



Jean Loewenstein – Co-Chairperson
John Viola – Co-Chairperson
Ronald Bormann
Stephen Grandeau
Dwight Havens
Kyle Kordich
Frank Mazza
William Smith (alt)
Leejun Taylor (alt)

Town of Malta

Planning Board

2540 US Route 9
Malta, NY 12020
Phone: (518) 899-2685
Fax: (518) 899-4719

Jaime L. O'Neill – Building & Planning Coordinator
Floria Huizinga – Senior Planner
Adrian M. Cattell – Planner
David E. Jaeger, Jr. – Planning Technician & Board Secretary
Mark Schachner – Legal Counsel
Leah Everhart – Legal Counsel

Meeting Minutes for April 23, 2024

The Town of Malta Planning Board held its regular meeting on Tuesday April 23, 2024 at 6:30 p.m. at the Malta Town Hall, with Co-Chairperson, John Viola presiding:

Present:

Stephen Grandeau
Dwight Havens
William Smith
Jean Loewenstein
Ronald Bormann
John Viola
Kyle Kordich

Absent:

Leejun Taylor
Frank Mazza

Correspondence: All correspondence is on file.

Chairperson Viola read the following agenda into the minutes:

Project #	Project Name	Project Type
24-01	Quick-Serve Restaurant	FBC Project Plan
24-02	Quick-Serve Restaurant	Special Use Permit
24-03	Quick-Serve Restaurant	Minor Subdivision
24-06	Chipotle	FBC Project Plan
24-06A	Chipotle	Special Use Permit
24-07	Fairfield Inn and Suites	FBC Project Plan Amendment
24-08	Philly Subdivision (Stewart's Road)	Site Plan (Concept)

Chairperson Viola elevated William Smith to a full voting member.

<u>24-01. Quick-Serve Restaurant, Form Based Code Project Plan</u>	Public Hearing
<u>24-02. Quick-Serve Restaurant, Special Use Permit</u>	Public Hearing
<u>24-03. Quick Serve Restaurant, Minor Subdivision</u>	Public Hearing

Sam Burden of Bohler Engineering presented on behalf of the applicant.

Burden outlined the site for the Board. Burden noted that the site is located at 2530 US Route 9, that it is zoned FBC DX-3, and that it is currently vacant, wooded, and has a 30-inch waterline easement onsite constraining the property. Burden noted that the layout of the proposed site has changed significantly since the first rendition of the presentation of the project to the Planning Board and stated that the site would feature 20 parking spaces, and 2 site accesses on Kendall Way. Burden stated that with the modifications to the project plan, the applicant was able to eliminate 3 of the originally 4 requested variances needed for the restaurant to be functional on the site. Burden noted that he was before the Board to answer any questions they may have and to move forward to project approval if possible.

Huizinga noted for the Board that the project was last before the Planning Board in February. Huizinga also noted that since February the applicant had received the necessary variance for the project and made multiple changes to the initial project plan design to make it more consistent with the Form-Based Code requirements. Huizinga noted that she had minor comments related to landscaping, street trees, street lights, sidewalk, and on street parking and stated that she felt the applicant made strides to meet FBC requirements.

BOARD DISCUSSION

Everhart asked Huizinga if an access easement would be required for the Southern driveway that would be shared between the two lots as per the current site layout.

Huizinga asked if Everhart would want the easement to be part of the Subdivision.

Everhart stated that she agreed with making the easement part of the Subdivision approval.

Viola asked if the site would be serviced by public water.

Huizinga stated that the site would be serviced by Saratoga Water Services.

Reuben Hull spoke for Engineering and asked Burden if the height of the building would be under 30' due to concerns with Fire Apparatus access.

Burden confirmed that the building would be under 30' in height and that the site would be accessible by Malta Fire Apparatus based on the provided specifications from the Fire Department.

Hull noted that he was interested in minimizing parking onsite from 20 spots to the required 14 to lessen the amount of impervious pavement onsite. Hull also noted that he agreed with Huizinga stating that he wanted to see a more robust landscaping plan for the site.

Loewenstein noted that she was happy that the applicant was able to make the requested initial changes to the project plan. Loewenstein also noted that she would like to decrease parking further if possible.

Burden stated that he did not feel parking could be decreased based on the fact that 2 spots were designated for ADA accessibility and 2 were for Mobile Order Pickup only but stated that he would work with planning and engineering to find a compromise if possible.

Kordich also wanted less parking and stated that he understood the necessity for the ADA spots but felt that the mobile order spots could be eliminated and wanted the applicant to work with engineering further.

Bormann asked if a fire hydrant would be on Kendall Way as requested by the Fire Department.

Burden stated that an existing hydrant was offsite 250' away across Route 9.

Bormann noted that the Fire Department would not want to close Route 9 in response to a fire.

Burden stated that he would work with Engineering further in order to find a compromise.

Hull noted that the project would need to be approved by the Fire Department as well as Planning.

Havens added that a fire hydrant would need to be accessible in a manner that was appropriate to the Fire Department and not simply at a nearby location within what was minimally required by fire code.

Burden and the applicant stated that they would install a fire hydrant onsite or along Kendall Way.

Smith asked Burden to review the sidewalk that went across the drive-thru lane.

Burden noted that the crosswalk would have signage to warn drive-thru patrons of pedestrians and tactile warning strips. Burden added that the crosswalk would be the main access to the restaurant for dine-in patrons arriving via car.

PUBLIC HEARING

Viola opened the Public Hearing for Project Plan, Special Use Permit, and Minor Subdivision at 6:57 PM.

No comments were received from the public.

Viola closed the Public Hearing at 6:58 PM.

Resolution #2024 – 06 SEQRA

MOTION by Jean Loewenstein **SECONDED** by Stephen Grandeau to resolve that the Malta Planning Board on the 23rd day of April, 2024 determines that Projects #24-02 and #24-03, Quick-Serve Restaurant, Special Use Permit and Minor Subdivision, is consistent with the Supplemental Town Wide GEIS and Statement of Findings and therefore no further SEQRA review is required.

VOTE:

Kyle Kordich – YES; Stephen Grandeau – YES; Ronald Bormann – YES;
Dwight Havens – YES; William Smith – YES; Jean Loewenstein – YES; John Viola - YES

Motion CARRIED 7-0

SPECIAL USE PERMIT CRITERIA

(1) Explain how the proposed use is a permitted special use in the appropriate district.

The FBC identifies drive-through service establishment as a specially permitted use in the DX-3 zone.

(2) Explain how the proposed use will conform to the standards and design requirements specified in the Code and the Master Plan for the particular zone.

The restaurant use is permitted within the FBC DX-3 zone. The proposed drive-through service establishment use is compatible with the permitted uses within the DX-3 zone.

(3) Does the proposed use have an undue adverse effect upon adjacent property, the character of the neighborhood and surrounding area, traffic condition, parking, utility facilities, or other matters affecting the public health, safety, welfare or convenience of the public?

The proposed drive-through establishment will likely not have an undue adverse impact on the neighborhood and adjacent property. Traffic circulation will be evaluated with final project plan review. The town designated engineer has reviewed the traffic impact assessment report and agrees with its findings that no traffic mitigation is required.

Viola felt that the hydrant issue directly affected traffic and wanted to discuss it.

Everhart asked if the Board wanted a fire hydrant onsite instead of closing Route 9 in the event of a fire.

The Board unanimously agreed that a fire hydrant on site or on Kendall Way was necessary.

(4) Does the proposed use create operations or uses that will be considered objectionable to nearby properties by reason of noise, fumes, vibrations, illumination or other outward effects on others in the zone?

The proposed special use should not generate objectionable levels of noise, fumes, vibrations, illumination or other outward environmental effects to others in the DX-3 zone.

(5) Does the proposed use comply with all other municipal requirements within the zone?

The Planning Board should consider the following criteria identified in FBC Section 4.3(B), Drive-Through Service Establishment.

1. Adequate space must be made available on-site for the stacking, storage and queuing of all vehicles.
Final Project Plan submission will include a more comprehensive review of vehicle stacking and site circulation relative to the placement of the proposed drive-through. The plan appears to provide adequate space for stacking, storage, and queuing.
2. Vehicles using drive-through facilities may not encroach on or interfere with the public use of streets and sidewalks by vehicles or pedestrians.
The proposed drive-through does not appear to encroach on public use of streets and sidewalks.
3. All drive-through areas, including but not limited to menu boards, stacking lanes, trash receptacles, ordering box, drive up windows, and other objects associated with the drive-through, must be located to the side or rear of the building.
The drive-through window and associated structures are proposed to be located at the rear and side of the building, which complies with FBC requirements.
4. No drive-through window or lane is permitted on the side or rear of a building facing a protected district.
This project plan is not located adjacent to a protected district.

(6) Is the proposed use in harmony with, and promote the general purpose and intent of the Master Plan?

Restaurant use is permitted within the FBC DX-3 zone. The proposed drive-through service establishment use is compatible with the permitted use in the DX-3 zone.

(7) Does the proposed use adversely affect the short-term and long-term cumulative impacts on the environment?

There are no anticipated adverse short-term or long-term cumulative impacts to the environment. Stormwater will be managed on site.

(8) Does the proposed use mitigate to the satisfaction of the Board any adverse or irreversible impacts on the environment, including any growth-inducing aspects of the proposed use?

The addition of drive-through service establishments to the project plan area is unlikely to generate adverse, irreversible, or growth-inducing impacts to the environment. The proposed quick serve restaurant aka Taco Bell intends to relocate from its current location at 6 Kendall Way (shared with Kentucky Fried Chicken). The project is subject Town-Wide GEIS mitigation fees.

(9) Does the proposed use adversely affect the unique and irreplaceable assets or resources of the area?

The proposed plan will NOT impact rare plants or endangered species or irreplaceable assets or resources of the area.

(10) Is the proposed use serviced adequately by essential public facilities and service, including, but not limited to: highways, streets, parking spaces, public transportation, police, ambulance and fire protection, drainage structures, solid waste management and refuse disposal, water and sewer, groundwater protection, schools, energy conservation, as well as other additional services?

Existing public facilities and services should adequately service the proposed drive-through service establishments.

Resolution #2024 – 07

MOTION by Kyle Kordich **SECONDED** by Stephen Grandeau to resolve that the Malta Planning Board on the 23rd day of April, 2024 approves Project #24-02, Quick-Serve Restaurant, Special Use Permit, with the following conditions:

1. That a fire hydrant be installed on Kendall Way with the location to be reviewed and approved by Planning, Engineering, the Fire Department, and Saratoga Water Services in order to service the site in the event of a fire.

VOTE:

Kyle Kordich – YES; Stephen Grandeau – YES; Ronald Bormann – YES;
Dwight Havens – YES; William Smith – YES; Jean Loewenstein – YES; John Viola – YES

Motion CARRIED 7-0

Prior to making a motion regarding Minor Subdivision approval Kordich, Huizinga, Everhart, Hull, and the applicant discussed requiring a cross access easement for Lot one (1) and Lot two (2), this suggestion was agreed upon unanimously.

Resolution #2024 – 08

MOTION by Jean Loewenstein **SECONDED** by Stephen Grandeau to resolve that the Malta Planning Board on the 23rd day of April, 2024 approves Project #24-03, Quick-Serve Restaurant, Minor Subdivision, with the following conditions:

1. That the applicant provides a cross access easement to Planning Legal Counsel for review and approval prior to final project approval.

VOTE:

Kyle Kordich – YES; Stephen Grandeau – YES; Ronald Bormann – YES;
Dwight Havens – YES; William Smith – YES; Jean Loewenstein – YES; John Viola – YES

Motion CARRIED 7-0

24-06, Chipotle, Form Based Code Project Plan
24-06A, Chipotle, Special Use Permit

Public Hearing
Public Hearing

Troy Wojciekofsky of Stantec presented on behalf of the applicant.

Wojciekofsky detailed the site and noted that the proposed restaurant would feature a drive-up, pick-up window that would be exclusively used for online orders. Wojciekofsky also noted that the project would have 9 dedicated parking spaces with shared spaces nearby and would also feature a monument sign at the Route 67 entrance to the plaza. Wojciekofsky added that there would be a 300 SF patio with outdoor seating adjacent to the restaurant and stated that the site would be serviced by existing Water, Sewer, and Stormwater Management Practices onsite.

Huizinga noted that this project would be constructed on a previously approved pad site, and that the applicant was before the Board for Project Plan comments and SUP approval. Huizinga noted that Phase 1 of the Kelch Drive site had been approved in 2017 and that the applicant wanted to construct the restaurant in one of the two remaining pad sites within Phase 1. Huizinga noted that she was concerned with the existing hammerhead on Kelch Drive since the road had yet to be connected to the Nigro Plaza. Huizinga added that Kelch Drive would connect to the Nigro Plaza once the Kelch Plaza was fully developed. Huizinga stated that she wanted to make sure that the drive-through lane did not interfere with the temporary hammerhead.

Viola asked where Phase 2 would be located in relation to the proposed restaurant.

Huizinga noted that Phase 2 would be to the North of the restaurant.

Wojciekofsky noted that the hammerhead was temporary in the original project plan and that when Phase 2 is built, the

hammerhead would be eliminated to construct the road to the Nigro Plaza.

Huizinga added that since the proposed restaurant featured a second access to Kelch, it made it challenging to have on-street parking but that she would leave it up to the engineers to find space for at least 2 on-street parking spaces.

Wojciekofsky stated that he would work with Engineering for potential on-street parking.

Huizinga noted that she wanted to see site-specific landscaping and any updated lighting the applicant may be proposing.

Wojciekofsky agreed to provide updated landscaping and lighting plans.

Huizinga added that the SUP considerations were identical to the Quick-Serve project and that she felt the project was consistent with the TWGEIS SEQRA findings if the Board agreed.

Hull noted that he wanted the applicant to use a Malta Firetruck in their emergency access plan as opposed to a generic model.

Wojciekofsky agreed to provide a plan with a Malta specific truck.

BOARD DISCUSSION

Smith asked if Fire Apparatus would be able to efficiently access the site.

Wojciekofsky stated that it would.

Smith also asked if vehicles exiting the drive-thru lane would cast their headlights into the neighboring home at 3 Kelch Drive.

Wojciekofsky stated that the drive-thru would be offset so as to not cause headlight spillage into the neighboring home.

PUBLIC HEARING

Viola opened the Public Hearing for the Project Plan and Special Use Permit at 7:37 PM.

Malta Ridge 2nd Assistant Fire Chief Wayne VanValkenburgh noted that he wanted the building to have a sprinkler system since it would save firemen's lives from trying to access an unoccupied building if it were to catch fire.

Viola commented that sprinklers were always recommended in commercial and residential buildings.

Viola closed the Public Hearing at 7:39 PM.

Resolution #2024 – 09 SEQRA

MOTION by Stephen Grandeau **SECONDED** by Ronald Bormann to resolve that the Malta Planning Board on the 23rd day of April, 2024 determines that Project #24-06A, Chipotle, Special Use Permit, is consistent with the Supplemental Town Wide GEIS and Statement of Findings and therefore no further SEQRA review is required.

VOTE:

Kyle Kordich – YES; Stephen Grandeau – YES; Ronald Bormann – YES;
Dwight Havens – YES; William Smith – YES; Jean Loewenstein – YES; John Viola - YES

Motion CARRIED 7-0

SPECIAL USE PERMIT CRITERIA

(1) Explain how the proposed use is a permitted special use in the appropriate district.

The FBC identifies drive-through service establishment as a specially permitted use in the DN-4 zone.

(2) Explain how the proposed use will conform to the standards and design requirements specified in the Code and the Master Plan for the particular zone.

The restaurant use is permitted within the FBC DN-4 zone. The proposed drive-through service establishment use is compatible with the permitted uses within the DN-4 zone.

(3) Does the proposed use have an undue adverse effect upon adjacent property, the character of the neighborhood and surrounding area, traffic condition, parking, utility facilities, or other matters affecting the public health, safety, welfare or convenience of the public?

The proposed drive-through establishment will likely not have an undue adverse impact on the neighborhood and adjacent property. Traffic circulation will be evaluated with final project plan review. The town designated engineer will provide a full review of the submitted traffic impact assessment report.

(4) Does the proposed use create operations or uses that will be considered objectionable to nearby properties by reason of noise, fumes, vibrations, illumination or other outward effects on others in the zone?

The proposed special use should not generate objectionable levels of noise, fumes, vibrations, illumination or other outward environmental effects to others in the DN-4 zone.

(5) Does the proposed use comply with all other municipal requirements within the zone?

The Planning Board should consider the following criteria identified in FBC Section 4.3(B), Drive-Through Service Establishment.

1. Adequate space must be made available on-site for the stacking, storage and queuing of all vehicles.
The plan appears to provide adequate space for stacking, storage, and queuing.
2. Vehicles using drive-through facilities may not encroach on or interfere with the public use of streets and sidewalks by vehicles or pedestrians.
The proposed drive-through does not appear to encroach on public use of streets and sidewalks.
3. All drive-through areas, including but not limited to menu boards, stacking lanes, trash receptacles, ordering box, drive up windows, and other objects associated with the drive-through, must be located to the side or rear of the building. Drive-through windows and lanes may not be placed between the street and the associated building.
The drive-through window and associated structures are proposed to be located at the sides and rear of the building.
4. No drive-through window or lane is permitted on the side or rear of a building facing a protected district.
This project plan is not located adjacent to a protected district.

(6) Is the proposed use in harmony with, and promote the general purpose and intent of the Master Plan?

Restaurant use is permitted within the FBC DN-4 zone. The proposed drive-through service establishment use is compatible with this permitted use in the DN-4 zone.

(7) Does the proposed use adversely affect the short-term and long-term cumulative impacts on the environment?

There are no anticipated adverse short-term or long-term cumulative impacts to the environment. Stormwater will be managed on site.

(8) Does the proposed use mitigate to the satisfaction of the Board any adverse or irreversible impacts on the environment, including any growth-inducing aspects of the proposed use?

The addition of drive-through service establishments to the project plan area is unlikely to generate adverse, irreversible, or growth-inducing impacts to the environment. The project is subject Town-Wide GEIS mitigation fees.

(9) Does the proposed use adversely affect the unique and irreplaceable assets or resources of the area?

The proposed plan will NOT impact rare plants or endangered species or irreplaceable assets or resources of the area.

(10) Is the proposed use serviced adequately by essential public facilities and service, including, but not limited to: highways, streets, parking spaces, public transportation, police, ambulance and fire protection, drainage structures, solid waste management and refuse disposal, water and sewer, groundwater protection, schools, energy conservation, as well as other additional services?

Existing public facilities and services should adequately service the proposed drive-through service establishments.

Smith asked where the closest onsite fire hydrant was.

Wojciekofsky noted that the closest hydrant is behind Starbucks.

Resolution #2024 – 10

MOTION by Stephen Grandeau **SECONDED** by Kyle Kordich to resolve that the Malta Planning Board on the 23rd day of March, 2024 approves Project #24-06A Chipotle, Special Use Permit, as presented:

VOTE:

Kyle Kordich – YES; Stephen Grandeau – YES; Ronald Bormann – YES;
Dwight Havens – YES; William Smith – YES; Jean Loewenstein – YES; John Viola - YES

Motion CARRIED 7-0

24-07, Fairfield Inn and Suites, Form Based Code Project Plan Amendment **Public Hearing**

Frank Alessandrini of FH Alexander presented on behalf of the applicant.

Alessandrini stated that the proposal is for a 390 SF addition to be constructed at the Fairfield Inn and Suites for a larger exercise space. Alessandrini noted that an interior expansion was impossible due to the hotel's interior layout. Alessandrini noted that 2 parking spaces would be lost with the construction of the addition. Alessandrini noted that the loss would not adversely affect onsite parking given that there is more than enough onsite. Alessandrini also noted that with the expansion, the existing window would become a doorway and that the addition would have matching siding.

Viola asked what was behind the existing window that would be covered up.

Alessandrini noted that behind the window in question was the existing fitness center that would be expanded.

Huizinga noted for the Board that the proposed addition needed Project Plan approval because it would change the square footage of the existing hotel and that the project required a Public Hearing.

BOARD DISCUSSION

No comments were made by the Board

PUBLIC HEARING

Viola opened the Public Hearing at 7:54 PM.

No comments were made by the public

Viola closed the Public Hearing at 7:55 PM.

24-08, Philly Subdivision (Stewart's Road), Site Plan (Concept)

Chuck Marshall of Stewart's Shops Corp. presented.

Marshall stated that he was before the Board in order to receive comments and return at a later date with a more developed plan. Marshall stated that the road that he was proposing would be in response to contractual obligations

between Stewart's Shops Corp. and Charlie's Stay and Play stating that Stewart's would need to construct a road within three (3) years. Marshall noted that the road would need to be constructed and that he wanted to see what the Planning Board would like to happen to the remaining acreage onsite where the road would be constructed. Marshall noted that Lot Line Adjustments (LLAs) would need to happen in order to construct the road since it would be built over multiple tax parcels. Marshall added that the existing roadway was only for the construction of Charlie's Stay and Play (Charlie's) and that the LLA between Stewart's and Charlie's would bring Charlie's frontage out to Route 9 and convey the remaining lands to Stewart's to the North.

Huizinga noted that the applicant was before the Board in order to receive initial comments related to the concept submission and that she did not currently have many comments because the specific details of the project would need to be worked out prior to moving forward. Huizinga added that the PDD Language for the Stewart's HQ required them to eventually build a Town Road on their site in order to service the remaining lands within the Stewart's PDD.

Marshall noted that Stewart's owned most of the land that is to the West and North of Charlie's and the land that butted up to Pretty Sky Ranch and the Northway Exit 13 Cloverleaf.

Everhart asked if the LLA that was being described is to create a lot for the proposed road.

Huizinga stated that Lot Line Adjustments would be needed for the proposed road. The proposed road as described in the Stewart's PDD and Comprehensive Plan and that it would connect Route 9 to the Stewart's properties and loop back around to the undeveloped parcels and the Stewart's corporate campus. Huizinga stated that she felt the construction of the road would benefit Malta and that to her knowledge the Town did not feel differently about the matter.

Everhart asked if the plan was to dedicate the road to the Town.

Marshall confirmed that the plan was to dedicate the road and added that the connection from the corporate campus to the proposed road would not occur until Stewart's constructed an additional 40,000 SF of office space that was not proposed in the immediate future.

Huizinga noted that the Town Highway Department had been consulted on the construction of the road.

Marshall added that it was the hope of Stewart's to make the properties that would be serviced by the road more attractive from a marketing perspective with the construction of the road. Marshall also stated again that he wanted to ultimately create a subdivision that would lead to the construction of the road with onsite stormwater management, make a lot line adjustment that would give Charlie's a zoning compliant lot with respect to road frontage, and dedicate the road to the Town and leave the remaining lands as they currently existed.

Viola asked Marshall how long the proposed road would be.

Marshall stated that the road would be 1700 feet long.

Viola asked if the land was all commercial.

Huizinga stated that the land is zoned C-8 which means the first 500 feet along Route 9 is for commercial development only with the remaining land being commercial with the potential to be developed for residential uses as well.

Hull asked if the existing driveway would be used for the road once Charlie's was constructed.

Marshall noted that the existing driveway would be removed.

BOARD DISCUSSION

Loewenstein asked Marshall to detail the LLA.

Marshall stated that it would follow the proposed road.

Hull noted that the road would require multiple LLAs in order to create the parcel for the proposed road.

Huizinga stated for Loewenstein that at the next presentation the applicant would provide details regarding the LLAs.

Marshall noted that everything to the South of the proposed road would be one lot. Marshall added that the land required for the road itself and stormwater would be an additional parcel with the remaining lands being left as they currently exist.

Havens asked how wide the Road Right of Way would be and how wide the road itself would be.

Marshall stated that the ROW would be 80 feet wide with the paved road being 28 feet wide.

Smith asked if there would be a turnaround for Fire Apparatus

Marshall stated that there would be a cul-de-sac at the end of the road to accommodate Fire Apparatus. Marshall also asked what the Board recommended for street light spacing.

Huizinga stated that it would be discussed at a later date and added that at minimum one street light would be needed at the Route 9 intersection as per DOT requirements.

Everhart asked if the Town Board or Planning Board would review lighting.

Huizinga stated that the Planning Board would generally review lighting during Site Plan review.

Everhart asked if a Site Plan would be required.

Huizinga noted that she was unsure at that point and that it would need to be considered once the applicant had a more developed plan for the road.

Hull asked if there would be sidewalks included with the road and noted that the nature of the street lighting would be changed if sidewalks would be constructed.

Huizinga noted that a road design had not been determined yet and wasn't sure if a sidewalk would be necessary without any kind of future development nearby.

Viola noted that there would be more questions for Marshall when he returned.

Marshall agreed and stated that he would have more questions for the Board at the next meeting.

Planning Board Business

MOTION by Jean Loewenstein **SECONDED** by William Smith to accept the March 26, 2024 minutes.

VOTE:

Kyle Kordich – YES; Stephen Grandeau – YES; Ronald Bormann – YES;
Dwight Havens – YES; William Smith – YES; Jean Loewenstein – YES; John Viola - ABSTAIN

Motion CARRIED with 6 YES and 1 ABSTENTION.

Meeting Adjournment

Stephen Grandeau **MOTIONED** to adjourn the meeting to the next regular meeting or any other meeting necessary for the conduct of the Planning Board, **SECONDED** by Kyle Kordich, motion carried unanimously at 8:12 PM.

Respectfully submitted by,

David E. Jaeger, Jr.
Planning Board Secretary
Planning Technician