

TOWN OF LYSANDER
PLANNING BOARD MEETING
Monday, April 15, 2013 @ 7:00 p.m.

The regular meeting of the Lysander Planning Board met Monday, April 15, 2013 at 7:00 p.m. at the Lysander Town Building, 8220 Loop Road, Baldwinsville, New York.

MEMBERS PRESENT: Fred Allen, Chairman; Joanne Daprano; Hugh Kimball; James Aust; John Corey; William Lester; James Hickey

OTHERS PRESENT: Tim Frateschi, Esq.; Al Yager, Town Engineer; Frank Costanzo, Zoning Board of Appeals; Vince Kearney, Belgium-Cold Springs Fire Department; Jeanie Kenyon; Ellen Kimball; Cindy Dowd Greene; Hal Welsh, Northwest YMCA; Jeff Dack; Antonio Vitale; Larry Apgar; Jim Ruddock; Art Helmbold, III, Ianuz-Romans; Dan Barnaba, Eldan Homes; Gary Pooler, Timber Banks; Bob Geraci; Carol Levy; Steve Sehnert, Licensed Land Surveyor; Nate Podkaminer; Karen Rice, Clerk to the Planning Board

The meeting was called to order at 7:00 p.m.

- I. PUBLIC HEARING -- None Scheduled
- II. APPROVAL OF MINUTES

Review and approval of the minutes of the February 21, 2013 Special Planning Board meeting.

RESOLUTION #1 -- Motion by Corey, Second by Allen

RESOLVED, that the minutes of the February 21, 2013 special Planning Board be approved as submitted.

7 Ayes -- 0 Noes

Review and approval of the minutes of the March 21, 2013 Regular Planning Board and the April 4, 2013 Special Planning Board meeting be tabled.

III. OLD BUSINESS

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| 1. Minor Subdivision
Case No. 2013—002 | Nobles, James (Withdraw Application)
NYS Route 31 |
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James Nobles telephoned the secretary and asked that his application be withdrawn.

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| 2. Site Plan Approval
Case No. 2013—004 | J. Alberici & Sons
Aspen Springs Drive |
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James Trasher, Clough Harbor & Associates, represented J. Alberici & Sons for the proposed Aspen Springs Apartments, Aspen Springs Drive, NYS Route 31, adjacent to State Route 631. We are proposing three individual twelve (12) unit apartment buildings, four units per floor, seventy-two (72) parking spaces with outdoor parking and fifteen (15) garage units. Access will be through a single curb cut. We have been working with the Belgium Cold Springs Fire Department with regard to the movement of the fire trucks and the location of fire hydrants. We are also working with the Town Engineer with regard to his comment letters. Stormwater will be directed to the existing stormwater facility, which will be slightly modified as part of the development.

There is a letter on file dated April 15, 2013, prepared by Al Yager, Town Engineer, which will be made part of the public record, in part:

I have completed my preliminary review of the above referenced documents. Overall it appears that the revised site layout conforms to all applicable Town and State specifications and has addressed all previous comments. Due to the late arrival of the revised drawings at our office additional minor engineering comments may be generated under separate cover to the developer's engineer.

Further, the developer must be able to secure the required outside user agreement for sanitary sewer and water utilities from the Village of Baldwinsville and obtaining a curb cut permit from the Village of Baldwinsville.

Hugh Kimball questioned if these are for adults with no children.

Mr. Trasher stated that these are two bedroom bedroom apartments that basically eliminates families with kids because typically they like three bedroom apartments. Similar developments that he has done in the area are Willowstream, on NYS Route 31; Willowstream One on County Route 57 and one in Cicero as well. They are typical apartments, but no they're not age restricted 55 and over apartments.

Mr. Kimball stated that the reason for the question is with regard to school bus access.

Mr. Trasher stated it is designed for fire trucks that are 48' long can get in there and work their way around, school buses most likely will have a mustering point in one

location on Aspen Springs, but if they have to come in here they will be able to make the movement around and get back out.

Al Yager, Town Engineer, stated that it looks like there's room either way.

Vince Kearney, Belgium Cold Springs Fire Department, stated that they have been working with the developer and are comfortable with what's proposed. We would like a 48' modeling tool...

Mr. Trasher stated that they can do that again if there's a conditional approval, we can show it so you're comfortable.

James Aust questioned how many handi-cap parking spaces will be required.

Mr. Trasher stated there are eight units that are handi-cap adaptable with more than enough handi-cap spaces per ADA's requirements.

There was some discussion with regard to connecting to the sanitary sewer in the Village and what happens if that doesn't take place.

Mr. Trasher stated that first we need to get the plans approved, but we've been working with the Mayor of Baldwinsville, their engineer and the Town Engineer with regard to obtaining an outside user agreement for sanitary sewer and water utilities from the Village of Baldwinsville . If that doesn't take place Loop Road has sanitary sewer and OCWA has the ability to connect the water.

There is a letter on file from the Belgium-Cold Springs Fire Department with their concerns being addressed. There is also a letter on file from the Onondaga County Planning Board who has made the following recommendation, in part:

Fred Allen stated that the application was forwarded to the Onondaga County Planning Board for their review and recommendation, who made the following determination, in part:

NOW THEREFORE BE IT RESOLVED, that the Onondaga County Planning Board recommends the following MODIFICATION(S) to the proposed action prior to local board approval of the proposed action:

1. The New York State Department of Transportation has determined that the applicant must complete a drainage study or Stormwater Pollution Prevention Plan (SWPPP) to meet Department requirements verifying that the proposed development would not create additional stormwater runoff into the State's drainage system and is required to first contact the Department to determine the scope of the study; the applicant must submit the drainage study to the Department for approval and complete any appropriate mitigation as may be determined by the Department.

2. The New York State Department of Transportation has determined that the applicant must complete a Traffic Impact Study (TIS) for full build out to meet Department requirements and is required to contact the Department to determine the scope of the study; the applicant must submit the traffic study to the Department for approval and complete any appropriate mitigation as may be determined by the Department.

3. The Onondaga County Department of Water Environment Protection recommends that the municipality and/or applicant contact the Department at (315) 435-6820 early in the planning process to determine sewer availability and capacity.

The Board also offers the following comments:

1. The municipality and applicant are encouraged to consider establishing pedestrian and bicycle amenities and connections from this site to nearby destinations such as the village center and employment centers across Route 31.

2. The Onondaga County Water Authority (OCWA) recommends that the municipality and/or applicant contact OCWA's Engineering Department early in the planning process to determine water availability and service options, obtain hydrant flow test information, evaluate backflow prevention requirements, and/or request that the Authority conduct hydrant flow testing to assess fire flow availability.

It was determined that this item will be tabled until such time that the applicant be asked to be placed back on the agenda.

Tim Frateschi questioned the status of the traffic study.

Mr. Trasher stated that he spoke with Betsy Parmalee, Permits Manager, NYS DOT, and that's there blanket statement that they use for County referrals. They thought the access was out onto Route 31, they didn't realize it was Aspen Springs Drive and that the curb cut was already located here with the second point of access to Route 31 through Festa Fairways which winds through the development.

Mr. Frateschi reiterated that the State DOT doesn't want a traffic study.

Mr. Trasher concurred adding that we have nothing from the State other than his word on the record. If we need to get a permit we will do that. With regard to the drainage report, once approved by the municipality will go to the Department of Transportation because this outlets to their stormwater facility that they did at 631.

Mr. Allen stated that we can condition the approval on getting a letter stating you don't need one.

Mr. Frateschi stated that the board can also override the condition with a majority plus one.

Mr. Yager added that if they're going to make comments they should look at the plan. With two entrance points onto the State road through the development, we're not talking that many trips for peak hour generation; being that it's apartments I would assume that Aspen Springs Drive can more than handle those trip generations. There have been no issues getting in and out of the development onto Route 31 that we're aware of. I'm somewhat embarrassed for the DOT that they didn't even look at the plans before they made the comment.

There was additional discussion with regard to peak traffic.

Mr. Trasher stated that 51% leave during the a.m. peak hours 7:00 a.m. to 9:00 a.m. and 35% returning home in the afternoon. If you're talking one or two cars (unclear) you're getting 30 plus cars at this intersection over a two hour period. The majority of the people, if they're working, would be making a right and a right out of the development.

Mr. Yager stated that during peak hour that would be one additional trip every three minutes; which is insignificant.

Mr. Frateschi stated that based on everything we're hearing; on the project engineer's review, the Town engineer's review and the Planning Boards understanding and experience of this intersection, I don't see any issue with overriding the requirement for a traffic study including Mr. Trasher's representation to this board that they have already determined that one is not necessary.

Motion by Lester, Second by Daprano

The Planning Board has determined that a traffic study is not required for the J. Alberici & Son's Site Plan based on everything discussed and reflected in the minutes.

7 Ayes -- 0 Noes

RESOLUTION #2 -- Motion by Allen, Second by Hickey

RESOLVED, That the Planning Board having followed the prescribed SEQR procedures and having received no comments to the contrary, hereby designates itself as Lead Agency for J. Alberici & Sons, Aspen Springs Drive/NYS Route 31, Baldwinsville, New York Site Plan approval.

7 Ayes -- 0 Noes

RESOLUTION #3 -- Motion by Allen, Second by Kimball

RESOLVED, that having reviewed the SEQR regulations, determined this is an UNLISTED ACTION, and having reviewed the Short Environmental Assessment form, and finding no significant or adverse impacts resulting from the J. Alberici & Sons, Site Plan Approval, the Planning Board issues a NEGATIVE DECLARATION.

7 Ayes -- 0 Noes

FINDINGS:

An Environmental Assessment Form indicates there will be no significant environmental impacts.

The approval will be conditioned upon receiving a letter from the Radisson Community Association, stating that they have reviewed the application and it conforms to the rules and regulations in the Radisson PUD.

This action is consistent with the Town's Comprehensive Plan.

This action is consistent with the Town's current Zoning Ordinances.

This action has been referred to the Onondaga County Planning Board for their review and recommendation, which will be made part of the public record.

This action will cause no adverse effects on the public health, safety and welfare in the neighborhood or district.

RESOLUTION #4 -- Motion by Allen, Second by Corey

RESOLVED, that having reviewed the site plan package, as defined on a map dated as shown on a map dated February 8, 2013, to be revised April 16, 2013 including Pages G001, Title Sheet; G002, General Notes and Legends, C-001, Existing Condition, C-100, Layout Plan, C-200, Grading and Drainage Plan, C-300, Utility Plan, C-301, Sanitary Sewer Gravity Main Profile, C-302, Sanitary Sewer Forcemain Profile, C-303 Pump Station Plan and Section, C-400, Erosion and Sediment Control Plan, C-500, Landscaping Plan, C-600, Photometrics Plan, C-700, Details; C-701, Details; C-702, Details, C-703, Water System details, C-704, Water System Details and C-705, Specifications, prepared by Clough Harbor & Associates, Engineers, associated with the application of J. Alberici & Sons, Aspen Springs Drive/NYS Route 31, Baldwinsville, New York, and part of The Radisson PUD, for Site Plan Approval, the site plan is hereby approved with the following modifications and conditions:

- 1) All conditions be met in the letter prepared by the Town Engineer, dated April 15, 2013;

- 2) Receiving a letter from the Radisson Community Association, stating that they have reviewed the application and it conforms with the rules and regulations in the Radisson PUD; and
- 3) Modeling for a 48' fire truck to be provided.

7 Ayes -- 0 Noes

Mr. Trasher thanked the board for their time.

3. Major Subdivision

Bella Casa by Alberici
Collington Pointe, Section 4 Phasing

Fred Allen, Chairman, stated that the Preliminary Plan was approved several years ago. All infrastructure are in. The applicant would like to add two lots that were removed last year due to market demands.

Arthur (Chip) Helmbold, III, Ianuzi-Romans, concurred stating that they were before the board last year deducting four residential building lots on Sudley Way, part of Collington Pointe, Section 3 for tax purposes. They are back before this evening to add two of those lots back into Section 3.

FINDINGS:

An Environmental Assessment Form indicates that there will be no significant environmental impacts.

This action is consistent with the Town's Comprehensive Plan.

This action is consistent with the Ton's current Zoning Ordinances.

This action did not require referral to the Onondaga County Planning Board for their review and recommendation as it has already been reviewed as part of the initial subdivision.

This action will cause no adverse effects on the public health, safety and welfare in the neighborhood or district.

RESOLUTION #2 -- Motion by Allen, Second by Kimball

RESOLVED, that the Planning Board authorizes the Chairperson to review the Final Plat for the two (2) lot subdivision application of Bella Casa by Alberici for property located at the southwest corner of Sudley Way, Collington Pointe, to be known as Section 4, Baldwinsville, New York, Part of Farm Lot No. 87 and Part of Tax Map Number 073.01-04-08.1 and finding that all modifications and conditions have been met; and that the Final Plat is consistent with the approved Preliminary Plat; and that

any differences found are not significant; the board authorizes the Chairperson to waive the Final Plat Public Hearing and sign the Final Plat.

7 Ayes -- 0 Noes

Mr. Helmbold thanked the board for their time.

IV. NEW BUSINESS

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| 1. Major Subdivision
Sketch Plan, Phase 5 | Barnaba, Dan
Crimson Ridge @ Radisson |
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Dan Barnaba, Eldan Homes, stated that he acquired the property around 2005. At that time we created a sketch plan that was developed to show where utilities, road connections and a maximum build-out of the property with approximately 183 units throughout the community. It was a mixed of attached homes, narrower lots and large estate lots. When it was represented to the board we said we would come before the board on a section by section basis for preliminary plan approval because at that time we'd have a better sense of what the market demand was. On each occasion I came before the board I mentioned that I would most likely reduce the density because I was coming before the board with a maximum density at the time and the sense was that was feasible and reducing the density shouldn't be as problematic. The board has since seen Section I, Section II and Section III. Section IV has not come before the board; what I'm showing you tonight is a sketch plan for Section V. I'd like the board's feedback before proceeding with a preliminary plan. The plan is somewhat novel from what I've done in the past, but not novel for the Radisson Community. What I originally intended for this front section of the property was more density; I was going to build duplexes and triplexes. Our initial sketch plan showed about thirty-four (34) units in tight formation in cul de sacs. What the market has shown is that there's just not strong demand for that project. In Section I when we began to build the duplexes we abandoned that idea and created some narrow lots and the market for the unattached homes was much stronger. My concern with Section V has always been the proximity to NYS Route 31 and the road noise; so what I'm proposing is a plan which I think will overcome those concerns and provide something in the Radisson Community that I'm sure will be very marketable and unique. What you're seeing this evening is a lay-out of ten (10) half acre to one acre home sites that would be serviced by a private driveway/private road. They would be serviced by public water and public sewer. I think there will be a strong demand for lots this size in Radisson. They're not available. The lot size will help overcome the road noise. We are confident that we can still manage the stormwater/retention needs for this parcel. The sewer lines have already been brought to the property. There will be some modifications as we would like to service the lots by a private road. Doing the development we will be putting the least amount of black top down which avoids a long term maintenance issue for the Town. The homeowners would be responsible for maintaining this. This design road structure is very common throughout Radisson, there are probably 20 occasions where private roads are put in place and the homeowner have easement rights and covenants that

govern the maintenance of the road and their opportunities to get in and out of their property. The remnant piece would front Sabin Road; we're not sure what will be done with that parcel. We're investigating the cost of getting the sewer to this lot and whether it's worth it. There will be a berm 6 to 10 feet tall, planted with grass and shrubs to cut down on road noise, similar to what was done at the Oak Brook subdivision. I'm very familiar with the construction in there as we've built quite a few of them. This proposal is consistent with prior development in Radisson. It's a modest development. Developing has become more and more challenging with banks, letter of credits, etc... We'd like the board's feedback before proceeding with a preliminary plan.

Hugh Kimball questioned the lot on Sabin as it will not have frontage on a street in Radisson. Can you do that within Radisson?

Mr. Barnaba stated that there after talking to Radisson Community Association, it would be almost impossible to pull the land out of Radisson, so the buyer of this lot will be responsible for paying dues and will have access to all of the other services in Radisson. I don't see that it has much market value because of today's lot prices because the values are much lower on Sabin Road, so it just doesn't bode for new construction. I would likely sell the lot to someone wanting to build their own home.

Steve Sehnert, Licensed Land Surveyor, stated that there are similar situations in Radisson on Melvin Drive. That was an existing road and not a road constructed for Radisson.

Mr. Kimball questioned the specifications of a private road, more particularly emergency vehicle access.

Mr. Barnaba stated that he will be working with the Town Engineer to make sure that emergency vehicle access is adequate. I suspect that there's a minimum width that has to be maintained. As far as the sub-base and caliper of the road, I'm sure it would much more resemble a Town road rather than a driveway; probably some compromise in between with easement right-of-ways, curbing...we'll be doing a stormwater analysis but I suspect most of it is going to drain (indicating on plan proposed private drive access).

Mr. Kimball stated that there also needs to be the ability to turn the truck around.

Mr. Barnaba stated that if you look at the a lot of the "driveway" situations that currently exist in Radisson there aren't dedicated Town turn-arounds, but there are many occasions (unclear) on a driveway then you're in the private driveway.

Fred Allen questioned the 4 to 1 rule? (Subdivision Regulations, Section 117-14, Paragraph B(4) Lot depth shall not exceed four (4) times the lot width).

Karen stated that the property is within the PUD. (The General Project Plan that was accepted by the Town doesn't have this regulation).

Mr. Barnaba stated that developments are constructed on market demand, the smaller lots are out-selling the larger lots, but the market is picking up and this is an opportunity that can be very well received. Lots of this size are just not available in Radisson or anywhere in Lysander (in a development).

Mr. Barnaba continued stating that our biggest item of feedback is the nature of the private road. We didn't want to come forth with a preliminary plan that depended upon such a road system until we've batted it of the board.

Vince Kearney, Belgium-Cold Springs Fire Department, stated that the fire department will not be in favor of any private roads. I know there are a lot of them in Radisson and we're dealing with that. Basically, we're concerned with who is going to maintain them, snow plowing, wear and tear and if things go south, those type of things.

Mr. Allen asked if the fire department had questions with regard to turn-arounds at the end.

Mr. Kearney stated that the fire department is not the only ones who have trouble, school buses have trouble too. Our trucks are 48' long and are heavy; when you come in private roads that are 18' wide we can certainly chew up the roads if it's hot in the summer. Those are the kind of comments I'll have.

Mr. Barnaba stated that on Festival Court the postal services does not go down the private road; they take their mail on Deep Glade; further the school buses don't go down private roads, they pick up the children at the end. Those opportunities are available.

Mr. Kearney reiterated that they're the only ones who will use the private road.

Mr. Barnaba stated that hopefully they will never have to.

Mr. Kimball questioned the distance a child would have to walk out to the main road.

Mr. Barnaba stated that it would probably be 600 to 700 feet. During the design process this can be addressed.

Al Yager, Town Engineer, stated that maybe Vince's concerns could be addressed with additional covenants through a homeowner's association; and a hold harmless clause for the fire department, something of that nature.

Mr. Barnaba stated that they'll try to handle it the best we can with covenants and easements.

Tim Frateschi, Esq., stated that he can work with the developer on this. Is it your intention to have a homeowner's association?

Mr. Barnaba stated that it is not his intent, there already is one within Radisson; I didn't want a separate association. I understand that the private driveways that already exist in Radisson are managed by covenants and common driveway agreements and things of that nature.

Jim Aust reiterated the concern of school buses and the need for a turn-around.

Mr. Barnaba stated that it's more of a public property vs. private property as opposed to a turn around.

Mr. Frateschi stated that he doesn't know the rules as it relates to a school bus, I know the Town's vehicles won't go down it, it's not ours.

Mr. Barnaba stated that it's not much different than somebody owning a lot 1000 feet deep and they want a house 500' back.

James Hickey questioned how sewers are handled like since on private drives as far as Town access.

Mr. Yager stated that we'd prefer that there's a paved access so that we're not tearing through lawns to maintain it if it ever does need to be dug up. There are restoration costs that the sewer district doesn't necessarily want to be burdened with.

Mr. Hickey asked if a separate sewer district would be required.

Mr. Yager stated that it is part of the Radisson Sewer District.

Mr. Barnaba added that most of the sewer line has been installed with easement rights in place; but we can do different things like widen the easement so that the Town has access.

There being nothing further, Mr. Barnaba thanked the board for their time.

2. Minor Subdivision
Case No. 2013—006

Laird, James
Smokey Hollow Road

Jim Laird, 8613 Smokey Hollow Road, stated that they are proposing a minor subdivision creating two lots from approximately 18 acres. One lot with the existing residence and 13 acres and a five acre piece.

Fred Allen, Chairman, asked why the property was being subdivided.

Mr. Laird stated that his parents are retiring in a year or so and we're hoping they'll come and be local as my kids have never had a chance to live close to grandparents. They've expressed some interest and this would be a great place to be close to us.

Mr. Allen questioned where they would build a house on the subdivided land.

Mr. Laird stated that likely over to the north, along the northern boundary line there is some buildable land. It's about 5 ½ acres of woods currently.

Mr. Allen questioned how they would get access to the parcel.

Mr. Laird stated that there would be a driveway from Smokey Hollow Road.

Mr. Allen asked if they could get it across the right-of-way.

Mr. Laird stated that the parcel is largely encumbered by the overhead power lines (National Grid/New York Power Authority), there is a large easement that bisects the property. There is also a gas line easement that comes down the power line (Empire Pipeline). It's the same power line that comes through Radisson that continues out of Radisson westward to Smokey Hollow Road. It's basically a big open space that you can't build on. Under the power lines it's limited. You can't even grow trees or anything under it. They come mow and maintain it. We do have an understanding with them, it's written in the easement agreement that they can come and maintain it, both National Grid and the gas company. It's zoned agricultural, we could pasture it, it can be fenced and used for grazing, that's pretty much it. It's surrounded by Three Rivers Game Management, east of Smokey Hollow Road. There's a 100 acre parcel to the north. The American Legion and the railroad tracks bound the property on the west side.

Hugh Kimball questioned the small area to the front along Smokey Hollow Road.

Mr. Laird stated that their property surrounds a small residential lot, a former schoolhouse, School District #13, that's currently owned by someone else, not us.

Mr. Allen questioned if the power company would grant permission to put a private driveway in their easement.

Mr. Laird concurred stating that you can have driveways, you could drive a tractor under the power lines...

Mr. Kimball stated that it's one thing to drive under them; it's another to be able to put a driveway on it. We would need to see something from them.

Mr. Laird stated that it's the same power line that Willett Parkway, along with seven or eight other roadways goes under them in Radisson.

Tim Frateschi stated that unless it's in the easement itself that restricted that, he owns the property so he would be able to do it, but it really would be a private covenant that you would have to live by. If he puts a road in and they don't like it they can tell him to take it out. That would be the risk he would run. There's certainly enough frontage on Smokey Hollow Road for that to be a buildable lot.

Mr. Laird stated that in the easement there's no language that prohibits putting a driveway under the power lines.

Jim Aust questioned if permission would be required from the power authority.

Mr. Frateschi stated that would be his burden to do.

Karen Rice, Clerk, stated that you could still approve the subdivision, it's the chance Jim's taking.

Al Yager, Town Engineer, stated that it would be part of the building permit process, in that in order to pull a building permit he has to show a site plan with a driveway on it, get an approved curb cut with a driveway permit from the Onondaga County Department of Transportation (County DOT). The burden of proof would be on Jim to prove that the power company is allowing him to put the driveway over their gas line and under their high tension line.

Mr. Laird stated that we have no intent to subdivide it further, we really can't because of the power lines, beyond what's proposed.

Mr. Frateschi stated that you can't build a structure under the power lines, or anything that would encumber their right to the easement. I don't know that a road or a driveway would encumber their right to that easement.

Karen stated that there's plenty of frontage on Smokey Hollow Road, they can build behind the old school house if they can't get access over the easement.

Mr. Yager stated a couple of things for the board to consider; there are wetlands at the north end of the property, the board could request a wetland delineation. It's a sliver of wetlands that runs from the north end of the property. However, there's 13 acres, I'm sure you can build within there somewhere. Also, a subdivision map will have to be prepared by a licensed surveyor, stamped and sealed showing bearings and distance.

Mr. Kimball questioned if it was a Federal wetland.

Mr. Laird concurred.

There was some discussion with regard to the configuration of the lot. It was determined that the lot lines are dictated by the easements.

RESOLUTION #5 -- Motion by Allen, Second by Corey

RESOLVED, that the Planning Board having followed the prescribed SEQR procedures and having received no comments to the contrary, hereby designates itself as Lead Agency for James and Angelika Laird 8613 Smokey Hollow Road, Baldwinsville, New York Minor Subdivision application.

7 Ayes -- 0 Noes

RESOLUTION #6 -- Motion by Allen, Second by Kimball

RESOLVED, that having reviewed the SEQR regulations, determined this is an UNLISTED ACTION, and having reviewed the Short Environmental Assessment form, and finding no significant or adverse impacts resulting from the James and Angelika Laird Minor Subdivision application, the Planning Board issues a NEGATIVE DECLARATION.

7 Ayes -- 0 Noes

RESOLUTION #7 -- Motion by Allen, Second by Hickey

RESOLVED, that a Public Hearing be held within sixty-two (62) days, at a date and time designated by the secretary on the application of James and Angelika Laird for a subdivision of property located at 8613 Smokey Hollow Road, Part of Farm Lot No. 68, and Tax Map No. 055.-01-5.1, for a development of two (2) lots from a parcel of approximately eighteen (18) acres. Conditioned upon filing a complete application and paying to the Town Clerk the appropriate fees.

7 Ayes -- 0 Noes

Mr. Laird thanked the board for their time.

The remainder of the meeting was not picked up on the digital recorder and will be summarized with the help of the application submittals and the Clerk's notes.

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| 3. Subdivision of Land
Case No. 2013--007 | The Timbers
River Road |
| 4. Site Plan Review
Case No. 2013--008 | Northwest YMCA
River Road |

Larry Apgar and Antonio Vitale, Robertson-Strong-Apgar, Architects; Gary Pooler, Timbers LLC, James Trasher, Clough Harbor, Kevin Bernstein, Esq., and Hal Welsh, YMCA, were before the board to discuss a Minor Subdivision of property located within the Timber Banks Subdivision and ultimate Site Plan approval for the proposed Northwest YMCA.

This proposed subdivision is a part of a proposed project which will develop the 11.6+/- acre subdivided lot with an approximately 100,000 S.F. recreational facility and site amenities including parking, sidewalks, curbing, landscaping, and storm water management. This proposed project is following a recent amendment to the Planned Unit Development which created a new "Community Recreation" land use. A Full Environmental Assessment Form was completed as required during the zone change process therefore will not be submitted with this application.

Parking has been provided for 373 vehicles based on the Fayetteville YMCA.

Letters have been prepared and made part of the public record from the following:

Gary Pooler, The Timbers, LLC, dated, February 27, 2013, authorizing Clough Harbor and Associates to act on their behalf in seeking the minor subdivision and ultimate site plan approval for the facility. The Onondaga County Department of Transportation (County DOT)

Joseph A. Flint, Acting Director, Planning & Program Management Group, New York State Department of Transportation (NYS DOT), dated April 15, 2013, who has been working with Gordon Stansbury, GTS Consulting, with regard to the traffic study, in part: In response to our letter of March 13, 2013, the applicant, Pooler Development, LLC has provided the Region with an additional traffic study addressing the comments made. Based on the analysis provided in the study which takes into account existing traffic level, increase in background traffic growth, and a reduction to the proposed Timbers development, we concur with the analysis and find that the development will not require mitigation at the stated development types and sizes. The Region respectfully requests that the study be made part of the development's General Project Plan (GPP) Amendment #3 and become a controlling document to the level of development for the site. Similarly, the Regions also respectfully requests that GPP Amendment #3 have controlling language that will require when additional approvals are requested for this development that the developer be required to prepare and present a Traffic Impact Study to the Region for review and comment and construct any appropriate mitigation.

James Trasher, Clough Harbor, stated that GTS Consulting prepared a sensitivity analysis at the intersection of River Road/NYS Route 31; NYS Route 370/Hicks Road and NYS Route 370/River Road. The sensitivity analysis will be included in the GPP Amendment #3. They are working with Terry Morgan, Onondaga County Department of Transportation, as well.

Allen P. Yager, , Town Engineer, dated April 1, 2013, has prepared a Scope of Services, to include Planning Board services for site plan and Stormwater Pollution Prevention Plan (SWPPP) review, to be signed by Fred Allen, Chairman, and the applicant and/or their representatives.

The project will be built using “green” requirements through the New York State Department of Environmental Conservation (NYS DEC) taking into consideration rain gardens

Sewers are already in the subdivision and will be tied into along the proposed access road.

Membership numbers were discussed, Hal Welsh, YMCA, stated that the anticipated membership is 15,000, including families, half expected to be children.

Mr. Trasher stated that they are working with the Belgium Cold Springs Fire Department and will continue to do so.

Hugh Kimball questioned when the internal road of the remainder of the subdivision will connect to the YMCA.

Mr. Trasher stated that they hoped more houses would have sold within the last five years, but there is an application that will be coming before the board within the next ten days for future development.

William Lester questioned playing fields, soccer fields, etc...

Mr. Trasher stated that none are proposed for this site, however there may be a possible park across the street at a later date.

There was some discussion with regard to the installation of a traffic signal at River Road. It was determined that this would be dictated on the volume of traffic and accident rates.

Jim Aust questioned if the construction of this facility would overlap with the NYS Route 370 bridge repair. It was determined that it would not as the bridge repair is anticipated to be done by the Fall of 2013.

Fred Allen, Chairman, stated that the task this evening is to review the Long EAF prepared by the applicant and relay to the Town Board our comments, questions and concerns.

Mr. Yager suggested the board review the Town’s Comprehensive Land Use Plan and Transfer of Development Rights to see if transportation infrastructure is going to impact future development in the peninsula. It appears that density is going to be affected limit the ability for future growth. Further, review of the SWPPP will identify issues of drainage

There was considerable discussion and it was determined that the following items should be outlined in a letter to the Town Board:

- 1) A Stormwater Pollution Prevention Plan be in place prior to any approvals;
- 2) Traffic is a concern and the board asks that the letter provided by Joseph A. Flint, P.E., Actor Director, Planning & Program Management Group, New York State Department of Transportation (NYS DOT), dated April 15, 2013 be incorporated into the State Environmental Quality Review Act (SEQRA) determination;
- 3) Consider the impact on other developments in the Cold Springs Peninsula by adding density to The Timbers; and
- 4) Review the Town of Lysander Comprehensive Plan, as future dense population growth in the Cold Springs Peninsula may not be the way to go because of lack of transportation infrastructure.

There being nothing further, Mr. Trasher thanked the board for their time and asked to be placed on the next Planning Board meeting agenda.

5. Major Subdivision
Final Plat Approval

Fowler, Paul
River Grove @ Radisson, Phase 1(C)

Stephen Sehnert, Licensed Land Surveyor, represented the applicant, stating that his client would like to proceed in the build-out of his development by adding the remaining nine (9) lots in Section I of the Fairways North, formerly known as Grouse Hill subdivision off of River Road.

There was some discussion with regard to the roads with Mr. Sehnert stating that all roads are in and are private. They are maintained by a separate homeowners association within the Radisson Community Association.

Fred Allen, Chairman, stated that he has reviewed the application, the preliminary plat was approved several years ago, roads are private, utilities are public and all districts have been formed, therefore if there are no objections the board can waive the final public hearing and authorize the Chairman to sign the final plat.

RESOLUTION #8 -- Motion by Allen, Second by Kimball

RESOLVED, that the Planning Board authorizes the Chairperson to review the Final Plat for the nine (9) lot subdivision application of River Grove, LLC, for property located on the East side of Drake's Landing Road and South of River Grove Drive, River Grove, Phase 1C, Baldwinsville, New York, Part of Farm Lot No. 61 and Part of

Tax Map No. 081.2-01-01.1 and finding that all modifications and conditions have been met; and that the Final Plat is consistent with the approved Preliminary Plat; and that any differences found are not significant; the board authorizes the Chairperson to waive the Final Plat Public Hearing and sign the Final Plat.

7 Ayes -- 0 Noes

Mr. Sehnert thanked the board for their time.

6. Major Subdivision Preliminary Plat Approval	Fowler, Paul River Grove @ Radisson, Phase II
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Stephen Sehnert, Licensed Land Surveyor, represented the applicant, stating that they are ready to proceed with the next Phase of Fairways North, formerly known as Grouse Hill subdivision. The project calls for the development of Lots 23 through 41 with greenward parcels and common space to be conveyed to their homeowner's association, not the Radisson Community Association. The property is bounded by River Road, Glacier Ridge Road and Drake's Landing. Access will be from both Drake's Landing and Glacier Ridge Road. The roads for this development were approved to be private roads at a width of 24' to be maintained by their homeowners association.

There was some discussion as to whether or not these roads would be built to Town standards. This will be reviewed by Al Yager, Town Engineer, as part of his Scope of Services to be signed by Fred Allen, Chairman and the developer.

The application will be forwarded to the Onondaga County Planning Board for their review and recommendation as it's on a County road.

It was determined that SEQR was not done on this project because at the time of the initial subdivision (2003) the Environmental Impact Study that was done under the Radisson Land Use Plan Amendment No. 3 was a blanket approval for all of Radisson. Nor was a Stormwater Pollution Prevention Plan (SWPPP) as this subdivision may preexist the requirement for same.

RESOLUTION #9 -- Motion by Lester, Second by Hickey

RESOLVED, that a Public Hearing be held within sixty-two (62) days, at a date and time designated by the secretary; on the application of River Grove LLC for a subdivision of property located at Drake's Landing, Glacier Ridge and River Roads, Part of Farm Lot No. 61 and Part of Tax Map No. 081.2-01-01.1, for a development of nineteen (19) lots from a parcel of approximately nine (9) acres. Conditioned upon filing a complete application and paying to the Town Clerk the appropriate fees.

7 Ayes -- 0 Noes

Mr. Sehnert thanked the board for their time.

V. OTHER BUSINESS

1. Re-subdivision/Create Common Lot Line: @HomeBuilders, Lots R-72 & R-72A, Forester Watch Run, The Timbers

Fred Allen, Chairman, stated that a Public Hearing has already been held, SEQR reviewed and the subdivision was approved. Townhouse/patio home style houses require the common property lines be set after the homes are constructed. The approved subdivision plan has to be amended.

There being nothing further, Mr. Allen posed the following resolution for the board:

RESOLUTION #10 -- Motion by Allen, Second by Daprano

RESOLVED, that a Public Hearing already having been held and there being no findings or grounds for decision contrary to the laws and regulations of the Town of Lysander, County of Onondaga or State of New York, Final Plat approval for a two (2) lot subdivision application by @HomeBuilders, LLC, for property located at Lot R-72 and R-72A, Forester Watch Run, Baldwinsville, New York, Part of Farm Lot 90 and Part of Tax Map No. 072.01-04-15.0, as shown on a map dated April 9, 2013, prepared by David N. Zacharias, Licensed Land Surveyor, BME Associates, is hereby approved.

7 Ayes -- 0 Noes

VI. ADJOURN

RESOLUTION #11 -- Motion by Corey, Second by Hickey

RESOLVED, that the April 15, 2013 regular Planning Board meeting adjourn at 9:40 p.m.

7 Ayes -- 0 Noes

Respectfully submitted,

Karen Rice, Clerk