

VILLAGE OF LIBERTY REGULAR PLANNING BOARD MEETING FEBRUARY 11, 2010

Present:

Don Nichols, Chairman
Adrian Gonzalez
John Webber
Steve Green

Absent:

John Nichols

Also Present:

Langdon C. Chapman, Village Attorney
Pam Winters, Code Enforcement Officer
Walter Garigliano, IDA Attorney
Allan Scott, IDA Chairman
Paul Hahn, Agricultural Economic Development Specialist
at Sullivan County Division of Planning & Economic Development
.....

Chairman Nichols calls the meeting to order at 7:00 p.m. and leads everyone in the pledge of allegiance.

ON A MOTION BY JOHN WEBBER, SECONDED BY STEVE GREEN AND UNANIMOUSLY CARRIED THE MINUTES OF THE JANUARY 14, 2010 MEETING ARE ACCEPTED AS AMENDED TO REFLECT THE ABSENCE OF JOHN WEBBER.

**# 10-09 SULLIVAN COUNTY IDA
RED MEAT PROCESSING PLANT
WILLOW LANE**

Walter Garigliano is present in this matter. He presents a new site plan, revised subdivision plans to match site plan and a SWPP plan for review tonight. Comments from Mike Weeks of McGoe, Hauser and Edsall have been submitted as well as comments from Peter Parks of the DPW and John Piccard of the Sewer Plant regarding the initial site plan. The revised site plan and SWPP have been distributed to all of them again for review and comment before the scheduled March meeting.

Steve: I have a couple questions about the site plan. One has to do with the road. Being that their taking more land and using more land, is there a need for the road to be that long? Technically, we're going to own the road, maintain it and plow it. It's an extra cost for an additional 100' that we really don't need to have. And there's really no room for a truck to turn around on.

There's some discussion amongst board members and Paul regarding trucks, where and how they'll unload, pick up, etc.

Walter: There was a question raised by Mike Weeks in his review about why we did this and the reason is because this gentlemen's (Langdon) predecessor (Gary Silver) said we had to do it this way because he didn't want us working on Village land while working with our contractors. He wanted us working on IDA property. Yet when the road is complete we intend to make it an extension of Willow Lane so we'll deed it back. So we'll need to subdivide it now or later; it

doesn't make sense to do it twice so we'll create it now. We were asked to end it here, if you want it to end here instead, that's fine.

Our big problem is what the Chairman and I have discussed many times. We have a stream here and a stream here and we have a right-of-way here that goes into a piece of property that's twelve (12) acres that the Village has sold to an auto parts recycling location (for lack of a better description). We can't really materially change the grade through and including to here because we can't impact this other gentlemen's driveway. So that's why we're penned in here by maintaining the existing grade here, we can't impact these two streams and this new design makes infinitely more sense. Whatever you want, we'll do.

To answer your question about the difference in pavement material, the road traffic will extremely light. We know the targeted vehicles. The quantity of cargo on the vehicles coming into the facility will be 2-3 animals at a time. The heaviest truck on this road when we're through with construction will be your snowplows. The road will be built to Village specs.

The whole facility is designed to do a 125,000 pounds per month or about 25,000 per week, or about 23 animals per week.

Chairman Nichols: So you're not talking big numbers here.

Walter: No were not, unless you're the farmer who's trucking your animals to Darlings halfway across Pennsylvania. But this is a 5,250 square foot facility designed to accommodate the local farmer who's driving 140 miles each way.

It really cannot accommodate a larger production. Due to the existing grade, we cannot expand any further at this location.

This composting area may very well go away. There are not a lot of slaughterhouses left these days that use composting piles as a method of disposing of waste products. They're now putting them in plastic bins that look like coffins and they get a few cents a pound for it. So this composting area may or may not happen and, if it doesn't, we'll have a little more room.

What I was prepared to do tonight is go through the comments listed by Mike Weeks on his review letter to you. His first comment is asking for SEQRA and a full SWPPP plan. You now have those and I assume they were sent to him?

Pam: No, I was under the assumption that Barbara was going to mail them to him directly. But I'll see that he receives his set as soon as possible. (Note for file: Norbert picked the plans up on Friday, Feb 19th).

Walter: I also have new subdivision maps that match the site plan presented here tonight. Item #3 is requesting a list of the outside agency permits. Mike just has to tell us what he wants and we'll provide him with those names.

Item # 4 indicates that the subdivision must be signed and sealed by the surveyor. That has been done.

He's asking in question # 5 why we're creating a road lot. That's because Gary Silver said we needed to and, if I may defer to Langdon, I believe that's the right thing to do.

In item # 6 he's asking about parking. We realize that if we were going to consider this an industrial facility, and I'm not sure what the zoning is, he asks if there's enough car parking here. We're expecting the facility to have only two or three employees and to have, on two days per week, a USDA inspector on site. It's not open to the public. You can't go there to buy a pound of hamburger. There will be absolute control by the operator over the in-feed because you just can't

show up. You have to schedule and appointment. On the out-bound side, we're talking about 32 trip-ends per week.

What we did to comply with the parking requirements is we created six (6) additional parking spaces here that we propose as land-bank parking spaces which we would build if we need. Those would be located over here in this area. We don't think we'll ever need them. And certainly, in this day and age, with storm water pollution protection being the issue, creating an imperious surface that is rarely going to be used is just a bad idea. But we're showing you we have room, and we'll make a record for you to this effect. There will need to be a four-foot retaining wall built. With these six spaces, we're over parked. We were four short.

His next question is about tractor-trailer traffic. We expect zero tractor-trailer traffic once the facility is built. We needed to make a provision for it because when somebody is delivering the equipment to this facility, the coolers, saws and grinders, the machinery, etc., it mostly likely will be delivered via tractor trailer so we've accommodated them with a dock. But once the facility is up and running, such traffic will be zero.

Items # 8, 9, & 10 questions water and sewer. We plan on building it to Village specs and turning it over to the Village.

Item # 11 references the SWPP that he hasn't seen yet but we have it and I'm sure he will.

Item # 12 asks about a guardrail and whether there will be one; the answer is yes.

Item # 13 questions details about the retaining wall. That information is provided in this plan.

Item # 14 is also included in this plan.

Item # 15 pertains to the comments of your department heads. Pam just handed me copied of each of their concerns and I'll forward them to our engineers for review and comment.

So hopefully the only open issue is the land-bank parking. Hopefully you'll agree with our findings.

Chairman Nichols: So you don't foresee more than three people running this place?

Walter: No

The conversation continues about parking, drop off, pick up, handicap parking, etc.

Chairman Nichols: What about garbage?

Walter: The dumpster location is here.

Chairman Nichols: About the drainage, I'm not sure I follow this.

Walter explains to the Board members using the site plan details and the SWPPP. The discussion involves swales, size of piping, planting schedule, landscaping, cuts and excess dirt, and the effects on the site if someone were to build up above this site.

Chairman Nichols: What if the darn thing takes off and does real well? What if Orange County or Delaware County farmers want to use the site?

Walter: We fully expect that from day one. Steiner's is in Otsego County. We expect every bit of Ulster County to come here too. And Darlings lost their USDA certification last week.

Chairman Nichols: Is this facility large enough to handle all of this business?

Walter: Probably not. That will be the problem of the operator. The IDA will be the landlord. We will advise the operator that he will have to provide a certain capacity available to handle the local trade.

Chairman Nichols: So you're saying this is not expandable?

Walter: Absolutely not.

Steve: But you could possibly add on here?

Walter: No. I suppose a second building, small in size, for coolers may be possible. That would depend upon the operator, but I highly doubt it. I don't see it happening.

I also have for you tonight the subdivision maps. The acreage on here has been computed, not estimated as on the original one. The subdivision you approved last October was never filed so we don't have to get rid of it to replace it with this one. This one now matches this new site plan. This one is 578 not 554 and its 48 not 34. The road it one lot, the remaining lands is a second lot and the facility is on the third lot.

There's some discussion about tie lines between Steve and Walter.

Walter: Can this be scheduled for a public hearing for next month?

Chairman Nichols: I don't see why not. This'll need 239 review? Do you need a meeting date sooner than March 11th?

Walter: No. The 11th is fine. We'll get the 239 review back to you on time. We'll send a short form EAF to Langdon on the subdivision and a long form EAF on the plant to Mike Weeks for his review.

ON A MOTION BY JOHN WEBBER, SECONDED BY STEVE GREEN AND UNANIMOUSLY CARRIED, THE MEETING IS ADJOURNED AT 8:00 P.M.