

**Village of Lansing
Planning Board Meeting
March 31, 2009**

1 The meeting of the Village of Lansing Planning Board was called to order at 7:30 P.M. by
2 Chairman Ned Hickey. Present at the meeting were Planning Board Members Maria Stycos,
3 Phil Dankert, Carol Klepack and Mario Tomei; Alternate Member Richard Durst; Code
4 Enforcement Officer Ben Curtis; Acting Trustee Liaison Julie Baker; Joan DeBoer,
5 observing for the Community Party; and Judie Ritter, General Manager of Homewood Suites.

6
7 **Public Comment:**

8 Hickey opened the Public Comment Period. There being no one who wished to speak, Stycos
9 moved to close the Public Comment Period. Seconded by Tomei. Ayes by Hickey, Dankert,
10 Stycos, Klepack and Tomei. Motion carried.

11
12 **Homewood Suites Sign Proposal - Update**

13 Hickey acknowledged Judie Ritter, General Manager of Homewood Suites, and directed the
14 Board's attention to pictures she had provided for their packets showing the view of the hotel
15 from various locations including the top of the northbound exit ramp off of Rt. 13. Curtis
16 reported that he had contacted Steve Root at NYS DOT regarding the State Sign Program
17 and had included an email from Root in the packets along with the URL of the State's web
18 site for the Program. Root indicated that a condition for the State approving a sign for
19 Homewood Suites on Rt. 13 would be that an additional sign be installed at the intersection
20 of Sheraton Drive and North Triphammer Road informing travelers to turn there to get to the
21 hotel. The sign at Sheraton can not be a generic sign for "hotel" or "lodging", but must be
22 specific to the Homewood Suites and preferably identical to the signs on Rt. 13. The standard
23 size of such signs is 15" x 24". Curtis noted that the State Program seemed to have well
24 thought out guidelines limiting the number of signs at any one intersection, dictating the size
25 and general content of signs and establishing requirements for maintenance. The Program is
26 an outgrowth of the Federal Highway Beautification Program which limits signage along
27 federal and state highways, but makes provision for businesses of particular interest to
28 travelers. Curtis suggested that the Board consider amending the Sign Law to permit
29 directional signs specifically required by NYS DOT in conjunction with their Sign Program,
30 meeting the design and maintenance requirements of the State's Program and subject to
31 approval by the Village Planning Board and the Superintendent of Public Works. This would
32 apply in very limited circumstances and would not open the door to a proliferation of way-
33 finding signs.

34
35 Discussion ensued about where the sign for Homewood would be erected. It would be in the
36 Village's right-of-way either on the west side of North Triphammer Road across from
37 Sheraton Drive or on the south side of Sheraton Drive at its intersection with North
38 Triphammer Road. Curtis noted that ultimately the location would be subject to Planning
39 Board approval, presumably with a recommendation from Superintendent of Public Works,
40 John Courtney. The Planning Board could request mock up pictures showing the sign in
41 either location. In order for the Board to consider such a proposal, however, it must first
42 recommend an amendment to the Sign Law which in turn must be approved by the Trustees
43 which would enable the Board to consider such signs. The Board agreed that Hickey should

1 ask the Village Attorney to draft an amendment enabling the Planning Board to consider this
2 type of way-finding sign where specifically required by NYS DOT as a condition for
3 participating in their Sign Program. Hickey suggested to Ritter that while the Board worked
4 with the Attorney on the legislation, she could put together an application and a formal
5 proposal with a sign matching the one they would have on Rt. 13 and showing what it would
6 look like in the two locations discussed by the Board at tonight's meeting. She indicated she
7 would do so.

8
9 **YMCA - Update**

10 Hickey asked Curtis to report to the Board on their recent meeting with Paul Grinnell
11 Executive Director of the YMCA, his architect, Jason Demerest and Village Engineer, Brent
12 Cross regarding traffic circulation in the YMCA parking lot. Curtis read Cross' summary of
13 the meeting below:

14
15 TO: CODE ENFORCEMENT OFFICER

16
17 RE: MEETING W/ PAUL AND JASON

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19 To summarize the tasks identified in the meeting on 3/26/09, the YMCA has agreed to
20 undertake the following:

- 21
22 1. Install striping in the two main driveways to identify a centerline (separating IN/OUT)
23 and a stop bar. I have requested to meet Paul at the site to layout the new lines prior
24 to painting.
25
26 2. Install crosshatch striping in the area between the island and the front entrance. This
27 will identify the area as a loading zone for buses/passengers. I will review this with
28 Paul at the same time as the driveway striping.
29
30
31 3. Investigate the existing site lighting specifications and plot onto a photometric plan.
32 Depending upon the coverage shown on the drawing, wattage changes may be
33 requested.
34

35
36 Based on agreement of the above listed items, it is my understanding that they have satisfied
37 the requirement imposed by the planning board to address these issues with the Village
38 Engineer. Therefore, I recommend that this site be considered for issuance of a building
39 permit.

40
41 ***BRENT A. CROSS, PE***

42
43 Tomei asked what had been decided about connecting the parking lots and possibly bringing
44 buses into the north lot and unloading kids north of the entrance into the YMCA. Hickey
45 replied that a staff member from the YMCA has to monitor the kids as they board and get off
46 the buses and that is the reason that the buses pick up and discharge kids at the front door and
47 will continue to do so. Grinnell has been monitoring the traffic conditions in the parking lot
48 and they did not really warrant connecting the parking lots at this time. If conditions change
49 in the future, connecting the lots may be reconsidered at that time. Likewise parking lot
50 lighting in the extreme western end of the north parking lot did not seem to be an issue as
51 that area was not being used at this time.

1 **Tops Gas Station**

2 Hickey reported that he, Tomei and Curtis had met with representatives from Tops Market
3 about constructing a gas station in the parking lot of their store at 2300 North Triphammer
4 Road. Referring to a site plan Tops had left with him, he noted that originally Tops had
5 proposed to locate the station in the northeast corner of their lot near the intersection of their
6 entrance drive and Pyramid Drive. In response to concerns he, Tomei and Curtis had
7 expressed about traffic circulation, Tops agreed to locate the station in the southeast corner
8 closer to Rt. 13 and the Hollywood Video. This will greatly reduce traffic congestion. The
9 station would have three pumps and 6 fueling pads, and a small building for the attendant and
10 very light retail. In addition to their own traffic analysis, Tops has agreed to pay the costs for
11 Fischer Associates to review their study on the Village's behalf. Fischer Associates were the
12 lead engineers for the North Triphammer Road reconstruction and have a very good
13 understanding of traffic issues in that area. They are proposing minimal signage and
14 understand that that will require an amendment of their Planned Sign Area which in turn
15 must be approved by the Trustees. They would like an 18" panel on the pylon sign with their
16 name and a digital display with the price of regular unleaded gas.

17
18 Years ago, Tops was bought by Ahold in the Netherlands, but now Tops has bought back the
19 stores. They have been successful with the combination of their markets and gas stations and
20 are looking to build 30 more stations, this being one of them. Klepack asked about the
21 parking spaces that would be lost. Hickey responded that they would still meet the zoning
22 requirements, but are proposing additional spaces in the northwest corner to be designated for
23 employees, but only built if needed. Curtis added that Tops had done a parking lot study,
24 counting and mapping vacant parking spaces at various peak times and determined that they
25 currently had over 60 vacant spaces at the busiest times. Hickey expects that they will appear
26 before the Board in May and hope to be under construction this summer. It takes about 8
27 weeks to construct a station.

28
29 **Zoning Review**

30 Hickey next turned to the ongoing zoning review noting that tonight they would be reviewing
31 Article III of the Zoning Law. Hickey went through the sections one by one starting with
32 145-6 asking if any member of the Board had any concerns. With regard to 145-12 County
33 Health Department approval of septic systems, Hickey asked who approved sewer
34 connections. Curtis replied that the Village and Cayuga Heights did so jointly. Under 145-15
35 Yard Dimensions, Curtis noted that there are a few properties with three front yards such as
36 the vacant lot on North Triphammer in front of the YMCA and across Hickory Hollow Road,
37 the old Watercress parcel. The Zoning Law does not address this situation. The Board agreed
38 that these situations are rare and unusual and probably did not warrant amending the Law.
39 With regard to 145-16, Hickey noted the section refers to "the Official Map of the Village of
40 Lansing" which would include proposed future right-of-way lines. He did not think we had
41 such a Map and that if we did, it would be the Zoning Map which depicts only existing right-
42 of-way lines, not future right-of-way lines. Curtis noted that when we approve subdivisions
43 and the tax maps are updated, those new lots and roads appear on our Zoning Map and, for
44 purposes of set backs, we do treat them as though they are actual roads even though they may
45 not ever be built or conveyed to the Village. The Board agreed the issue is confusing and
46 Curtis will ask the Village Attorney to review it. Curtis noted, regarding 145-21, that

1 Additional Residential Buildings are permitted only with a Special Permit, General and
2 Additional Conditions, and it was intended that it be so permitted in all of the residential
3 districts, including the Shannon Park Planned Development Area. 145-21 makes no reference
4 to the Special Permit requirement and while *additional residential building on a single lot*
5 appears as permitted with Special Permit, General and Additional Conditions in the other
6 residential districts and the Commercial Low Traffic District, it does not appear in the
7 Shannon Park Planned Development Area. These sections should be changed to be internally
8 consistent and consistent with the law adopted by the Trustees.
9

10 Moving on to 145-24, Hickey stated that he thought the Planning Board should review this
11 section, particularly with regard to the variable width buffer strip. It has come to his attention
12 that after a buffer strip is installed or over time it may be or become less effective than the
13 law suggests it should be. There are no provisions in this section authorizing the Planning
14 Board to revisit a buffer strip and require that it be improved to meet the intent of the buffer
15 strip requirements where it clearly is failing to do so. As an example, he is concerned that the
16 Colonial Vet buffer strip does not provide adequate screening and he plans to contact David
17 Fernandez at Cayuga Landscape to see if it can be improved. He would like the Board to
18 review this section carefully and pick up the review at section 145-24 at the next meeting and
19 cover that section through section 145-39.1.
20
21

22 **Reports**

23 *Trustees* – Tomei reported that at the March 16 meeting the Trustees approved the parking
24 regulations the Planning Board had recommended. They also set the date for the public
25 hearing on the Village Budget. Hickey reported that he had attended the joint meeting of the
26 Trustees and the Lansing Town Board. It was very informative. There was much discussion
27 of the cost to the Village for the Town to do the snowplowing in the Village. The Town has
28 proposed a significant cost increase. The Village uses only salt, as opposed to a mixture of
29 salt and sand, so that the storm sewers will not become clogged with sand. The price of salt,
30 however, has increased dramatically.
31

32 **Approval of Minutes**

33 The minutes for the March 9 meeting were not available for review.
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35 **Adjournment:**

36 Klepack moved to adjourn at 8:35 P.M. Seconded by Stycos. Ayes by Hickey, Dankert,
37 Klepack, Stycos and Tomei. Motion carried.
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