

TAC MINUTES OF AUGUST 7, 2024

**TAC REVIEW: ISABELLA ROSE REALTY, LLC, SL, 44.12-2-44 & 45 (FKA 142-A-5.12 & 5.6),
CONGERS**

PROJECT DESCRIPTION: Proposed lot merger, demolition of all existing structures and the construction of a 17,527 square foot building and parking lot. The property is located on 1.1 acres of COS zoned land on the east side of Route 9W approximately 920 feet north of Lakewood Drive in Congers.

ARCHITECT/APPLICANT: John Atzl, I. Emmanuel,

CONSULTANTS PRESENT: J. Creighton, C. Maneri, K. Hobbs, J. Gillies, D. Katz

CONSULTANTS WRITTEN INFORMATION AND/OR RECOMMENDATIONS:

1. DEPT. OF ENGINEERING & FACILITIES MANAGEMENT:

2. BUILDING DEPARTMENT: 8-5-24

1. Narrative states that no variances are required, but plans shows a variance is required for min. rear yard. Revise narrative.
2. Add a crosswalk at accessible access aisle.
3. Provide dumpster enclosure detail.
4. One way sign mounted on dumpster?
5. Remove Bulk Tables for Lots 44 and 45 as Existing.

3. TOWN ATTORNEY: No written comments.

4. PLANNING: 7-24-24

1. All items/structures encroaching onto the PIPC lands must be relocated prior to approval of the plans.
2. The directional stripping at the southeast side of the site (leading toward the overhead bay door) should be removed.
3. A stop sign should be added at the exit of the site onto Route 9W.
4. The circulation plan shows the fire apparatus clipping parking spaces in both the front and side drive aisles; revisions should be made to eliminate this from occurring.
5. The circulation plan should show the movement of the sanitation vehicle accessing the dumpster.
6. The Tree Preservation Plan should indicate that three 3.5" caliper trees are required based upon Table 1 of the Tree Preservation Plan. These trees are provided for on the Landscaping Plan and no revision is required to that sheet.
7. The trip generation figures should be reviewed by DEFM to determine whether a traffic study is needed.
8. Proof of lot merger will be required before this project may receive Chairman's Endorsement.

Submittal Requirements

- (2) The applicant shall submit a location map, at a scale of one (1) inch equals one thousand (1,000) feet with the following information::

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(2) (d) Streams and water bodies, identified with the official number obtained from the Department of Environmental Control.

(3) Vicinity Map:

(3) (c) Lot pattern as on current Tax Maps (state the revision date), tax lot numbers, names of owners, the use of each property, buildings, driveways and parking areas.

(3) (d) A superimposition of the proposed general layout, including buildings, driveways, etc.

(3) (e) Existing drainage and sewer facilities affecting or affected by the subject site, unsized.

(4) Preliminary Site Plan:

(4) (a) [2] The name and signature of the applicant(s) responsible for compliance with all requirements. (Add Signature Block)

(4) (a) [3] The name and signature of the licensed professional responsible for map preparation.

(4) (a) [11] Existing public, mapped, private and undedicated streets (so indicated), showing the center line of the right-of-way for streets shown on the Official Map.

(4) (a) [30] Outlines, in plan and elevation, of all proposed structures, including doorways and outdoor signs and information relating to color and lighting.

5. **FI: 8-1-24** Vehicle access as shown acceptable.

6. **HWY:** No comment from CHD

7. **ASSESSOR**

8. **TOWN CLERK**

ADDITIONAL COMMENTS:

- J. Creighton began the meeting. He explained that this is a meeting of the Technical Advisory Committee, and as with any meeting of the TAC the purpose is to go over the technical sufficiency of any site plan or subdivision prior to Planning Board submittal. He acknowledged that members of the public have dialed into the teleconference, and explained that this is not a public hearing. Therefore, no comments will be taken from the public. He advised the public to reach out to the Planning Department with any questions or comments on a project via: email to planning@clarkstown.org, or telephone (845) 639-2070. He introduced the members of the TAC, and the applicant.
- **J. Creighton** opened the meeting with a short project overview, inviting the applicants to introduce themselves and the project.
- **I. Emmanuel** introduced himself and **J. Atzl** as the applicant attorney and project engineer respectively.
- **J. Atzl** described the project as two tax lots that will be merged with all appurtenances being removed. Proposing to construct a 12,000 sq ft building for auto body repair and associated offices. They will need one variance for the rear yard, since they are abutting the R-160 zone, they have to adhere to the rear yard for that zone which is 100 feet and they are providing 50 feet. Under R zoning for the CO they are permitted to have a 50 foot rear yard. They meet the zoning requirements, but the technicalities in the zone requires them to have a 100 foot rear yard. If they adhere to the 100 foot rear yard, it will

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severely impact their building envelope which they'll point out in their narrative in future submissions. Otherwise, they have no problem with any of the comments from the consultants or the professionals.

J. Creighton advised there are no comments from Engineering, and invited Building to review their written comments.

- **C. Maneri** reviewed Building memo, commenting that the narrative states no variances are required, but the project plans show otherwise, and directed that the narrative be revised for the next submission. A crosswalk should be added at the accessible access aisle, where there are two parking spaces, they should have a striped aisle come across there from the dropped curb. **J. Atzl** acknowledged from the painted handicapped island to the building, they'll provide a crosswalk.
- **C. Maneri** inquired if there's a one-way sign mounted on the dumpster. **J. Atzl** clarified it should be on the dumpster enclosure; that will be revised. **C. Maneri** commented they can remove the Bulk Tables for the existing and the Lot Coverage for the existing – those two tables can be removed from the plans since everything is coming out; they don't need to be shown anymore. **J. Atzl** acknowledged he agreed.
- **J. Creighton** inquired whether Town Attorney had comments.
- **K. Hobbs** commented just the Lot Line Disclaimer when they get to that point. **J. Atzl** and **I. Emmanuel** acknowledged they both understood.
- **J. Creighton** proceeded to review the submitted Planning memo. The arrow leading into the overhead door should be removed. A stop sign should be added at the site's Route 9W exit. There are two instances where it shows fire apparatus swinging into parking spaces. Suggested if the spaces could be modified in any way to prevent that, that would be idea. **J. Atzl** mentioned the Fire Inspector had signed off with the way they have it now, stating they'd previously met about apparatus clipping parking spaces. He commented they'll take another look and discuss further with him, realizing they can't have the fire apparatus crossing the parking spaces. **J. Creighton** commented that a note should be added to the Tree Preservation plan that they are required (already provided on the landscape plan). **J. Atzl** acknowledged that would be done.
- **J. Creighton** stated that **C. Wagner** still needs to review the trip generation figures to determine whether a traffic study is needed. Proof of lot merger is required for Chairman's Endorsement.
- **J. Creighton** stated the Clarkstown Highway memo indicates they have no comment. **J. Creighton** and **C. Maneri** both agreed applicant is ready to proceed to Planning Board. Need to review with **C. Wagner** on the trip generation report and SEQR distribution with **J. Simoes** as well when they're back from vacation.
- **J. Creighton** inquired whether **D. Katz** had any comments. Discussion ensued between **D. Katz** and **J. Atzl** regarding Rt 9W parking with body shops on the street and cars being brought in to be worked on, not overflowing onto 9W street. **J. Atzl** mentioned they do meet code and feel parking being provided is adequate. They're providing 49 spaces when they're only required to have 46. Even though body shop patrons come and go frequently dropping off and picking up their cars, they don't typically stay and take all day. **D. Katz** inquired how many employees do they have, **J. Atzl** responded approximately 8 to 10. **D. Katz** commented then they're down to 39 parking spots left. The conversation continued on the parking issue with **D. Katz** and **J. Atzl** with input

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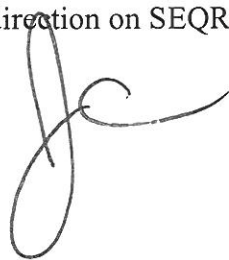
from **C. Maneri** suggesting a map note be added regarding no overflow or parking permitted on the right of way of 9W. **I. Emmanuel** commented they could do that. He and **C. Maneri** agreed if it becomes problematic, they might need to have traffic enforcement. **I. Emmanuel** and **J. Atzl** agreed to add that map note.

- **D. Katz** suggested bollards or some sort of barriers be erected in the lots with the parking spots leading up to the building so they're protected from cars that might inadvertently hit the gas pedal instead of the brake when parking. **J. Atzl** agreed they could add bollards.
- **I. Emmanuel** inquired whether parking spaces, which he noted are all 10 feet wide, could be reduced to 9 ½ to make them narrower and then they could squeeze in a few more spaces. **C. Maneri** commented if he could get them to 300 sq. ft, in the COS, they might be able to reduce the spaces to 9 ½ or 9. He will check the code to determine if there's anything in the COS that allows them to reduce the size of the spaces. If not, and they can still meet the 300 sq. ft. it would be okay
- **J. Atzl** responded he took half of the drive aisle and the depth of the parking spaces which equals 31 ½ feet and divided by 300 and they can make them 9 ½ feet and still meet the 300. **C. Maneri** commented that would work. **J. Atzl** commented maybe they'd do that to the 9 spaces on the east side of the building and the spaces on the north side of the site for overnight vehicles and leave the other ones 'as is'. **I. Emmanuel** commented they might gain one or two spaces and it would be worth attempting, particularly as it relates to the issue **D. Katz** raised.
- **J. Creighton** concluded that **J. Atzl** would check with Fire Inspector as to the circulation issue.

DETERMINATION:

Prepare for PB

Check with C. Wagner that he had nothing further and seek his direction on SEQR distribution.

A handwritten signature in black ink, appearing to be 'J. Atzl', is written over the text of the determination section.