

**Village of Lansing
Planning Board Meeting
March 8, 2004**

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; Attorney David Dubow; Code Enforcement Officer Ben Curtis; Engineer Brent Cross and members of the public.

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Public Comment:

Hickey opened the Public Comment period.

As there was no one else present who wished to speak, Dankert moved to close the Public Comment period. Seconded by Stycos. All aye.

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Public Information Meeting – Sketch Plat Review – Lansing Trails 2 Subdivision:

The first item on the agenda was a Public Information Meeting to consider the Sketch Plat Review of the Lansing Trails 2 Subdivision, a major cluster subdivision dividing three lots totaling 32.78 acres into 121 building lots for townhouses and single family homes. 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 Nos. 45.1-1-50, 51.2 and 113.

James Trasher of Clough, Harbour & Associates the engineering firm that prepared the sketch plan for the owner, Ivar Jonson, gave a general overview of the proposed subdivision, including the layout of townhouses and single family homes, the road system, park land and open space.

Cross gave his Engineering report which was provided to the Board prior to the meeting. Cross stated the proposed road layout appears to be in compliance with the Village's subdivision regulations for physical dimensions including curve radii for a 30 mph design speed. Trasher confirmed that the radius are 30 ft and added that everything would be dimensioned out when the plat is submitted. Cross stated there appears to be a raised curb or a suppressed gutter with no shoulders planned. This has certain implications: 1) increases a tendency to drive more cautiously and comply with speed limits; 2) reduces potential pedestrian traffic along edge of road so that alternatives such as sidewalks should be considered and; 3) requires installation of underground storm sewers to collect run-off. AS another concern, Cross stated that although storm water detention is located in the SW corner of the new development, he is uncertain that all run-off could be handled there. Cross also noted that utilities are not incorporated into the plan and that Bolton point should be consulted about available water pressure in that area. Finally, Cross was concerned about the phasing of the project and the completion of Bomax Road from Warren Road. Hickey responded that this would be worked out in coordination with Bob Dean and Ivar Johnson.

John O'Neill, 53 Janivar Drive, spoke first for the residents of the Lansing Homeowners Association. O'Neill stated the drawing looked to be an engineering drawing and they, the Homeowner's Association, were not in favor of it. More than a year ago the Association expressed concerns about traffic going through their neighborhood. A petition was carried then and 100% of the residents signed indicating they did not want the traffic through their neighborhood. The proposed plan as shown tonight would be detrimental to their neighborhood. The association is not concerned about the number of houses proposed but is concerned about the traffic with 50% or more of the residents using Janivar Drive. They would propose a plan be devised to limit the traffic by having Lansing Trails 2 exit onto Warren Road. O'Neill then presented his plan. A solution would be to dead end Janivar Drive and dogleg the new road from Warren Road and connect to the Millcroft Subdivision. The Association is strongly opposed to traffic going through the park or their neighborhood. There would be no connection between Lansing Trails 1 and Lansing Trails 2 through their neighborhood. Trasher stated the interconnection is important from Warren Road to N. Triphammer Road. O'Neill stated that is not conducive to quality of life in their neighborhood. Hickey stated that for Lansing Trails 2 vehicles to access N. Triphammer Road would necessitate them going through the Millcroft Subdivision and down Craft Road. O'Neill feels revamping Warren Road to access Route 13 and improving the Route 13 bridge would

provide the residents of Lansing Trails 2 with an easier solution than going through the Millcroft Subdivision. Hickey noted that the Village does not control Warren Road as it is a county road and the bridge is state controlled. Dubow stated the Millcroft Subdivision can not be considered as a solution for traffic from this subdivision as the Millcroft outlet may never be built. John Wisor, 9 Leifs Way, spoke next. Wisor proposed making provision for a possible connection between Lansing Trails 1 and Lansing Trails 2 to be decided in the future by the residents in each of those neighborhoods. Jonson stated that should be a decision of the Planning Board. Hickey stated the build-out would determine the future feasibility of roadways. Klepack and Hickey stated the road design needs to be determined now. Klepack stated that in general cul-de-sacs are not desirable. Brown felt many of the residents of Lansing 2 would exit onto Warren Road to access Cornell or downtown, as well as the malls, and does not feel there would be heavy traffic through the Janivar neighborhood.

Regarding recreation and park lands, Klepack stated that the proposed park is actually the stream and/or brush and would be okay as open space but would not meet the requirements for the 6% recreation land. Klepack also noted that open space is not interchangeable with park space. Trasher stated the trails are not depicted on the plans but would connect with Lansing Trails 1. Hickey stated parkland is owned by the Village but open space is owned by the Homeowner's Association. Hickey noted the stream corridor would not be a Village responsibility. Klepack stated the 20% open space which is required needs to be owned by a group rather than individual homeowners. This is in addition to the 6% recreational land. Although trails are desirable, Klepack also believes in sidewalks.

Returning to the traffic concerns, Hickey noted that the goal is to move traffic without disturbing existing neighborhoods. Regarding traffic, speed and volume are both concerns. Hickey noted the bulk of the density is in the northeast corner with only one outlet onto Bomax Drive. Another outlet should be created to Craft Road and N. Triphammer road without going through the Millcroft Subdivision. One option proposed by Hickey is to run the road through the existing parkland in the Northeast corner of Lansing Trails 1 and move the parkland to another area. This would necessitate legislative action by New York State as the Village has already accepted the designated parkland and it would need to be alienated. Bomax Drive could then be connected to Craft Road without really going through the existing neighborhood. O'Neill stated a prospectus was given to some potential homeowners depicting such a proposed road system when they bought their properties. Jonson would need to review this idea. Trasher will review traffic calming measures for cut-through traffic such as raised intersections, 4 way stops, roundabouts, chicanes, etc. Trasher then presented another proposal for the subdivision with an off-set intersection rather than a straight-through road system. Trasher stated another possibility is making Ayla's Way a dead-end road. Klepack stated that raised intersections are good and she is uncertain about the effectiveness of a three-way stop. Cross stated that traffic calming is usually proposed as a retrofit in a neighborhood rather than at the initial stages of development. Trasher agreed with this. Trasher stated the off-set intersection would minimize cut-through traffic and also allow for an interconnection for an emergency connection for fire apparatus and emergency vehicles. Klepack feels all traffic need not be dumped onto Warren Road and hence onto Dart Drive or Cherry Road, and a connected neighborhood with many stops should address concerns of the residents in Lansing Trails 1 and Lansing Trails 2.

Hickey again brought up the idea of having the road go through the parkland. Dubow stated that since the parkland has already been conveyed to the Village, the law requires an alienation procedure to permit the land to be exchanged for another parcel. Dubow stated that he has been advised that votes for such actions often occur at the end of a legislative session in June or July. Dubow stated that in the worst case, it should occur at the end of the 2005 legislative session or a bit more than a year from now. Since this is not a controversial issue, it could occur and be approved this year. Hickey would recommend moving the parkland onto proposed lots 117 through 120 in the center of the two phases. The open space to the east of those lots would enhance the parkland. Bomax Drive would curve around the woodland and connect to Craft Road. O'Neill liked the idea but thought the traffic calming measures would also be needed on Craft Road. Klepack felt the off-center intersection near the townhouses would also help with traffic calming. Chad Rivers of Clough, Harbour & Associates stated it was originally Jonson's plan to develop the entire parcel pretty much as shown on the plat, but now that is in conflict with the concerns of the new Homeowner's Association. Hickey stated the Planning Board would make the decision as to where the road will go, but the Board will also listen to the Homeowner's concerns. Ultimately the Planning Board will also do what is best for the entire village. Jonson wanted some direction to be given tonight as how to proceed.

O'Neill likes the proposal with the extension of Craft Road. Jonson does not like the delay involved with having to go to the state legislature. Hickey stated if a plan were approved requiring relocation of the parkland, the proposed road could extend to the park, building could proceed, and when the approval is given the connection could be made through the present park. Jonson wants to get moving on the project and needs to receive an approval to begin in May or June. Jonson wants to know the options for proceeding. Hickey stated if the Board agreed to the plan, the extension of Craft Road through the parkland would occur only after approval by the State, but lots would be reserved in the center for the new park. If the State does not approve moving the parkland then the developers plan with the offset intersections would be the approved plan.

Klepack stated there is still the need to gain the amount of land needed to meet the requirements for open space as well as recreation space. Hickey stated the Board would like to see a sketch with open space and recreation land to meet the requirements of the Village including moving the current park as well as meeting the requirements for Lansing Trails 2. Hickey stated there will be a Public Hearing held on the preliminary plat. Dubow stated the Planning Board would need to send a request to the Board of Trustees seeking authorization for the Planning Board to proceed with the clustering approval process. There would need to be a SEQRA review, as well as public hearings.

Carol Brentlinger, 55 Janivar Drive, expressed concerns about Lansing Trails 1 and Lansing Trails 2 and the fact they are being treated as one subdivision rather than two separate subdivisions. Hickey stated Lansing Trails was proposed to be built in two phases from the very beginning. Brentlinger stated the same issues continue to be discussed over and over again. Dubow stated the Planning Board must follow the Village's Comprehensive Plan and other legal requirements providing for road connections which serve the community as a whole.

Board members then discussed which plans were more to their liking and how to proceed. Cross stated off-set intersections are undesirable because they create a delay at the intersection. Trasher stated it is usually recommended there be 150 ft. between such intersections. Cross would like to research the distance between intersections. Hickey stated some of the lots (65-67 and 72-77) look to be an awkward shape. Trasher stated the lots each meet the requirements of the Village. Cross stated the storm water detention area could be reconfigured to a triangular shape rather than an oblong shape to be more accommodating. Trasher stated he will proceed with a traffic study as well as a drainage study. Dubow stated a long EAF would be required. Jonson is concerned about the road through the parkland because of the time constraints. If the Village would allow him to proceed, he would be agreeable to that option. Brown and Dankert are supportive of the second plan and moving the park. Klepack is still concerned about the phasing of the project with the road going through the park and she would want to see a new sketch plan as well as a phasing plan. Cross stated the delineation of the phasing plan will be critical because of the long cul-de-sac. Trasher stated the roadway system would include a 3-point connection at the Millcroft Subdivision intersection as well as an off-set intersection.

Regarding the parkland and recreation area, Hickey chose to move the parkland to the center to be most readily accessible to all, but other options could also be proposed. Hickey stated the stream should not be considered part of the parkland but could be open space. Hickey stated it is important to see both the 6% recreation land and the 20% open space clearly delineated on the plat. The land taken for the road through the park must also be indicated on the plat for Lansing Trails 2.

Cross expressed concerns about the cul-de-sac area being a problem for emergency vehicles. Their only entrance would be from Bomax Drive. Dankert stated vehicles go up Warren Road for access to Northwoods anyway and would use this same route. Cross is concerned that if there were a blockage on Bomax Drive an alternate access would be needed. Trasher stated that Phase 1 of Lansing Trails 2 would provide access for the townhouses as well as a few single residences. Phase 2 would connect the loop to Ayla Way. Hickey recommended the entire loop be built in Phase 1. Jonson stated this is a very expensive solution. Jonson would like to begin Phase 1 on the south side of the stream and develop that area while the State is dealing with the road through the parkland. Trasher stated the storm water management would be done at that time. Phase 2 would then begin in 2005. For the next Planning Board meeting on March 30th, the Board will consider sketch plan approval and a recommendation to be sent to the Board of Trustees for their first meeting in April. Hickey stated the Planning Board will require a new sketch plan as well as a

Phasing Plan. Dubow stated the Planning Board should request authority from the Board of Trustees for both the clustering concept as well as the alienation process at their first meeting in April.

Regarding the open space requirement, Stycos likes the idea of having a trail around the entire parcel for hiking. For the first year, Hickey would recommend there might be an emergency entrance to Janivar Drive and it be posted. Klepack feels the residents should not be forced to go to Warren Road to get to North Triphammer Road and should be able to get to N. Triphammer Road directly. After discussion, Hickey stated there should be a connection made to both Ayla Way and Leifs Way in Phase 1. Hickey stated construction vehicles would have access only through Bomax Drive.

Review of Subdivision and Special Permit Procedures:

Hickey asked what Planning Board members thought of the Public Information session. Curtis stated notices were sent to contiguous property owners. Board members felt the session was valuable.

Joint Meeting with Board of Trustees – May 10:

Hickey stated the Tompkins County Planning Department would be making a presentation on the County Comprehensive Plan.

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Approval of Minutes – February 9th:

Klepack moved to accept the minutes of February 9th as submitted. Seconded by Dankert. All aye.

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Other Business:

Members found the material included in the packets regarding the Tompkins County Housing Forum Background Report dated Feb. 12, 2004 was very informative. They were not sure what if anything the Village could do to promote affordable housing. Curtis noted that there are areas in the Village where housing is affordable, by current definitions, both to rent and to own.

Reports:

Trustees: Hickey reported that Ayla Way had been offered for dedication, but that the Trustees were concerned about the lack of street lights, drainage problems and the lack of paved shoulders for pedestrians. They are asking that the developer respond to these concerns before they proceed with the dedication process. A joint meeting with the Planning Board was approved for May 10, the regular Planning Board meeting, where the County Planning Department will present its draft Comprehensive Plan. The North Triphammer Road Reconstruction will be delayed to accommodate a new State requirement for an additional lane for the southbound Rt 13 off ramp. The Kline Road Bypass will probably be implemented by late summer or early fall, effectively resolving the sewer moratorium.

Dankert reported that only 75 feet of the Cayuga Mall rear access road would be deeded to the Village as part of the North Triphammer Road Reconstruction. The Village had hoped to receive the whole thing and to bring it up to Village standards; it is currently in very poor condition. The Village is in the process of accepting Sapsucker Woods Road.

Adjournment:

Klepack moved to adjourn at 9:55 P.M. Seconded by Stycos. All aye.