

The Planning Board of the Village of Montebello held a meeting on Tuesday, July 14 2015 at the Montebello Community Center, 350 Haverstraw Road, Montebello, New York. Chairman Caridi called the meeting to order at 7:20 p.m. and led everyone in the Pledge of Allegiance.

PRESENT

Anthony Caridi, Chairman  
Jane Burke, Vice Chairman  
Thomas Ternquist, Member  
Donald Wanamaker, Member

Steven Beldock, Member

OTHERS

Ira Emanuel, Assistant Village Attorney  
Michael Iatropoulos, Member  
Robert Geneslaw, Village Planner  
Martin Spence, Village Engineer

Gloria Scalisi, Planning Board Clerk

Member Ternquist made a motion to approve the Minutes of June 9, 2015, seconded by Member Iatropoulos. Upon vote, the motion carried unanimously.

**Raymour & Flanigan – Public Hearing**

**Site Plan**

**Wetlands & Stream Protection Permit**

**55.06-1-3.2**

Application of Suffern CDC LLC, C/O Neil A. Rube, 7248 Morgan Road, Liverpool, New York 13088, for Approval of a Site Plan and Wetlands and Stream Protection Permit entitled “Raymour & Flanigan 22 Hemion Road”. The proposed construction is for a 10,200 square Foot auto repair garage and 25,000 square foot recycling facility for Raymour & Flanigan use only and to allow disturbance and construction within 100 feet of a freshwater wetland. The subject property is located on the east side of Hemion Road approximately 0 feet north of Piermont Branch Erie Lackawanna Railroad in the Village of Montebello, which is known and designated on the Ramapo Tax Map as Section 55.06, Block 1, Lot 3.2 in a PI Zone.

In attendance were Mr. Neil Goldberg, President and CEO of Raymour & Flanigan, along with his Senior Director of Real Estate Development, Mr. Adam Fumorola, Esq., Mr. Neil Rube, General Counsel of Raymour & Flanigan, and their engineer Mr. Michael Marinis.

The Public Hearing for Raymour & Flanigan continued. Mr. Fumarola began with a brief summary of the proposed plans for their warehouse space at 22 Hemion Road.

Mr. Marinis discussed the site plan and what they have done since the last meeting. There were no substantial changes to the layout, but the most significant was the decrease in width of the entrance road, minor modification to the configuration of the loading doors which are all still on the north

side and they prepared detailed landscaping plans as requested by the village. Mr. Marinis also discussed a letter that was submitted to the Board by Raymour & Flanigan on June 1, 2015 that addressed the concerns of the neighbors, and another dated June 8, 2015 in which they submitted a traffic report updated that concurred with the conclusion they had already submitted to the Board that there would be no change in traffic patterns, compared a wildlife assessment report, and submitted an aerial photo from 1977 that shows that the site was previously disturbed.

Mr. Martin Spence, Village Engineer, read his memos dated July 13, 2015.

Robert Geneslaw, Village Planner commented on the aerial picture that was provided by the Applicant, as he wanted to see what the property looked like back in the 1940's through to the present to see how it was changed since Raymour & Flanigan moved into the area. Member Geneslaw noted that there was only one aerial photo provided and couldn't really see the difference and wasn't satisfied with that.

Member Iatropoulos questioned why the aerial photo that was provided was taken in 1977, wanting to know more specifically if there was a reason for this photo to be taken that particular year. Mr. Marinis responded that according to the Rockland County Clerk who gave him a copy of the photo, it just happened to be a year where aerial photos had been taken all over Rockland County. Mr. Marinis chose this particular photo because it was the earliest photo that showed the property after land had been disturbed and the building had been constructed, and he thought the purpose of the photo was strictly to address the archeological issue. Mr. Marinis said if additional photos were required by the Board he could acquire those.

Member Wanamaker commented that he had wanted to see earlier aerial photos to get a sense how Raymour & Flanigan impacted that property before the first building was built compared to what it looks like now. Member Wanamaker stated that a lot of the land has been filled and that Raymour & Flanigan were the ones who filled it.

Mr. Marinis corrected that they weren't the ones who filled anything, and that it had been done well before they acquired the property. The building was newly constructed in 1977.

Mr. Ira Emanuel, Assistant Village Attorney, informed the Board that the building was originally constructed by Western Electric, and before Western Electric it was woods. Mr. Emanuel stated that there were some additional stock piling from the construction of Raymour & Flanigan but the majority of it was from the construction by Western Electric.

Vice Chairman Burke questioned how much of the soil will be moved off the property and what kind of truck traffic and disturbance to the area is going to occur. Vice Chairman Burke also questioned if it was definitely going to be coming out through Dunnigan Drive, what time of day are they planning on doing this, and specifically how many truck loads.

Mr. Marinis responded that the pile Vice Chairman Burke was referring to is a result of construction of the loading dock, and that the pile is approximately 5,000-6,000 cubic yards in size, and about 3,000 yards of export. Mr. Marinis estimated that it would take 150 trips, one truck or less per day, over the course of a year to remove the piles.

Member Wanamaker questioned about the possible impact noise from inside the building to outside due to it being a metal building.

Mr. Marinis responded that the insulation to the building would help contain any noise going on inside the building from impacting the neighbors.

Mr. Emanuel, Assistant Village Attorney discussed how the County Sanitary Code addresses noise and it is based upon the type of operation and type of activity being conducted versus the type of operation and activity it is adjacent to.

Mr. Marinis talks about primary power being brought in. Currently it is primary power all the way along Hemion Road. They are going to propose tapping off the power poles as opposed to routing the power under or around the wetlands to prevent more disturbance of the land. They would do this with a series of poles outside of the wetlands.

Chairman Caridi asked them to clarify that there will be no excavation in the wetlands and Applicant stated that was correct.

Vice Chairman Burke questioned how wide of a road would be needed to put the poles in.

Mr. Marinis said they would be taking advantage of the existing roads that run through the wetlands. They will be placing three poles that fall outside of the wetlands.

Chairman Caridi questioned about Swipp. The Applicant stated that they would need to fill out a notice of intent to Swipp letting them know when they would be excavating and they would need the signature of the Board for that application.

Chairman Caridi mentioned the issue of landscaping, and the leeway to have the Board continue to review it to make sure they are meeting the screening that is intended. Chairman Caridi said they would be very keen on that. The existing back road that they will be using the utility for, will only be used for that purpose, not even during construction. The Applicants had no issues with that.

Member Wanamaker brought up the issue of noise again in regards to not just external noise but also noise coming from inside of the building that was disrupting the neighbors.

Chairman Caridi questioned the Applicant about a violation they received subsequent to the last time they met in front of the Board for using a track machine in an undeveloped area without a permit. Chairman Caridi wanted to know if the Applicants had answered the violation and if it was resolved.

Mr. Marinas stated that they did respond to the violation and have received a land disturbance permit for that area for the purpose of what they had done, which was the drilling necessary for the drainage calculations. The permit was obtained quickly and is in place for the work that has been done.

Chairman Caridi stated that the Village and the Board are going to be extremely vigilant on noise and the use of Dunnigan Drive. The Board is in favor of their project, it will be a good project for the Applicants and will have good economic benefit for them and the Village, but the Board will be keen on enforcing the use of Dunnigan Drive with all of its restrictions including new and upcoming

restrictions. Chairman Caridi stressed that the Applicants must live by this letter. Dunnigan Drive is a commercial pass through only, not a layover, not a parking lot. Chairman Caridi opened the public hearing.

Mrs. Laura Devins, 1 Lackawanna Trail, Montebello, New York, stated that she was unclear where this building ends.

Mr. Marinas stated that there will be a large area of land beyond where the building ends, 201.6 feet.

Mrs. Devins wanted to know what would be going on inside of the building, asking if it was a recycling facility.

Mr. Marinas replied that it wasn't technically a recycling facility, that they would be compacting cardboard, plastic and Styrofoam.

Mrs. Devins asked how much of the new part of the building would be visible after Mr. Marinas had stated that the new building would be a little taller than the existing one.

Mr. Marinas stated that their expectations were that neighbors wouldn't see anything.

Mr. Martin Spence, Village Engineer questioned whether the hours of operation would be the same between the processing plant and the truck depot. He wanted to specifically know what the hours were.

Mr. Marinas responded that they were normal business operating hours; they won't be servicing trucks in this building in the middle of the night, but they will be taking product and moving trucks during normal business operating hours during the day.

Mrs. Devins then questioned if there would be trucks going back and forth.

Mr. Marinas pointed out that the current truck traffic that normally takes place closer to their homes would now be moved to the back of the facility, further away from the neighbors. Mr. Marinas also stated this would be taking it out of the sight path of all of the neighbors as well as helping with noise.

Mr. Rich DiFalco, 18 Lackawanna Trail, Montebello, New York, wanted to know what they considered to be regular business hours.

Mr. Marinas responded that it is as the operation is required but didn't plan to be moving trucks during late night hours.

Mrs. Devins questioned again if the hours were defined specifically somewhere.

Mr. Marinas stated that they weren't defined, that they needed to have the flexibility, but that most of the time the answer would be that they would run during daylight business hours.

Mrs. Devins was not satisfied with this answer. She stated that when you come near a residential area you need to define the hours in writing.

Mr. DiFalco stated that the noise he hears from his home occurs well past daylight hours. He stated that it does occur sometimes well after 8:00 P.M. and sometimes on the weekends. He wanted to

define their normal business hours because he wouldn't complain about anything during those hours, but would do so after the defined hours.

Mr. Scott Devins, 1 Lackawanna Trail, questioned if their regular business hours are Monday through Friday.

Neal Goldberg, President and CEO of Raymour & Flanigan, said that the noise the neighbors are hearing right now is due to the fact that the trucks are coming down the road and going to the loading docks that are situated on the side of the building closest to Lackawanna Trail. The vast majority of that noise is going to be eliminated if they get their application approved because the trucks will completely bypass that area to loading docks at the back, far end of the warehouse. Mr. Goldberg stated that the building will be completely soundproof on three sides and the only place there will be doorways is facing away from all the neighbors to the north. Right now the doors face to the south, so what the Applicants are proposing will be a dramatic improvement to anything that the neighbors are experiencing. Mr. Goldberg also explained that there would be vegetation on the ground that they are being required to do that will be higher than the roof of the building, helping with visibility issues from the neighborhood. Mr. Goldberg also stated that the old loading docks will still be utilized, but there will be limited truck traffic. Much less than what currently exists today.

Mr. DiFalco stated that Raymour & Flanigan are a loud neighbor and that he lives with the noise daily.

Chairman Caridi told Mr. DiFalco that he always has a right to file a noise complaint and that he can assure the neighbors that the Board will be very vigilant about it but at the same time neighbors needed to be realistic in the sense that it will never be that they won't hear a pin drop. Chairman Caridi stated that Raymour and Flanigan have the right to use their facility within the ordinances. Hours of operation can be verified through the Village Clerk. Hours of operation have historically been operating from sun up to sun down with weekend operations on a limited basis.

Chairman Caridi asked Mr. Spence if there were a couple of items that needed to be submitted or clarified.

Mr. Martin Spence, Village Engineer stated that one of his recommendations was to put a note on the landscaping that it could be reviewed to keep the spirit of any approvals on the screening. Mr. Spence also suggests that the recycling plant should have set hours and that should be a note on the plan.

Chairman Caridi stated that the Board can indicate limitations as to necessary usages.

Mr. Martin Spence, Village Engineer stated that earlier on at CDRC meetings there were discussions on hours of operations.

Chairman Caridi questioned the Applicants as to what they felt was a reasonable request on their part as to hours of operation for the use of the compacting facility; more importantly for the trucking that is associated with it. Chairman Caridi acknowledged that with the movement of the operation to the north side, the building will serve a nice buffer to sound from the Lackawanna property, but wanted to know right now, on a normal basis, what is the frequency of pick up.

Mr. Goldberg stated that the operation has been there for three years and he doesn't know the hours of operation. Chairman Caridi questioned if the operations could occur at midnight or something where the haulers they use only show up from sun up to sun down, and whether they subcontract the pickup and removal of their compacted materials. Mr. Goldberg didn't know the answer to that, but stated it was not done at midnight.

Chairman Caridi stated that the Board would request that the Applicant limit this to daylight hours. Mr. Goldberg said he did not think he could agree to that, whereas Chairman Caridi said that the Board could make it a condition of their approval. Mr. Goldberg stated that what they have been doing there for three years, the machinery has never been an issue and has never been a complaint. Mr. Goldberg stated that the compactors are inside of the building. Chairman Caridi clarified that he wasn't referring to the compactors; he was referring to the truck traffic which he wanted clarification on what the operating hours of the trucking would be. Mr. Goldberg didn't have a definitive answer.

Mr. Ira Emanuel, Assistant Village Attorney further clarified to the Applicant that the Board is aware that things happen and at times there may be noise outside of the designated hours of operation, but the Board was looking to define the hours of operation because it is reasonable at some point during the evening the neighbors who live near there know that the noise is going to stop.

Mr. Goldberg stated that under normal circumstances the hours of operation are probably 8:00 a.m. to 5:00 p.m. Chairman Caridi responded by saying that was reasonable and that although they understand on occasion operations may run later, or may run on the weekend, he wanted to offer the neighbors comfort in knowing that on a normal basis it would be during the reasonable times stated by the Applicant.

No one else wishing to comment, Member Iatropoulos made a motion to close the Public Hearing of the approved Site Plan and Wetlands and Stream Protection Permit for Raymour & Flanigan and was seconded by Member Ternquist. Upon vote, the motion carried unanimously.

After continued discussion by neighbors in regards to what times would be set for the hours of operations, Chairman Caridi made a motion to leave it as it is and not specify hours of operation or add any other conditions. This was seconded by Member Iatropoulos. Upon vote, the motion carried unanimously.

**RESOLUTION NO. PB-07 of 2015**  
**Granting Approval of a Wetlands and Stream Protection Permit Application for**  
**“Raymour and Flanigan”**

WHEREAS, an application has been made by Suffern CDC, LLC (d/b/a Raymour & Flanigan) for approval of a Wetlands and Stream Protection Permit pursuant to Chapter 191 of the Montebello Code for Raymour and Flanigan, affecting premises designated on the tax map of the Town of Ramapo as Section 55.06, Block 1, Lot 3.2; and

WHEREAS, said application seeks to construct certain structures and grading within the 100 foot regulated area adjacent to a wetland; and

WHEREAS, the applicant has submitted plans and studies detailing the impacts proposed on the wetlands and the regulated area, and also proposed mitigation measures; and

WHEREAS, pursuant to the New York State Environmental Quality Review Act, this Board, as Lead Agency, granted a negative declaration on July 14, 2015; and

WHEREAS, said application has been reviewed by the Village Engineer and the Village’s Planning Consultant, who have issued reports to this Board with respect thereto; and

WHEREAS, pursuant to the requirements of section 191-6.B of the Montebello Code, a public hearing on this application was held, pursuant to due notice, on July 14, 2015.

NOW, THEREFORE, BE IT RESOLVED, based upon the foregoing, this Board hereby adopts as its own the findings set forth in the report of the Village Engineer dated July 13, 2015; and be it further

RESOLVED, that this Board hereby grants to the applicant a Wetlands and Stream Protection Permit for premises designated on the Town of Ramapo Tax Map as Section 55.06, Block 1, Lot 3.2, to allow the disturbance shown on a drawing entitled “Raymour and Flanigan” prepared by Barrett, Bonacci & Van Weele, P.C., dated April 14, 2015, last revised June 15, 2015, consisting of 8 sheet(s) (“Plan Drawings”), subject to the following conditions:

1. The work road shown on the Plan Drawings as being in the Northwesterly corner of the subject parcel, and running into the subject parcel from Hemion Road and cutting through the wetlands, shall be used solely for purposes of installing, maintaining, and reinstalling a utility pole and appurtenant wires and other devices, which utility pole is to be located within said work road as shown on the Plan Drawings. Said work road shall be used for no other purposes, whatsoever.

2. All other requirements of the Village of Montebello, including, but not limited to, the payment of any and all required fees, obtaining building, floodway development, and/or soil disturbance permits, and compliance with all appropriate orders of the Village Engineer and other agencies and officers having jurisdiction over the proposed work.

**MOTION:** Member Michael Iatropoulos

**SECOND:** Member Thomas Ternquist

**MEMBERS PRESENT:**

Anthony Caridi, Chairman  
Jane Burke, Vice Chairman  
Michael Iatropoulos, Member  
Thomas Ternquist, Member  
Donald Wanamaker, Member  
Steven Beldock, Member

**YEA or NAY**

Aye  
Aye  
Aye  
Aye  
Aye  
Aye

Upon vote, the Resolution carried unanimously.

**Resolution PB-08 of 2015**  
**Granting Approval of a Final Site Plan entitled**  
**“Raymour and Flanigan”**

WHEREAS, an application for approval of a Final Site Plan entitled “Raymour and Flanigan,” consisting of 8 sheets, dated April 14, 2015, and last revised June 15, 2015, has been presented by Suffern CDC, LLC (d/b/a Raymour & Flanigan); and

WHEREAS, on July 14, 2015, this Board, after reviewing the environmental impacts of the proposed project, issued a negative declaration pursuant to the New York State Environmental Quality Review Act; and

WHEREAS, on April 15, 2015, the Rockland County Planning Department recommended modifications to the proposed site plan; and

WHEREAS, a public hearing on this application was held, pursuant to due notice, on July 14, 2015;

NOW, THEREFORE, be it

RESOLVED, that the Final Site Plan presented by Suffern CDC, LLC (d/b/a Raymour & Flanigan), entitled “Raymour and Flanigan,” dated April 14, 2015, last revised June 15, 2015, consisting of 8 sheets, affecting premises known as Section 55.06, Block 1, Lot 3.2 on the Tax Map of the Town of Ramapo, be and hereby is approved, subject to the following conditions:

1. All conditions of the Wetlands and Stream Protection Permit issued by this Board on July 15, 2015.
2. Rockland County Planning Department recommendations and conditions as stated in its memorandum dated April 15, 2015.
3. Requirements of the following agencies:
  - a. Town of Ramapo Dept. of Public Works letter dated April 15, 2015;
  - b. Rockland County Highway Dept. letter dated April 9, 2015;
  - c. Rockland County Sewer District No. 1 letter dated June 2, 2015.
4. Action items contained in the memorandum of Martin Spence, P.E., Village Engineer, dated July 13, 2015.
5. Review and approval of an Easement Agreement affecting the subject lot and adjoining tax lot 55.06-1-3.1, which is also used by Raymour & Flanigan, to insure that the two lots are used in conjunction with one another and that the uses on the subject lot are not available to any third party users.

6. The requirement to place all utilities underground within the site are hereby waived. This Board finds that adhering to this requirement will require disturbance of wetland areas which can be entirely avoided by allowing overhead utility service to be installed. The use of overhead service will allow wires to span the wetlands, rather than going beneath the wetlands. This waiver is granted upon the condition that all utility poles are to be installed in the locations shown on the approved site plan, outside of mapped and designated wetland areas (but may be within adjacent regulated areas).

7. All other applicable site plan requirements set forth in the site plan regulations of the Village of Montebello.

**MOTION:** Member Thomas Ternquist

**SECOND:** Member Michael Iatropoulos

**MEMBERS PRESENT:**

**YEA or NAY**

Anthony Caridi, Chairman	Aye
Jane Burke, Vice Chairman	Aye
Michael Iatropoulos, Member	Aye
Donald Wanamaker, Member	Aye
Steven Beldock, Member	Aye

Upon vote, the Resolution carried unanimously.

Project: Raymour & Flanigan Expansion  
 Date: Adopted July 14, 2015

**Short Environmental Assessment Form**  
**Part 2 - Impact Assessment**

**Part 2 is to be completed by the Lead Agency.**

Answer all of the following questions in Part 2 using the information contained in Part 1 and other materials submitted by the project sponsor or otherwise available to the reviewer. When answering the questions the reviewer should be guided by the concept "Have my responses been reasonable considering the scale and context of the proposed action?"

	No, or small impact may occur	Moderate to large impact may occur
1. Will the proposed action create a material conflict with an adopted land use plan or zoning regulations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Will the proposed action result in a change in the use or intensity of use of land?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3. Will the proposed action impair the character or quality of the existing community?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Will the proposed action have an impact on the environmental characteristics that caused the establishment of a Critical Environmental Area (CEA)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Will the proposed action result in an adverse change in the existing level of traffic or affect existing infrastructure for mass transit, biking or walkway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Will the proposed action cause an increase in the use of energy and it fails to incorporate reasonably available energy conservation or renewable energy opportunities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Will the proposed action impact existing:	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a. public / private water supplies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. public / private wastewater treatment utilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Will the proposed action impair the character or quality of important historic, archaeological, architectural or aesthetic resources?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. Will the proposed action result in an adverse change to natural resources (e.g., wetlands, waterbodies, groundwater, air quality, flora and fauna)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10. Will the proposed action result in an increase in the potential for erosion, flooding or drainage problems?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Will the proposed action create a hazard to environmental resources or human health?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Project: **Raymour & Flanigan**Date: **Adopted July 14, 2015**

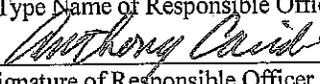
### *Short Environmental Assessment Form*

#### *Part 3 Determination of Significance*

For every question in Part 2 that was answered "moderate to large impact may occur", or if there is a need to explain why a particular element of the proposed action may or will not result in a significant adverse environmental impact, please complete Part 3. Part 3 should, in sufficient detail, identify the impact, including any measures or design elements that have been included by the project sponsor to avoid or reduce impacts. Part 3 should also explain how the lead agency determined that the impact may or will not be significant. Each potential impact should be assessed considering its setting, probability of occurring, duration, irreversibility, geographic scope and magnitude. Also consider the potential for short-term, long-term and cumulative impacts.

The proposal is for construction of a 10,200 square foot truck maintenance facility and a 25,000 square foot materials handling facility (recycling of packaging materials: cardboard, plastic wrap and styrofoam) as part of the operation of the R & F furniture distribution facility, on a parcel of 16.2 acres. The property is mostly wooded, with a small wetlands area, and is at the westerly end of an industrial area. The buildings will be permanent as will any impacts. Because of its purpose and operating characteristics there will be no increase in traffic or noise and probably a reduction in both.

The Board determination of significance is based on a series of studies and reports, regarding traffic, review of NYS Solid Waste Facilities Regulations, plans, aerial photos, engineering evaluation, drainage calculations, wildlife assessment, wetland delineation and public hearing comments.

<input type="checkbox"/> Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action may result in one or more potentially large or significant adverse impacts and an environmental impact statement is required.	
<input checked="" type="checkbox"/> 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.	
Montebello Planning Board <hr/> Name of Lead Agency Anthony Carridi	July 14, 2015 <hr/> Date Chair, Planning Board
Print or Type Name of Responsible Officer in Lead Agency 	Title of Responsible Officer Robert Geneslaw
Signature of Responsible Officer in Lead Agency	Signature of Preparer (if different from Responsible Officer)

PRINT FORM

**Manhattan Beer Distributors  
Amended Site Plan  
Wetlands and Stream Protection Permit  
55.07-1-12**

Discussion on Manhattan Beer's Amended Site Plan Application

In attendance were Mr. Simon Bergson, President and CEO of Manhattan Beer.

Chairman Caridi called the next item of business regarding Manhattan Beer's Amended Site Plan Application, stating how The Board made an approval for their application even with the complaints during the public hearing, but it has now come to a crescendo with the public in regards to complaints of their trucks being parked in the streets.

Mr. Bergson stated that when he met with CDRC he had asked if they could expedite their request, but it was delayed due to government investigation and approval. Mr. Bergson had said during the CDRC meeting that if it could not be expedited he might be forced to park his trucks on the street once they took over. That is when Manhattan Beer started parking on the streets. Their intention was not to park on the streets, it was to expand their parking lot, but they became overwhelmed when all the equipment was brought in to do so. Mr. Bergson also noted that another company, J.M. Express, parks their trucks on the road all the time.

Chairman Caridi briefly went over the history of the applicant's Site Plan Application process with the Village and then stated that they got their approval but he wanted to let them know that the Applicant openly admitted in their letter that they parked on the road. Chairman Caridi stated that when The Applicant bought that property they were well aware that they are not allowed to park on that road, and what J.M. Express does should not be the Applicant's problem. The Village is going to have signs put up that state under no circumstances can trucks be parked on the street.

Mr. Bergson stated that they do not choose to park their trucks on the street, that it is not secure for them to do so, but they do it because they are forced to do it.

Chairman Caridi reiterated said that under no circumstances are they to park, idle, change tires, etc., on the street. Chairman Caridi advised that they notify their suppliers as well about idling on the street because it is causing the Applicant problems.

Chairman Caridi signed the approval Resolution.

Member Ternquist made a motion to adjourn the meeting, seconded by Member Iatropoulos. Upon vote, the motion carried unanimously. The meeting adjourned at 9:00 p.m.