

**Town of Geneseo Planning Board
Work Meeting Minutes
October 15, 2012
7:00 – 8:25 PM**

Members Present:

Dwight Folts, Chair
Darcy Young
David Woods
Hank Latorella
Patti LaVigne
Marcea Clark Tetamore

Others:

Jim Oberst, Town Engineer
Ken Book, Architectural Review
Andrew Moroz, BME Associates
David Riedman, Riedman Corp.
Jerry Watkins, Riedman Corp.
Dawn Aprile, Premium Development

Excused:

Tom Curtin, Vice Chair

Public Present: Chad and Pat Pertmann, Mary D'Imperia, Don McLane, James Willey, Rudi Mueller

1. CALL TO ORDER:

The regularly scheduled October meeting was called to order in the board room of the Town Offices at 7:00 p.m. by Dwight Folts, Chair.

2. REVIEW OF MINUTES:

Chair Folts asked the board to review the September 24, 2012 minutes.

Patti LaVigne made the MOTION to approve the September 24, 2012 minutes as corrected.

Darcy Young SECONDED the Motion.

All in favor: Dwight Folts, Darcy Young, Patti LaVigne, Hank Latorella, and David Woods.

Opposed: None.

Abstained: Marcea Clark Tetamore (Excused from Sept. 24th meeting.)

MOTION PASSED.

3. CODE OFFICE REPORT:

Chair Folts announced that there would not be a Code Office Report this evening as CEO Maxwell was attending another meeting.

4. VILLAGE PLANNING BOARD REPORT:

Chair Folts requested that David Woods report on the above Board. D. Woods replied that he did not attend the September 26 meeting. However, the meeting had been short with two sign matters. Both the Main Street cycle shop and dental office signs were approved.

D. Woods reported that he had sat in on part of the Board of Trustees' meeting where the recommendations of Sandy Brennan's Code Revisions Committee were approved.

5. PRELIMINARY APPROVAL: SITE PLAN/2-LOT SUBDIVISION/SPECIAL USE PERMIT - THE HAMMOCKS AT GENESEO, Tax Map#81.1-2.81 Portion:

Jerry Watkins, Riedman Corporation, presented this project as Robert Cantwell from BME was unable to attend this evening's meeting. He gave a brief summary of the project from the beginning.

Riedman has a contract with Premium Development to buy 17 acres which will be devoted to the Hammocks. This project is to be in three phases. There has already been an inquiry from the public regarding the possibility of renting a unit. This project is not subsidized. It will be devoted primarily to "empty nesters." Each unit will have its own deck or patio. Each will rent in the \$800-\$1,400 range. There will be some professionals. There will be a washer/dryer hook up in each unit. There is also a clubhouse. Each building will have two one-bedroom, four two-bedroom, and four three-bedroom apartments. Each apartment will have a garage. Sidewalks will circulate the entire site. Riedman aims for a very green facility.

It is hoped that the project will be included on the local bus route; the bus company is open to extending buses to the Hammocks. The clubhouse has a covered entrance and would be ideal for a bus stop.

Plans are for a clubhouse to be 1800 sq. ft. The floor plan includes an exercise facility, computer hook up, offices, kitchen, and a central mail station.

Jerry Watkins continued with a display of typical building plans. These included the outside appearance of the buildings; the color will be beige.

Hank Latorella brought up his questions regarding an entrance for emergency vehicles. J. Watkins does not think a secondary entrance for emergency vehicles is needed. David Woods pointed out that CEO Maxwell has the power to require a secondary entrance. He read from *Site Planning Design Standards* (page 16 attached) regarding "Internal sidewalks, pedestrian and vehicular circulation." H. Latorella said then it will be necessary to have enough room to turn emergency vehicles around. J. Watkins will check on this.

H. Latorella also suggested trails for seniors. The west side of the pond could have trails. At the east side of the pond is developable lot land.

Chair Folts asked Dawn Aprile, Premium Development, about easements. She replied that there is a committee working on that item. The outcome is about six to 12 months away.

Marcea Clark Tetamore asked about the project's use of the Village sewer system. Andy Moroz, Project Engineer, said that the present sewer system should handle the development. Jim Oberst, Town Engineer, said that the current system is already under pressure as it is near capacity.

D. Woods brought up the issue of sidewalks. He, Dwight Folts and Town Attorney, Jim Coniglio, have done extensive research on this. The handout on "Internal sidewalks, pedestrian and vehicular circulation" from *Site Planning Design Standards* was given to J. Watkins.

The handout clearly requires sidewalks and curbing on both sides of the road. Chair Folts said the alternative to not changing the plans would be to go to the ZBA. J. Watkins said that the code was interpreted to mean that sidewalks/curbing were only needed along the frontage. Some areas in the development will indeed have sidewalks on both sides of the (5 ft. wide) road; in some cases are located only on one side. Pedestrian traffic areas will have crosswalks. Traffic flow has been studied as approximately one vehicle per minute – this is a low traffic area. He respectfully disagrees with the Board’s interpretation regarding sidewalks. M. Clark Tetamore then pointed out the areas where sidewalks should be on the plans; perhaps buildings could be moved back five feet to accommodate sidewalks and curbing. D. Woods pointed out that the Design Standards do apply to residential developments.

David Riedman introduced himself and said that the Riedman wished to design a project which would achieve certification from the National Green Building Standards. He then described storm water retention standards at present and the purpose of a swale. Curbing, he said, would run counter to that. Other utilities must also be considered as these are underground. The grade must be maintained from a garage into the ground floor unit. There are no steps. Nature trails, however, are something he is looking forward to.

Patti LaVigne spoke about the need to get from the clubhouse to any point in the development.

H. Latorella suggested the possibility of a compromise.

Chair Folts introduced Ken Book from the Architectural Review Committee who spoke briefly about the possibility of a large amount of community input regarding this project. Board members agreed with him.

Chair Folts said that he had received advice from Attorney Coniglio that if Riedman decided not to put in sidewalks/curbing on both sides of the road, then the matter must go before the ZBA.

M. Clark Tetamore confirmed that each unit will handle their own refuse as there will be no central dumpster.

Parking stalls must be ten foot wide – not nine. P. LaVigne asked about the maintenance of sidewalks and pavements. D. Riedman replied that Riedman maintains what they own; the company retains ownership of the projects they have developed.

J. Oberst suggested bringing Larry Levy, Highway Superintendent, into the conversation about locating utilities.

At this point Chair Folts took a straw poll regarding the need for sidewalks on both sides of the road. Board members were divided.

6. NEW/OTHER BUSINESS:

Chair Folts will be away for next month’s meeting. The Gray Family Partnership subdivision will come before the ZBA on October 24th.

Darcy Young asked that hydrofracking be dealt with by the Board.

D. Woods and Chair Folts will meet with the consultants regarding the Comprehensive Zoning Law Revision on Thursday.

M. Clark Tetamore asked about the possibility of moving the Hammocks' buildings back five feet to allow for sidewalks and curbing, thereby creating a smaller back lot. J. Oberst said this was probably possible but expensive.

7. ADJOURNMENT:

There being no additional business, Chair Folts called for adjournment.

David Woods made the MOTION to adjourn the meeting at 8:25 p.m.

Marcea Clark Tetamore SECONDED the motion.

All in favor: Dwight Folts, Patti LaVigne, Darcy Young, Marcea Clark Tetamore, Hank Latorella, and David Woods.

Opposed: None.

MOTION PASSED.

Respectfully submitted,

Diane McMullan, Secretary
Planning Board
Town of Geneseo

dmm
Attachment

Town of Geneseo, New York

Design Standards: Gateway Overlay District & Adjoining Business and Low-Intensity Office Districts

(4) *Parking lot landscaping.*

- (a) Parking lot medians shall be required between parking 'rooms' (maximum 180 cars, see Figure 6). Medians shall be a minimum of ten feet in width, and shall be planted to provide visual buffering between 'rooms' to a density and arrangement deemed appropriate by the Planning Board.
- (b) Curbed end islands no less than ten feet in width shall be required for all parking configurations entirely surrounded by drive aisles, provided such configurations contain more than five spaces in a single row and ten spaces in a double row (see Figure 8).
- (c) Islands shall be planted with trees and shrubs to a density deemed appropriate by the Planning Board, but shall not contain less than two trees per 20 parking spaces.
- (d) Circulatory drive aisles and curbed end medians shall be installed such that no more than 20 parking stalls in a single row, or 40 in a double row, shall go uninterrupted.
- (e) A minimum of two percent of the total parking facility area shall be required open space in addition to requirements for parking lot islands and medians.

F. **Internal sidewalks, pedestrian and vehicular circulation** (see Figures 1, 2 and 6).

(1) *Internal sidewalks.*

- (a) Sidewalks shall be constructed along the entire frontage length at a minimum width of five feet or consistent with adjacent sidewalk widths, or wider at the discretion of the Planning Board based on anticipated pedestrian volumes.
- (b) Sidewalks shall be constructed to provide access from principal building entrances to the sidewalk system (see Figure 9).
- (c) Curbed sidewalks shall be located along the building frontage to provide separation between pedestrians and vehicles.
- (d) Where possible, sidewalks shall traverse parking lot medians and islands to permit safe and efficient pedestrian travel from parked vehicles to building entrances.

(2) *Pedestrian circulation.*

- (a) Pedestrian circulation patterns shall be shielded and separated from vehicular patterns where possible.
- (b) Designated crosswalks shall be located between primary building entrances/exits and parking facilities.
- (c) Safe, convenient and efficient pedestrian circulation patterns shall be provided between structures in a multiple structure development.

(3) *Vehicular circulation.*

- (a) Vehicular circulation patterns shall be designed to minimize potential conflicts between vehicles and pedestrians.
- (b) Parking and vehicle circulation patterns shall be designed to reduce speeds and increase pedestrian friendliness, efficiency and convenience.

