

**VILLAGE OF MONROE PLANNING BOARD  
REGULAR MEETING  
DECEMBER 19, 2016  
MINUTES**

**PRESENT:** Chairman Parise, Members Cocks, Karlich, DeAngelis, Building Inspector Cocks, Attorney Reineke, Engineer Queenan

**ABSENT:** Member Graziano

Chairman Parise opened the meeting at 7:00 p.m. with the Pledge of Allegiance to the flag. An announcement was made regarding the location of fire exits. Chairman Parise explained that Chabad and Cumberland Farms public hearings are continuations of public hearings, and Threetel is a new public hearing.

**PUBLIC HEARING:**

**1. Chabad of Orange County – Site Plan – (206-6-1.2)**

**Present:** John Petroccione, P.E.; Pete Rusillo, PE, Maser Consulting

Chairman Parise noted that Engineer Wersted from Creighton Manning was present on behalf of the Village regarding the traffic study.

Engineer Petroccione stated that the current submittal and traffic study was discussed at the workshop. Engineer Petroccione made some minor tweaks in the plan in response to prior public comment as well as traffic issues and the Village Engineer's report. As requested by the board, Pete Rusillo from Maser Consulting is present to discuss his traffic study report. Engineer Rusillo noted he received Engineer Wersted's comments and would provide written responses to those comments, but would address certain comments at this time. One question concerned when counts were taken relative to the ongoing Gilbert Street construction. Engineer Rusillo stated that an adjustment was made to the volumes to compensate for the construction. This adjustment was based on counts conducted over a year ago for a traffic signal warrant study done for Route 17M and Gilbert Street which included counts in Maser's file as well as counts from Meyer Consulting in order to make the volumes more realistic on Gilbert Street. There is very limited data for trip generation for synagogues, therefore the services and trip generation calculation for Chabad services were calculated based on an entry only on Friday evening and exit only on Saturday. It was concluded that traffic would not occur at the same frequency as a retail establishment. A higher growth rate was used to accommodate for any additional development beyond the target area which we may not be aware of at the moment. Since it has been found that growth has actually decreased in the area, using a higher growth rate gives a more conservative result. Smith Farm trips from the Meyer report was added to the counts (112 entering trips and 62 exiting trips in p.m., and 102 entering and 60 exiting trips on Saturdays). In

addition, Crystal Run was open and operating when the counts were done. Engineer Rusillo agreed to adjust the analysis to show a two lane approach to Gilbert Street as proposed as well as with a signal. The intersection is already meeting some warrants and the addition of these projects improves the likelihood the signal will be allowed. For the remainder of Engineer Wersted's comments Engineer Rusillo will respond in writing. Member Cocks asked if the YMCA was included in the study, as they are proposing an expansion as well. Engineer Rusillo agreed to add them into the study, but stated it would be difficult to thoroughly include them as they need to know more specifics as to the proposed expansion of the facility. Engineer Wersted commented that the YMCA would certainly effect this intersection if they were to proceed with the expansion and agreed to provide Engineer Rusillo with a copy of the YMCA's traffic study. Engineer Wersted reviewed his comments and review of the traffic study. Engineer Wersted was looking for more information on how many people were in the congregation and what kind of data was used and how that data was applied to generate the trip data. Engineer Rusillo responded that since there is very limited trip data for synagogues they conducted a study this past year on the High Holy Days at the American Legion, where Chabad conducted their services. It was found that they needed 67 parking spaces for vehicles during these services and the proposed plan provides 75 parking spaces. These types of services occur only 5 times per year. The other services typically account for approximately 30 vehicles. Chairman Parise questioned if the addition of this project would support the needed traffic signal warrants for signalization of the intersection of Gilbert Street and Route 17M. Engineer Wersted updated the Board that they are working on behalf of the Village with the DOT on design of the traffic signal at Gilbert Street and 17M and DOT has requested some widening on Route 17M to accommodate left turn lanes to make the installation of a traffic signal that much more beneficial. The addition of turn lanes will take advantage of the full benefit of the signal and DOT is going to look for the best solution for the future. It was confirmed that the infrastructure for the signal would be installed while the pavement is dug up for improvements, even if the signal isn't ready to be installed yet. Chairman Parise agreed that the addition of turning lanes would be beneficial.

Chairman Parise opened the matter to the public.

Adam Ross – Mr. Ross would like some clarity on the lighting in the parking lot. What are the hours of lighting? Would they be on past 9pm? Would they be on timers? Would there be motion sensors installed? Engineer Petroccione responded the hours of lighting would vary depending on what events are being held at the facility. As previously discussed and shown in the program summary, no events would go past 9pm, therefore shortly after 9:00 would permit people to get to their cars to leave would be the latest the lights would be on. There is proposed to be a timer and a photo cell control so lights are not lit in the daytime.

Neil Dwyer – The consultant stated for the traffic study that there was 112 cars in, 62 out, can you clarify this? Engineer Petroccione stated those numbers were from the traffic study for the Smith Farm application. Engineer Rusillo informed Mr. Dwyer that to do a study they study the traffic as it is today, and then project to a future year, in this case 2018. Those numbers are added to traffic counts from other developments, and onto the traffic counts to be generated by this project and then analyze the numbers and compare the levels of service today with the levels of service in the future with the potential increase. Mr. Dwyer didn't understand the two lane mitigation mentioned. Engineer Rusillo explained that the Gilbert Street approach will be widened to two lanes approaching 17M which allows for more capacity. With a signal installed at that intersection the traffic will flow quicker and smoother, as opposed to the stop sign there today. Mr. Dwyer asked if the two lanes would be turning lanes. Engineer Rusillo responded at this time it would have to be left and right turn lanes as you cannot go straight, but if in the future the YMCA proceeded with their expansion then he assumed a shared left and through lane would be a part of the intersection too. Mr. Dwyer was concerned with the driveway entrance to Burger King. Engineer Rusillo stated the auxiliary lane only required 100+ feet. When the formal design is drawn the driveway would be taken into consideration.

Susan McCosker – Ms. McCosker heard someone say the traffic volumes went down on Gilbert Street because she has heard the planning board say this a few times before but she's lived here for 9 years and she knows the traffic has increased so she doesn't know where that study would come from. Engineer Wersted stated the comment that the traffic volumes in that area have decreased comes from the historical studies done by NYS from 2004-2014 which has shown that the traffic volumes on 17M have in fact decreased. These counts are based on 17M, not necessarily Gilbert Street.

Engineer Queenan stated most engineering comments were addressed at the workshop. The landscape and lighting plan submitted are adequate. Other technical details will be addressed by the applicant. Engineer Petroccione agreed he will address the technical comments.

With no further questions from the public, on a motion made by Member DeAngelis and seconded by Member Karlich, it was unanimously **Resolved, that the Public Hearing for Chabad of Orange County Site Plan be continued to the next regular meeting of the Planning Board of January 23, 2017.**

## **2. Cumberland Farms – Site Plan – (215-1-13)**

**Present:** Richard Olson, Esq.;

Attorney Olson informed the board that no response has been received from DOT. Since traffic issues are the only major outstanding issue, and since the traffic is dependent on DOT's response, the applicant requests the public hearing be continued to the next scheduled meeting to allow for more time for DOT to respond. Chairman Parise opened the matter to the public. There were no public comments.

On a motion made by Member Karlich and seconded by Member DeAngelis, it was unanimously **Resolved, that the Public Hearing for Cumberland Farms Site Plan be continued to the next regular meeting of the Planning Board on January 23, 2017.**

**3. Threetel Holdings – Conditional Use/Site Plan – (203-3-3.2)**

**Present:** Larry Torro, P.E., Civil Tech Engineering

Chairman Parise read the Public Hearing notice dated 11/15/16 into the record and acknowledged receipt of the proof of mailings from the applicant. Engineer Torro described the project to the public as an existing 41,000 sq. ft. building which has been vacant and is proposed for warehousing, and a 2500 sq. ft. existing building proposed to be converted from office to retail, specifically a bakery. The project has been reviewed by NYS DOT who required a controlled island along the front of the property to have a more controlled entrance and parking area. Chairman Parise opened the hearing to the public.

Neil Dwyer – What is the planned use for the 41,000 sq. ft. space? Engineer Torro replied it is for warehousing.

Susan McCosker – asked how crowded the bakery would get, and would it be more crowded than NY Granite who didn't have many customers at all. Engineer Torro stated the building will remain the same the only change would be along the front by the road as per DOT requirements.

Adam Ross – Can cars coming from the other direction make a left turn? Engineer Torro stated there would be no left turn heading into the Village. There are two entrances, one main one where left turns can be made, and a second entrance by the bakery building which is one way in coming from 17M. Mr. Ross asked what hours would there be the most traffic to the site. Engineer Torro did not know, but the hours of operation would be 8-5.

Myrna Kemnitz – would the bakery be wholesale or retail? Engineer Torro stated it is retail. Ms. Kemnitz asked about access to the site and Engineer Torro described the two entrances, one being the main driveway and the other being a smaller one way in driveway.

Debbie Behringer – asked if vehicles were exiting from the storefront could they make a left? Ms. Behringer stated she drives past this site every day and there is no way anyone can make a left. Engineer Torro explained the two entranceways, the larger, two way entrance, and then the smaller one way entrance. The larger entrance can accommodate left turns off the site, as it does today.

Lorraine Henkel – is not sure where the entrance way is exactly. Engineer Torro showed Ms. Henkel on the map.

Neil Dwyer asked for the grade change for the area where the modification of the bridge will be. Engineer Torro stated that DOT has recommended this configuration of driveways based on the fact that their limits of work stop just prior to the driveway entrance.

Neil Dwyer – asked what the dimension is from the shoulder of Route 208 to the front of this building. Engineer Torro replied 35 feet from the inside of the island to the building.

There were no other comments from the public.

Chairman Parise noted the comments from Orange County regarding the parking, and asked if the applicant has considered opening up the back portion of the property to potentially alleviate some of the traffic from the front, and also accommodate the required parking. Engineer Torro agreed to revisit using the back. Member Cocks reminded Engineer Torro that trucks need to be kept out of Oak Street, however the back could still be utilized for cars and parking. Engineer Queenan stated that traffic flow and coordination with DOT are the biggest concerns at this point.

With no further questions from the public, on a motion made by Member Karlich and seconded by Member DeAngelis, it was unanimously **Resolved, that the Public Hearing for Threetel Holding Site Plan be continued to the next regular meeting of the Planning Board of January 23, 2017 for further discussion on traffic flow, parking and DOT response.**

#### **REGULAR MEETING:**

1. **Chabad of Orange County – Site Plan – (206-6-1.2)**  
**Present:** John Petroccione, P.E.;

Engineer Petroccione stated he has no additional information for the board and he will be actively working with Lanc & Tully on outstanding engineering issues.

2. **Cumberland Farms – Site Plan – (215-1-13)**  
**Present:** Richard Olson, Esq.;

Chairman Parise noted there were no updates on this project and is carried until January to wait for DOT response.

3. **Threetel Holdings – Conditional Use/Site Plan – (203-3-3.2)**  
**Present:** Larry Torro, P.E., Civil Tech Engineering

Engineer Queenan discussed engineering issues from the November review. The biggest issue is the layout of the driveway and how that will function. DOT's input as well as topography and crossing the dual entrance is going to be an issue. The island is helpful but the whole scenario is still problematic. Engineer Queenan suggested somehow trying to bring the bakery traffic farther down the driveway so it's not so

bottlenecked. Discussion was held with possible alternatives to alleviate the traffic issue. Opening the rear entrance with a height bar to prohibit trucks was one possibility. Angling spaces could help. A potential driveway around the bakery building could help. Building Inspector Cocks reminded the board that there was an issue in the past with cars using the rear entrance as a cut through and the gate was installed to prevent that. Chairman Parise suggested the applicant revisit the traffic and parking issue with the bakery. Attorney Reineke reminded the applicant that cross easements for parking should be submitted.

4. **Mavis – Conditional Use Renewal – (220-4-6.1)**

**Present:** Daniel Krauss, Regional Director, Mavis

Mr. Krauss stated plans were submitted at the workshop for a new tire corral and updates to the perennials. Engineer Queenan had no engineering issues. Member DeAngelis confirmed the plantings would be done in the spring. Mr. Krauss added that the tire corral would be built immediately following approval.

On a Motion made by Member Cocks and seconded by Member DeAngelis, it was unanimously **Resolved, that the Planning Board approve the amended site plan for Mavis Discount Tire last revised 11/28/2016; all fees, bonding and administrative actions are paid; and subject to a final review by Lanc & Tully prior to signature**

On a Motion made by Member Cocks and seconded by Member Karlich, it was unanimously **Resolved, that the Conditional Use Permit for Mavis Discount Tire is issued for a period of one year, or until the regular meeting of December 2017, at which time the applicant must reappear before the Planning Board for review.**

5. **Luke & Friends Day Care – Amended Site Plan – (201-1-9.3)**

Chairman Parise reiterated that the applicant applied to the ZBA for a variance on the requirements of the expanded play area and were denied. The applicant returned to the planning board with a scaled down version of the expansion.

On a Motion made by Member Karlich and seconded by Member DeAngelis it was unanimously **Resolved that the Planning Board declare itself Lead Agency for Luke & Friends Day Care Amended Site Plan, and refer the plans to Orange County Department of Planning for 239 review.**

On a Motion made by Member DeAngelis and seconded by Member Karlich it is unanimously **Resolved that a Public Hearing be set for Luke & Friends Day Care Amended Site Plan on Monday, January 23, 2017, on or about 7:00 p.m. Monroe Village Hall, 7 Stage Road, Monroe, NY.**

## **APPROVAL OF MINUTES**

On a motion made by Member DeAngelis and seconded by Member Cocks, it was Resolved **that the Minutes of the November 9, 2016 meeting be approved.**

On a motion made by Member DeAngelis and seconded by Member Karlich, it was Resolved **that the Minutes of the November 14, 2016 meeting be approved.**

## **ADJOURNMENT**

On a motion made by Member DeAngelis and seconded by Member Cocks it was unanimously **Resolved that there being no further business, the Meeting be adjourned.** The meeting was adjourned at 8:15 p.m.