

**Village of Lansing
Planning Board Meeting
February 15, 2005**

The meeting of the Village of Lansing Planning Board was called to order at 7:30 P.M. by Chairman Ned Hickey. Present at the meeting were Planning Board Members Doris Brown, Phil Dankert and Maria Stycos; Trustee Liaison Lynn Leopold; Attorney David Dubow; Engineer Brent Cross; Code Enforcement Officer Ben Curtis and members of the public.

Special Permit – Anderson Conversion on Pembroke Lane:

Hickey stated that at the last meeting there was a Special Permit request submitted by Joan and Stuart Anderson (conversion of an existing dog kennel building into an additional residential building at 1 Pembroke Lane) which was tabled and subsequently a letter has been received indicating that they wish to withdraw their Special Permit.

Dankert moved that discussion of the Special Permit request by Anderson be resumed and the application closed because it has been withdrawn. Seconded by Brown. Ayes by Brown, Dankert, Hickey and Stycos. Motion carried. Dubow stated there was a Public Hearing held at that meeting which was adjourned and this action will close the Public Hearing as the permit has been withdrawn.

Public Comment:

Hickey opened the Public Comment period.

Mara Kelly, 8 Ayla Way asked when the street lighting would be activated on Ayla Way. Dubow stated Ivar Jonson has delivered all but one document to complete the conveyance of the road to the Village, but until the Village accepts the road it can not authorize NYSEG to activate the lights. Currently the Village has agreed to plow the road although the road has not been officially accepted as a Village road. Dubow felt Jonson would have the final document shortly and then the Village could accept all documents, the deed would be recorded, and lighting activated shortly thereafter.

John O'Neill stated he was attending the meeting both as the Community Party observer and as a resident of 53 Janivar Drive.

As there was no else who wished to speak, Brown moved to close the Public Comment period. Seconded by Stycos. Ayes by Brown, Dankert, Hickey and Stycos. Motion carried.

Public Hearing: Preliminary Plat Approval of Lansing Trails 2 Subdivision:

The first item on the agenda was a Public Hearing for the Preliminary Plat Approval of the Lansing Trails 2 Subdivision, a major cluster subdivision dividing three lots totaling 32.78 acres into 97 building lots for townhouses and single family homes and residual land owned in common. The lots to be subdivided are east of the Lansing Trails 1 Subdivision and west of Borg Warner and the Bomax Business Park and are located in the Medium Density Residential District, Tax Parcel Numbers 45.1-1-50, 51.2 and 113.

Hickey reviewed the procedure for this process. First, Tom LoTurco, engineer for Clough Harbor & Assoc., gave a brief summary of the main features of the project. LoTurco spoke on behalf of the developer Ivar Jonson regarding the subdivision. The subdivision is in the Medium Density District and the development is going through clustering so there will be zero lot lines to preserve more open space and provide additional parkland. LoTurco stated that Lansing Trails 1 & 2 were allowed a total of 194 building units and since Lansing Trails 1 has 75 units, this would allow Lansing Trails 2 to have as many as 119 units. The developer is not proposing that number for this subdivision but is requesting a smaller number to consist of 12 single-family units and 85 zero lot line townhouses units for a total of 97 units.

There will also be a management office for maintenance. There will be parkland, open space and residential areas. Stormwater management areas will also be set aside. Stormwater management areas, parkland and road ROW areas will be dedicated to the Village. There will also be open space which will be owned and managed by the Homeowner's Association which Jonson is pursuing at this time. Some of the existing parkland in Lansing Trails 1 is proposed to be alienated which will allow the new park land and proposed trail around the subdivision to be increased. The trails go through the building lots and connect to sidewalks throughout the subdivision. LoTurco showed the Board and audience members the drainage swales as well as the sidewalk system with 5 foot walkways separated from the road by these swales along the roadways.

Hickey then opened the Public Hearing.

Kelly asked for a definition of a water basin. Cross stated a stormwater management basin could take various forms. In this case it is intended to be a dry pond and it will have the capacity to hold and release water in times of heavy rainfalls. Cross stated in wet periods it would release the water through an outlet pipe sized to maintain the rate of stormwater discharge at its predevelopment level.

O'Neill asked if the 5 foot asphalt sidewalk would be on one side or both. LoTurco responded that it would be only on one side. Hickey stated this would be municipal property rather than owned by individual homeowners and would be maintained by the Village.

O'Neill asked about the upper storm retention pond and the problem of underground water surfacing in neighboring yards. O'Neill wondered if the seepage could be controlled. Cross stated that area would be excavated and lowered so that the water would be contained and this should improve or limit the current surface flow. Cross volunteered to discuss this individually with the neighbors if they so desired. Hickey stated the stormwater detention can be addressed when construction occurs and Cross is aware of the problem and will see that it gets addressed.

O'Neill asked if the Subdivision Regulations require minimum lot dimensions for townhouses. Hickey stated that under clustering the regular zoning district requirements can be changed. Dubow stated there were specific zoning provisions made for the Shannon Park townhouses and none currently exist for this Subdivision. O'Neill recommended the Board consider setting a minimum size requirement for lots. Hickey stated once density is set for a subdivision under normal zoning and the developer then decides to cluster, the developer must fit the proposed development on the land while still providing 20% for open space, 6% for recreation as well as room for roads and detention areas. Hickey stated that setting a minimum lot size in addition to the other requirements might make it unfeasible to cluster at all. Dubow stated there is a balancing act which the Board must address to limit density to that otherwise permitted as well as meet the other requirements for a cluster development. Curtis stated the potential in the future for a request for a front or rear addition to the townhouses may require that some special lot regulations be adopted for the townhouse units.

John Hays, 65 Janivar Drive, spoke next and stated he felt this was a good compromise and wanted to know if there is a proposed schedule for construction of the project. Hickey stated one of the conditions to be addressed tonight is a phasing plan to establish in what order the various phases of construction would to be completed to be reviewed and approved by the Board. Hickey stated that Curtis did computations for the number of residences built since 1978 and it averages out to about 10 houses per year. Hickey further stated the market will probably determine how quickly houses are constructed. Hickey also stated the sewer moratorium is ending so this may affect the build-out rate. Hays asked about the infrastructure and Hickey stated it will probably go in as the project is built.

Pat Gillespie, 44 Janivar Drive, asked about traffic control measures. Hickey stated the engineer deals with this. Cross stated all the intersections within the development are scheduled for stop signs where ever there are points of conflict where one lane of traffic crosses in front of another lane of traffic. Also traffic has been discussed with regards to the Warren Road/Bomax Drive intersection. Since the County owns Warren Road, they will determine what action, if any, to take to improve that intersection. Curtis also mentioned the raised intersections. Cross stated three of the larger intersections will have added physical features, raised intersections, to create the effect of speed humps to slow the traffic. Gillespie specifically asked about the intersection at the top of Janivar Drive. LoTurco responded that there would be a stop sign and raised intersection in that area. Gillespie stated there are 13-18 children in that area.

Hickey stated it is possible to install "Children Playing" signs in that area.

Heidi Bullmer, 19 Ayla Way, asked about the building of the trails and Hickey responded that the timing of their construction would depend upon the phasing, but the inner circle would probably be built when the houses are built around it and then the connections made as different phases are completed.

O'Neill asked about construction traffic. Hickey stated they could not enter through Lansing Trails I and this will be one of the conditions for approval of the permit. O'Neill stated it might be necessary to place light barricades on the roadways.

Kelly asked about the sidewalks. Hickey stated the sidewalks in Lansing Trails I are along the road shoulders, but in Lansing Trails II they will be separated from the road by the drainage ditch. Kelly also asked about the snow clearing on the sidewalks and Hickey stated it would be the responsibility of the Village.

Hickey read a letter for the record from Shannon Dortch and Bruce Tracey, 3 Leifs Way, who were unable to attend the meeting tonight. The letter stated that the decision by the Board to convert existing parkland in Lansing Trails I to a road creates a disproportionate adverse effect on the Sherbons whose property abuts the park and themselves whose property is directly across the street. This decision diverts the traffic away from the balance of Lansing Trails I and burdens these two properties. Since there will be a shift, traffic mitigation should be considered. Extending Craft Road will create a speedway past their property and they are requesting a stop sign be installed at Craft Road and Leifs Way to bring traffic to a stop. Additionally, they are requesting a stop sign at the corner of Janivar Drive and Craft Road for the same reason. There are also three elementary bus stops in the subdivision and the one that will be most impacted is the one at the corner of Craft Road and Leifs Way which is utilized by their children. They are requesting signs be installed to alert drivers of the three bus stops and if necessary, law enforcement be requested to follow up to see drivers respect the safety of the children. Traffic calming measures such as raised pavements near the greenway entrances should be considered.

Hickey stated the Board has discussed raised intersections at points of conflict and the Board is also receptive to signage for the safety of the children. Cross felt the addition of the stop signs would need to be studied or field conditions monitored to see if they are warranted. Cross stated stop signs can not be installed at every intersection. Hickey stated warrants must be met to install stop signs and traffic lights and, for example, it was determined that a traffic signal at Craft Road and N. Triphammer Road is currently unwarranted. Hickey stated the Board would need to review the project as it proceeds to see where additional signage is needed. Curtis stated that these additional traffic signs might not be what the residents in the area as a whole would really want as they will be the ones primarily impacted by the signs. O'Neill would like to see pro-active planning rather than reactive planning. Hickey stated a model could be utilized to determine the traffic flow and volumes. O'Neill stated he is concerned about the safety of the residents rather than traffic flow. Hickey stated the problem would be addressed.

As no one else wished to speak, Dankert moved to close the Public Hearing. Seconded by Brown. Ayes by Brown, Dankert, Hickey and Stycos. Motion carried.

Next the Board reviewed the proposed Conditions of Preliminary Plat Approval for Lansing Trails II Subdivision which had been included in their packets.

The following comments and changes were made: 3. Change (second ii) to (iii). 4. Hickey stated the entire park need not be alienated but only the portion for the road and the 60 ft. ROW. 7. NYSEG has provided a letter of assurance of service. 8. Deleted the following "except as to the two remaining building lots on Ayla Way". 14. The Lansing Fire Chief has reviewed the Preliminary Plat and deemed it acceptable so there should be no problems with the Final Plat. 15. Change to "protective measures where reasonably possible to preserve undeveloped hedgerows and undeveloped land in its natural state." 18. Reference should be made to Village Subdivision Regulations. 20. Dubow stated the Board must formally amend the Lansing Trails I Subdivision to alienate the parkland. Dubow stated the Board must also decide how to proceed with the subdivision if alienation is not granted by the State. Hickey stated there would then only be two connections to the east rather than three and the subdivision would otherwise proceed as approved. Dubow stated there would also be a third access to the Millcroft Subdivision if it materializes. Dubow

stated final plat approval would need to specify what exactly the Board is approving in the event that the parkland alienation is not approved. Dubow stated this type of action is often addressed on the last day of the State Legislature's session and is unsure if it will be addressed in 2005 but it may still be possible. Dubow stated there could be a condition that states the alienation would be waived as a requirement if the State Legislature does not approve it.

Ivar Jonson stated he has spoken with an attorney from Syracuse who thought it is possible to begin construction of this sort of cluster subdivision without a Homeowner's Agreement in hand. Jonson will have this individual contact Attorney Dubow directly. Dubow stated that, as a minimum, the Homeowner's Association document must state the Village can perform basic public safety functions and charge the costs back to the Association if the Association fails to perform those functions as required. Jonson also stated he planned to begin the project on the southern end rather than at the northern boundary.

Dankert moved the the following resolution for approval of the Preliminary Subdivision Plat for Lansing Trails II Subdivision, seconded by Brown:

VILLAGE OF LANSING PLANNING BOARD RESOLUTION ADOPTED ON FEBRUARY 15, 2005 FOR PRELIMINARY SUBDIVISION PLAT APPROVAL FOR THE LANSING TRAILS II SUBDIVISION

WHEREAS:

- A. This matter involves consideration of the following proposed action: Preliminary Plat approval of the Lansing Trails II Subdivision, a major cluster subdivision dividing three lots totaling 32.78 acres into 97 building lots for zero lot line townhouses and single family homes and residual land owned in common. The lots to be subdivided are east of the Lansing Trails I Subdivision and west of Borg Warner and the Bomax Business Park, and are located in the Medium Density Residential District, Tax Parcel Nos. 45.1-1-50, 51.2 and 113; and
- B. The Village of Lansing Planning Board and applicant undertook a lengthy and extensive sketch plan review process involving this action with significant public participation and input, followed by the grant of approval by the Village Board of Trustees for the proposed cluster development, all of which (i) involved significant review of environmental issues and considerations and (ii) resulted in modifications to the proposed subdivision and the inclusion of mitigating measures deemed necessary and appropriate; and
- C. On June 29, 2004 and September 28, 2004, the Village of Lansing Planning Board, in performing the lead agency function for its independent and uncoordinated environmental review in accordance with Article 8 of the New York State Environmental Conservation Law - the State Environmental Quality Review Act ("SEQR"), (i) pursued its thorough review of the Full Environmental Assessment Form (the "Full EAF"), Part 1, and any and all other documents prepared and submitted with respect to this proposed action and its environmental review, and (ii) thoroughly analyzed the potential relevant areas of environmental concern to determine if the proposed action may have a significant adverse impact on the environment, including the criteria identified in 6 NYCRR Section 617.7(c), whereupon at each such time it identified certain revisions and corrections to be made by the applicant and identified certain traffic and other issues to be further addressed, evaluated and supplemented with additional information; and
- D. On October 11, 2004, the Village of Lansing Planning Board, in continuing to perform the lead agency function for its independent and uncoordinated environmental review in accordance with Article 8 of the New York State Environmental Conservation Law - the State Environmental Quality Review Act ("SEQR"), (i) extended its thorough review of the Full Environmental Assessment Form (the "Full EAF"), Part 1, and any and all other documents prepared and submitted with respect to this proposed action and its environmental review (all as revised, corrected and supplemented), (ii) thoroughly analyzed the potential relevant areas of environmental concern to determine if the proposed action may have a significant adverse impact on the environment, including the criteria identified in 6 NYCRR Section 617.7(c), and (iii)

completed the Full EAF, Part 2 (and, if applicable, Part 3); and

- E. On October 11, 2004, the Village of Lansing Planning Board, based upon (i) its thorough review of the Full EAF, Part 1, and any and all other documents prepared and submitted with respect to this proposed action and its environmental review, including traffic study reports and materials, (ii) its thorough review of the potential relevant areas of environmental concern to determine if the proposed action may have a significant adverse impact on the environment, including the criteria identified in 6 NYCRR Section 617.7(c), and (iii) its completion of the Full EAF, Part 2 (and, if applicable, Part 3), including the findings noted thereon, made a negative determination of environmental significance (“Negative Declaration”) in accordance with SEQR for the above referenced proposed action, and determined that an Environmental Impact Statement would not be required; and
- F. The foregoing sketch plan review, Board of Trustees approval of the clustering plan, and environmental review included approval of the alienation (and application therefor to the New York State Legislature as required) of the northerly portion of the park land situated in the Lansing Trails I Subdivision to the east of the current end of Craft Road so as to provide for the extension of such Craft Road to the east for purposes of connecting to the street system in the Lansing Trails II Subdivision, which park land was previously conveyed to the Village of Lansing in conjunction with the Lansing Trails I Subdivision approval (such alienated park land being replaced with additional park land as provided for in the Preliminary Plat and accompanying subdivision application materials submitted by the applicant for this Lansing Trails II Subdivision); and
- G. On January 25, 2005, the Village of Lansing Planning Board reviewed the Preliminary Plat and accompanying subdivision application materials submitted by the applicant and determined that subject to certain minor revisions and additions, all of which were made as required, the preliminary plat application was complete and a public hearing could be held as required; and
- H. On February 15, 2005, the Village of Lansing Planning Board held a public hearing on the Lansing Trails II Subdivision preliminary plat, and thereafter (i) thoroughly reviewed and analyzed the issues raised during the public hearing and otherwise raised in the course of its deliberations, and (ii) addressed such issues and appropriate remedial measures related thereto, including possible conditions that might be imposed in conjunction with any preliminary approval to be granted for such plat;

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

- 1. The Village of Lansing Planning Board, based upon all of its foregoing review and action, hereby grants approval of the preliminary plat (dated February 3, 2005) for the Lansing Trails II Subdivision, subject to the conditions and requirements set forth on the attached Schedule A; and
- 2. The Village of Lansing Planning Board, based upon all of its foregoing review and action, and conditioned upon its approval of the Final Subdivision Plat for the Lansing Trails II Subdivision, hereby also grants approval of the necessary amendment to the previously approved and revised Lansing Trails I Subdivision Final Plat to reflect the alienation of the northerly portion of the park land (as set forth on the Lansing Trails II Preliminary Subdivision Plat) situated in the Lansing Trails I Subdivision to the east of the current end of Craft Road so as to provide for the extension of such Craft Road to the east for purposes of connecting to the street system in the Lansing Trails II Subdivision.

SCHEDULE A

**CONDITIONS OF PRELIMINARY PLAT APPROVAL
FOR
LANSING TRAILS II SUBDIVISION**

1. Approval by the Village Engineer of the Final Subdivision Plat and supporting design/specification documents, including, but not limited to, plans and specifications for drainage ways, storm water management/retention areas, erosion control, public utilities, street and intersection layouts (including the cul-de-sac design), traffic calming devices, sidewalks, street lighting, emergency access and snow removal.
2. Approval by the Village Attorney of conveyance and/or dedication documents in favor of the Village, including, but not limited to, documents providing for the conveyance and/or dedication, to the extent required in accordance with the approval of the Final Subdivision Plat, of streets, storm water management/retention areas (and easements or rights-of-way thereto), utilities, recreational areas, parklands, trail areas, open space and easements, together with any restrictive covenants or other conditions related thereto.
3. Approval by the Village Attorney of (i) any Offering Plan submitted to the State of New York for approval, (ii) any restrictive covenants applicable to the subdivided parcels, (iii) any documents and/or agreements applicable to any homeowners association or similar entity to be formed, and (iv) any provisions applicable to such association or entity as to its obligations to properly maintain all commonly owned areas (including, but not limited to utilities, open space, and storm water management facilities), and in the case of its default with respect to such obligations, the rights of the Village to perform such duties (and gain access for such purpose) and impose the costs thereof upon such association or entity.
4. Compliance with the Village Land Subdivision Regulations and New York Statutes as to requirements for the dedication of parklands and recreational areas.
5. Compliance, to the extent applicable, with the general requirements and design standards and other conditions of Article 300 and Article 400 of the Village Land Subdivision Regulations.
6. Compliance with Section 306 of the Village Land Subdivision Regulations as to letter of credit and related financial security requirements.
7. Availability for the proposed residential development of (i) sufficient sewer units/permits and (ii) sufficient capacity and infrastructure by all other utility providers (e.g., Southern Cayuga Lake Intermunicipal Water Commission, NYSEG), and the inclusion of the following note to be set forth on the Final Subdivision Plat:

A building permit for an approved lot on this Final Subdivision Plat shall be issued only if the necessary sewer unit/permit is available for the residential improvements proposed for such lot. The approval by the Planning Board of this Final Subdivision Plat shall not be deemed to constitute or be evidence of the current or future availability of any such required sewer units/permits.

8. Approval by the Village Engineer of infrastructure (e.g., streets, public utilities, etc.) construction schedules and procedures, including, but not limited to, ingress and egress of construction vehicles and equipment (which shall be limited to ingress and egress to and from Warren Road over the existing Bomax Drive and the extension of Bomax Drive to the west and connecting to the Lansing Trails II Subdivision – see Condition 20 below), signage, scheduling, and coordination of all required work with the construction of storm water management/retention and erosion controls, including internal drainage plans to minimize adverse impact of storm water run off from one lot onto another and from developed lots and areas onto undeveloped lots and areas.
9. Approval by the Village Planning Board of a staging plan indicating the intended phased order of subdivision development and construction, which plan shall minimize construction traffic and activity in already developed areas of the subdivision.

10. Approvals from all other required governmental agencies, including, but not limited to, the Tompkins County Health Department.
11. Prominent identification on the Final Subdivision Plat of the demarcation line marking the westerly boundary of the Airport Combining District (as such District is set forth on the Village Zoning Map) and the inclusion on the Final Subdivision Plat of the following note as to (i) those lots, and property which are situated within the Airport Combining District and (ii) the restrictions and conditions applicable to such lots and property, including, but not limited to, those set forth in Sections 202.13, 305.03 and 604 of the Village Zoning Law as currently provided and as such restrictions and conditions may be amended from time to time:

Those lots, parcels or areas which are identified on this Final Subdivision Plat as being situated, in part or in whole, within the Village of Lansing Airport Combining District (as such District is set forth on the Village of Lansing Zoning Map), shall be subject to the Village of Lansing Zoning Law restrictions and conditions applicable thereto, including, but not limited to, those restrictions and conditions expressly set forth in Sections 202.13, 305.03 and 604 of such Village Zoning Law as currently provided and as such restrictions and conditions may be amended from time to time. Building permits for all such lots, parcels or areas shall be issued only in accordance with such Village Zoning Law restrictions and conditions, including the current requirement for a special permit approved by the Village Planning Board. A condition of such special permit is the Village Zoning Officer's obligation to inform in writing any applicant therefor of the noise and hazard conditions which are possible in the flight path of the Ithaca Tompkins Regional Airport.

12. Inclusion on the Final Subdivision Plat of the following note:

The approval by the Village of Lansing Planning Board of this Final Subdivision Plat shall not be deemed to constitute or be evidence of any acceptance by the Village of Lansing of any street, easement or other open space shown on this plat (see Section 313.01 of the Village of Lansing Land Subdivision Regulations).

13. The Final Subdivision Plat shall be deemed to have received final approval only upon compliance with Section 312.01 of the Village Land Subdivision Regulations.
14. Submission of the Final Subdivision Plat for review by the Lansing Fire Chief and implementation on the Final Subdivision Plat of all modifications required as a result of such review.
15. Approval of the Village Planning Board of a Landscape Plan (i) indicating the replacement of all trees greater than 8" in diameter at breast height to be removed and (ii) new trees and plants to be installed; or, in the alternative, approval by the Village Planning Board and Village Attorney of covenants and restrictions running with the land providing for protective measures where reasonably possible to preserve hedgerows and undeveloped land in its natural state.
16. Approval as required of Street Lighting Plan.
17. Establishment by the Village Zoning and Code Enforcement Officer of permitted construction work schedules, including the days of the week and the hours of the day during which construction work will be permitted.

18. Construction of all roads and infrastructure in compliance with standards and specifications provided for in the Village of Lansing Subdivision Regulations at the time of such construction.
19. Filing of a notice with the NYSDEC of a sedimentation, erosion and pollution prevention and control plan, including the name of a specific person designated to perform inspections related thereto and provide weekly reports to the Village.
20. Written documentation, in form and substance satisfactory to the Village Engineer and the Village Attorney, from the owner of the property adjoining to the east confirming (i) the commitment and obligation of such party to extend Bomax Drive westerly to the east boundary of the Lansing Trails II Subdivision (connecting to Bomax Drive and Bomax Circle as set forth on the Lansing Trails II Final Subdivision Plat) providing access to and from Warren Road, (ii) the consent of such party to the temporary use of the currently laid out and not fully improved road bed for the Bomax Drive extension for ingress and egress to and from the Lansing Trails II Subdivision for construction and related equipment, machinery and traffic, (iii) the commitment and obligation of such party to complete construction of the Bomax Drive extension to applicable Village of Lansing specifications (including sidewalks as required) and (iv) the commitment and obligation of such party to offer dedication of such completed road to the Village of Lansing.
21. Alienation (with approval thereof as required by the New York State Legislature) of the northerly portion of the park land (as set forth on the Lansing Trails II Final Subdivision Plat) situated in the Lansing Trails I Subdivision to the east of the current end of Craft Road so as to provide for the extension of such Craft Road to the east for purposes of connecting to the street system in the Lansing Trails II Subdivision, which park land was previously conveyed to the Village of Lansing in conjunction with the Lansing Trails I Subdivision approval, and the filing of a revised Final Subdivision Plat for the Lansing Trails I Subdivision reflecting the alienation of such parkland, the extension of Craft Road and all other related modifications.
22. Inclusion on the Lansing Trails II Final Subdivision Plat of the names of all newly proposed streets and approval thereof by the Village Planning Board.
23. Recording in the Tompkins County Clerk's Office of a copy of all conditions of final subdivision plat approval, which copy shall be (i) recorded concurrently with the filing of the Final Subdivision Plat, and (ii) indexed to the deed(s) to the subdivided property recorded in the Tompkins County Clerks Office. In addition thereto, the following note shall be set forth on the Final Subdivision Plat:

See Conditions of Final Plat Approval recorded concurrently with the filing of this Final Subdivision Plat in the Tompkins County Clerk's Office.

Proof of the filing of the Final Subdivision Plat and the recording of a copy of the conditions of final subdivision plat approval shall be delivered to the Village Zoning Officer immediately following such filing and recording.

The vote on the foregoing motion was as follows:

AYES: Phil Dankert, Doris Brown, Ned Hickey and Maria Sycos

NAYS: none

The motion carried.

Comprehensive Plan – Review Comments:

The next item on the agenda was a review of the Comprehensive Plan. Hickey stated that part-time Clerk Willard has

not received any comments by e-mails or through the mail. Comments from the Public Hearing by Sorel Gottfried, Susan Lustick and Valerie Gyrisco had been summarized by Willard for the Board and included in their packets. Hickey stated some residents feel the character of the Village is not rural but not all agree. Regarding public transportation, Hickey has spoken with Fernando DeAragon from the County about buses going through Lansing Trails and Fernandez does not see it as a possibility at this point in time. Stycos mentioned that Gyrisco wanted the buses to go through the Cayuga Heights Road area. Cross stated the volume of traffic on the north/south corridors is boxed in by municipalities on both ends and the pass through traffic originates outside the Village and would not be within the authority of the Village.

Hickey stated the Village has also received a supportive 239 letter from the County. Hickey will have Willard revise the Unique Natural Areas section according to their comments. Leopold stated that the Open Space Plan has been located and will become a part of the document. Hickey will also have Willard mention the NYS scenic by-ways that are located in the Village. These items will address the recommendations of the County.

Hickey will meet with Willard and see these items are inserted in the final version of the Plan. Copies will be made and next week the Planning Board can approve the Plan and forward it to the Board of Trustees.

Goals 2005:

Hickey stated he has added a new goal to review the Greenway Plan. Hickey stated the plan was adopted in 1994 and it might be time to review it. Hickey stated the first goal is to complete the review of the Comprehensive Plan and that should be done this month. Hickey will do the second goal which is to summarize the increase in municipal lands resulting from the new subdivisions recently approved. Brown is working on the third goal which is to promote the conservation of the woodlands within the Village. The goal to review the Village Special Permit and Subdivision Regulations is being addressed jointly by the Board and Attorney Dubow.

Curtis stated he has included in packets material on wetland regulations and the Board might want to consider this as a goal. Leopold stated wetlands may already have been inventoried by the County. Leopold recommended contacting Kate Hackett from the County. Hickey will pursue this. Dubow stated the Board of Trustees must also adopt a local law regarding stormwater management.

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Budget Recommendations:

Hickey stated budget requests are due and the Mayor does not want to increase the budget so Hickey is not increasing the budget for the Planning Board and is actually lowering it somewhat.

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Other Business as Time Permits:

Hickey stated he is working on the Planning Board report for the Newsletter and will be soliciting resident recommendations for names for the trail in Lansing Trails I and the trail from Northwood to Wakefield Dr.

Hickey stated Curtis has prepared a chart listing the number of houses started and their respective costs from 1978 to the present. Hickey stated this figures to about 10 houses constructed per year. Hickey would like this chart to be included in the Comprehensive Plan.

Approval of Minutes – Jan. 25th:

Stycos moved to approve the minutes of January 25th as revised. Seconded by Brown. Ayes by Brown, Dankert, Hickey and Stycos. Minutes approved.

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Reports:

Board of Trustees: Hickey stated there was a discussion of the big sewer plug and overflow which occurred near Northwood apartments over the weekend. Hickey also stated there was a water main break at the Ramada Inn which has been repaired. Curtis also noted there was a water main break at the entrance to the B & T Park. Hartill has

met with the Town of Lansing regarding the intermunicipal sewer agreement and proposals for the transmission line from the Town to the Ithaca plant.

Adjournment:

Dankert moved to adjourn at 9:25 P.M. Seconded by Stycos. Ayes by Brown, Dankert, Hickey and Stycos. Motion carried.