

TOWN OF CLARKSTOWN  
SPECIAL MEETING, MASTER PLAN (BARDONIA AND UNINCORPORATED  
AREAS OF SPRING VALLEY)

Town Hall 6/6/83 8:05

Present: Supervisor Dusanenko  
Councilman Carey, Holbrook, Lettre arrived at 8:20 P.M.,  
Maloney arrived at 8:35 P.M.  
John Costa, Town Attorney  
Patricia Sheridan, Town Clerk

Supervisor Dusanenko declared Town Board Meeting open;  
assemblage saluted the Flag.

RE: ZONING AMENDMENTS RE: MASTER PLAN - BARDONIA AND SPRING VALLEY

Supervisor Dusanenko declared the Public Hearing open.  
Town Clerk, Patricia Sheridan read notice calling Public Hearing.  
The Town Attorney testified as to proper posting and publication.  
The Town Attorney said there was a letter from the Rockland County  
Planning Board addressed to the Town Board re: Zone changes  
and the Rockland County Planning Board reviewed same at its meeting  
of April 19, 1983 and recommended all but one item that was not  
in the jurisdiction of the Rockland County Planning Board. Signed  
by the Rockland County Planning Board, Aaron D. Fried, Planning  
Director. Also received in the Town Attorney's Office on June 6,  
1983 a letter of protest by Charles and Hope Pepe and that refers  
to Item 27. There is an affidavit of posting in the Town Attorney's  
Office which states posting was done by the Deputy Building Inspector.

Supervisor Dusanenko made note of the items to be covered  
this evening - 21, 21A, 23, 24, 27, and 28 and said that item 23 -  
Lot 26 on the map is a mapping error.

Supervisor Dusanenko explained the format.

Town Attorney referred to letter received June 2, 1983  
from Beverly Degenshein in regard to Block B, Lot 26 not to be  
considered.

Supervisor Dusanenko called upon Mr. Robert Geneslaw to  
make the presentation and to explain the changes and the rationale  
and said public participation would follow.

Robert Geneslaw said the purpose of the hearing is to  
consider a series of amendments to the Zoning Map which were  
recommended by the Planning Board. The Planning Board made these  
recommendations after reevaluating the Town's Master Plan. The Plan  
was first adopted in 1965 and updated in 1971. Because of the changes  
taken place in the seventies in the Town, the Planning Board made a  
series of recommendations to the Town Board. In October of '81, the  
Planning Board adopted the Master Plan. It sent a series of 70  
recommendations to the Town Board to consider zone changes. He said  
the zone change proposals tonight will deal with existing zones  
and changes to be made from one to another.

Mr. Geneslaw said he would identify each map and identify  
each item and indicate what the changes are and what the rationale  
for the changes are.

Mr. Geneslaw said the first one is Item 21 and is shown  
as a change from RG-2 to R-15. RG-2 is a multi-family zone. R-15  
are single family homes on one third acre lots. This property is  
on Schweitzer Lane in Bardonia. The zone change was granted about  
ten years ago with a limitation to Senior Citizen Housing. There  
has been no indication that the owners are able to get access to  
traffic on Schweitzer Lane. The area to the north and south are  
zoned R-15 and the area to the west is zoned R-15. To the east you  
can see an R-G2 on the map which is the Village Green property  
which is not yet developed but that would not have access to 304.  
The recommendation is to change it from RG-2 to R-15.

Mr. Geneslaw said the second one is Item 21A. The  
recommendation is to change it from L10 to RG-2. In fact, it's

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the easterly portion of Jean Marie Garden Apartments. It's already developed and not industrial. There is no reason for the industrial zoning to remain there. The recommendation is intended to bring the map into conformity with what is actually being done.

Mr. Geneslaw said that Item 22 is on the east side of Route 304. A little bit south of Bardonia Road. The three properties that are zoned wholly or partly local shopping. Two of them are single family houses. They have their access on Jay Street. The third one is owned by Spring Valley Water Co. and is undeveloped and that extends from 304 to Jay Street. The recommendation is to change the local shopping from R-22, single family homes on a half acre so that it is consistent with the balance of the residential area on both sides of Jay Street.

Mr. Geneslaw said the next two Items are 23 and 24. Item 23 has five properties for which we are recommending a change and one which is shown for a change that is a mapping error. Mr. Geneslaw said lot 26 is part of the Village Green Development and is zoned RG-2 and that CS is a mapping error. We are recommending that remain RG-2. The next several we are recommending that they be changed to Professional Office from RS, CS or LIO. There is a doctor's office, Allstate, Allstate parking lot, a residence and a vacant parcel. All in a row. Because of the development that is taking place there, we think there should be small office development which would be more appropriate there instead of retail development. That's number 23. Twenty four is just below it - on the south side of Dustman Lane. It's the area that is the back parking lot of the diner. It's zoned LIO and the suggestion is that it be made CS, community shopping which is the same as the diner itself. The entire Diner property back to and including its parking up to Bustman Lane be zoned for community shopping.

Mr. Geneslaw said the next item 27 is in the Spring Valley section and that is on the east side of Pascack Road. It's a large parcel presently zoned light industry and office and the recommendation is to change it to R-15. It's presently used as a storage company and the Ramapo Sign Company. That is the item that was referred to earlier that a protest had been filed. The reason for the recommendation is that everything in the immediate area is residential. Either a single family residential on third acre lots to the south or RG-2 with a density less than the ordinance would normally allow for Rustin Acres which is shown as Lauren Drive on the map and the area east of the parcel which is RG-2 and that is part of the Kingsgate or Treetops property which will develop at a faster speed than it has been until now. The feeling is to have a light industrial parcel surrounded by residential in a situation like that is not desirable.

Item 28 is to the south of 27 and it includes an area of land with about 8 or 10 parcels extending north of Smith Road presently LIO. Immediately to the west is a single family house that is zoned LIO which we feel should be zoned R-15. There are several parcels to the north some of which are owned by the Russian Orthodox Church and some are the rear portions of homes which again are zoned for light industry and we suggest that they be changed to R-15.

That is all of the zone change items that are scheduled for the 8:00 o'clock hearing. The Public Hearing on the Official Map which was scheduled for 9:00 P.M. is next.

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Public Hearing opened by Co. Holbrook and seconded by Co. Carey.

Supervisor Dusanenko called upon the first person wishing to be heard.

Appearance: Donald S. Tracy, Esq.

Mr. Tracy said that he was representing Charles and Hope Pepe and that they had filed the protest. The LIO strip which is presently being operated by Mr. Pepe has either leased or is proposing to lease 14,000 square feet of space. He said that it used to be a Foundation Company. There are some old buildings on the property. Years ago it used to be a laundry. It has a historic background but it is not esthetic. Fifteen percent of the property is surrounded by R-15. The rest is RG-2 zoning. Even if they extinguish the LIO zone then any use presently existing may stay in existence. If you wish to phase out the LIO zone, then it should be designated RG-2. He said it would be a financial hardship to his client if the LIO zone were phased out and again reiterated if the Board were to change the zone from LIO it should be to RG-2 not R-15. The proposed road will touch the property and therefore asked the Board to recognize the zone that is there.

The Town Attorney said that he had a letter signed only by Charles Pepe not Hope. Hope Pepe signed the letter.

Appearance: Jack Fishbein  
5 Louise Place  
Spring Valley, NY

Mr. Fishbein spoke regarding Item 28. He said he lived in a development in front of the area being considered for a zone change and there was a water problem in the area and he said the sewer system cannot take the water and a change of zone would create a traffic problem. He requested that it be left LIO and not be changed.

Appearance: John Maisie  
83 Schweitzer Lane  
Bardonia, NY

Mr. Maisie spoke regarding item 24. He inquired as to whether under the present zone **there** are any provisions for a buffer zone.

Mr. Geneslaw explained that there would be at least a 30 foot sideyard. Occasionally the Town Board imposes special requirements as part of the zone change. In this one there is one special condition they impose - for Senior Citizens only. I don't recall if they imposed an additional requirement for the setback. If they did not, the sideyard requirements for the north and the south would be 30 feet. It would basically be the same as an R-15 except the buildings **running** parallel to the lot line would normally be bigger than in an R-15 zone.

Mr. Maisie asked if there would be access to Ludwig Road.

Mr. Geneslaw explained that Mr. Dustman controls Dustman Road. It is a private road and he will not give access to it. Single family homes have gained access in that area and Mr. Geneslaw felt that single family homes were preferable in that area.

Appearance: Betsy Evans  
71 Dustman Lane  
Bardonia, NY

Ms. Evans spoke regarding Item 21A. She inquired about the water problem in the area and said that since the Hilberg's property was on top of a hill, will the water run to Village Green.

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She said there was a swamp on the opposite side of the hill by Jean Marie. Her concern was where was the water going to go if the property was developed.

Mr. Geneslaw explained that the Hilberg property drains about 1/3 to Schweitzer and about 2/3 to Poplar Street but in either case the drainage must be taken care of. He said there would be less run off if it were developed as an R-15 than an RG-2 zone. He said the water would run east to Schweitzer or west to Poplar or generally south.

Ms. Evans asked if the property to the north was already zoned R-15; that is, the vacant property.

Mr. Geneslaw said that from the first line up to Ludwig is all R-15 whether it's developed or vacant.

Appearance: Paul Neustadt  
Vice President Security Title and Guaranty Co.  
300 East 40th St.  
New York City, NY

Mr. Neustadt spoke on Item 21 and Item 21A. He said he was negotiating to sell a parcel of land for residential development. He was concerned how the zone change would affect his ability to sell.

The Supervisor said that all the property in the area is already built and the portion that this man was speaking on, and the portion shown, has apartments presently existing.

Co. Lettre asked if this would allow larger bulk in the area.

Mr. Geneslaw said no that the line was put on the wrong stream years ago and it was a mapping error. The easterly portion of Jean Marie Garden Apartments is mostly grass and theoretically it could be developed light industry between Jean Marie and Mr. Neustadt's property. I don't think that would be to your interest if you are trying to sell yours for single family development.

Mr. Neustadt said that he assumes that is all in common ownership that entire tract right up to their line.

Supervisor Dusanenko asked if there was anyone further wishing to be heard.

No one appeared.

On motion of Councilman Holbrook, seconded by Councilman Lettre and unanimously adopted, the Public Hearing was closed, and the Special Town Board Meeting was opened, time: 8:45 P.M.

RESOLUTION NO. (535-1983)

CHANGING FROM RG-2 TO R-15 AN AREA ON THE NORTHWEST SIDE OF SCHWEITZER LANE AFFECTING ALL OF THE LOT DESIGNATED ON THE CLARKS TOWN TAX MAP AS MAP 34, BLOCK B, LOT 36 AND THE SOUTHERN PORTION OF THE LOT DESIGNATED ON THE CLARKSTOWN TAX MAP AS MAP 34, BLOCK B, LOT 35.  
CHANGING FROM LIO TO RG-2 AN AREA EAST OF THE END OF JAMES DRIVE AND NORTH OF THE NEW YORK STATE THRUWAY, AFFECTING THE EASTERN PORTION OF THE LOTS DESIGNATED ON THE CLARKSTOWN TAX MAP AS MAP 33-2, BLOCK B, LOT 22.05 AND 22.06 AND THE ADJACENT PORTION OF THE NY STATE

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RESOLUTION NO. (535-1983) Continued

THRUWAY AUTHORITY PROPERTY  
TO THE SOUTH

Co. Lettre offered the following resolution:

WHEREAS, the Town Board of the Town of Clarkstown by resolution duly adopted on the 22nd day of March, 1983 provided for a public hearing on the 6th day of June, 1983 at 8:00 P.M., or as soon thereafter as possible, to consider conforming amendments to the Zoning Ordinance of the Town of Clarkstown in connection with the implementation of the 1981 Update of the Master Plan of the Town of Clarkstown for the Hamlet of Bardonia and unincorporated areas of Spring Valley, and

WHEREAS, notice of the public hearing was published as required by law and the public hearing was duly held at the time and place specified in the notice;

NOW, THEREFORE, be it

RESOLVED, that the Zoning Ordinance of the Town of Clarkstown be and hereby is amended as follows:

Item 21 Change from RG-2 to R-15 an area on the northwest side of Schweitzer Lane affecting all of the lot designated on the Clarkstown Tax Map as Map 34, Block B, Lot 36 and the southern portion of the lot designated on the Clarkstown Tax Map as Map 34, Block B, Lot 35.

Item 21A Change from L10 to RG-2 an area east of the end of James Drive and north of the New York State Thruway, affecting the eastern portion of the lots designated on the Clarkstown Tax Map as Map 33-2, Block B, Lot 22.05 and 22.06 and the adjacent portion of the New York State Thruway Authority property to the south.

Shown as Items No. 21 and 21A on maps on file in the Town Clerk's Office, 10 Maple Avenue, New City, New York.

Seconded by Co. Maloney

All voted Aye.

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RESOLUTION NO. (536-1983)

CHANGING FROM LS TO R-22 AN AREA ON THE EAST SIDE OF ROUTE 304, AFFECTING RESIDENTIAL LOTS ON JAY STREET, SOUTH OF BARDONIA ROAD, DESIGNATED ON THE CLARKSTOWN TAX MAP AS MAP 34, BLOCK A, ALL OF LOT 25.02, THE REAR PORTION OF LOT 25.01 AND THE NORTHWEST PORTION OF LOT 24

Co. Holbrook offered the following resolution:

WHEREAS, the Town Board of the Town of Clarkstown by resolution duly adopted on the 22nd day of March, 1983, provided for a public hearing on the 6th day of June, 1983 at 8:00 P.M., or as soon thereafter as possible, to consider conforming amendments to the Zoning Ordinance of the Town of Clarkstown in connection with the implementation of the 1981 Update of the Master Plan of the Town of Clarkstown for the Hamlet of Bardonia and unincorporated areas of Spring Valley, and

RESOLUTION NO. (536-1983) Continued

WHEREAS, notice of the public hearing was published as required by law and the public hearing was duly held at the time and place specified in the notice;

NOW, THEREFORE, be it

RESOLVED, that the Zoning Ordinance of the Town of Clarkstown be and hereby is amended as follows:

Item 22 Change from LS to R-22 an area on the east side of Route 304, affecting residential lots on Jay Street, south of Bardonia Road, designated on the Clarkstown Tax Map as Map 34, Block A, all of Lot 25.02, the rear portion of Lot 25.01 and the northwest portion of Lot 24.

Shown as Item No. 22 on maps on file in the Town Clerk's Office, 10 Maple Avenue, New City, New York.

Seconded by Co. Lettre

All voted Aye.

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RESOLUTION NO. (537-1983)

CHANGING FROM RS, CS AND LIO TO PO AN AREA ON THE WEST SIDE OF ROUTE 304, NORTH OF DUSTMAN LANE, AFFECTING PARCELS DESIGNATED ON THE CLARKSTOWN TAX MAP AS MAP 33-2, BLOCK B, ALL OF LOTS 2, 3, AND 3.01 AND A PORTION OF LOT 1.  
CHANGING FROM LIO TO CS AN AREA TO THE SOUTH OF DUSTMAN LANE (REAR OF THE CLARKSTOWN DINER) CONSTITUTING THE REAR OF THE PARCEL DESIGNATED ON THE CLARKSTOWN TAX MAP AS MAP 33-2, BLOCK B, LOT 5.02

Co. Holbrook offered the following resolution:

WHEREAS, the Town Board of the Town of Clarkstown by resolution duly adopted on the 22nd day of March, 1983, provided for a public hearing on the 6th day of June, 1983 at 8:00 P.M., or as soon thereafter as possible, to consider conforming amendments to the Zoning Ordinance of the Town of Clarkstown in connection with the implementation of the 1981 Update of the Master Plan of the Town of Clarkstown for the Hamlet of Bardonia and unincorporated areas of Spring Valley, and

WHEREAS, notice of the public hearing was published as required by law and the public hearing was duly held at the time and place specified in the notice;

NOW, THEREFORE, be it

RESOLVED, that the Zoning Ordinance of the Town of Clarkstown be and hereby is amended as follows:

Item 23 Change from RS, CS and LIO to PO an area on the west side of Route 304, north of Dustman Lane, affecting parcels designated on the Clarkstown Tax Map as Map 33-2, Block B, all of Lots 2, 3, and 3.01 and a portion of Lot 1.

RESOLUTION NO. (537-1983) Continued

Item 24 Change from L10 to CS an area to the south of Dustman Lane (rear of the Clarkstown Diner) constituting the rear of the parcel designated on the Clarkstown Tax Map as Map 33-2, Block B, Lot 5.02.

Shown as Items No. 23 and 24 on maps on file in the Town Clerk's Office, 10 Maple Avenue, New City, New York.

Seconded by Co. Lettre

All voted Aye.

\* \* \* \* \*

RESOLUTION NO. (538-1983)  
(DENIED)

CHANGE FROM L10 TO R-15  
AN AREA TO THE EAST OF  
PASCACK ROAD, ABOVE OLIN  
DRIVE AFFECTING ALL OF  
PARCELS DESIGNATED ON THE  
CLARKSTOWN TAX MAP AS MAP  
165, BLOCK A, LOTS 3.02  
AND 3.04

Co. Lettre offered the following resolution:

WHEREAS, the Town Board of the Town of Clarkstown by resolution duly adopted on the 22nd day of March, 1983, provided for a public hearing on the 6th day of June, 1983, at 8:00 P.M., or as soon thereafter as possible, to consider conforming amendments to the Zoning Ordinance of the Town of Clarkstown in connection with the implementation of the 1981 Update of the Master Plan of the Town of Clarkstown for the Hamlet of Bardonia and the unincorporated areas of Spring Valley, and

WHEREAS, notice of the public hearing was published as required by law and the public hearing was duly held at the time and place specified in the notice;

NOW, THEREFORE, be it

RESOLVED, that the proposed amendment to the Zoning Ordinance of the Town of Clarkstown as shown below is hereby DENIED.

Item 27 Change from L10 to R-15 an area to the east of Pascack Road, above Olin Drive affecting all of parcels designated on the Clarkstown Tax Map as Map 165, Block A, Lots 3.02 and 3.04.

Shown as Item No. 27 on maps on file in the Town Clerk's Office, 10 Maple Avenue, New City, New York.

Seconded by Co. Holbrook

All voted Aye.

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RESOLUTION NO. (539-1983)

CHANGING FROM L10 TO R-15  
AN AREA NORTH OF SMITH ROAD,  
NOW VACANT OR USED FOR  
INSTITUTIONAL PURPOSES,  
AFFECTING PARCELS DESIGNATED  
ON THE CLARKSTOWN TAX MAP  
AS MAP 164, BLOCK A, THE  
REAR PORTIONS OF LOTS 25,  
27, 28, 29 AND 30 AND ALL  
OF LOT 23.01 AND THE  
ABUTTING PORTIONS OF LOTS  
23 and 32.

Co. Holbrook offered the following resolution:

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RESOLUTION NO. (539-1983) Continued

WHEREAS, the Town Board of the Town of Clarkstown by resolution duly adopted on the 22nd day of March, 1983, provided for a public hearing on the 6th day of June, 1983 at 8:00 P.M., or as soon thereafter as possible, to consider conforming amendments to the Zoning Ordinance of the Town of Clarkstown in connection with the implementation of the 1981 Update of the Master Plan of the Town of Clarkstown for the Hamlet of Bardonia and unincorporated areas of Spring Valley, and

WHEREAS, notice of the public hearing was published as required by law and the public hearing was duly held at the time and place specified in the notice;

NOW, THEREFORE, be it

RESOLVED, that the Zoning Ordinance of the Town of Clarkstown be and hereby is amended as follows:

Item 28 Change from L10 to R-15 an area north of Smith Road, now vacant or used for institutional purposes, affecting parcels designated on the Clarkstown Tax Map as Map 164, Block A, the rear portions of Lots 25, 27, 28, 29 and 30 and all of Lot 23.01 and the abutting portions of Lots 23 and 32.

Shown as Item No. 28 on maps on file in the Town Clerk's Office, 10 Maple Avenue, New City, New York.

Seconded by Co.Maloney

On roll call the vote was as follows:

Supervisor Dusanenko .....Abstained  
Councilman Carey .....Yes  
Councilman Holbrook .....Yes  
Councilman Lettre.....Yes  
Councilman Maloney .....Yes

Supervisor Dusanenko said he felt it would be better to check with the Russian Orthodox Church as to what would be better for the church.

\* \* \* \* \*

At this point the Public Hearing was declared closed,  
time: 8:57 P.M.

Respectfully submitted,

*Patricia Sheridan*  
Patricia Sheridan  
Town Clerk

TOWN OF CLARKSTOWN  
SPECIAL MEETING, MASTER PLAN - BARDONIA AND  
UNINCORPORATED AREAS OF SPRING VALLEY

Town Hall

6/6 /83

9:03 P.M.

Present: Supervisor Dusanenko  
Councilman Carey, Holbrook, Lettre and Maloney  
John Costa, Town Attorney  
Patricia Sheridan, Town Clerk

RE: AMENDMENTS TO THE OFFICIAL MAP

On motion of Supervisor Dusanenko, seconded by Councilman Holbrook and unanimously adopted, the Public Hearing was declared open. Town Clerk, Patricia Sheridan read notice calling the Public Hearing. The Town Attorney, John Costa, testified as to proper posting and publication and said as indicated in the first Public Hearing, the Rockland County Planning Board reviewed the proposed changes to the official map on April 19, 1983 and indicated that it approved of these changes by a letter dated April 25, 1983 addressed to the Town Board.

Supervisor Dusanenko asked Mr. Robert Geneslaw to explain the changes.

Mr. Geneslaw said that the items that they are discussing now are included as a recommendation to the amendment to the official map. The map indicates areas where the Town would like to build roads or widen roads. The official map as a document makes it possible for the Town to build and widen roads. Back in the 70's the State of New York proposed major improvements to Route 59 throughout the County. They also proposed the Route 45 By-pass. It would have served as a By-pass along the Village of Spring Valley. Because of local opposition the State decided not to build that road. Much of the land has been made available for development. However, anyone who has to use the Pascack tunnel knows the kind of problems that are down there. We think we have a way of solving some of the problems and some of the problems we anticipate from the undeveloped land within a quarter to a half mile being developed. The Treetops property was originally approved for 1200 units. Approximately 200 to 220 are now occupied so there is about 80% to be developed. The airport property has industrial buildings either occupied or under construction and will have additional development. The recommendation to solve some of the traffic problem is to use old Route 45 By-pass for a Town road. It would start at the north at West Clarkstown Road - one block west of Baylor Road. Follow that State alignment south staying to the west side of that alignment as near as possible to Olin and Sidney Roads but not connecting the way it is shown on the map. Extending to the southerly balance of the property owned by the State (it's basically where the power line is); extending to the westerly edge of the church property to Smith Road; crossing Smith Road at Grey, the State owns all except the last portion that goes through either the church property or the single family homes. They have said verbally that their portion can be made available to the Town for highway purposes. We have the opportunity to get that portion at no cost to the Town. Any portion not used for a road will be made available by D.O.T. for development. At Smith Road it would cross at Grey and would use the entry road to Airport Executive Park. When the Town approved the first two buildings in Airport Executive Park, they were approved on the condition that the developer accept it and if the Town is able to get down to 59, that road will be dedicated to the Town. So it looks like a fairly wide entry road into Airport Executive Park has been promised, if we can get the rest of the way. That takes us almost to the railroad. We've talked to D.O.T. about a grade crossing at the railroad. Informally, they said yes. They've also said to check to see if there is enough clearance on the runway. Along the grade crossing to 59, it runs through land owned by the State of New York but located within the boundary of Spring Valley. We would like to get the road through there.

We would like to get from 59 up to Smith Road. We can think of it as two separate projects. Smith south to 59 and Smith north to West Clarkstown. The resident portion would save the general area including Tree Tops. The southern portion would serve the general area but would relieve the tunnel significantly and would also serve the Executive Park. On the map we also show an extension of Main Street easterly. At the point where you turn left on Pascack Road, Lawrence would be extended up the hill right next to the track to meet the new road. Someone who wants to go to Spring Valley could use the new road and miss the tunnel altogether. The tunnel could be used only for southbound traffic. The County is talking about a second tunnel directing you to Pascack. Pascack doesn't go anywhere. What we need to do is get further to the east to serve the Executive Park and Treetops because that is where the bulk of the new traffic is going to be coming from. We also show the basic continuation of what is Hopf Drive. We want a way to get from this new road to Pascack. We're showing that so you have an east-west connection which is now Hopf Drive slightly realigned south of the tunnel, an extension of Lawrence Street, north of the tunnel. We're basically trying to get traffic away from the tunnel.

The second item on the map is indirectly connected to this. It would be a new road. At south Central Ave. in Spring Valley, south of Singers, out of the village of Spring Valley past Singers on the left, there is a small apartment development just after it on the left which was renovated recently and they put up some new buildings. Where you would normally turn to the right-you make a sharp 90 degree turn to the right. We would allow a turn to the left a new road which would replace what was Old Nyack Turnpike. Pick up Old Nyack Turnpike, crossing Pascack, continuing to the east meeting 59 opposite Exit 14 of the Thruway. There is a slight alternate change from that which would be instead of between Agency Tile and the new apartments, north of the apartments. Either way virtually all that land from Pascack to South Central again is owned by D.O.T. and most of the land to the east from Pascack to 59 is owned by D.O.T. If that road were built, it would have to free up Pipetown Hill Road. It would make access to and from the Thruway from the South Spring Valley area much easier.

The effect of the Town Board adopting this, if they do, is only to put it on the map. It would give a clear signal to the owners of the Airport Executive Park, the State, the County and the Village of Spring Valley and the Town of Ramapo that yes we want to pursue it and we want to get it done. As development takes place throughout this area, we can hope to get portions of the road either built if they are on D.O.T. property that would serve private development or get land dedicated for it for the few sections that are not now in public ownership or with some sort of commitment to a public agency.

Mr. Geneslaw turned the meeting over to the Supervisor for the questions from the floor.

Appearance: Sharle Barber  
11 Olin Drive  
Spring Valley

She wanted to know if the street would be opened to her development.

Mr. Geneslaw said no there would be very limited access to this road.

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Appearance: Larry Schwartz  
8 Sylvia Terrace  
Spring Valley

He was concerned about what kind of buffer would be established to protect the residence from truck traffic.

Mr. Geneslaw said he was sure there would be.

Appearance: Anne Hass  
31 Olin Drive  
Spring Valley

Ms. Hass said she wanted a bigger buffer zone and was concerned with drainage problems.

Mr. Geneslaw said that if the Board accepted this proposal, the engineering design would take care of the problems of the buffer zone and drainage. There was a 200 foot right of way and this was a proposal of the road and not an exact alignment.

Appearance: Jerry Leibowitz  
15 Olin Drive  
Spring Valley

Mr. Leibowitz said he was concerned about the road passing by the airport. How far from the runway and how much clearance would there be. He inquired about Lawrence Street feeding into Pascack and what kind of traffic there would be.

Mr. Geneslaw said that they had checked on this with the F.A.A. and there was no problem and the dimensions of the road could be gotten. It was only a proposal.

Mr. Carey asked Mr. Geneslaw what the next step of the road would be.

Mr. Geneslaw said we would begin to work more closely with D.O.T. on the details. We would make sure we could exchange the tunnel for the grade crossing. We would like to make a transfer of funds from the tunnel to the grade crossing. We would get that transfer taken care of and get the design of the road under way. We would like to move particularly fast on the portion from Smith south because that is the more important portion and we would leave the tunnel and allow for more development to go into Airport Executive Park. More immediate relief is to allow development for the portion that Spring Valley is interested in getting. I think it can be advantageous to everybody. What we need to do is get all the interested involved and moving forward on that one in particular. The balance as development takes place. We get as much as we can from the development. We would like to say that the developers from Airport Executive Park have been very cooperative.

Appearance: Mary Crockwell  
Russian Orthodox Convent

She said that the Russian Orthodox Church was not going to oppose this issue if this was for the good of the community. She was opposed to the road above Smith Road because it cuts through their land and exposes it to pollution and noise and lack of privacy. There are only two entrances into the convent and they cannot control the vandalism now.

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Appearance: George Faist  
President of Airport Executive Park

He said that there are 215 people employed at the site now and there are presently existing three buildings that cost four million dollars and they are about to start more. The new buildings will be 75,000 square feet and they have worked in conjunction with the Planning Board and they have an easement with Mr. Hopf for a third of an acre to continue the work if it is done within a year. He said that the turnaround at the end of the runway was acceptable to the F.A.A. The tunnel is terrible and it is not the amount of traffic so much as the amount of time it takes to get through the tunnel. The majority of their traffic into the airport and Executive Park is going southbound to 59 except employees and residents that come home to New City and live here. He said they didn't want any trucking going back and forth on the Thruway. He said he supports the entire road but I think that the part from Smith Road out at least to 59 is critical for everyone. I am in a position to offer the right of way from Smith Road to the railroad free of charge to the Town and we've constructed our road to Town specifications and we've agreed that we will dedicate that to the Town at no cost to the Town if they can get the road the rest of the way out across the State land. There is a possibility that there may be some funds available through the Federal Government for an access road to the airport that could go in that direction too.

Appearance: Ronald D. Souik  
14 N. Pascack Road  
Spring Valley

Mr. Souik said whenever we came before the Town Board and the Zoning people and discussed the third building at the Executive Park, we were told that Route 45 bypass and the State owned land was already given to the Town for the purpose of building this road across from Smith Road over to 59. The approval for the third building and the subsequent buildings was hinging on the fact that this road was going to be built. Now we're talking about maybe we're going to do it. I feel that it would be foolish if we don't take the land that is being offered by Airport Executive Park and the easement that is being offered by Mr. Hopf. He said he would like some kind of time plan when it is going to be done.

Appearance: Marcia Greenberg  
7 Rusten Lane  
Spring Valley

Ms. Greenberg said that if the road were done in two sections, she believed that it would make the traffic problem worse.

Supervisor said he agreed and that there is a problem that has to be addressed and that is the alignment of the road from Pascack road to the railroad tracks with the northerly portion. If the water goes across church property, I doubt if that would happen, and if the water goes into that entrance where Orin Smith has the right of way behind the buildings of his property, it's a very narrow space between the buildings and the edge of their property off the Sanitary Landfill. More than likely, I will probably be suggesting or conferring with my colleagues on the Town Board to adopt all of this and possibly reserve decision where that section of Smith Road north where it veers off to the original State right away.

Ms. Greenberg wanted to know if this is all completed, the traffic will end up on Hopf Road and what thought has been given to ease this situation.

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Mr. Geneslaw said he had no specific answer because he did not know where all the traffic is coming from now.

Appearance: Barry Zuckerman  
14 Rusten Lane  
Spring Valley

Mr. Zuckerman said complete the entire road. If the portion south is built without the portion north of Smith Road, it's going to put additional traffic on Pascack Road and give us additional trouble getting out of our street.

Supervisor Dusanenko asked if there was anyone further wishing to be heard.

No one appeared.

On motion of Councilman Holbrook, seconded by Councilman Lettre and unanimously adopted, the public hearing re: Zoning Amendments was closed, time: 9:45 P.M.

Resolution No. (540-1983)

AMENDMENTS TO THE OFFICIAL  
MAP FOR BARDONIA AND SPRING  
VALLEY

Co. Holbrook offered the following resolution:

WHEREAS, the Town Board of the Town of Clarkstown by resolution duly adopted on the 22nd day of March, 1983, provided for a public hearing on the 6th day of June, 1983, at 9:00 P.M., or as soon thereafter as possible, to consider conforming amendments to the Official Map of the Town of Clarkstown in connection with the implementation of the 1981 Update of the Master Plan of the Town of Clarkstown for the Hamlet of Bardonia and the unincorporated areas of Spring Valley, and

WHEREAS, notice of the public hearing was published as required by law and the public hearing was duly held at the time and place specified in the notice;

NOW, THEREFORE, be it

RESOLVED, that the Official Map of the Town of Clarkstown be and hereby is amended as follows:

Route 59/Hopf Drive to West Clarkstown Road Section

Proposed north-south road beginning at West Clarkstown Road at or near its intersection with Mirror Lake Road running in a southerly direction through the lands owned by the State of New York formerly intended and designated as the Route 45 By-pass adjacent to property designated on the Clarkstown Tax Map as Map 165, Block A, Lots 4.01, 4.03, 4.04, 4.05, 4.06, 4.07, 4.08, 4.09, 4.10, 4.11, 4.12, 4.13, and Map 165, Block B Lots 3 and 4 and then through the westerly portion of the parcel designated on the Clarkstown Tax Map as Map 164, Block A, Lot 32 across Smith Road and then through the parcels designated on the Clarkstown Tax Map as Map 164, Block A, Lots 13.01, 13, 17, and 12.02 to and across the Erie Railroad right-of-way and through other lands owned by the State of New York to Hopf Drive at or near its intersection with Route 59.

Extension of Lawrence Street

Eastward extension of Lawrence Street beginning at a point where it becomes Pascack Road and running easterly through parcels designated on the Clarkstown Tax Map as Map 164, Block A, Lots 14 and 12.02 to intersect with the proposed extension of West Clarkstown Road on property designated on the Clarkstown Tax Map as Map 164, Block A, Lot 12.02 (Airport Executive Park).

Central Avenue Extension to Route 59

Extension of Central Avenue in an easterly direction from the Town of Ramapo town line at or near the intersection of Central Avenue with Old Nyack Turnpike (former through street now closed) extending easterly:

Alternate A: Along the former alignment of Old Nyack Turnpike across Pascack Road through property designated on the Clarkstown Tax Map as Map 6-2, Block A, Lot 3 and to and through lands owned by the State of New York to Route 59 at a point opposite New York State Thruway Exit 14.

Alternate B: Through lands owned by the State of New York formerly intended as the Route 45-Route 59 By-pass across Pascack Road and extending northeasterly through said lands of the State of New York to Route 59 opposite New York State Thruway Exit 14.

As shown on map on file in the Town Clerk's Office, 10 Maple Avenue, New City, New York, entitled, Spring Valley Section-Town of Clarkstown, N.Y. Proposed Official Map Amendments"

Seconded by Co. Lettre

All voted Aye.

\* \* \* \* \*

At this point the public hearing was declared closed,  
time: 9:49 P.M.

Respectfully submitted,  
*Patricia Sheridan*  
PATRICIA SHERIDAN  
Town Clerk