DRAINAGE AREA NO MORE THAN 1/4 ACRE PER 100 FEET OF STRAW BALE DIKE FOR SLOPES LESS THAN 25%



**ANCHORING DETAIL**

**STRAW BALE DIKE**  
NOT TO SCALE (PHASES 1, 2 & 3)

**CONSTRUCTION SPECIFICATIONS**

1. BALES SHALL BE PLACED AT THE TOE OF A SLOPE OR ON THE CONTOUR AND IN A ROW WITH ENDS TIGHTLY ABUTTING THE ADJACENT BALES.
2. EACH BALE SHALL BE EMBEDDED IN THE SOIL A MINIMUM OF (4) INCHES, AND PLACED SO THE BINDINGS ARE HORIZONTAL.
3. BALES SHALL BE SECURELY ANCHORED IN PLACE BY EITHER TWO STAKES OR RE-BARS DRIVEN THROUGH THE BALE. THE FIRST STAKE IN EACH BALE SHALL BE DRIVEN TOWARD THE PREVIOUSLY LAID BALE AT AN ANGLE TO FORCE THE BALES TOGETHER. STAKES SHALL BE DRIVEN FLUSH WITH THE BALE.
4. INSPECTION SHALL BE FREQUENT AND REPAIR REPLACEMENT SHALL BE MADE PROMPTLY AS NEEDED.
5. BALES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFULNESS SO AS NOT TO BLOCK OR IMPED STORM FLOW OR DRAINAGE.

**EROSION AND SEDIMENT CONTROL NOTES**

- Objectives**
- Erosion Control Objectives are first, to minimize the opportunity for the soil to be moved by the wind, precipitation and runoff, and second to contain sediment that does not move close to its place of origin and thus, prevent it from reaching a waterbody or damaging other lands. The first goal is met by leaving the land that is disturbed unprotected for as short a time as possible. The second goal is met by installing appropriate control measures before land disturbing activities begin and then maintaining these measures as long as they are needed.
- Measures**
- Land Grading**
- Final land surfaces will be graded as indicated on the Partial Site Plans. As soon as final grades are reached the graded areas will be stabilized.
  - Cut slopes will be 3:1 or flatter.
  - Areas which are to be topsoiled shall be scarified to a minimum depth of three inches prior to placement of topsoil.
  - Final grading shall contain adequate gradients so as to prevent water from standing on the surface of lots for more than 24 hours after the end of a rainfall.
- Silt Fence**
- Silt fence shall be installed at the eastern edge of the disturbed area.
- Temporary Seeding**
- Temporary seed bare soil within 15 days of exposure unless construction will begin within 30 days. If construction is suspended, or sections completed, areas should be seeded and mulched immediately.
  - Apply temporary seeding consisting of Ryegrass (annual or perennial) at 30 lbs per acre.
- Permanent Seeding**
- Adjust pH to 6.0 with lime, and fertilize with 600 lbs of 5-10-10 or equivalent per acre.
  - Apply permanent seeding consisting of: Empire birdfoot trefoil or common white clover 7.5 lbs per acre Plus tall fescue 700 lbs per acre Plus Ryegrass 7.5 lbs per acre
  - Broadcasting, drilling with cultipack type seeder or hydro seeding are acceptable.
- Topsoil/Mulching**
- Preserve existing topsoil and friable fine textured subsoils that must be stripped from the excavated site and applied after final grading where vegetation will be established. Complete rough grading and final grade, allowing for depth of topsoil to be added. Scarify all compact, slow permeable, medium and fine textured subsoil areas. Scarify at approximately right angles to the slope direction in soil areas that are steeper than 5 percent. Remove refuse, woody plant parts, stones over 3 inches in diameter, and other litter.
  - Topsoil shall have at least 2 percent by weight of the textured stable organic material, and no greater than 6 percent. Topsoil shall have not less than 20 percent fine textured material (passing the No. 200 sieve) and not more than 15 percent clay. Topsoil shall be relatively free of stones over 1 1/2 inches in diameter.
  - Topsoil shall be placed at a uniform depth of 2 inches for the Landscape Planting Area, and 4 inches for the bed areas. Topsoil shall not be placed when it is partly frozen, muddy, or on frozen slopes or over ice, snow, or standing water. Topsoil placed and graded on slopes steeper than 5 percent shall be promptly fertilized, seeded, mulched and stabilized by "tracking" with suitable equipment.
  - If soil is compacted or crusted, surface should be loosened to at least two inches by disking or other suitable methods. Straw mulch (small grain) is preferred applied at 2 tons per acre, and anchored with wood fiber mulch (hydromulch) at 500-750 lbs. per acre. The wood fiber mulch must be applied through a hydroseeder immediately after mulching.
- Maintenance**
- All erosion and sediment control measures will be inspected for stability and operation following every runoff producing rainfall but in no case less than once every week. Any needed repairs will be made immediately to maintain all measures as designed.
  - Sediment shall be removed from behind the silt fence when it becomes about 6 inches deep at the fence. Insure that no concentrated flows are directed towards the fence. Replace the silt fence when "bulges" develop in the fence.
  - All seeded areas will be fertilized, re-seeded as necessary, and mulched to maintain a vigorous, dense vegetative cover.
  - Remove sediment from vehicles prior to exiting the site. If the existing macadam pavement is regraded prior to the stabilization of the site, construct a stabilized construction entrance. Sediment spilled, dropped, or washed onto existing macadam roadways must be removed immediately.
  - Maintain dust control measures through dry weather periods until all disturbed areas are stabilized.
- Inspections**
- The qualified representative of the owner shall inspect at least once every 7 calendar days and within 24 hours of the end of a rainfall that is 1/2 inch or greater the disturbed areas of the construction site that have not been finally stabilized and the structural control measures. Where portions of the construction area have been finally stabilized, inspection of such portions shall be conducted at least once every month until the entire site is finally stabilized.
  - The term "finally stabilized" means that all the soil disturbing activities at the site have been completed, and that a uniform perennial vegetative cover with a density of 70% the cover for the area has been established, or equivalent stabilization measures (such as the use of mulches or geotextiles) have been employed.

SITE PLAN APPROVAL GRANTED BY TOWN OF NEW WINDSOR PLANNING BOARD ON OCT 24 1994 BY CARMEN R. DUNN, JR. SECRETARY

**Shaw Engineering**  
Consulting Engineers  
744 Broadway Newburgh N.Y. 12550

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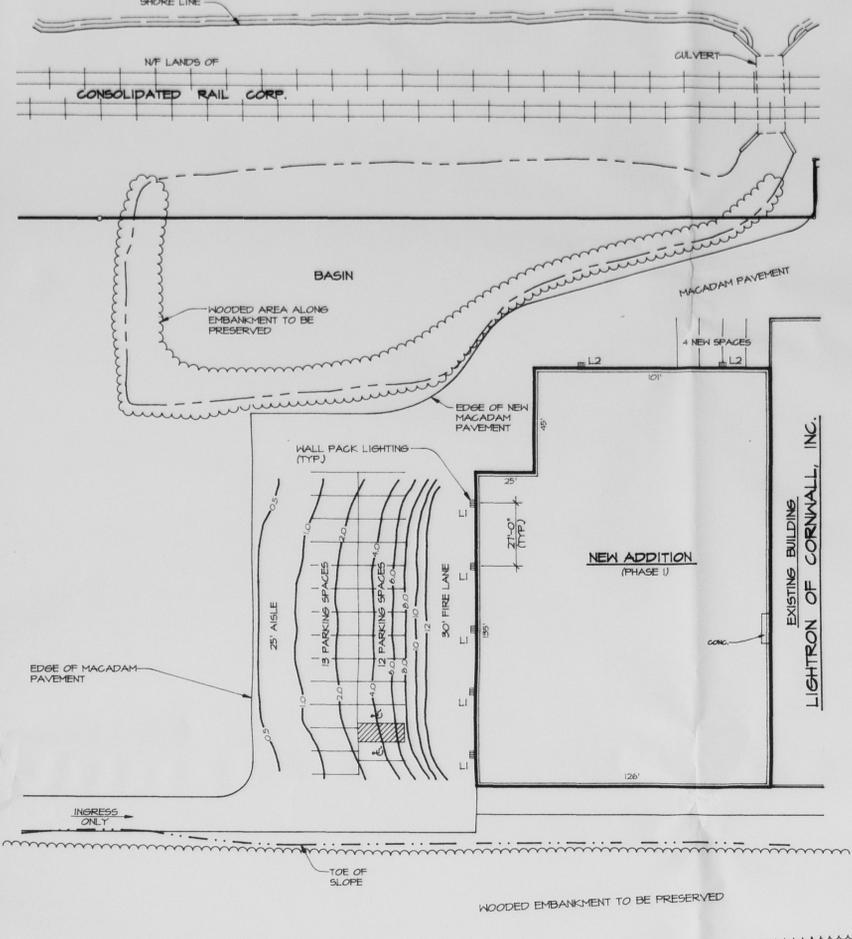
ISSUE	REVISION	DATE

Drawn By: J.R.J. Drawing: **DETAILS** (PHASES 1, 2 & 3)  
Checked By: G.J.S. Project: NEW ADDITIONS FOR **LIGHTRON OF CORNWALL, INC.**  
Scale: AS SHOWN RIVER ROAD TOWN OF NEW WINDSOR, N.Y.  
Date: 5-31-1994 Project No. 9309

**5 OF 8**



(HUDSON RIVER)



NEW ADDITION (PHASE I)

EXISTING BUILDING  
LIGHTRON OF CORNWALL, INC.

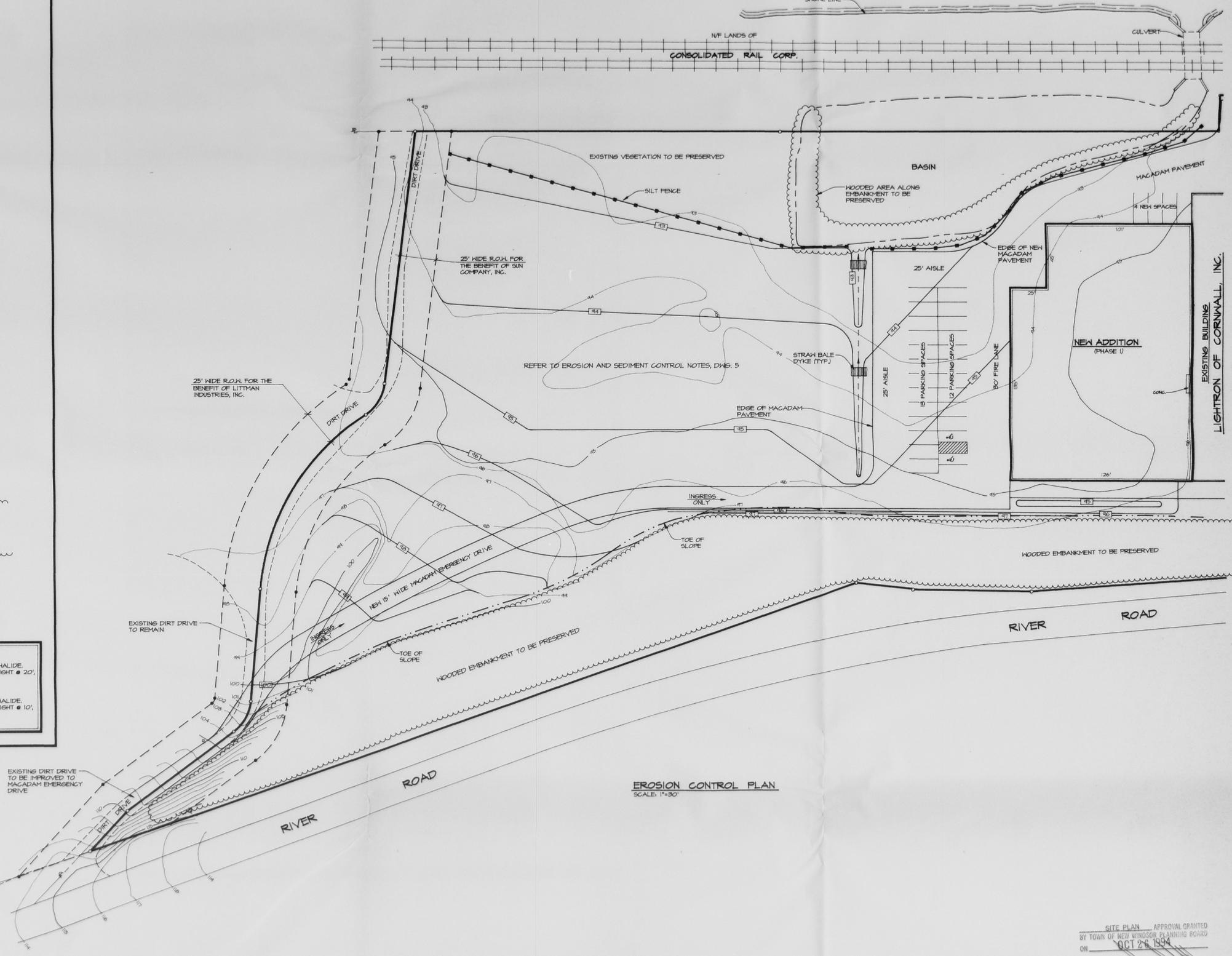
**LIGHTING SCHEDULE**

- L1 LIGHTING TO BE DIE CAST WALL PACK, SERIES 134, 400 W. METAL HALIDE, AS MANUFACTURED BY LIGHTRON OF CORNWALL, INC., MOUNTING HEIGHT @ 20', ROTATED TO 45°.
- L2 LIGHTING TO BE DIE CAST WALL PACK, SERIES 134, 250 W. METAL HALIDE, AS MANUFACTURED BY LIGHTRON OF CORNWALL, INC., MOUNTING HEIGHT @ 10', NOT ROTATED.

LIGHTING PLAN  
SCALE: 1"=30'



(HUDSON RIVER)



EROSION CONTROL PLAN  
SCALE: 1"=30'

SITE PLAN APPROVAL GRANTED  
BY TOWN OF NEW WINDSOR PLANNING BOARD  
ON OCT 26 1994  
BY CARMEN R. DUSALDI, JR.  
SECRETARY

**Shaw Engineering**  
Consulting Engineers  
744 Broadway Newburgh N.Y. 12550

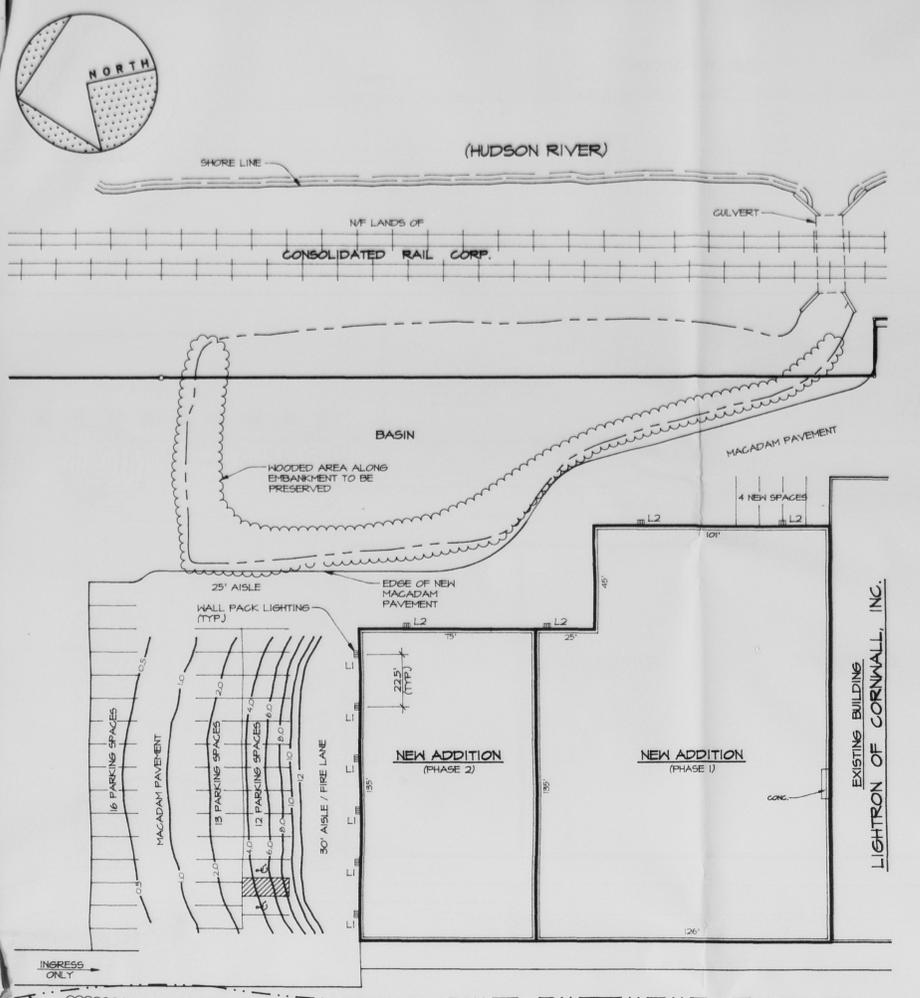
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Checked By: G.J.S.  
Scale: 1"=30'  
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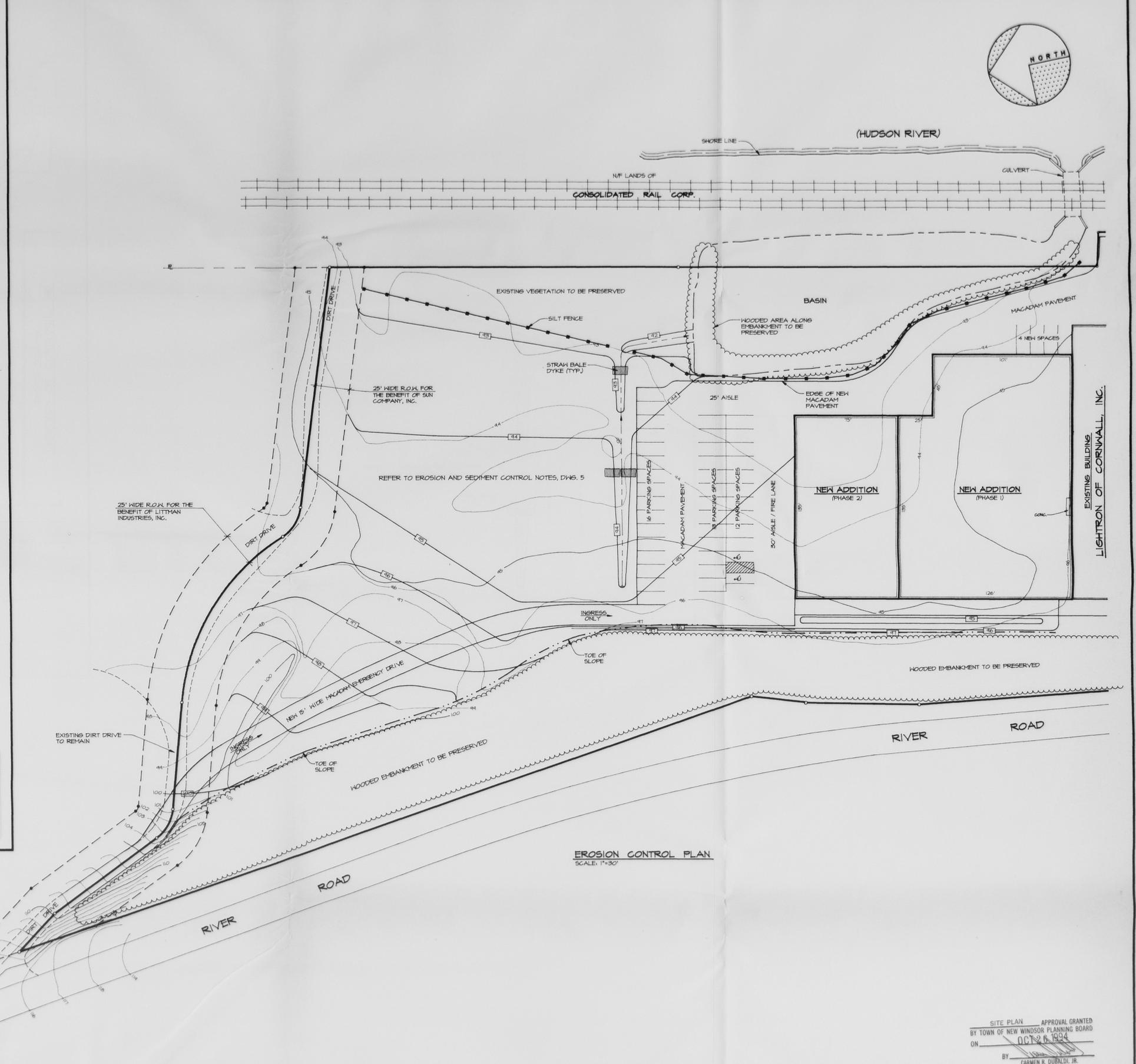
Project: NEW ADDITIONS FOR LIGHTRON OF CORNWALL, INC.  
RIVER ROAD TOWN OF NEW WINDSOR, N.Y.

6 OF 8  
Project No. 9309



LIGHTING SCHEDULE	
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L2	LIGHTING TO BE DIE CAST WALL PACK, SERIES 134, 250 W. METAL HALIDE, AS MANUFACTURED BY LIGHTRON OF CORNWALL, INC., MOUNTING HEIGHT @ 10', NOT ROTATED.

LIGHTING PLAN  
SCALE: 1"=30'



EROSION CONTROL PLAN  
SCALE: 1"=30'

SITE PLAN APPROVAL GRANTED  
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ON OCT 26 1994  
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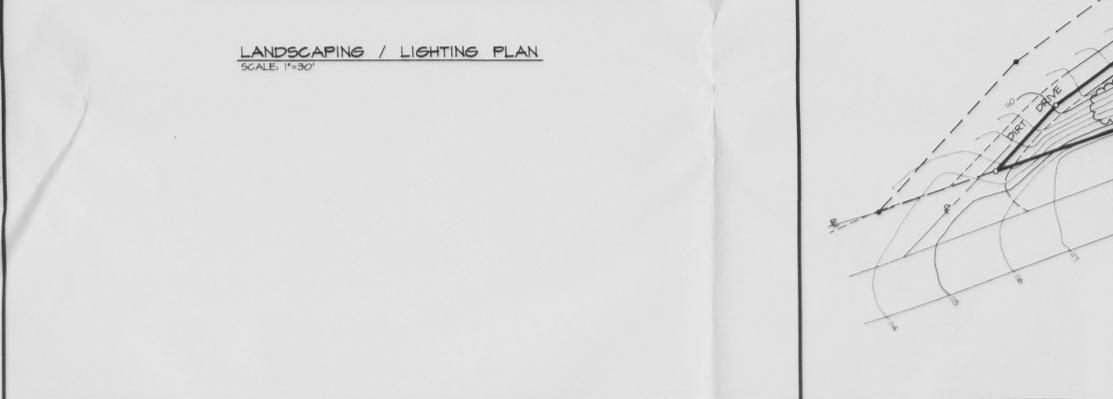
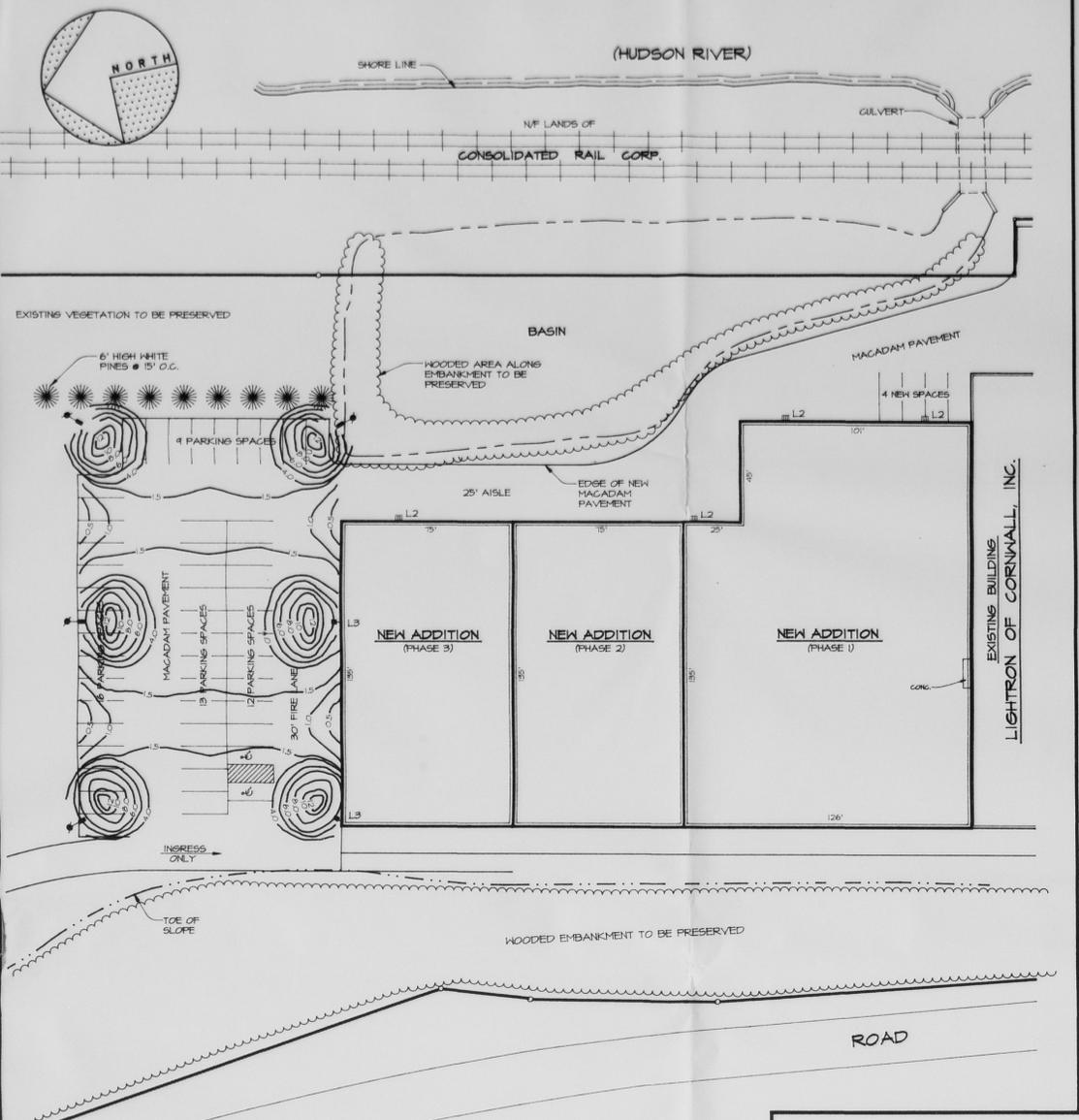
Drawn By: J.R.J.      Drawing: **EROSION CONTROL PLAN & LIGHTING PLAN PHASES 1 & 2**

Checked By: G.J.S.      Project: **NEW ADDITIONS FOR LIGHTRON OF CORNWALL, INC.**

Scale: 1"=30'

Date: 5-31-1994      River Road      TOWN OF NEW WINDSOR, N.Y.      Project No. 9309

7 OF 8



**LIGHTING SCHEDULE**

- POLE MOUNTED - 400 W METAL HALIDE FIXTURE, DC 570, DIE CAST LIGHTING AS MANUFACTURED BY PARAFLEX INDUSTRIES, INC., MOUNTING HEIGHT @ 20', ROTATED TO 55°.
- BUILDING MOUNTED - 400 W METAL HALIDE FIXTURE, DC 570, DIE CAST LIGHTING AS MANUFACTURED BY PARAFLEX INDUSTRIES, INC., MOUNTING HEIGHT @ 20', ROTATED TO 55°.
- LIGHTINGS TO BE DIE CAST WALL PACK, SERIES 134, 250 W METAL HALIDE, AS MANUFACTURED BY LIGHTRON OF CORNWALL, INC., MOUNTING HEIGHT @ 10', NOT ROTATED.

**LANDSCAPING / LIGHTING PLAN**  
SCALE: 1"=30'

**EROSION CONTROL PLAN**  
SCALE: 1"=30'

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Project: **EROSION CONTROL PLAN & LANDSCAPING / LIGHTING PLAN**  
PHASES 1, 2 & 3  
FOR  
**LIGHTRON OF CORNWALL, INC.**  
RIVER ROAD TOWN OF NEW WINDSOR, N.Y.

3 OF 3  
Project No. 9309