

**Village of Lansing
Planning Board Meeting
April 27, 2004**

The meeting of the Village of Lansing Planning Board was called to order at 7:35 P.M. by Ned Hickey. Present at the meeting were Planning Board Members Doris Brown, Maria Stycos, Carol Klepack; Alternate Member John Piscopo; Trustee Liaison Lynn Leopold; Attorney David Dubow; Code Enforcement Officer Ben Curtis; and members of the public.

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Public Comment:

Hickey reviewed the agenda for tonight's meeting and gave a brief explanation of each item since there were many members of Lansing Trails present. Hickey noted that the Board would not be discussing Lansing Trails because they are awaiting direction from the Board of Trustees after their May 3rd meeting as to how to proceed.

Hickey then appointed John Piscopo as an acting Planning Board member for tonight's meeting in place of Phil Dankert.

Hickey opened the Public Comment period.

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

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In Service Training:

Hickey stated that tonight's In Service Training would be about traffic calming and Fernando de Aragon, Executive Director of Ithaca-Tompkins County Transportation Council (ITCTC), would be the guest speaker.

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De Aragon stated traffic calming is a huge topic and some members of the Board have already attended meetings about this. The goals of traffic calming are to reduce speeds, increase safety, and increase quality of life for residents in neighborhoods. De Aragon usually deals with county issues but he is also concerned with how smaller subdivisions impact the whole picture.

There is much information available on traffic calming and de Aragon provided handouts to Board members. The first handout (NIDBLOCK) dealt with speed tables, speed bumps and speed humps, street narrowing, chicanes, use of medians, and short medians for traffic calming. De Aragon would recommend staying away from speed bumps and humps as they are very disruptive for emergency vehicles. On the other hand, speed tables minimize the impacts on these vehicles. Raised intersections can utilize speed tables. DeAragon stated that traffic calming is very site specific; each location is different and design must be for the long term. The width of a road, bike lanes, sidewalks, and curves will also affect the speed of traffic.

De Aragon also spoke about mass transit. Input at the beginning of the subdivision process should be requested from TCAT.

Brown spoke about a traffic calming measure in downtown Ithaca (Plain St.) with a small median with a tree planted in the middle of the street. Brown stated there are also speed bumps as well as chicanes in that area.

De Aragon stated that traffic calming should be addressed before a project begins rather than to remedy a bad situation. Klepack stated she was pleased to hear this. Leopold stated she saw many retrofits in Colorado and problems caused by them. Often signage was required prior to traffic calming measures such as raised crosswalks. Leopold also noted the lime green pedestrian signs with strobe lights inserted in heavy traffic areas for the aid of pedestrians.

Klepack asked de Aragon if he would recommend that a developer be required to submit a plan for traffic calming as

part of any subdivision application. De Aragon felt this would be wise. Hickey noted that this could be included as a part of the traffic analysis required for SEQR.

A member of the audience stated it is important to provide sidewalks for pedestrians. This is important and must be addressed at the beginning of the subdivision process.

Hickey thanked de Aragon for his presentation and materials.

Public Hearing: Special Permit No. 1915, Arleo Eye Institute:

The next item on the agenda was a Public Hearing to consider Special Permit No. 1915, Arleo Eye Institute to construct a 24,150 sf medical office on the lot on the northwest corner of Warren Road and Uptown Road in the Human Health Services District, Tax Parcel No. 46.1-6-6.21. .

Curtis noted that the applicant had failed to provide proof of mailing for supplementary notification for tonight's meeting but the applicant states that they have the proof and forgot to bring it. The applicant has been advised that it can be provided later as long as it confirms that the notice was sent to those required to be notified at least five days prior to the hearing.

Henry Cesari, the project architect, began the presentation for Dr. Robert Arleo. Preliminary plans have been drawn to depict the building on the site. The footprint and parking and storm water detention areas are all depicted. Calculations will be submitted at a later date for the storm water management system. Their main purpose tonight is to receive comments from the Board.

The parcel is less than 2.5 acres and is situated on a corner and must meet all the required setbacks for parking and building which include for a corner lot two 75' front yard setbacks. The proposed medical office building has been divided into three tenancies with 24,150 sf total. One tenant has almost 12,000 sf. which will be for Dr. Arleo's practice. The other two tenants will have approx. 6,000 sf each of leased space. The applicant would like to build the initial phase for Dr. Arleo's practice as well as the first tenant and develop the second leased space as a second phase.

Cesari stated that parking will be provided on site for 103 spaces. To address the concerns of the County, the one-story building was situated with a main entrance from Uptown Road and a service access road on the back (west) side of the building. Access for emergency vehicles must be reviewed with the fire department to ascertain acceptable clearances. Cesari also stated there is an ingress/egress easement owned by Cornell which must maintain a 24 ft. clear area from Uptown Road north two a second parcel north of the one Arleo is developing. Dr. Arleo is also asking for an access off Warren Road, but Cesari has noted that the County is not supportive of the Warren Road access and he would like to discuss it further.

Hickey stated there is a major problem as the Zoning Law requires a 75 ft. buffer between a residential area and the human health district and this has not been incorporated into the plans for the building location. Hickey can not see where there is room for the buffer. Hickey stated there is the possibility for a variable buffer zone with a minimum width of 25 feet but this needs to be reviewed by the Planning Board. Cesari stated they were aware of the requirement and would like to request the variable buffer rather than the 75' standard buffer.

Hickey also stated the computations for parking need to be based on medical office tenant space requirements rather than office or non-medical tenant spaces. Cesari noted that the requirement for regular office space of 5 spaces per thousand sf gross floor area is close to amount of parking required for the medical offices at Park View Medical Campus and the applicant will be able to meet the requirements regardless. Hickey stated there may be more parking currently proposed than needed. Hickey is concerned that tenants number 2 and 3 are described as commercial tenants, noting that commercial offices are not permitted in this area. Cesari responded that numbers 2 and 3 will not be for commercial offices. Hickey stated this needs to be corrected on the sketch plan if the information is incorrect. Cesari stated that parking ratios for staff and doctors come out to be about the same as commercial offices.

Hickey stated that the Village does not have authority to grant a curb cut onto Warren Road since Warren Road is a county road. A letter would need to be sent to the County from the applicant and the county would need to provide

authorization for the curb cut prior to the Village accepting the site plan. Klepack suggested that flipping the building so the long side of the building is along Warren Road with only an entrance off of Uptown Road might provide for traffic flow and meet the concerns of the County by eliminating the curb cut on Warren Road. Cesari stated that the requirements on one side of the building are greater than the other side for ambulance access. Hickey stated the access road could go along Warren Road and parking should also be flipped. Cesari responded that the two 75 ft. setbacks make it difficult to flip the building. Hickey stated that the variable buffer might be an option. Hickey noted that there need not be a 75 ft. buffer on the north side as it is not adjacent to a residential district.

Lynn Leopold exited the meeting.

Next, the Board addressed the engineering concerns. Hickey stated that the comments from Brent Cross have been distributed and the applicants have a copy. Cross noted that the overall drainage scheme appears to be one that should be able to handle the increased run-off from the new impervious surfaces. At this preliminary stage, some of the details have not been provided such as water quality treatment, hydrologic/hydraulic calculations and precise parking lot pavement grades. Also since the site will involve more than one acre of disturbance, the developer will need to prepare and submit a NYSDEC SPDES Permit Notice of Intent. Hickey questioned what would happen if calculations determined the remedies were insufficient. Hickey was told that the retention area could be dug deeper or there could be a tank placed under the parking area to hold run-off. Al Lasarda, the project engineer stated numbers would be provided before the final plans are submitted.

Hickey spoke about sidewalks along Uptown Road. In previous discussions with John Majeroni, Cornell Real Estate, there has been an informal agreement that sidewalks will be built along that road when Cornell develops their parcels. Hickey asked if the developer would consider placing funds in escrow so the sidewalks could be constructed when Cornell develops their property. Lasarda will review this.

Curtis noted that the parking lot must be screened on all sides. Lasarda stated there would be green spacing and screening on all sides.

Hickey stated there would not be a Public Hearing held tonight and it would be rescheduled when more information is available.

Ed Marquardt, from the Ithaca Swim Club, spoke next. He was advising the applicants of the close proximity of bedrock to the surface. The Swim Club hit shallow bedrock and has experienced subsequent problems with water due to the bedrock. Hickey stated test borings may be needed if an underground tank is required to meet the EPA Regulations.

Hickey then advised the applicant about a developer's conference where Curtis, Hickey and other interested Planning Board members meet with the developer prior to a Planning Board meeting. The applicant can bring in revised plans and gain input prior to the meeting and make necessary adjustments or prepare additional information before coming before the Board and the public. The conferences are free and more than one can be arranged if necessary.

John Sherbon, 2 Leifs Way, spoke next. Sherbon stated he is a customer of Dr. Arleo, as well as a bicycle rider, and he would not like to see a curb cut on Warren Road. He would prefer to turn off of Uptown Road. Other comments by Engineer Cross on his report included the following: 1. Traffic entrance appears to be a curb cut from Uptown Road. It would be helpful if it could be placed more than 175 feet from Warren Road. It is also unclear whether the entrance aligns with the entrance to the apartment complex across the road on Uptown Road. The internal circulation pattern appears to be laid out with proper aisle widths and parking dimensions. 2. Plan should be shown to fire department for review for maneuvering of large trucks. Also, are there plans to accommodate mass transit? 3. Drainage appears to be able to handle increased run-off from impervious surfaces. Calculations need to be provided and SPEDES Permit Notice of Intent prepared and submitted. 4. Two dumpsters proposed but details for enclosures are needed. 5. Water, gas and sewer utility services to enter from Uptown Road. Unable to determine proposed electric service location. Sewer connection is proposed to tap into the sewer main between manholes. Need to check with Dennis Reinhart to see if a new manhole for that location would be required. No hydrants are proposed but may be needed. 6. Site lighting documentation is required.

Cesari responded to these items. The sewer connection needs to be reviewed by Dennis Reinhart. Curtis noted that a variance is referenced on the SEQRA form. Cesari stated this must be an error. Hickey stated that the next time available to continue discussion of this project would be May 25th and the applicants were agreeable as they felt they would need the time to prepare.

Lansing Trails 2 Traffic Analysis:

Hickey stated he has requested a traffic analysis of the area where the Millcroft, Lansing Trails and Spitsberg subdivisions are being proposed from Fisher Associates. They are working on the N. Triphammer Road reconstruction project and are familiar with the area. Fisher Associates was able to provide a response within two days. Hickey stated the red marking indicate the areas where traffic calming in Lansing Trails 2 might be beneficial. The report spoke about mini-roundabouts and raised intersections. The three intersections where feeder roads connect to the new north south road should be raised intersections. The trail system proposed by Ivar Johnson should also be raised when it crosses the road system. Hickey stated a raised crossing will slow traffic. The report favored the diffusion of traffic through the three roads as a method of slowing and deterring through traffic, but noted the removal of the section of Craft Road proposed where the park now is would force the traffic to go across the Millcroft Subdivision to Bush Lane or turn back to Ayla Way or Janivar Drive. Not having the Craft Road connection would create a greater deterrence to through traffic, but the traffic that did traverse the neighborhood would be going through the heart of the neighborhood rather than around the perimeter. The report also provided the Board with advise on what to request in a traffic study. It also suggested 18 ft. roadway widths to further slow traffic. Klepack would like to see sidewalks and does not feel the trail is a substitute for them; both are needed. Hickey did not know if it would be possible to get both from the developer. Klepack and Stycos still expressed support for a separated sidewalk. Hickey would like to request Ivar Johnson's engineer incorporate traffic calming measures in his plan for the development. John Sherbon asked about the internal traffic in Lansing Trails I and II as well as the outside traffic. Hickey stated these would both be addressed by Ivar Johnson's engineer.

Comprehensive Plan Update:

Hickey stated Klepack is done with her revisions, Stycos is close to finishing, Dankert is finished with his section, and Brown is prepared to submit any comments she may have. Klepack stated that a few years ago she wrote Design Guidelines for Commercial High Traffic which was never formally adopted by the Board of Trustees. These will be included with the Comprehensive Plan to be adopted by the Board of Trustees with the entire document. When Carol Willard has been given everyone's revisions, a draft copy of the Comprehensive Plan will be reviewed in its entirety by the Planning Board.

Airport Combining District – Continued Discussion:

Hickey stated the Planning Board has been dealing with this for quite some time. Proposed Local Law E which Dubow prepared in October of last year deals with placing a note about the airport combining district on a subdivision plat. Curtis recommends the County GIS Planner depict the 55 and 65 decibel contour lines from the airport master plan on the zoning map. Dubow felt these lines would then need to be applied to existing subdivisions. Hickey stated that none of the proposed subdivisions fall within the 65 decibel line. Curtis stated that the zoning law currently references 4000 ft from the runway which is approximately the 55 decibel line. Dubow stated the Board was attempting to avoid the Special Permit process for building applications yet make the buyer aware of the Airport Combining District and the fact that there might be a noise concern. Curtis felt placing the contour lines on the zoning map, which is accessible on the Village web page, would apprise buyers of the potential noise problems associated with the Airport Combining District. Hickey suggested placing a statement on the building permit application form stating that if your property is near Warren Road you should be aware of the Airport Combining District and potential noise problems. This would alert buyers of property in these areas. Curtis noted that upgrading his permit computer program could enable it to flag all parcels within the contour lines so that when the parcel came up for review it would indicate this information. Dubow recommended the contour lines be placed on the map first, after which it can be reviewed by the Board and Zoning Law and Subdivision Regulation amendments can be further considered.

Approval of Minutes – March 30th:

Hickey had some concerns about the accuracy of a statement he made as it appeared in the March 30th minutes.

Revisions were made and the Board agreed Hickey could review the tape and make revisions if necessary to ensure accuracy. Hickey noted from the minutes that Spitsberg will be required to make monies available in lieu of parkland. Dubow stated the statutory authority for requiring park land or cash in lieu thereof states that there must be a record of findings documenting that the development will generate a need for parkland and how much will be needed. The 6% is a maximum not an automatic entitlement. Klepack moved to accept the minutes of March 30th as revised and as may be further revised by Hickey after his review of the tape. Seconded by Brown. Ayes by Brown, Hickey and Klepack.

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Reports:

Trustees: Hickey attended the last meeting and reported the increase of the sewer surcharge from 33% to 50%. Bill Cooke received approval for his Planned Sign Area amendment. Hickey stated Mayor Hartill mentioned that there is a delay with the N. Triphammer Road Reconstruction Project as the Village has not received required sign-offs from all the adjoining property owners (Pyramid Mall, Squeaky Clean Car Wash, and Mobil Service Station). Hopefully the project will go out in June for contracts and the utility work can be done in this construction season. The remainder of the project would be completed in next years construction season. The Board of Trustees also did not render a decision regarding the cluster concept for Lansing Trails 2 as there was not a full board present; it will be placed on their agenda for May 3rd.

Other Business as Time Permits:

Klepack highly recommended the SEQRA workshop scheduled for May 15th and encouraged others to attend.

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Adjournment:

Klepack moved to adjourn at 10:00 P.M. Seconded by Stycos . All aye.