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TOWN OF SKANEATELES PLANNING BOARD

April 10th, 2018

EMERALD ESTATES, LP - Hidden Estates

Subdivision East Lake Road

APPEARANCES:

BOARD MEMBERS

Joseph Southern, Chairman

Donald Kasper, Vice Chairman

Scott Winkelman, Planning Board Member

Douglas Hamlin, Planning Board Member

Ann Stinson-Redmond, Planning Board Member

Scott Molnar, Planning Board Counsel

Karen Barkdull, Planning & Zoning Clerk

Howard Brodsky, Planner

John Camp, Board Engineer

Present: Donald Spear, Client

John M. Delaney, Attorney

Rudy Zona, Engineer

Robert Eggleston, Architect

1 (Commenced at 6:47.)

2 MR. DELANEY: If it pleases the Board -- and
3 do you mind if sit?

4 PLANNING BOARD MEMBER: No.

5 MR. DELANEY: Whatever leaves me comfortable,
6 right? So, as the Board knows, Emerald Estates
7 property owns 80 acres on East Lake Road and it
8 submitted an application, a plan for subdivision
9 to subdivide that property into a nine lot
10 subdivision under the Town Conservation Density
11 Zoning Rules, right. And as that plan was
12 reviewed by the Board, there were concerns
13 expressed, in particular, about the road. The
14 width of the road is 13 feet and probably more
15 importantly, the grade of the road, wherein some
16 spots the grade was greater than 13 percent and
17 there has been some documents submitted to the
18 Board regarding the road grade and one document
19 was submitted on behalf of a neighbor, and Mr.
20 Watkins showed a -- filed a report dated, I think,
21 it was March 12th, 2018, showing the various grade
22 -- grades in the road and our surveyor for Emerald
23 Estates, Paul O'Shefsky, shows a different set of
24 grades and I would just like to take a moment to
25 ask Rudy Zona, the engineer, to address the

1 grades, which, I think, will be important and
2 instructive. So, it won't be much time.

3 MR. EGGLESTON: Karen, can you put up Paul
4 O'Shefsky's drawing, please.

5 MR. ZONA: I'll wait.

6 MS. BARKDULL: This is the --

7 MR. EGGLESTON: No, this is Paul O'Shefsky's
8 original survey. I know --

9 MR. DELANEY: I think it's September 19th,
10 2017.

11 MS. BARKDULL: This one (indicating)?

12 MR. EGGLESTON: The one right in the upper
13 left-hand corner (indicating).

14 MR. ZONA: That's fine.

15 MR. EGGLESTON: I'm sorry, Paul O'Shefsky.
16 Maybe you don't have it.

17 MR. ZONA: It's got his information on it.
18 That drawing right there (indicating), with all
19 the grades on it, is all generated from Paul's
20 survey. So, all these -- all these existing
21 grades that are dashed on this road (indicating)
22 are all generated by Paul, and the only thing,
23 really, that's mine on here is the layout of the
24 road and some of the notes that are on here and
25 this cross section (indicating.) But anything

1 that's existing on here is Paul's, which is
2 typical how -- you guys know how you generate a
3 plan like that. So, the -- Paul, our surveyor,
4 Emerald Estates surveyor, Paul O'Shefsky,
5 generated a slope of this road, based on the
6 extended center line of the whole thing. So, he
7 took it, and he took an average of the whole slope
8 of the road and, typically, you know, when you're
9 creating slopes and things like that, you don't --
10 you don't cut it up into little sections. You
11 take a general slope, and over a certain distance,
12 which is more than, you know, 50 or 100 feet.
13 It's usually a few hundred feet and you figure out
14 the slope, and that's how Mr. O'Shefsky generated
15 the slope in his document. The Watkins survey,
16 was cut up into little sections of about 130 or
17 100 and -- you know, in some cases less or a
18 little bit less or a little bit more than that and
19 he calculated a slope over a short distance, which
20 in a parking lot, you'd calculate the distance
21 over the length of the drive lane, not the speed
22 bump that's in there. And so when -- in a similar
23 analogy, the way that he arrived at some of the
24 slopes, which one of them was 17 percent, was
25 generated by in that fashion. You know, he took

1 the shortest sections of the road. He could
2 figure out and pick the worst one and said 17
3 percent, which only reflects a small -- this is
4 over -- this road is over a thousand feet and he
5 gave you 130-foot section. But, we do acknowledge
6 that, you know, it's there. It just happens to be
7 a speed bump in the length of the whole -- Paul
8 calculated his over the whole and Mr. Watkins took
9 small, short sections and divvied them up for you.
10 I don't think -- I think, there was one section
11 that was the 17, the rest were all 12 or under 13,
12 somewheres. That's what you were looking for.

13 PLANNING BOARD MEMBER: So, where is the 17
14 percent? And that was over --

15 MR. ZONA: I believe -- I believe --

16 PLANNING BOARD MEMBER: -- a hundred foot
17 section, you said?

18 MR. EGGLESTON: Yes.

19 MR. ZONA: Yes. About 130 feet, I believe,
20 and, I think, it's in here somewhere.

21 MR. CAMP: Yes. I think that's about right.
22 I took a look at that and it's about in that
23 curved area.

24 MR. ZONA: Right. Just past the curve,
25 I believe. Something like that.

1 MR. CAMP: Yes.

2 MR. ZONA: Depending on where you measure
3 from.

4 MR. CAMP: Yes.

5 PLANNING BOARD MEMBER: And did you say Paul
6 took bigger sections --

7 MR. ZONA: Yes. Yes.

8 PLANNING BOARD MEMBER: -- or he took the
9 whole --

10 MR. ZONA: Yes. He took -- he took bigger
11 sections --

12 PLANNING BOARD MEMBER: These are regular
13 sections. There is a whole lot --

14 MR. ZONA: Okay. Four, five hundred feet,
15 something like that, which gives you a better --
16 you can see -- you can see his spot elevations
17 on here (indicating). So, Paul took his over
18 hundreds of feet. You know, you can see where he
19 took some of his shots there (indicating). There
20 is these little -- you can't read them. And even
21 if you zoom in, you might not be able to, but in
22 auto CAD where it comes in as smaller print,
23 that's where he shot them.

24 PLANNING BOARD MEMBER: So, what do the codes
25 call for, a maximum of 12 percent? So, does that

1 matter if it's in the short section or your
2 average? I don't get what you're saying here?

3 MR. ZONA: Well, I'm just giving you an
4 explanation of where the two survey's differ.

5 PLANNING BOARD MEMBER: But they both
6 reflect --

7 MR. ZONA: The road as it's built.

8 PLANNING BOARD MEMBER: -- that it's not
9 in compliance.

10 MR. ZONA: The road as it's built, correct.

11 MR. EGGLESTON: Basically, Watkins is saying
12 there's 130 feet of 17 percent and everything
13 else was less than 13 percent. What Paul
14 O'Shefsky says, and I gave a copy to Doug Hamlin
15 and it's in your file, there's -- the first
16 section is 13 percent, but then the rest of it
17 beyond -- from the curve up to the top, is 14
18 percent. So, oh, darn, it's less than 13 percent
19 in reality, the way Watkins looked at it; except
20 for 130 feet, that's the 17 percent.

21 PLANNING BOARD MEMBER: It's still well
22 under --

23 MR. EGGLESTON: That's correct.

24 MR. KASPER: I'm Don Kasper. I believe the
25 homeowner that paid for Don Watkins to do the

1 survey was pointing out a dangerous area.

2 MR. EGGLESTON: Correct.

3 MR. KASPER: That is at that 17 percent.

4 MR. EGGLESTON: Right.

5 MR. KASPER: And I think that's why he --
6 that's why I believe he did the survey, to show
7 you.

8 MR. EGGLESTON: Sure.

9 MR. KASPER: So, he's pointing out a
10 particular, one part, which is on the curve --

11 MR. EGGLESTON: Yes.

12 MR. KASPER: -- and I don't know if he was
13 the one that drove off the road during the snow
14 storm --

15 MR. EGGLESTON: Yes.

16 MR. KASPER: -- and, I think, that's what was
17 pointed out.

18 MR. EGGLESTON: Sure.

19 MR. KASPER: That it's a dangerous curve and
20 that's where steepness is.

21 MR. EGGLESTON: Correct.

22 MR. DELANEY: So, I think, we agree at one
23 point of consensus here, that the road, in many
24 parts, has a grade that's greater than 12 percent
25 and the Town wants to see a subdivision that is

1 within it's prescribed requirements of not having
2 a grade greater than 12 percent. So, Emerald
3 Estates recognizes obstacle. We've been back
4 before the Board a few times, trying to address
5 and change the road design, but it always comes
6 back to 12 percent grade requirement and that was
7 probably brought to light with it's most delicate
8 concern by the Fire Chief, Dan Evans, who said,
9 "I'm concerned about moving my apparatus up that
10 road with a grade of 17 percent in one part and 12
11 percent in another." So, we're here to tell you,
12 that Emerald Estates has bit the proverbial
13 bullet. It is -- it has submitted, and Bob
14 Eggleston has presented the Board with a plan to
15 proceed with a 17 lot subdivision, open space
16 subdivision, with a road modified, in accordance
17 with all of the concerns expressed by various
18 Board members and it will not have a more than 12
19 percent grade. So, I'll just point out that the
20 modifications, which are substantial dramatic,
21 from the view point of Emerald Estates, are as
22 follows. It's going to widen to 20 feet of
23 pavement with an 18-inch gravel berm to the west,
24 Change Number 1. Number 2, it will install 640
25 linear feet of guard rail. Number 3, it will add,

1 two additional pull outs on the slope of the
2 existing drive. Four, it will install larger
3 vehicle turn arounds at the top. Five, it will
4 install, at the top of the hill, in proximity to
5 the existing home or homes, and in proximity to
6 the proposed home, water. The water tanks at the
7 top of the hill with contain 20,000 gallons of
8 water and, I believe, those tanks will be
9 underground; is that correct?

10 MR. SPEAR: Yes. Yes.

11 MR. DELANEY: They'll be underground. And
12 this is in accordance with the wish desires of Dan
13 Evans and the Fire Department for Skaneateles.
14 Now, Number 6, and the final modification to that
15 road, the regrade of the road. So, that it will
16 have a maximum 12 percent slope throughout. I
17 would like to note, that except for Item 6, which
18 is regrading the road to a maximum slope of 12
19 percent, that the other items had already been
20 agreed to and presented to the Board by Emerald
21 Estates, in an attempt to move forward as planned
22 to do the nine acre or nine lot conservation sub
23 -- conservation density division.

24 PLANNING BOARD MEMBER: I think those
25 conditions are new, such as the water holding

1 tank, the addition of linear feet for --

2 MR. SPEAR: They're new for the Board.

3 MR. DELANEY: New for the Board, I'm sorry.

4 PLANNING BOARD MEMBER: They're entirely new
5 to this Board.

6 MR. DELANEY: Yes.

7 PLANNING BOARD MEMBER: Thank you.

8 MR. DELANEY: That's -- pleased to be the
9 bearer of that good news.

10 MR. EGGLESTON: We submitted a number of
11 documents two weeks ago, which included those
12 improvements, okay. And that was where we thought
13 we were going with Dan Evans and our -- we were
14 lead to believe that Dan Evans would be satisfied
15 with the steeper grade with those six items being
16 taken care of, that would mitigate the situation.
17 We had already talked about from widening to 13 feet
18 wider. We then took it to 20 from 16 was the last
19 proposal we gave you and, again, we thought we
20 were at a point where the fire department would be
21 satisfied with the six conditions. And now, the
22 point is, if we have to go to the 12 percent
23 slope, then we have created a private road that
24 meets the standards of a private road, and,
25 therefore, we would qualify for an open space

1 subdivision as opposed to a conservation
2 subdivision.

3 MR. CAMP: I have a couple questions that
4 would -- could effect the -- that claim, and I
5 don't know if it's a question for Scott or Howard.
6 For this type of subdivision, Howard, my
7 understanding would be that the full 66 feet
8 right of way, would have to comply with Town
9 standards?

10 MR. BRODSKY: Yes. To be -- all right. So,
11 to be an open space subdivision would be --
12 require a private road, which would be up to Town
13 standards. A conservation subdivision, which is
14 what the current application is for, for nine
15 lots, does not have to be a 66 foot right of way.

16 MR. CAMP: Right.

17 MR. BRODSKY: The pavement is -- minimum
18 pavement is 13 feet, but, obviously, more is
19 needed and a maximum slope of both, the
20 conservation road or a private road and open space
21 subdivision is 12 percent.

22 MR. CAMP: So, my question then, and I don't
23 know the answer to it here or versus a statement,
24 not a question. The statement is that there is
25 some information in the Code about the geometrical

1 requirements for a 66 foot right of way. There is
2 also a Town approved cross section for that
3 road for the full width of 66 feet. That includes
4 the slopes outside the paved areas. There are
5 maximum, minimal slopes in those areas. I don't
6 know what they are off the top of my head, but I
7 could -- I could produce that approved cross
8 section and share it with all the parties
9 involved. So, what I'm wondering is, even outside
10 the paved area, the Applicant might be faced with
11 substantial filling and cutting in order to
12 meet the minimum slopes, sorry the maximum slopes
13 inside that 66 foot right of way. Again, I
14 apologize. I don't know what those are off the
15 top of my head.

16 MR. ZONA: And Rudy Zona. I'm the
17 Applicant's engineer. And, I think, we're
18 prepared to meet those.

19 MR. CAMP: If I had to guess, Rudy, it might
20 be four to one.

21 MR. ZONA: It might be.

22 MR. CAMP: And it's probably what, two to one
23 out there now? Three to one? Two to one?

24 MR. ZONA: I think it's three, but --

25 MR. CAMP: It would be a -- it would be a lot

1 of --

2 MR. ZONA: But you're -- you're also going to
3 be cutting. So, it's going to get lower. So, you
4 wouldn't have as much.

5 MR. CAMP: Yes.

6 MR. ZONA: So, there's -- you know, we can
7 engineer anything.

8 MR. CAMP: Yes.

9 PLANNING BOARD MEMBER: But the fact that
10 it's in the land of -- it's in land of high
11 conservation value, deep slopes and our lake water
12 shed where you're putting this.

13 MR. SPEAR: It's not in an area of high
14 conservation.

15 PLANNING BOARD MEMBER: You won't be
16 cutting into the high conservation area, at all,
17 on this change?

18 MR. ZONA: No.

19 PLANNING BOARD MEMBER: The steep slopes
20 are reflected right along the right of way.

21 MR. CAMP: I think that remains to be seen.

22 PLANNING BOARD MEMBER: Yes. How are you
23 going to deal with a 40-foot right of way?
24 restriction on the -- at the bottom?

25 MR. EGGLESTON: The Applicant owns the

1 additional land to the north of it. In the sketch
2 plan that I provided, which is March 29th, shows
3 the 66 foot right of way that would be required.

4 PLANNING BOARD MEMBER: But isn't there a
5 previously existing 40-foot restriction?

6 MR. EGGLESTON: The 66 foot right of way
7 would include the 40 feet of the existing right of
8 way on the Lot D, Goldman property.

9 PLANNING BOARD MEMBER: Right. But wasn't
10 that set in stone? That can't be changed?

11 MR. EGGLESTON: Correct. Plus, there's an
12 additional 26 feet to the north, that can be added
13 to that easement.

14 MR. BRODSKY: To the north or south?

15 MR. EGGLESTON: To the north. And that is
16 Emerald Estates property.

17 MR. BRODSKY: I guess I'm confused by the
18 sketch because it showed -- it showed a driveway
19 easement on the Goldman land, which would have to
20 be dedicated to become a street.

21 MR. EGGLESTON: This is not proposed to be a
22 public street. This is a private road.

23 MR. BRODSKY: But it's --

24 MR. CAMP: It has to be built to standards.

25 MR. BRODSKY: As a private road, meeting Town

1 standards --

2 MR. EGGLESTON: Correct.

3 MR. BRODSKY: -- it would be a dedicated 66
4 foot right of way --

5 MR. EGGLESTON: Correct.

6 MR. BRODSKY: -- under the control of the
7 Future Homeowner's Associates --

8 MR. EGGLESTON: Correct.

9 MR. BRODSKY: -- and no longer am I
10 understanding a simple driveway easement, which,
11 apparently, currently exists. So, Goldman would
12 have to, in some manner, participate in abandoning
13 into right of way, some part of their land and I
14 don't know -- and that's how I see it. There
15 needs to be a clear right of way of 66 feet --

16 MR. EGGLESTON: Correct --

17 MR. BRODSKY: -- all the way through.

18 MR. EGGLESTON: Correct.

19 MR. BRODSKY: I guess -- my question -- I
20 have a question. Are you withdrawing the
21 conservation subdivision division application?
22 Are you dropping it?

23 MR. EGGLESTON: We were intending to have a
24 discussion.

25 PLANNING BOARD MEMBER: Well, let's have that

1 discussion, because that's going to determine --
2 in my opinion, and in my view, this -- this is a
3 new application, due to the fact --

4 MR. EGGLESTON: That's correct.

5 PLANNING BOARD MEMBER: -- that there are
6 major changes --

7 MR. EGGLESTON: Correct.

8 PLANNING BOARD MEMBER: -- high percentage
9 impact increase --

10 MR. EGGLESTON: Yes.

11 PLANNING BOARD MEMBER: A lot of different
12 things.

13 MR. EGGLESTON: Yes. I think I characterize
14 it as going to the open space subdivisions would
15 require a new application. I think, we're all in
16 agreement on that.

17 PLANNING BOARD MEMBER: Right, but what I --
18 all right. Then --

19 MR. EGGLESTON: But, again, we're having a
20 discussion.

21 MR. CAMP: Does this concept allow for storm
22 water management at the bottom, down by the state
23 highway or --

24 MR. ZONA: It would be in multiple places.

25 MR. CAMP: Does it allow for storm water

1 management down by Route 41a?

2 MR. BRODSKY: 41?

3 MR. CAMP: 41, sorry.

4 MR. ZONA: There is some storm water
5 management. Sorry, there is some storm water
6 management that would be able to be used in the
7 existing facility. Other storm water management
8 would have to be created, in order to mitigate and
9 comply with State regulations, but we haven't
10 gotten that far yet.

11 MR. CAMP: Yes. Okay. I just didn't know if
12 you were using up all that width with the 66 foot
13 right of way.

14 MR. ZONA: No. You could use some of it in
15 the existing facility. I don't think the intent
16 would be to modify the existing facility. We
17 would have to find somewhere else to add.

18 PLANNING BOARD MEMBER: We would have to
19 examine that with the new proposal -- with the new
20 presentation.

21 MR. CAMP: Yes.

22 MR. ZONA: Yes.

23 MR. CAMP: Just curious.

24 MR. ZONA: We haven't got that far.

25 MR. CAMP: Yes.

1 PLANNING BOARD MEMBER: There needs to be
2 then a new plan drawn and the sketch plan and
3 submitted 10 days prior to our next meeting.
4 We'll place you on the agenda at that next meeting
5 for consideration of this new plan.

6 MR. DELANEY: We would ask and request that
7 the next -- the applicant deems this meeting as in
8 place of the March 20 meeting that was cancelled
9 and like to consider tonight's April 10th meeting
10 the March meeting and --

11 PLANNING BOARD MEMBER: But it's not the same
12 plan.

13 MR. DELANEY: No. No. I'm saying, so we
14 would like to have an April meeting for the same
15 plan that could be scheduled for April 30th,
16 Monday --

17 PLANNING BOARD MEMBER: No. No. It's placed
18 on a regular agenda. All paperwork. I want to
19 see a plan that's in compliance with Town Code, in
20 all aspects. I want it submitted 10 days prior to
21 the next Board meeting and we will consider it at
22 our next Board -- regular scheduled Board meeting.

23 MR. DELANEY: Okay. Well, that's what we're
24 requesting is, the next, as soon as possible Board
25 meeting, and you just told me what that is.

1 PLANNING BOARD MEMBER: Anything else? All
2 right. We'll see you then.

3 PLANNING BOARD MEMBER: If I may, one
4 additional question?

5 PLANNING BOARD MEMBER: Go ahead.

6 PLANNING BOARD MEMBER: So, is the existing
7 application still open for consideration? Is that
8 the conservation density subdivision, is that
9 application continuing?

10 MR. SPEAR: It has always been our preferred
11 design, but we just -- we wanted to -- road block
12 after road block after road block and we -- Dan
13 Evans met with us and agreed and, then, Nangel
14 contacted Dan Evans and, then, Dan Evans changed
15 his mind. So, you know, you tell me. What else
16 is there for me to do?

17 PLANNING BOARD MEMBER: That's entirely up to
18 you. It's your decision.

19 PLANNING BOARD MEMBER: Whether the existing
20 application is open, I think, is -- that was my
21 question and because we're still working on it
22 diligently. And if we're not working on it
23 diligently, I'd like to know.

24 MR. SPEAR: Well, what does that mean you're
25 working on it diligently?

1 PLANNING BOARD MEMBER: We're in the process
2 of SEQR. We have other interested agencies, which
3 are now commenting and returning their approvals.
4 So, we have things to manage and if -- if we're
5 going to restart with a new application, I need to
6 be -- and advise the other interested agencies,
7 that something else is coming before they make a
8 decision.

9 MR. DELANEY: On the SEQR.

10 MR. SPEAR: Okay. Well, we'll have to advise
11 you.

12 MR. EGGLESTON: Well, at this point, I think
13 the answer is we have not yet withdrawn the
14 application. I think it requires, yet another
15 discussion with the team. I think, the piece that
16 was submitted in advance for your reading, of
17 which I'm sure you diligently read all the
18 submissions that we gave you, kind of went back to
19 the history, back in September, when we had a
20 discussion about, you know, the -- realizing that
21 it was less impact to maintain the existing 14
22 percent sloped road and that that might be
23 considered a waiver in understanding that we were
24 doing the conservation subdivision with just nine
25 additional lots, which has an average of nine

1 acres as opposed to six acres. So, it's, you
2 know, considerably smaller than what the potential
3 was and, I guess, we seemed to be -- even though
4 we were given that suggestion, back in September,
5 as indicated in the minutes that we supplied you,
6 you know, we keep getting resistance on the slope.
7 And, I guess, you know, it's not a question of
8 nine lots or none. It's a question of nine lots
9 or 17 and, I guess, that's what we're trying to
10 discern.

11 PLANNING BOARD MEMBER: All right. Well,
12 we'll look at the application once it's turned in.

13 MR. DELANEY: Maybe we should establish
14 one point --

15 PLANNING BOARD MEMBER: Go ahead.

16 MR. DELANEY: -- and that would probably tell
17 us our point -- our play of true north. Is it
18 an absolute, from the Planning Board, that it
19 would not entertain and would never acquiesce, in
20 that road, having a grade greater than 12 percent
21 anywhere along it's distance?

22 PLANNING BOARD MEMBER: Never say never.

23 MR. CAMP: I mean, this is really Scott --

24 PLANNING BOARD MEMBER: But you are expected
25 to submit a plan in total compliance with the Town

1 Code.

2 MR. EGGLESTON: And there are provisions
3 where waivers can be given.

4 MR. SPEAR: There was one thing that we
5 never got to and that was, that now infamous 130
6 foot stretch --

7 PLANNING BOARD MEMBER: Yes.

8 MR. SPEAR: -- we had Rudy take a look at
9 that and he -- we can, on a 320-foot stretch
10 overlay, we can modify that, bringing it down to
11 13.9. You bring that 13.9, you've got the survey
12 from Nangel showing the rest at 12.9.

13 MR. ZONA: Would you like me to preliminary
14 show you where that is?

15 PLANNING BOARD MEMBER: Look, look, look.
16 I've said it a hundred times. I want to see a
17 plan, coming before the Board, that is complaint
18 in all aspects, all aspects with the Town Code.

19 MR. SPEAR: Well, what does -- how does that
20 comport with never say never? I don't understand.

21 PLANNING BOARD MEMBER: Well, there's
22 something that will always drop out of the sky
23 that would hit you in the head, but at this point
24 in time, if you can't do that, then you've got to
25 find another alternative.

1 MR. DELANEY: Okay, and that's tonight's
2 discussion. And it's the position --

3 PLANNING BOARD MEMBER: That would be the
4 discussion to take place when we get the new plan.

5 PLANNING BOARD MEMBER: Speaking for myself,
6 Bob, the Town Code, that's a maximum, 12 percent.
7 And, then, you have to take into all the other
8 considerations, the safety and where it is in the
9 water shed, with doing more construction and put
10 it in more scars and digging into the steep slopes
11 and, you know, the safety, the environmental
12 impact, I mean, just meeting the minimum isn't
13 going to make it in my book.

14 PLANNING BOARD MEMBER: We'll, see what comes
15 in.

16 MR. EGGLESTON: And that's where the history
17 of this is going since September, to the current,
18 is that instead of 13 feet, we went to 16 feet and
19 now we went to 20 feet.

20 PLANNING BOARD MEMBER: Bob, we know where
21 we're at. We know how we got there.

22 MR. EGGLESTON: Right.

23 PLANNING BOARD MEMBER: And we look
24 forward to hearing from you.

25 PLANNING BOARD MEMBER: It's just a driveway

1 now for --

2 PLANNING BOARD MEMBER: Right.

3 PLANNING BOARD MEMBER: -- basically two
4 more --

5 MR. BRODSKY: For four lots.

6 PLANNING BOARD MEMBER: -- for two houses up
7 above and there's going to be nine more. It's
8 going to be a roadway.

9 PLANNING BOARD MEMBER: Seventeen more.
10 Seventeen altogether .

11 PLANNING BOARD MEMBER: Seventeen or nine
12 more, whichever way they go. So, it's going to be
13 a roadway from now on.

14 PLANNING BOARD MEMBER: Right. Right.
15 Questions?

16 MR. SPEAR: No.

17 MR. DELANEY: Other comments, I think, this
18 concludes what Emerald Estates wanted to present
19 tonight to the Board.

20 PLANNING BOARD MEMBER: Thank you.

21 MR. DELANEY: Thank you for your attention.

22 (Concluded at 7:11.)

23

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