

**VILLAGE OF BREWSTER
ZONING BOARD OF APPEALS
WORK SESSION
DECEMBER 20, 2010**

MINUTES

Board Members Present: Chairman Richard Ruchala, Board Member Claire Degnan Kropkowski, Esq., Board Member Keith Greene, Board Member Todd Gianguzzi and Board Member Dory Burdick

Others Present: Mayor Jim Schoenig, Village Attorney Gregory Folchetti, Esq., Yosh Ito, Rick Stockburger, Renee Diaz, Michael Liguori, Esq. of the Law Firm Hogan & Rossi (Counsel for the Applicant), Keith Greene, Laura Greene, Chip Robertson of Brewster Honda, Jerry Occh and Tom Boissonnault

The Pledge of Allegiance was recited.

Chairman Ruchala-This meeting has been called for Monday December 20, 2010. Would anyone like to make a motion to open this meeting?

Ms. Kropkowski-I would make a motion to open the meeting.

Mr. Gianguzzi-Seconded.

Chairman Ruchala-All in favor.

Mr. Gianguzzi-Aye.

Ms. Kropkowski-Aye.

Ms. Burdick-Aye.

Mr. Greene-Aye.

Chairman Ruchala-Aye. The vote is 5-0 to open the meeting. The first item on the Agenda is Brewster Honda's Application for a thirty-five foot variance for a driveway located on Allview Avenue. It's a continuation. Keith Greene and I have recused ourselves from this. The Chair will go to Claire Kropkowski.

Ms. Kropkowski-Thank you. It is my understanding that Brewster Honda has taken a great amount of input from Keith and public comment that we had previously. We have been provided with a smaller version of the site plan that you have proposed to us here. Can you tell me exactly what the changes are-they look to be significant. They seem to be what they were looking for but I would like to know what they are.

Mr. Liguori-I will bring the diagram out so everybody can see it.

Ms. Kropkowski-I'm good right now, though I don't know about everybody else.

Mr. Gianguzzi-I'm good.

Ms. Byrdick-I can see.

Mr. Liguori-At the public hearings some of the comment that we received was to see if we could relocate the driveway to lessen the impact to the neighbors to the side of the property and to the neighbors in general. Mr. Greene had actually presented us with an alternative plan that he had sketched up. So what we did is we took that is that we sat down with Tim Allen from Bibo Associates. Tim is the engineer for the project. So Chip Robertson and Tim went out to the site, took a look at what was feasible and they analyzed the cost for the tear-out of the old driveway and the construction of the new driveway. It involved looking at the grades in this particular area and making sure the trucks had an adequate turning radius over here. We generally tracked the plan that Keith had presented to us. We actually made just one other adjustment-the Town has a requirement that outside storage must be at least 50 feet from a residential property line. In this case the residential property line is the red boundary. The Village has a requirement that access be at least 35 feet away from a residential property line. In the Town parking is considered storage. This area over here is proposed to be storage of vehicles so we must maintain the 50 foot setback in accordance with the Town

Code. So we were able to relocate the driveway and essentially create what I'll call this "Half-S" and bump it over so that the truck access is as far away as possible from the residential area. If the Board recalls the driveway now runs basically up this way and that will be torn out and no longer used. Essentially that is the change to the plan. We still need a variance because there will still be convergence of this small area which was never used-this area has been bumped out for the planter.

Ms. Kropkowski-That being what?

Mr. Liguori-The little red dot right there. That's really what we're talking about. Just so everybody is clear-the building that currently exists, if you'll just track my finger, comes out here, bumps back, follows this line and bumps back out again and then ends over here. This area is parking and it's also commercial garages. Under the Village Code there is no definition of access. Whether it's used for access to this parcel here or this parcel there that's still all commercial access. And that's why I ask for a variance for this part only, because that's the only part that's never been used for access at any time.

Ms. Kropkowski-Can you give me an idea of what the distance is between the red line boundary and what is the proposed driveway and at what point is the 35 foot setback.

Mr. Liguori-Okay. The gray area is the 35 foot setback. This gray area is all within 35 feet, this dark gray right over here.

Ms. Kropkowski-I understand that but-this edge is 35 feet from the boundary?

Mr. Liguori-That's right.

Ms. Kropkowski-Okay. So the point where you first have the "S" beginning-it's three inches on the diagram? This is all within the 35 foot setback?

Mr. Liguori-That's right. One inch equals roughly 30 feet so we're looking at roughly 75-80 feet until we get to this point right here.

Ms. Kropkowski-And that's where it would go.

Mr. Liguori-It would go up from there.

Ms. Kropkowski-Okay. And the little square area here-what is that?

Mr. Liguori-That is parking.

Ms. Kropkowski-And how many spots would that supposed to be accommodating? Do you have any clue?

Mr. Liguori-Probably two to three at the maximum. Three at the max.

Ms. Kropkowski-And the rest of it is all part of the contiguous parking you're talking about in this area?

Mr. Liguori-That's right.

Ms. Kropkowski-Now the gray area that you have-that's all current driveway or pavement, is that correct?

Mr. Liguori-That's right-everything from that little orange area. So this gray over here-let's call this purple and let's call that gray-everything that's in that gray is currently paved. Plus this is paved too and up here.

Ms. Kropkowski-And the area in white between the gray and the purple?

Mr. Liguori-This spot right there?

Ms. Kropkowski-Yes. That's the building that's going to be taken down, is that correct?

Mr. Liguori-That's right. That building is coming down. The driveway will be removed, the asphalt will be taken out and the foundation of the building will be torn down and the area will be grass seeded, and then we'll deal with landscaping before the Planning Board.

Ms. Kropkowski-Any one else have any questions?

Mr. Gianguzzi-The trucks that are coming, is there room?

Mr. Liguori-Yes. Right now, the way it's proposed, let's say there's one vehicle coming and going, without having any vehicle having to go into oncoming traffic, in general with the way the curve is proposed you would not have the instance

where you would have the possibility of any vehicle having to go into oncoming traffic. They would not need to do that at all regardless of the length, whether it was a car-carrier or an 18-wheeler. They would be able to maintain the safest turning radius possible.

Ms. Kropkowski-And that's when we're talking about turning into the property?

Mr. Liguori-No. When you turn into the property-let's say I was making a left, I was coming down 22, I was heading south, I go under the bridge, I stop to make a left onto Allview, I make a left, I would still be in the proper lane.

Ms. Kropkowski-Right.

Mr. Liguori-So I would say that regardless of the type of truck I was driving.

Ms. Kropkowski-Okay. That was one of the safety concerns that we had.

Mr. Gianguzzi-The driveway itself, there's enough room for incoming and outgoing traffic, correct?

Mr. Liguori-That's right. Two commercial vehicles can exit and enter at the same time. The situation that occurred in the past, with the planter where it was in the building that came out over here, vehicles would come out basically as far as they could in order to make the turn to go this way and their back tires couldn't come across that planter. But now they can come out this way and have enough distance to make that turn safely.

Ms. Kropkowski-In the first couple of meetings you were talking about a gate some place.

Mr. Liguori-Yes. There is a gate proposed-here's the gate right here. Their concern was, and this was primarily discussed with the Village Planning Board during the Village planning process, was we don't want to have trucks coming up Allview Avenue and we don't want to have them idling in the Village portion of the driveway because if the gate was up further there is a possibility a car-carrier would come early in the morning or late at night and then it would just sit there and idle which would be disturbing as it would be loud. So we've had some back and forth with the Planning Board about what to do. Their proposal was to just put the gate up in the front so that the trucks would not go there. Just so the Board knows- once the premises starts to operate-the truck drivers that come through right now

are the same truck drivers who are going to be coming to the site. After one or two times and giving them adequate notice that these are the delivery hours and the gate is closed, don't park here, don't come here during non-delivery hours, they will learn.

Mr. Occh-What if they do come here, where are they going to go?

Mr. Liguori-They can't go on the property.

Mr. Occh- Where are they going to go?

Mr. Liguori-Well, if they turn up Allview Avenue they're going to have to go up Allview Avenue. The alternative is to put the gate up at the top and let them idle in the driveway but that's not something the Planning Board wanted to have happen.

Mr. Gianguzzi-In that little section of parking any safety concerns with trucks coming in and out?

Mr. Liguori-It's not customer parking, it's storage. So what will happen, when a car-carrier comes up and unloads, they're going to use this area over here to store cars, they'll have this area up here and then they'll have this area here. So you're not going to go park your car there if you are going to use Brewster Honda as your business. It will be somebody that's employed by Brewster Honda that's going to be relocating the cars in that area.

Ms. Kropkowski-For scale purposes do you know for the parking area which direction the parking will be-laterally or horizontally?

Mr. Liguori-On the lower side?

Ms. Kropkowski-First on the Village side.

Mr. Liguori-So right here.

Ms. Kropkowski-Yes.

Mr. Liguori-To be honest with you, I don't know yet. Tim did not draw it out for me. All I can tell you is that based on the scale it's either going to be two cars or three cars, but I would be surprised if he got three cars in there.

Ms. Kropkowski-It looks like it's 30'x50' or something like that.

Mr. Liguori-Yeah. Your normal parking stall, your parking space, is 9'x18' or 9'x20'. So conceivably if there were three Honda Civics or three Honda Fits, which is about the length of your table and a half, they might fit in there.

Ms. Kropkowski-Any public comments? If you're going to speak we will need to have your name please.

Mr. Liguori-I'll respond as best as I can. The public comments had been closed at the last Meeting.

Ms. Kropkowski-Absolutely, but just because this is something completely new. I greatly appreciate it. I really think that you took a great deal of time and effort and consideration into this because I had concerns about the other plan. But because it's new I just want to know if there's anything that we haven't thought of by way of questions. Answer as best as you can. Anybody.

Mr. Greene-Do you want us to sign in first?

Ms. Kropkowski-Yes please.

Mr. Greene-My name is Keith Greene. I submitted comments to Mr. Liguori. I think the new plan responds to the concerns that the neighbors had. I am a little curious about the number of cars that will be stored in that area. The only reason I'm curious is that it appears to be smaller than the original plan was and I wonder if they are just able to get them in there in tandems or triples or what have you. It's not really a big concern, it's just that there seems to be less space than there was there before. I think when you get to the Planning Board by the time this is built, federal regulations may have more to say about whether or not a tractor-trailer can sit there and idle than the Planning Board will because you just can't sit and idle for more than five minutes anywhere in the United States. So I think the gate may be a different kind of an issue than we've been talking about. I think if a driver goes by once or twice and has to go up Allview and find his way out can't he probably won't want to do that again anyway-it would be in his best interests to either call ahead or to hang out by Sciorentino's until it opens or something else. I think the issue of the gate as we perceive it may not be as big an issue as it was previously.

Mr. Gianguzzi-That brings up a good point. If the gate is shut and you have a tractor-trailer coming by at three in the morning I guess they don't have a choice but to go up Allview.

Ms. Burdick-They could turn around.

Mr. Liguori-It's not random when deliveries are made so that has to be understood by everybody.

Mr. Gianguzzi-It's scheduled.

Mr. Liguori-The deliveries are scheduled.

Mr. Gianguzzi-But those deliveries could be coming eight or ten hours away, correct?

Mr. Liguori-That's right. So we don't discount this. We don't say it's not possible. It's certainly possible. If Brewster Honda wasn't already in business and operating-they know who their drivers are, they know who their carriers are. It's all one network of vehicles. If you are dealing with CarMax, where you have where you have like 25 different brands and you're buying cars at different auctions-there's the possibility for many different random occurrences to have. But Brewster Honda has the ability to exert a lot of control, which is a benefit. Are we going to have a rare instance where things are going to happen? Certainly. Is it going to happen when the place first opens up? Yeah, there will certainly be some occurrences. But after a while once everybody is on notice of when these things are going to happen it will function the way it is supposed to function. But we had extensive discussions at the Planning Board about what to do with the gate.

Ms. Kropkowski-Absolutely.

Mr. Liguori-What would happen if a truck showed up in the middle of the night and they had to go up Allview Avenue. We know Allview is not a commercial road. The car-carriers don't belong all the way up Allview Avenue but there is going to be a couple of instances where things will occur.

Mr. Gianguzzi-What is the distance-how many feet-from the road to the gate?

Mr. Liguori-Right now the gate is up the street. It's about 20 feet from the property line. There's almost no distinguishment between the edge of the right of

way of the road and the gate. So they will certainly be able to see it very quickly and know that they can't pull in.

Mr. Gianguzzi-And continue up Allview. Where do they turn around?

Mr. Liguori-Yeah. We had this discussion so many times about where do we put it. Do we want them to have the ability to turn around right there.

Mr. Gianguzzi-By themselves I think that would be a tough maneuver.

Mr. Liguori-I had even suggested not having the gate and letting them just go up there and just parking in the back. That might be the least disturbing but this was the arrangement that was the most responsive to the comments-just having it up in front to eliminate the possibility and give notice and people knowing that they can't make that turn the issue should be resolved.

Mr. Gianguzzi-Agreed

Mr. Greene-It's our hope that part of the experience of opening the place after it's built, which is still going to be a while, that there will be protocols in place for the drivers for deliveries to Brewster Honda. And if they make the mistake once or twice they all have GPS and know how to turn around.

Mr. Liguori-Right. They make their most money by making the delivery and getting on the road efficiently. So once you know the hours then you're going to know it doesn't pay to have me idling my truck for a few hours by Sciorentino's. That's not how they make their money.

Mr. Gianguzzi-But they could go there and sleep. Technically they could get there at midnight and sleep until seven in the morning because sleep is required.

Mr. Liguori-That is the exact reason that the gate is where it is.

Ms. Kropkowski-And the other problem is these things seem to be considerations for the Planning Board, not Zoning Board considerations.

Mr. Greene-The last observation I want to make is that it appears that agreeing to move the driveway has had beneficial effects for the neighborhood and they seem to have changed the project to be much more amenable.

Ms. Kropkowski-Anyone else? Then I would close public comment on this portion of this brand new variance for the proposed driveway for Brewster Honda.

Mr. Folchetti-The public hearing was closed how many days after the September 20th hearing date. You left it open for the submission of written comments.

Ms. Kropkowski-Right. But this is a totally new plan. So it's different from the last one.

Mr. Occh-If the trucks come in and they go too far what are they going to do? Where are they going to turn around? Way down here is a sharp turn-can the trucks make that turn on Allview?

Mr. Liguori-Can they make the Turk Hill turn?

Mr. Occh-It's a sharp turn.

Mr. Liguori-Yes, I'm aware of it.

Mr. Occh-You're aware of that?

Mr. Liguori-Yup.

Mr. Occh-Can you put a sign that says no trucks beyond this point, to not go beyond this entrance here?

Mr. Greene-There's already a sign.

Mr. Occh-There's one there Keith?

Mr. Greene-It says "Two Ton Limit, With the Exception of Local Deliveries."

Mr. Occh-Communication is the key thing in all of this to the drivers so that they don't miss this. What if they do get here early and the gate is closed, where are the trucks going to go? Are they going to back out this way, turn around and park on Argon Road and sleep? What are they going to do? What is the contingency plan?

Mr. Liguori-Right now we don't have a contingency plan.

Mr. Occh-You don't have one?

Mr. Liguori-No. And that was the issue we had about locating the gate where we located it.

Mr. Stockburger-If I could just make a point-that's a Planning Board issue.

Ms. Kropkowski-Unfortunately that has nothing to do with the Zoning Board. The Zoning Board is only for hearing the area variance, not the specifics as to what you're talking about.

Mr. Occh-Well, just to bring it up.

Mr. Stockburger-The Planning Board will be meeting on Tuesday, January 25th.

Mr. Occh-We have school busses coming up here. Just to make sure you understand that.

Ms. Burdick-The approach of the trucks is coming south.

Mr. Occh-Is there any way at all to come in through Argon Road?

Mr. Liguori-No.

Mr. Occh-Under the old railroad, building a tunnel and going in that way?

Mr. Liguori-No.

Mr. Occh-Why not?

Mr. Liguori-Because it's nearly impossible to get access from Metro North for that.

Ms. Kropkowski-So this is the plan that is being proposed, with their request for a variance. Mr. Liguori has stated that the variance he is looking for is that planter. I would say that I would disagree with his setting of the question but I am very pleased with the changes that they have accommodated for us in this. It appears that it would be cost prohibitive to go any other way, which is one of the things that we need to take into consideration.

Mr. Occh-I'm just concerned about safety and all the trucks coming in and out.

Ms. Kropkowski-There's no question.

Mr. Occh-More than once or twice and continuously trucks have made errors and come up Allview and come through the neighborhood.

Mr. Gianguzzi-Trucks have been coming here for probably years now.

Mr. Occh-You are going to have new drivers. Make sure the new drivers are informed.

Mr. Liguori-It's the same people who deliver to Brewster Honda right now.

Mr. Occh-That's fine.

Ms. Kropkowski-This may be something we'll address later, perhaps we have a police officer there for the first few deliveries to make sure the deliveries are done properly or else they get a nice big ticket. But again unfortunately that is not something we can address here. That is something that has to be dealt with at either the Planning Board or the Village Board.

Mr. Occh-My last question is whether there is any talk about a traffic light. That's the next thing that's going to happen at the bottom of the street there, where that old railroad bridge is where you're coming in. There's a lot of traffic today there. Is the Mayor here? Mr. Mayor, what about a traffic light coming in to that area there, is there any talk about that?

Mayor Schoenig-We are studying it.

Mr. Folchetti-That's a DOT issue.

Ms. Kropkowski-They're all issues and they're all issues that are important. I'm sure this traffic study will also include the State as well as the Town.

Mr. Liguori-Now don't forget we have been to the Town of Southeast and to the Village of Brewster Planning Boards. Both Boards identified traffic as an issue. The proposed resolution for the traffic is to fund a post-operation traffic study so once the building is open to put up in escrow our responsible share for the construction of a new traffic light.

Ms. Kropkowski-Right, as deemed necessary and otherwise. But again unfortunately for us we have tonight a very narrow definition of what we need to do and how we are going to do it. But I think it's very important to both Planning and the Village Board and for the Town as well.

Mr. Occh-There's a lot of pieces to the puzzle that are involved.

Ms. Kropkowski-No question.

Mr. Occh-I just want to make sure it is done right. That is the bottom line.

Ms. Kropkowski-Absolutely. And I have to tell you that the Petitioner has done a spectacular job by comparison with what we had before and very much has done its due diligence and evaluation in trying to be cooperative.

Mr. Occh-Are you okay with that Keith?

Mr. Greene-With what's going on, yes.

Ms. Kropkowski-So we will officially close all public comments on the second proposed aspect of Brewster Honda's plan.

Mr. Folchetti-Somebody has to make a motion to act on the Application one way or the other.

Ms. Kropkowski-Sure.

Mr. Greene-Has the verbiage of the variance that is being considered been drafted?

Ms. Kropkowski-No. Thank you.

Mr. Stockburger-Another comment from the Planning Board. Could you attach a copy of this diagram to the variance, the map and the pictures and the description?

Ms. Kropkowski-I will draft the verbiage of the variance. How long do I have to do this?

Mr. Folchetti-Five days.

Ms. Kropkowski-Five days. Okay. I will actually have something written for you tomorrow. Is everyone okay with it?

Mr. Folchetti-I just want to make sure you understand you have 60 days from the close of the hearing to act.

Ms. Kropkowski-I would like to have something written down and back to them within two days at most.

Mr. Folchetti-I understand and I would encourage it.

Mr. Greene-May I say something please?

Ms. Kropkowski-Sure.

Mr. Greene-It appears that the intent of the Applicant is very clear here, that this driveway configuration also affects the rest of the plan. However, granting a variance for that little piece of planter does not prohibit the Applicant from doing anything they want. It is something that we have seen before. So I would respectfully suggest that the verbiage that is voted on also perhaps should grant the Applicant an intrusion into the 35 foot setback of either a certain number of square feet as determined by the engineer or whatever he said about 90 feet into Allview Avenue or something to that effect.

Ms. Kropkowski-I don't know if we can authorize a plan. I know the Planning Board can.

Mr. Liguori-I can tell you that we do not object to your variance being tied specifically to that plan.

Ms. Kropkowski-Okay.

Mr. Liguori-That is our final plan.

Ms. Kropkowski-Okay.

Mr. Liguori-We are okay with that. We are going to go to the Village Planning Board with that plan.

Ms. Kropkowski-Okay.

Mr. Liguori-It's just the location of the driveway pending some major unforeseen issue brought up by the Village engineer, which I don't think is going to happen. There should be no change to that plan whatsoever. So I am very comfortable with the Zoning Board stating that the variance granted is based on an in-connection with the plan presented by me to your Board with the date.

Ms. Kropkowski-Is there a particular designation by which we can refer to this plan? I mean, is it "Site Plan, Alternate Layout?"

Mr. Liguori-Right-"Alternate Layout." The date of it is November 8, 2010.

Mr. Occh-May I ask one more question?

Ms. Kropkowski-Unfortunately, public comment has been closed.

Mr. Occh-It's just one more question for Keith.

Ms. Kropkowski-Okay then.

Mr. Occh-Are you going to knock the building down and make it wider?

Ms. Kropkowski-Yes.

Mr. Greene-The building will come down and the "S" curve that goes there will go right through that building. So instead of looking from Allview Avenue right straight up the driveway there they have agreed to do is turn the driveway and hopefully put some landscaping there.

Mr. Occh-Okay.

Ms. Kropkowski-That will be planted.

Mr. Occh-My house is right there, where the driveway is today. So it would be nice if they will put some trees in there and knock that building down.

Mr. Greene-The entrance to the site is tied to Route 6. The trucks need a certain minimum area to access the site. Once they are on the site the Applicant has agreed to have the trucks work their way away from the residences.

Mr. Occh-So the current driveway will be filled with trees.

Mr. Greene-Yes. The driveway will wind its way and go right next to the railroad tracks.

Ms. Kropkowski-That's the prior one. That's the one you originally came into us with.

Mr. Occh-What kind of trees are you going to put in there? Are they going to be like evergreen, will they be green year round?

Mr. Stockburger-That is a Planning Board issue. Come back on January 25th when the Planning Board meets.

Ms. Kropkowski-That is correct, that is a Planning Board issue. I do have one question for our attorney.

Mr. Folchetti-You want to make a motion for a recess to have an attorney-client conference.

Ms. Kropkowski-Okay. I am going to make a motion to have an attorney-client conference. What do we do, go someplace else?

Mr. Folchetti-We can go into one of the other rooms, but you need to have the motion seconded.

Mr. Gianguzzi-I would second it.

Ms. Kropkowski-We have to vote on the motion for the recess for an attorney-client conference.

Mr. Gianguzzi-Aye.

Ms. Burdick-Aye.

Ms. Kropkowski-Aye. The motion for a recess passes 3-0.

[Whereupon a recess was taken]

Ms. Kropkowski-Back on the record please. I would make a motion to reopen. We have had our discussion with counsel.

Ms. Burdick-Second.

Ms. Kropkowski-All in favor please say "Aye."

Ms. Burdick-Aye.

Mr. Gianguzzi-Aye.

Ms. Kropkowski-Aye. The motion to reopen passes 3-0. Okay. We are reopening and at this point I believe we are ready to vote on the proposed Application for a 35 foot area variance for the driveway located at 2-4 Allview Avenue, Brewster, New York, otherwise known as Brewster Honda. I will start with Ms. Burdick please. Yea or nay.

Ms. Burdick-Yea.

Ms. Kropkowski-Mr. Gianguzzi.

Mr. Gianguzzi-Yea.

Ms. Kropkowski-My answer is yea. I vote yea.

Mr. Folchetti-The motion carries.

Ms. Kropkowski-It is a vote of 3-0 for an agreement that this is an appropriate variance for the Brewster Honda proposal so long as it is following the "Site Plan-Alternate Layout" dated November 8, 2010 which has been provided to us and is the second proposal that they had. There will be a written decision as to that.

Mr. Liguori-Great. Thank you.

Ms. Kropkowski-I am going to ask the indulgence of all parties since I think that both counsel and myself would like a little more time. I realize that it's five days but given that it's the holidays I would respectfully ask until the first week of January.

Mr. Liguori-Sure.

Ms. Kropkowski-I think it would be January 2nd or 3rd.

Mr. Stockburger-Doesn't the Village Law say they have to follow the five days?

Mr. Folchetti-Sure, and if we don't you can file an Article 78 compelling us to have the decision and order. It's five business days.

Ms. Kropkowski-I would like to have it the beginning of next week but I want to go over it with Mr. Folchetti but I am not absolutely positively sure we can have it by then.

Chairman Ruchala-Are you done?

Ms. Kropkowski-Yes, we are done. I would like you to come back up here to do the next orders of business.

Chairman Ruchala-I would like to thank the three Members for having done Brewster Honda. To get three people here is hard, especially at this time of the year.

Ms. Kropkowski-Thank you as well.

Chairman Ruchala-The next item on the agenda would be training requirements. I set up something with Jim Nixon for training. The best date available was January 10th, 2011.

Ms. Kropkowski-At what time?

Chairman Ruchala-That's to be discussed. In the evening of course. Dory, could you make that?

Ms. Burdick-I will let you know.

Chairman Ruchala-Okay. It's also going to include the Planning Board. Jim Nixon will be the educator. It will include Planning, Zoning and anyone else who may want to come. Part of it is education and part of it is talking about parking inside the Village proper. There will be two hours of credit given for this.

Ms. Kropkowski-At what time?

Chairman Ruchala-I'm trying to decide that. If I made it 6:00 or 7:30 could you go to either/or?

Ms. Kropkowski-Yes.

Chairman Ruchala-And to the best of your knowledge is that good for you Dory?

Ms. Burdick-Yes.

Chairman Ruchala-Okay. Todd is the wild card.

Mr. Gianguzzi-For me, it has to be no later than 7:00.

Chairman Ruchala-So you want it at 6:00.

Mr. Gianguzzi-No later than 7:00. Six fifty-nine would be appropriate, but no later than 7:00.

Chairman Ruchala-Is 7:00 a decent time for everyone, or can everyone make it at 6:00 if we had to?

Ms. Kropkowski-That's fine.

Chairman Ruchala-So I will tell Jim that the training shall be on January 10th at 6:00 p.m. I will inform the Village Clerk to tell the Planning Board Members that we shall be having the training on January 10th. Two members of the Planning Board are here-can you make it?

Mr. Stockburger-Yes.

Ms. Diaz-It's a Monday so I should be able to make it.

Chairman Ruchala-So Monday January 10th, 2011 at 6:00 p.m. Village Board Members will be welcome too.

Mr. Folchetti-You might want to check with Village Court. I have to be honest with you. I think that is Judge O'Rourke's criminal calendar. I think the second Monday is usually the criminal calendar.

Chairman Ruchala-Maybe they would let us use the rec room over there next door but I doubt it.

Mr. Greene-Maybe the Methodist Church Fellowship Hall could be rented.

Ms. Kropkowski-So should we say we will make the place there unless we are told otherwise?

Chairman Ruchala-Yes. I don't think it is going to be here because they are busy.

Ms. Kropkowski-And how many people are we talking about?

Chairman Ruchala-I would think about 15 or 20.

Ms. Kropkowski-Okay.

Chairman Ruchala-It can go as high as that.

Mayor Schoenig-The room in the back is now a different configuration.

Chairman Ruchala-Well, we can find another location if it comes down to it. Are the Village Board Members expected to come? I will assume that everybody is going to come.

Mr. Gianguzzi-Perhaps Sciorentino's would be a suitable locale.

Mr. Stockburger-What about somebody's house?

Chairman Ruchala-Any other alternatives?

Mayor Schoenig-If it's at 7:00 you can probably do it here.

Mr. Folchetti-I think Judge O'Rourke's calendar should be done by then.

Mr. Gianguzzi-I can do 7:00.

Chairman Ruchala-Is 7:00 okay with everybody?

Ms. Kropkowski-That's fine.

Chairman Ruchala-What about Planning? Renee?

Ms. Diaz-Okay.

Chairman Ruchala-Rick?

Mr. Stockburger-Yes.

Chairman Ruchala-Seven p.m.

Ms. Kropkowski-Seven p.m. here.

Chairman Ruchala-The next item of business is to accept the outstanding Draft Minutes.

Ms. Kropkowski-I would make a motion to accept the outstanding Draft Minutes.

Mr. Gianguzzi-Second.

Chairman Ruchala-All in favor.

Mr. Gianguzzi-Aye.

Ms. Kropkowski-Aye.

Ms. Burdick-Aye.

Mr. Greene-Aye

Chairman Ruchala-Aye. Is there any public comment or anything?

Mr. Stockburger-Everyone must remember to do his or her Conflict of Interest form.

Chairman Ruchala-Yes. Anything else.

[No response]

Ms. Kropkowski-I would make a motion to close the Meeting.

Mr. Greene-Seconded.

Chairman Ruchala-All in favor.

Ms. Burdick-Aye.

Mr. Greene-Aye.

Mr. Gianguzzi-Aye.

Ms. Kropkowski-Aye.

[Whereupon the Meeting concluded at 8:38 p.m.]

