

**Village of Lansing
Planning Board Meeting
April 29, 2003**

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

Hickey opened the meeting and presented the agenda as follows for the public information session regarding traffic issues for the Northeast Quadrant of the Village:

1. **An Overview of the Northeast Quadrant's Population & Traffic Distribution**
2. **The Village's Concentrated Traffic System Concept**
3. **The Northeast Quadrant's Road System – Past & Proposed**
4. **Public Discussion**

Hickey stated he would give an overview and then allow for public input.

Traffic has been an important issue to the Village and the Northeast Quadrant which is bordered by Route 13 on the south, Warren Road on the east, N. Triphammer Road on the west and Bush Lane on the north. Hickey stated that 38% of the Village population lives in that quadrant based on the 2000 census. The other heavily populated section is south of Route 13 where apartments are located. The least heavily populated area would be the northwest portion of the Village.

Hickey stated several residents have come to public meetings to talk about traffic and future roads. The sewer moratorium may end at the end of this year or beginning of next year and that will have an effect on vacant Village lands. A currently proposed development of 51 units off Bush Lane will have a significant impact on traffic in the Northeast quadrant. Hickey also noted that Ivar Jonson is also interested in completing Phase II of Lansing Trails in the Janivar Drive area.

Hickey stated there has also been a steady growth of employment in the B & T Park. The addition of one or two new buildings per year is causing demand for additional housing in the area.

Hickey distributed a handout entitled Northeast Quadrant Population & Traffic Distribution (dated April 2003). Hickey asked the Board to first look at page 2 which is a map with boundaries to depict Zone I (Dart, Graham, Wakefield, Churchill and St. Joseph), Zone II (Northwood, Coventry, Leifs Way, Janivar and Craft) and Zone III (Brook Dr., Brook Way and Bush Lane). Hickey stated that page 1 would now make more sense. Hickey reviewed Zone I. He stated there are 576 residents in 222 households. Hickey's figures were based on 2.6 persons per household rather than the normal 2.8 persons per household for families, due to the large number of students. Hickey stated the gross undeveloped acreage for Zone I is 71 acres. This is not adjusted for the 6% recreation land exaction or for a percentage for roads which is usually about 14%. Factoring these in would leave a net developable acreage of 56.8 acres. The maximum buildout with sewers based on a 20,000 sf lot for single families and 25,000 sf lot for two-families would be 123 single family and 99 two-family residences. This would then equate to 123 households for single-family lots or 198 households for two-family lots. Hickey stated that the column for new traffic utilizes the Institute of Traffic Engineers Handbook which states that each residence generates 8 one-way trips per day. This would equate to 984 new traffic trips generated for single family residences and 1584 new traffic trips generated for two-family residences based upon Hickey's projected buildout. Hickey stated that using existing traffic counts, there are currently 1766 traffic trips. Utilizing all these calculations, there would be 2750 traffic trips generated by single-family residences and 3350 traffic trips generated by two-family residences counting both existing and new residences. Hickey stated that the 1999 traffic count at the corner of N. Triphammer Road and Graham Road was 2587 vehicles per day and includes residential as well as transient traffic. [NOTE: Several math errors were noted in the review of the draft minutes which changed the number of developable acres, households and trips generated from those actually reported at the meeting for Zone I.]

Hickey stated Zone II has 556 residents and 214 households. There are 37 undeveloped acres and a subdivision has been approved with clustering. The preliminary plat was for 86 dwelling units although that preliminary plat has expired. Based on that information, there would be 688 new traffic trips generated and 1712 existing traffic trips for a total traffic impact of 2400. There were 1737 vehicles per day on Craft Rd. based on 1999 traffic counts.

Zone III has not had a traffic count done on Bush Lane although there will be one done in the future. There are 160 residents in 62 households. Undeveloped acreage is 54 and developable acreage is 43.2. The proposed Millcroft subdivision will have a maximum buildout of 51 single family units. Taking the Millcroft subdivision onto account, the maximum buildout for Zone III would be 63 single-family residents which would equate to 504 new traffic trips generated. The traffic count is currently 496 for existing residences for a total traffic impact of 1000 cars per day after buildout. The most recent traffic count for Brook Dr. showed 170 vehicles per day. [NOTE: As in the case of Zone I, several math errors were noted in the review of the draft minutes which changed the number of developable acres, households and trips generated from those actually reported at the meeting for Zone III.]

Hickey stated that traffic would always exist and the Village should look at the numbers and spread it throughout the area so it does not become a burden for any one road or neighborhood.

Hickey showed the map done by the County with the census numbers and population numbers. Roads, projected roads, and parks were also identified.

Cliff Buck, 39 Janivar Dr., asked if there was a way to have an egress from the Millcroft Subdivision onto Brook Way. Hickey responded that it would egress onto Bush Lane and many of the lots are already developed in that area. Hickey stated there are 51 lots proposed for that subdivision. Buck did not feel that three egresses are needed from that Subdivision. Hickey stated that Coventry only has one egress due to the private drive although there were plans for two egresses. Hickey stated Lansing Trails was originally to have connected to Bomax Drive for a second egress. Buck stated that if a connection is made from Lansing Trails to Coventry then there is no need to have a connection to Bomax Drive [NOTE: During the review of the draft minutes it was noted that the road referred to in the meeting as "Coventry Walk" is actually an unnamed extension of the Northwood Apartments entrance road, and that Coventry Walk is in fact a short cul-de-sac off that unnamed extension. This mistake reflected the same error on the draft Zoning Map of the Village which is posted in the meeting room]. Hickey stated there would eventually be a connection from Lansing Trails to Bomax Dr. Buck stated that this is not set in granite. Hickey referenced page 3 of his handouts showing connecting roads throughout the Village which shows the connection to Bomax Drive to keep the traffic off of N. Triphammer Road. Hickey stated it has been planned and designed so that some of the traffic from the 150 units in Lansing Trails can access Warren Road to keep it from all exiting onto N. Triphammer Road. Hickey will make a note to discuss with the developer reducing the number of egress roads from the Millcroft Subdivision to Janivar Drive and Leifs Way to two.

Roger Jagoda, 17 Janivar Dr., asked for Hickey's understanding of the possibility of Dart Drive egress being shut off when and if the Route 13 intersection is expanded. Hickey stated he does not know of any plans to do so. Should there be a need for a cloverleaf at Warren Road and Route 13, it might infringe on Dart Drive which might need to be closed. Sy Smidt, 120 Oakcrest Road, stated he has been watching that intersection for a quarter of a century and noted that the Marriot Hotel is too close on the northeast corner of the intersection so that there would not be enough room on the Dart Drive side for the state to implement a cloverleaf without removing a dozen houses. He stated the only possibility would be for one on the south side of Route 13. Should Dart Drive be closed, some traffic might be taken to Coventry Walk [sic] and Northwood, or through a road cut elsewhere onto Warren Road if the county granted permission. Hickey stated the Village is currently in negotiations with the owners of Northwood Apts. about their roadway since it is now private.

Another resident expressed his concerns about the necessity of connecting Janivar Drive to Warren Road via the Bomax Road or Coventry Walk [sic]. Hickey stated that if there was a blockage on Northwood Road there would be difficulty getting emergency vehicles to Coventry Walk [sic]. Hickey stated the Subdivision law allows for cul-de-sacs but they can cause problems if excessively long.

Another resident was concerned about the traffic exiting onto Bush Lane from the Millcroft Subdivision and the bottleneck onto N. Triphammer Road. He would like to see the development of the road which will connect Janivar Drive to Warren Road.

Hickey stated that the Village needs to think of traffic calming devices such as 4-way stop intersections, traffic circles, and other devices such as the two large curves on Dart/Graham Roads.

Buck stated when he purchased his home he was under the impression that there would be a connection onto Bomax Drive. As a safety issue, he would like the Planning Board to consider emergency access. Dubow stated that there might be a way to build an emergency access road for emergency vehicles and this will be researched. Hickey stated there would be a connection to Bomax Dr. and then there might be the possibility for an emergency road from Janivar Drive to Coventry Walk [sic].

Regarding the park areas, Jagoda felt that traffic and lights help keep those people who should not be there from hanging out there. Another resident doubted the need since this is a neighborhood park.

A resident expressed his concerns about an emergency access for Coventry Walk [sic]. Hickey stated that Wakefield Drive also has green space which could be used for emergency access from the Kensington area onto Graham Road. Smidt stated it would need to be maintained through the winter. Hickey stated it would need to be hardsurfaced for access by fire trucks and the Planning Board would consider this option as a means of emergency access.

Hickey stated one possibility would be connecting Craft Road through the park to alleviate the concerns expressed by Jagoda. Others recommended moving the park rather than cutting it into two pieces.

Tatyana Petukhova, 25 Janivar Drive, spoke about her concerns about the traffic on Craft Road exiting onto N. Triphammer Road trying to turn south. Hickey stated he is on the committee for N. Triphammer Road Reconstruction, and according to the state a light is not warranted for that intersection at this time. When N. Triphammer Road is being rebuilt, the connections will be put in place for a light in the future when it is justified. Hickey further stated that the village has grown by 4% in 10 years and the Town has grown about 13%. When the sewer moratorium is lifted, the Village may see more growth at that time.

Smidt stated that traffic circles are a good way to handle traffic problems but people must be educated in their use. Hickey stated they are more expensive and take more land but are effective. Leopold stated that some areas install speed humps to slow traffic.

Michael Longo, 31 Janivar Drive, asked if the connection to Bomax Drive would be a straight line. Hickey stated that nothing is definite until more residences are planned by Ivar Jonson. Residents will have the ability to provide input at a future public hearing.

Hickey thanked all for attendance and welcomed them to come again.

(See attached list generated by Hickey and his responses.)

Lama Landscape Plan:

The Lama Landscape Plan dated 4-29-03 was reviewed. Jason Demarest, project architect, stated a wooden fence and lattice enclosure are proposed for the dumpster area. The turning radius for the trash truck has been modified so the truck can pull in and back up to the dumpster. Klepack asked if the dwarf junipers were appropriate for the area near the building and the driveway. Hickey stated that street trees should not be put in that would hide the buildings or names on the buildings. Klepack felt the junipers proposed may be very short and taller shrubs may be better. Hickey stated some junipers acted more as ground covers. Hickey stated the shrubs should provide a screen for the parking lot. Hickey stated the Board could approve this plan and would recommend that trees not be installed until the N. Triphammer Road project is completed.

Klepack asked about shrubs to soften the building. There is a garden planned. In the rear will be 6 ft. high Colorado spruce planted 10 ft. off center. There will also be 2 viburnums, one in the front on the north side of the entrance and

the second in the triangular area behind the masonry wall.

Hickey moved to approve the revised 4-29-03 Landscape Plan for the Lama Law Building with the condition that the junipers and mounding on the west end of the building be at least 3 feet above the pavement level. Seconded by Dankert. All aye.

Triad Foundation:

Hickey gave members the Landscaping Plan for the Triad Building on Ascot Place. Hickey stated a letter was sent to the neighbors abutting the buffer zone. A meeting is being arranged for Curtis, Wolf, Hickey and any interested neighbors to get their input as to where they would like to see the buffer enhanced. The buffer is presently heavily forested with deciduous trees but the developer would be willing to plant evergreens. According to the Zoning Law, 63 evergreens would be required for the buffer area. Hickey feels this is excessive and rather than remove the present deciduous trees, clustering may resolve the concerns of the neighbors and fill in any gaps. He noted that there are provisions in the Zoning Law which permit the Planning Board to waive the requirement for the conifers, to count the existing forest toward the buffer requirement and to allow some of the trees for the buffer to be located outside of the 75' buffer strip. Klepack stated evergreens should be planted along the perimeters of the parking areas rather than in a heavily deciduous area. Park is agreeable to planting as soon as a decision has been made. Klepack moved to approve the Landscape Plan dated 4-25-03 submitted by Trowbridge & Wolf for Lot No. 6 as well as the buffer strip, as provided in the Zoning Law Sections 104.21 (3, 4, and 6), with the understanding that a sufficient number of evergreen trees be planted in locations mutually acceptable to the adjoining neighbors, developer, and the Planning Board. Seconded by Dankert. All aye.

Adjournment:

Klepack moved to adjourn at 9:15 P.M. Seconded by Stycos. All aye.

PUBLIC INFORMATION MEETING 4/29/03

The following are Summarized Public Comments & Responses (R).

1. Reduce the number of egress connections from the Millcroft Subdivision to Janivar Drive & Leifs Way.
(R) The Planning board will discuss this with the developer of Millcroft.
2. Is it necessary to connect Janivar Drive to Warren Road via the Bomax Road or Coventry Walk?
(R) Yes. If the connection(s) were not made all the traffic generated by the Lansing Trails subdivision would be concentrated on North Triphammer Road via Craft Road. This is an unacceptable outcome.
3. There is a need for traffic calming methods on Janivar Road/Bomax Drive when the connection is made.
(R) Agree
4. There is a need for an emergency connection to Coventry Drive either from Janivar Drive or possibly from Graham Road/Wakefield Drive for safety purposes.
(R) Agree that there is a need. The Planning Board will consider the use of a Graham/Wakefield connection.
5. The proposed park east of Leifs Way could become a hangout unless a lighted roadway is adjacent to the park. The park is too small to be divided by a road. The road could loop around the park on the park's northside.
(R) The Planning Board will need to consider this, however, the adjacent residential areas are small and the Millcroft Subdivision sketch plan shows a road on the east side of the park.
6. Plowing of an emergency road may be a problem unless it is blacktopped.
(R) It will be blacktopped because fire department vehicles cannot leave a hard surface road.

7. What are the number of Village residents that have sewer?
(R) There are more than 2000 sewer units and nearly all of the High & Medium Residential districts are sewerred.
8. Can there be a direct connection from Craft Road to Warren Road?
(R) Don't believe it is possible given the existing road design in Lansing Trails.
9. Will Millcroft residents be able to use Bush Lane/ Cherry Road to connect to Warren Road? (R) Yes
10. Bush Lane will need some improvements if it is to handle additional traffic from Millcroft. Will Millcroft's developer fund the improvements?
(R) The Village Attorney stated that this is not possible according to NYS Laws.
11. Craft Road traffic backs up at the North Triphammer Road intersection at certain times of the day.
(R) The reconstruction of North Triphammer Road scheduled for next year will install all the necessary connections for a traffic light. The current traffic volume is not sufficient to warrant a traffic light at this time.
12. The use of traffic circles is an efficient way to slow traffic down. (R)No response.
13. Traffic lights cause delays on North Triphammer Road forcing some drivers to use east-west roads to Warren Road or Cayuga Heights Road.
(R) This is another reason to complete the Bomax/Craft Road connect. Cherry Road is also a more direct connector.
14. Drivers will need some education if speed humps or traffic circles are used to calm traffic. (R) No response.