

TOWN OF THOMPSON
PLANNING BOARD
May 25, 2022

IN ATTENDANCE: Chairman Matthew Sush
Michael Hoyt
Arthur Knapp
Logan Morey, Building, Planning, Zoning
Matthew Sickler, Consulting Engineer
Helen Budrock, Sr. Planner, Delaware Engineering
Christina Cellini, Alternate
Kristin Boyd, Alternate
Paula Elaine Kay, Attorney
Laura Eppers, Secretary
Jay Patel, Traffic Consultant

PUBLIC HEARING

Motion to approve the April 27, 2022 minutes made by Michael Hoyt and second by Arthur Knapp.
5 in favor, 0 opposed

DISCUSSION ITEMS:

BIN CHEN RETAIL AND RESTAURANT

Golden Ridge Road, Monticello, NY
Glen Smith, Project engineer
Bin Chen, Project applicant

Glen Smith – Applicant is the owner of Chinatown Kitchen on Broadway and is looking to buy this property, behind McDonald’s, to develop a 6,000 square foot one-story building on the vacant 5.7-acre parcel with parking lots. The building will contain two 2,000 square foot retail spaces and one 2,000 square foot take-out food service. There will be two entrances/exits off of Golden Ridge Road. Applicant is looking for feedback/comments from the Board.

Kathleen Lara – I think it is a great idea because it will relieve some of the congestion off of Route 42 and is easy access for the Golden Ridge apartments. Glen Smith – Plus there is already a walkway there on Golden Road. Paula Kay – It certainly is the right location. This is exactly what the town was looking for when the apartments and the hotel were conceived.

Chairman Sush – Will the restaurant have a drive-thru window? Glen Smith – That is what we propose. Not sure exactly where it will go but one can fit and we showed two possible options. Helen Budrock – Did you look at parking yet? You could probably add parking in the front if you eliminate the drive-thru and that may be the optimal scenario because of people walking. Chairman Sush – I think the only real concern would be the pedestrian traffic as there will be a fair amount especially if the parking lot is disconnected. Glen Smith – We originally had some parking up front, and we can still fit a few spaces, but the applicant feels the drive-thru takes precedence. It’s a hard site to begin with and there are

setbacks to be met, but we will see what we can do to reconfigure the drive-thru so it does not go in front of the building and look at the parking as it is not ideal to be so far away and disconnected. Possibly adding some signage/crosswalks will help. Kathleen Lara – I agree as the pedestrians should take some responsibility if they know they have to walk to/from parking.

Helen Budrock – Do you envision people coming in the first entrance or the second, in/out, entrance?

Glen Smith – I think most people would be coming from Route 42 and would use the first entrance, which is only an entrance, and then people coming from Golden Ridge would probably use the other entrance, which is both an entrance and exit. Helen Budrock – Maybe it makes more sense to kind of flip those around so that the incoming traffic does not interfere with the drive-thru. Glen Smith – That's why I have it 22 feet wide so there is enough room for a bypass lane, similar to Taco Bell's. If we are able to reconfigure the drive-thru so it is not going between Golden Ridge and the building, that should help with this as well.

Chairman Sush – Also consider what the building will look like in terms of a “front” and “back” if there will be traffic on both sides and also access for delivery trucks. Glen Smith – Okay.

Helen Budrock – Who supplies the water? Glen Smith - The property is in the town's water, and sewer, district but I think Kiamesha Artesian supplies the water there. Helen Budrock – I think this came up at one of our last meetings and there may be an issue with them servicing new clients. Glen Smith – This will be a relatively low consumption and the EAF will address that. Helen Budrock – Is DOH approval required for a new connection. Glen Smith – No, I don't believe so.

Michael Hoyt – Is that wetlands in front of the parking? Glen Smith – Yes and Matt suggested we have them delineated as it has not been done in many years. We will have that done and hopefully the line will move in the applicants' favor.

MONTICELLO RESORT

Kaufman Road, Monticello, NY

Joel Kohn, Project representative

Joel Kohn – This was a project previously approved as a bungalow colony about 5 or 6 years ago and now some of the owners want to add additions:

Unit 101/102 – They want to add a basement. This unit is constructed on a crawl space and would need to be raised up to add a basement.

Kathleen Lara – Will this make the unit look out of place? Joel Kohn – It will make the unit a little bit higher but only by like 2 feet as the crawl space is already 3 feet high. Nothing significant. If you look at the units that are on top of the slope, most of them have walk-in basements, but the units on this line do not have basements. Christina Cellini – What is under there, is it something they can just dig? Joel – Yes.

Unit 136 – They want to add a 10 x 18 square foot porch off the back of the house going out from the master bedroom.

No comments/questions from Board.

Unit 147 – They have already added a deck without a permit so now need to get approval for that.

Matt Sickler – Which deck was added? Joel Kohn – The deck on the back and side of the unit. Logan Morey - Does it meet setbacks? Joel Kohn – Yes, all of them. Chairman Sush – Is this the only unit with additions that didn't get approval? Joel Kohn – I don't believe so. Chairman Sush – Maybe the building department can go out there and make sure there is nothing else outstanding before the next meeting. Logan Morey – That's fine.

Unit 154/155 - They want to finish up a portion of their basement. According to their approved site plan, they need to have Planning Board approval for anything they want to do in the basement.

No comments/questions from Board.

Helen Budrock – Joel you probably already saw my notes, the Google photo looks like there are paved roads/walkways, not gravel. Joel Kohn - I saw your notes so I brought a copy of the approved site plan with me as this site plan is as built and only showed the buildings.

Joel Kohn – Do we treat this as a modification? Paula Kay – Yes. Helen Budrock – It's a type 2 so no need for a NEG DEC. Paula Kay – Right. Joel, are you coming back for discussion at the next meeting or will you be ready? Joel Kohn – We should be ready for action.

MODERN GAS

State Route 17B, Monticello, NY

Jude Calwell, Project engineer

Jude Calwell – Modern Gas is requesting approval to develop a propane company with bulk storage and a business office on Route 17B, across from Tetz. To my knowledge, this project will have onsite septic & well and will not require any DOH permits, just my design and seal. Eric McGargel, from Modern Gas, was previously in front of the Board some time last year with a concept plan, that I believe he was granted some kind of preliminary approval, prior to buying the property. The property has now been purchased so we are ready to proceed and really wanted to come in tonight to have some face time with the Board.

Helen Budrock – I believe Eric got a sketch plan approval conceptionally as the Board liked the idea.

Helen Budrock – Are these the same plans that were submitted electronically? Jude Calwell – Yes, but different from the one Eric presented. There has been a boundary search done since he was last here so these are real field measurements opposed to table top measurements, however this is not a formal plan.

Paula Kay – Helen, did you get the short form EAF you requested? Helen Budrock – Not to my knowledge but the plans need a little bit of additional work to meet zoning requirements. I believe I sent

the email to the architect who drafted the initial concept plan. Jude, if you email me, I will send you a copy of the short form EAF to fill out for SEQRA purposes and it has a section for zoning code that details exactly what needs to be on the next site plan submission. Jude Calwell – Totally understood.

Kathleen Lara – As you are looking to supply propane to the public, there are rules and regulations you will have to meet, such as separation, fencing and thing like that. Jude Calwell – Where can we find these rules and regulations? Matt Sickler – Off the top of my head I don't know but I will find and forward them to you. Chairman Such – I think just know what departments govern, that should be helpful. Matt Sickler – You are going to have to get approval from the DOT as to where the entrance location can/will be and you may want to do that before you get too far into the design process. Jude Calwell. I was assuming we would have to put our entrance directly across from Tetz's entrance to avoid any potential conflict. Matt Sickler – That is probably accurate. Helen Budrock – You will eventually have to do a 239 and DOT will have to get involved at that time but that doesn't happen until further in the process so I agree you may want to reach out to them before that point. Kathleen Lara – Maybe our traffic consultant should take a look and make sure they don't have any comments as 17B can be busy. Paula Kay – Matthew, if you agree, the Board will need to make a motion to engage our traffic consultant. Chairman Sush – I agree.

Kristin Boyd – Will there be any cleaning or maintenance of trucks on site that would require special engineering or bio retention? Matt Sickler – If you are going to propose any kind of vehicle maintenance on-site, that is something we will want to see. It is also something that will probably make a disturbance so when we get into the SWPPP plan, we would want to consider this. This will not be a concern if you are just parking the trucks there and maintenance is done elsewhere. Jude Calwell – I don't know at this time if there will be any kind of maintenance done on site.

Chairman Sush – What are your surface materials? Jude Calwell – I believe a portion will be paved and the other portion will be compacted gravel.

Matt Sickler – I presume the propane tanks will be quite large and will stick out, what do you purpose for landscaping? Jude Calwell – There is a significant grade change and this site sits down lower than the road, so I don't know how visible the tanks will be from the road, but we will comply with whatever is required. Helen Budrock – The show room building is set back quite a bit from the entrance leaving a lot of asphalt there in front of the building, not being used, maybe some vegetation can be put in there. Kathleen Lara – Maybe when you come back to us with the schematics for the fencing, you can also show us how you are going to make it look pretty. Jude Calwell – We will take that into consideration but we also have to consider the turning dimensions of the delivery trucks. It may seem like a lot of asphalt space but those trucks have a pretty wide swing.

Michael Hoyt – Are you planning on any signage out on 17B? Jude Calwell – I would image there will be some signage. At this time, I am not sure what the owners want to do, but I will make sure that is included in the site plan. Helen Budrock – Just look into the sign regulations on that as well.

Jude Calwell – Once approval is granted, how long is that good for? Paula Kay – It's good for six months and renewable, but as soon as you pull permits you won't have an issue with timing. Jude Calwell – Okay

because the reality is this project may not be done this year, but we want to have the planning and approvals in line. Paula Kay – Just keep an eye on the timing and if you need to renew, you'll have to come in front of the Board again and explain why.

Motion to engage our traffic consultant made by Kathleen Lara and second by Michael Hoyt.

5 in favor, 0 opposed

ACTION ITEMS

JUMPCHA PICNIC GROVE, INC.

410 State Route 17B, Monticello, NY

Joel Kohn, Project engineer

This was on the agenda in error

GIBBER HOLDINGS

80 Gibber Road, Monticello, NY

Joel Kohn, Project representative

Joel – We are here tonight for the Board to declare themselves as lead agency so lead agency notices can be sent out.

Motion to declare lead agency made by Arthur Knapp and second by Kathleen Lara.

5 in favor, 0 opposed

AVON PARK

Rock Hill Drive, Rock Hill, NY

Glenn Smith, Project Engineer

George Duke, Project attorney

Steve Vegliante, Project Representative

Carlito Holt, Traffic Consultant

Paula Kay was recused.

Larry Wolinsky was not present at the meeting and therefore no attorney for Town was present.

Kathleen Lara – We all read the 239 and DOT comments. Helen Budrock – Maybe we should start with the May 10th DOT comments. Carlito Holt – I think the County's comments are essentially the same as the DOT's comments so I think we should address those first and wrap back around to the DOT's comments if you feel it is needed. Kathleen Lara – I agree.

Discussed the County's comments.

1st comment – Traffic Signal Operation & Maintenance:

Carlito Holt – Main concern here is with the queuing and traffic possibly backing up past the off ramp, for one to two signal cycles during the p.m. hour. The County wanted to see DOT comments on this as their concern was, they wouldn't have the qualified staff to do an analysis for timing adjustment. Our response to that is the applicants are willing to enter into a maintenance agreement, with a third party, that the County can then contract with. We can then take a look at their analysis and see if any tweaks can be made to the signal timing. Based upon our analysis and everything done to date, we think it's going to operate acceptably. However, you never know and maybe there is some way to tweak the timings by a few seconds to optimize it even a little bit better. Kathleen Lara – The contract wouldn't be forever, right? Possibly a year or until they can determine a good cycle. Carlito Holt – I think it would be something around those lines. A year down the line we can pull out occupancy, or something to that effect, and those details can be worked out. Matt Sickler – I think the term would be negotiated and you are right, you would want to see it in operation for a period of time and even throughout the seasons. Helen Budrock – Is it just signal timing that would have to be adjusted to accommodate things like an increase/decrease in back ground traffic, or are there other things that may have to be done at some point in the future? Carlito Holt – I think the DOT's comment was geared more towards the arrival and departure patterns. If our percentages were a little off and there ended up being more traffic from another direction, we could balance the timing of the signal(s) accordingly. We are confident in our analysis and believe that the trip generation is pretty vetted out as far as the number of trips it is going to generate. Helen Budrock – I think the DOT had a comment about the generation code used and wanted to make sure the code used was for a warehouse and not for a distribution center. Carlito Holt – They agreed that we were using the appropriate code, ITE land use code 150. Jay Patel – I am in agreeance.

2nd comment – Pedestrian Safety:

Carlito Holt – The County was concerned about pedestrian crossing accommodations and the signal timings for that. Our response to that was, if there was pedestrian activity, it would be very limited and the timing plan would have a sperate timing cycle that would get activated when someone pushes the button to cross. Then it would revert back to the regular cycle when all pedestrians have crossed. If need be, we can put in that separate pedestrian actualization timing plan. This is something, with the sophistication of todays signals, that is very easy to accommodate. Kathleen Lara – At this point its not a high pedestrian area, but I feel the signal plan couldn't hurt. Pedestrian traffic is greater further down the road where the farmers market is. Helen Budrock – Where do you envision the cross walks would go? From my experience working with the county, you can't have a crosswalk without a curbed pedestrian landing. Carlito Holt – We will work out those details further along in the design process. Chairman Sush – What corners do you envision the crosswalks being on? All legs of the intersections? Carlito Holt – I think this is where some of the confusions lies with DOT, they were thinking that there'd be crosswalks on all legs of both intersections, but my experience is when you have two intersections off set and closely spaced, you would provide crosswalks on the outer four legs only and wouldn't have any in between the two signals. Helen Budrock – Is this something the Board wants to see? Chairman Sush – Yes. Kristin Boyd – How many employees from Avon will be potentially crossing over to get to Dutch's or

the Trading Post? Carlito Holt – I think it would be limited. Our warehouse is set back pretty far and I would think most people would drive.

3RD comment – Hamlet Growth:

Carlito Holt – In regards to future background traffic, the projects that were specifically referenced by the County were, Hamaspik and the Center for Discovery, which we had already included in our background traffic, as well as the Rock Hill corners, and therefore were considered in the timing adjustments/improvements in the signalization. We also had a standard back ground growth rate, that accounted for future, unknown designs/development. Additionally, we had a seasonal adjustment factor in place to accommodate for the peak season and a Covid adjustment factor, which are both DOT factors. We are extremely confident that we have accounted for known future growth in the area. If additional developments come in sometime in the future, they will have to do a traffic study that will potentially identify additional mitigation, for instance, anything at the corner of Glen Wild and Rock Hill Drive, could then include turn lanes. We saw the turn lanes as beneficial but there were right of way concerns and comments about potential, future development on these corners. If those applications came in, the benefit there is you are dealing with the property owners that control the properties that are necessary to facilitate the widening of the road, then those left turn lanes can go in.

Kathleen Lara – I did get a chance to go out to Dutch's and see where you guys' spray painted to show where the curbs would be and from what I understand, it won't really work. George Duke – Nobody on our team spray paint anything. Kathleen Lara – I was not told who did it but I did see the bright green spray paint out there. Did you guys' get a chance to look at it. George Duke – No, we did not get a chance to see it. Michael Hoyt – I also got a call about it and took a look, it does seem pretty tight there but I'm sure its not accurate if someone outside of the project did it. Kathleen Lara – I got a text; it was the owner. Steve Vegliante – We are going to do surveying, there's going to be a plan designed by traffic engineers and your engineer is going to review/approve it. Michael Hoyt – We are just making sure we look at everything from the planning side. It seems like it might be a little tight there on the corner and that will also cause a snow stacking issue as well.

Helen Budrock – I think Larry requested Jay put his comments in writing to have on record, even though Jay concurs with your conclusions. Jay Patel – Okay. Helen Budrock - The applicants, the town attorney and myself have sort of did our own independent research and came to the conclusion that the H2 zoning is valid. Before we move onto any kind of actions, where there any questions or clarification needed on the zoning or traffic issues? Chairman Sush – We just need Michael Mednick's response added to our records for this meeting. Helen Budrock – I can't remember if I already added it to the Google Drive, but I will make sure it is there. Kristin Boyd – Are we waiting on any kind of comments from the Town's department of road supervisor now that we have DOT's and DPW's comments? Helen Budrock – I did reach out to Rich Benjamin last week and asked him if h would have any formal comments now that DOT had responded and he basically said he is not going to submit any additional comments as he concurs with DOT. However, the 239 referral is technically incomplete so they will look at your response and then probably close out that process. This is a referral issue, kind of a sit plan issue, and not a SEQRA issue. In the SEQRA process we went through part two and we have identified all the impact areas, with traffic being the biggest issue, and a lot of those issues have been addressed. That is why this was on the agenda for potential action tonight. If the Board feels they have enough information

to make a determination of significance under SEQRA, you can act tonight. The only thing you will be doing is directing Larry to complete part three of the EAF, which just summarizes the process the Board went through and closes out the SEQRA process. Chairman Sush – What about the public hearing? Would we potential do that at this meeting as well? Helen Budrock – No, unless you are also ready to instruct Larry to start drafting a conditional site plan and special use permit approval resolution. If you want Larry to kind of button it all up, he can do the SEQRA resolution, a conditional site plan resolution and a special permit resolution for your consideration. Then close the public hearing and act on those all at once. Or you can do it in two steps where you finish up the SEQRA process first and then start talking about potential conditions you might have for the resolutions. Kathleen Lara – I would like to close the public hearing but want to make sure we do this the right way and without Larry being here I am just not comfortable.

Motion was made to authorize special council to draft the NEGDEC resolution for the next meeting made by Kathleen Lara and second by Arthur Knapp.

5 in favor, 0 opposed

Role call made for all in favor – Chairman Sush, Michael Hoyt, Arthur Knapp, Kathleen Lara and Kristin Boyd.

A Motion to adjourn the meeting was made by Michael Hoyt and seconded by Kathleen Lara.

Respectfully submitted,

Laura Eppers,
Secretary
Town of Thompson Planning Board