

Testimony of a Public Hearing of the Town of Union Planning Board held at the Town Office Building, 3111 East Main Street, Endwell, NY, Tuesday, October 11, 2016, at 7:08 PM.

PRESENT:

Members present: L. Miller
L. Cicciarelli
S. Daglio
S. McLain
T. Crowley

Others present: Marina Lane
Paul Nelson
Frank Bertoni
Alan Pope
Lisa Darling
John Miller
Sarah Campbell
Daniel Faldzinski
Jeffrey Stafford
Chris Thomas
Shawn Birchard
Mitch Leech
Jim Tofte
Thomas Kerwin, Jr.
Jennifer Kerwin
Robert Schilkie
Donald Krebbeks
Allan Eagles
Carl Guy
Bobby Larnerd
Al Moyle

MS. MILLER: The Town of Union Planning Board will conduct a Public Hearing relative to an application by Visions FCU for a Special Permit for a stand-alone drive-through use in a Neighborhood Commercial zoning district. The project is located at 511 Hooper Road, Endwell (property tax map number 142.13-1-12).

The public hearing will take place on Tuesday, October 11, 2016, at 7:00 PM in the Town Board Meeting Room on the second floor of the Town of Union Office Building located at

3111 East Main Street, Endwell, New York. The application is available for review in the Town of Union Planning Department (at the address listed above) during normal business hours (8 AM to 4PM).

Individuals with special needs requiring accommodations may contact the Planning Department at 786-2985 at least 24 hours prior to the scheduled public hearing. – Paul A. Nelson, Secretary

MS. CAMPBELL: Just a quick update from the last meeting.

MS. LANE: Let me just remind the Planning Board members one more time, if you want, at each table next to Paul and next to Len, there are full size site plans if you feel the need to look at them. Thanks. Sorry.

MS. CAMPBELL: No, don't be sorry. Would you like a quick update? Okay. So since the last time we were here, not a lot of change, but important things have changed. Pursuant to your suggestion and your concerns about the traffic circulation at the area, we have made a major modification to the site plan, which is to close the two eastern plaza driveways on Country Club closest to the corner. So instead of having curb cuts open in this area, all the traffic is going to be forced down into the main entryway. We thought that that would help, and you also pointed out that this would help reduce conflict points and better define traffic circulation, and as it turns out, it also substantially helps define circulation within the plaza not only coming in, but also coming out.

You know this went to the County for the 239-Review, obviously; I know you have copies of that. BMTS supports the site plan and is in favor of it; and they believe that closing the curb cuts will improve the traffic situation all the way around. But just suspenders and belts, we also did a traffic study.

We hired a traffic engineer just to make sure we weren't missing anything, or you know, that nothing was crazy. You also have that report or if you don't have it, I can provide you a copy. Essentially, all you are doing is shifting the traffic from its current location a thousand feet away. He looked at the plan; he gathered data from Visions in terms of their usage and was able to put together his report. He finds that the closing of the driveways will be a benefit and reduce congestion in the intersection. Also, closing the driveways, which I didn't think of this either, will pull traffic turning in and out of the plaza beyond the existing left-turning lane for the Hooper Road signal. So it really has a lot of assets. The conclusion of the traffic report is that there will be no operational or safety

concerns regarding the traffic operation, and he doesn't recommend any other site improvements.

We know that a couple of things are being changed, and we do appreciate the Town's flexibility in reviewing these sort of things at the last minute as we try to respond to these comments. But there was a concern about the sidewalk by the drive-through lanes. So here's the sidewalk and here's the drive-through lane (pointing). We had proposed originally just to draw a line on the pavement to demarcate that, and there was some concern expressed by your officials with respect to pedestrian safety. So we do not have any issue with just extending a hard curb along that side of the sidewalk so that there can be no contact. I was thinking myself, of driving up and just filling out my deposit slip, and maybe not paying a whole lot of attention to being exactly in the lane. So we thought that was a good suggestion and we will do that. Also we were planning to leave some of the curb at the entrance; since it is slightly decaying, you suggested that we replace that as well, and we are happy to do that.

MR. BERTONI: So where is that, Sarah?

MS. CAMPBELL: Right at the entrance way.

MR. THOMAS: It's right where this crosswalk is hatched. There is an existing curb cut and there's some pavement that kind of bleeds over on top of it. We felt that since we're replacing the curb all the way along there, we'll just extend that curb replacement to the far side of the cross walk. So everything over here will all be new curb.

MR. CICCARELLI: Have you guys made any provisions for snow removal in that area? So when you're plowing you're not going to have piles of snow; so that they don't interfere?

MS. CAMPBELL: What do you do? Do you take it off or do you pile it up?

MR. MILLER: No, it's all stacked outside.

MR. CICCARELLI: The way I'm looking at that, I'm looking at the potential when they plow from, say east to west, you're going to plow it into the entry way, so to speak. And now they have the island there and so I'm just wondering is that going to become a visual issue? I know that you can control your plow guys and all that good stuff. And I know it may seem incidental, but it becomes an issue when we get these piles and we can't see out into the road.

MR. MILLER: Well, first I'll try and control the plow guys (laughter), but I think for the most part we'll be taking snow from here and pushing it back. There's a lot of area alongside the Rite Aid building. So we'll be pushing this back there, and then everything else, I'm hopeful, can be pushed out so we're not going to have any piles really in the front. That building is very low as it is right now, so it really affects it.

MR. CICCARELLI: And you don't want to lose any parking spaces.

MR. MILLER: Yes, but we have all that area out back and that's typically what we have been doing is pushing it back. We did do some piling on that corner, or Rite Aid actually did, but we'll move everything basically out to the back along Hooper and then out toward the creek.

MR. CICCARELLI: Thank-you.

MS. CAMPBELL: So I think, Chris, those are the only major changes. Were there any other changes?

MR. THOMAS: The only other suggestion that was made from the last time was to try and preserve the amount of existing parking spots he had. We kind of compacted it a little bit, too, in order to maintain some of the current spots that he had. The other thing that we changed was this stone landscaped area around the existing island; we shrunk that all down and just have a little 6-inch wide curb now defining our entrance way. I think that's it for the changes since the last week.

MS. CAMPBELL: Did you want us to talk about the sign or the pole or any of that?

MS. LANE: I don't think the poles are necessary; that's going to be resolved. But what about the possibility of moving that northwest corner stop bar? Remember we talked about what if it was moved down a little?

MR. THOMAS: I looked into that and we kind of pinched this too much to be able to move that down.

MS. LANE: Okay. So it was just one of our concerns, that if a car was parked there or even the one space where that stop is right here.

MS. CAMPBELL: No, over here.

MS. LANE: So if a car were parked here, would these cars be okay? I guess so.

MS. CAMPBELL: I think that the reality of those parking spaces is that although John wants to do his best to preserve them, they are the most remote spaces. People are unlikely to park in there, unless everything closer

to the businesses is used. I would guess right now that those spaces aren't used a whole heck of a lot.

MR. CICCARELLI: What's the percentage of spaces used? Are they still going to be able to meet the criteria to meet the occupancy level of the plaza?

MS. MILLER: The parking spaces?

MS. LANE: Has anybody ever seen it filled? It's got the rotating businesses.

MS. MILLER: Well, there are times when the parking lot is filled.

MS. LANE: Where it's completely filled?

MR. CICCARELLI: Well, I just want to make sure that we maintain the correct amount of parking spaces for the size of the occupancy.

MR. MILLER: I don't think that will be a problem. We're only required to have 120 spaces and we have 170 spaces.

MR. CICCARELLI: Okay, plenty.

MS. CAMPBELL: Yes, we had Dee take a look at them just to make sure we were in compliance.

MR. LANE: Could you just say those numbers once again?

MR. MILLER: Yes, I think there are about 120 required and then there's about 170 on site. And Marina, there is also a ton of area out back, it's kind of a stone surface and we could use that parking there, and the Dunkin Donuts lot is inefficiently laid out and there's tons of paving that is there, too. So there's plenty of room to throw more spaces in there.

MS. LANE: Yes.

MR. NELSON: Is there some kind of banking law or requirement when you build these things that states that the pedestrians can't use them?

MS. CAMPBELL: I'm not sure it's a rule; I think it's more a self-imposed safety guideline.

MS. DARLING: I'm not aware of any.

MS. CAMPBELL: I've certainly seen people get out of their car and walk up and use it. There are signs all over that say don't use it, but I think it's a safety

precaution really. The only banking regulation that I'm aware of is lighting levels.

MR. NELSON: Right.

MS. CAMPBELL: Lighting levels are prescribed by the banking law, and again, there was a photometric analysis done and there was zero spill at the property line.

MS. LANE: And that's actually what this taller sheet shows. If anybody has questions, Shawn Birchard did all of this. We were primarily concerned about the two residential houses to the east. This sheet shows the current light there, and then you have the larger site sheet here.

MR. CICCARELLI: I saw that.

MS. LANE: That's what is proposed, and the analysis did show that the light from the LEDs from the ATMs will have zero foot candles half-way across Hooper Road.

MR. BERTONI: Can I ask a question?

MS. MILLER: Yes.

MR. BERTONI: Two things. When I go into a parking lot and I have to pull into a right-hand turn to get into the parking space, and there's a car on either side, it's extremely difficult to make that right turn unless you actually kind of swing out, you know, to get yourself a little bit of room to go in there. Is this turn going to be sufficient to be able to enter there and make that turn?

MR. CICCARELLI: It's like a pinch point.

MR. THOMAS: We laid it out so that vehicles coming in this direction heading west on Country Club Road are going to have to queue into these farther lanes. The turning radii are not going to allow them to do a hairpin turn and get into the first one unless you're driving a Mini Cooper; so we have a sufficient space to turn a pickup truck into those other lanes there.

MR. BERTONI: Right, but not into that first one?

MR. THOMAS: Not into the first one. Obviously when they get into here they can fan back out and get into the required lane. Remember, Code said we only need four queuing spaces.

MS. CAMPBELL: There are twenty-one, right?

MR. NELSON: It was one of the reasons that we asked for the curb to be extended and the other two driveway curb cuts to be closed. So, when somebody is making that turn, there is sufficient space once they're inside the parking area to queue. They'll have sufficient space once they're in there to make a choice, instead of stopping as they're making the turn and backing up traffic on Hooper through the intersection.

MR. BERTONI: You don't think that they'll do that?

MR. NELSON: No, I think they will. Like you said, it's going to be very difficult to make that radius going in. If you're coming from west to east and you make a left-hand turn there, it's not going to be that big of a problem, but coming westbound, basically they make the turn, and then have to figure out the queue once they get in, doing it from inside the parking lot rather than from the street.

MS. CAMPBELL: And probably the reality of the situation is that if you're backed up this far, you're going to go away and come back later. You're talking fifteen cars in front of you in the queue until you can get to here.

MR. NELSON: Yes, that's pretty crowded.

MS. CAMPBELL: I wouldn't wait that long.

MR. BERTONI: And I did want to mention that when we did the master plan, that section of Country Club Road and Hooper Road, we tried to make the specific point that architecturally we were concerned about the attractiveness of that whole section, and that this is essentially the gateway to a very large part of Endwell. I hope that we will do everything that we can to make it as aesthetically pleasing as we can because it's going to be something that we have to live with for a long, long time. I'm not a big proponent of putting in something that five years from now will look different than it does today. It's one thing to put in some sort of shrubs or something and it will look nice on the first day, but then down the road they don't, you know. So I think anything that we can do to dress that corner up and make it as architecturally flowing with the neighborhood, I think would be a big plus, and I'm not asking you to do anything more than you normally do.

MS. CAMPBELL: I think that's a really good point. The Planning Board traditionally adds conditions to both their site plans and special permits that

landscaping be maintained, and if it's not, essentially they come after you.

MR. BERTONI: Yes, and of course we know that Visions wouldn't do that.

MS. CAMPBELL: And I think that you look at the investment that Visions is making a thousand feet away; they are certainly not going to let this fall into disrepair. So at the end of the day right now, it looks a lot worse than it's going to look. There's at least landscaping going in and originally this design was more towards the curb. Members of the town asked us to push it back, so that we could soften that curb with landscaping. So I think at the end of the day, it's going to look better than it looks now, and I think you have a...

MR. BERTONI: But that's not saying a lot (laughter).

MS. CAMPBELL: Again, I think that Visions has made such a huge investment up the street, that you know...

MR. BERTONI: I wasn't indicating that it would be in disrepair; I meant just from an attractiveness standpoint that we are doing what we can to make sure that it will last for a long time. I know that the building that they have on Country Club, I mean just the way they designed the building, and always maintained it. has been a beautiful addition to that neighborhood. And I just want to make sure that we're doing the same thing for this corner.

MR. NELSON: There are no structures up here. They are more just kiosks.

MS. CAMPBELL: And I think that the landscape architect looked at not only the plantings, but the reality of salting these roads. He looked at the effect that salting the road would have on the plantings, and if they would be hardy enough to survive. He looked at grass, a bad idea; it's not going to survive the fall. I don't know how to do that stuff, but I think the people who do, really did take a hard look at it.

MR. BERTONI: Okay.

MS. MILLER: Any other questions or comments?

MS. LANE: We usually ask that people who speak at the Public Hearing state their name and address.

MR. BERTONI: Oh, Frank Bertoni, 327 Vermont Avenue, Endicott, New York.

MS. LANE: Thank you.

MR. BERTONI: I've never been on this side (laughter).

MS. MILLER: No other questions? Then we'll close the Public Hearing at 7:26 PM.

Meeting concluded: 7:26 PM.

I, CAROL M. KRAWCZYK, do hereby certify that the foregoing transcript of a Public Hearing of the Town of Union Planning Board is a true, accurate, and complete transcript of my stenographic notes/tape taken at the above time and place.

CAROL M. KRAWCZYK