

**VILLAGE OF SOUTH GLENS FALLS
PLANNING BOARD**
DRAFT 2 PRESENTATION OF MEETING MINUTES
For
Wednesday April 12th 2017

MEMBERS IN ATTENDANCE

David Linehan, Chairman
Gayle Osborn
Thomas Wade Jr. [TJ]
Debbie Fitzgibbon

OTHERS IN ATTENDANCE

Nick Bodkin, Trustee
Joe Patricke, Code Enforcement
Dan Ryan, Vision Engineering
Robert Osterhoudt, Bohler Engineering
Robert Ulrich, Village Resident
Stephen Petrasovic, Village Resident
Bridget Martin, Village Resident
Reed Antis, Town Resident

MEMBERS ABSENT or Recused

ALTERNATE not in attendance and /or Activated

Kim Wilson

- I. **The MEETING was CALLED TO ORDER by Chairman Linehan at 7:00 P.M. The chair introduced** member in attendance, invited all to sign an attendance sheet and presented written agenda.
- II. The Chair asked for a final review and approval of (**March 8th, 2017**) meeting minutes. **Gayle moved** to approve **March 8th, 2017 Debbie Fitzgibbons** seconded and approval of the **minutes passed unanimously.**
- III. **SITE PLAN (S) REVIEW (S) [pursuant to – code Ch. 119 OR SUBDIVISION REVIEW [pursuant to – code Ch. 153-41] & OTHER REVIEWS IN PROGRESS:**

March 8, 2017
minutes
approved

Matters regarding the comprehensive plan:	SEE: OLD BUSINESS
Matters regarding capital improvements to: <u>Commercial Use Property</u> <u>Dwelling, Multiple Family /Residential</u> <u>Use Property</u> Industrial Use Property	Leuci Multi-Use Building Project Foothills Builders, LLC -113 Saratoga Avenue Property <i>SEQR Part II and Determination</i> O’Rielly Automotive Stores, Inc. 110 Saratoga Avenue <i>Schedule Public Hearing for May</i> Stewart’s Redevelopment 3 Saratoga Avenue <i>Schedule Public Hearing for May?</i> SRSRG T RENTALS, LLC 64 Harrison Avenue
Matters regarding subdivision of land:	

Matters regarding zoning of land:	
Matters regarding other reviews or actions:	<u>By-law update continued into 2017???</u> <u>Comprehensive Plan to update village challenges</u> <u>WORKSHOP WITH VILLAGE BOARD AND OTHERS INTERESTED OR INVOLVED?</u>

IV. APPLICATIONS and /or Pre-Submissions FOR SITE PLAN REVIEW APPLICATION(S) FOR SITE PLAN REVIEW [pursuant to – Chapter 119] or SUBDIVISION REVIEW [pursuant to 153-41 Village Code.] &/or OTHER Reviews: (Application(s) reviewed by Zoning Administrator and payments received by Clerk /Treas. on or before application SUBMITTAL DEADLINES FOR THE CALENDAR YEAR 2017).

Matters regarding the comprehensive plan:	SEE: OLD BUSINESS / Matters regarding other reviews
Matters regarding capital improvements to: <u>Commercial Use Property</u> <u>Dwelling, Multiple Family /Residential Use Property</u> Industrial Use Property	
Matters regarding subdivision of land:	
Matters regarding zoning of land:	
Matters regarding other reviews or actions:	

The chair turned to agenda and stated after first speaking to Mr. Patricke he was be able to confirm Stewart's willingness to schedule a public hearing next month. Stewart’s will be able to provide a survey map in a week or so that reflects – a new ownership pattern / ‘a subdivision... the alteration of lot lines’ when combining 3 existing tax map parcels into one. Because we have declared ourselves the agency and proceeding in the uncoordinated review of subdivision and site plan pursuant to SEQR - ZBA that is to rule on Special Permit; **The chair moves to schedule and notice a public hearing** for the Stewart's subdivision will be a merging of Stewart’s tax map parcel 37.62 – 1 – 39 with tax map parcel 37.62 – 1 – 7 with map parcel 37.62 – 1 – 8 and map parcel 37.62 – 1 – 9. The hearing will be held be held at 7:05 PM on May 10, 2017 at the Village Hall. **Gayle Osborn seconded the motion and the motion passed unanimously.**

Public hearing for Stewart's "subdivision" scheduled for May meeting

The chair turned to Vision Engineering’s Dan Ryan to review the update’s plans for Leuci - Foothill Builders, LLC – 113 Saratoga Ave. property. Mr. Ryan met with the DPW on site as well as discussions with the engineers review for storm water. He reported that there will be some changes, a fence and stormwater overflow pipe. **The chair then referred to the Short Environmental Assessment form Part II** for the 113 Saratoga Ave. property. All questions on Part 2 where answered; No, or small impact may occur. **Mr. Wade questioned** why question (5.) was answered low or small impact due to existing Traffic Route. There

was discussion and **Mr. Ryan explained** that regular business hours are anticipated for the multi-use site there would be only a total of 20 trips per day generated by retail use – 10 for residential. There was agreement that this was a small percentage of the volume of traffic generated daily along Route 9. Exit and entrance to the parking area is off of Baker Avenue. Baker Avenue and Route 9 is an existing intersection and familiar to local traffic [speed limit of Baker Ave. assumed to be 25 mph – SEE Atlantic Traffic + Design Report for O’Reilly P.5] A new sidewalk will be an improvement for pedestrian use.

The Chair moved- Based on a site plan, grading, storm water management details and report compliant with the DEC design standards, additional plans and details C-1 through C-6 dated 2/8/17, inclusive of a survey, zoning map, aerial and site photos, lighting fixture specifications and a narrative dated February 14, 2017 noting the ZBA approved special permit uses for a two family /multi use building for 113 Saratoga Avenue. The planning board using the Short Environmental Assessment Form for this Unlisted Action; determines that no major environmental impacts are to occur. **Debbie Fitzgibbon second and the motion passed unanimously.**

SEE Attached Assessment Forms and Determination;

County comments should be received prior to the next planning board meeting Mr. Ryan will be back on **May 10th** with any loose ends (infiltration test, pipe for drainage overflow, planning plan) prior to final action.

Robert Osterhoudt, Bohler Engineering was present to review plan updates and discuss traffic analysis for O’Reilly Auto Parts Store.

The chair moved that the planning board schedule and notice a public hearing **The chair moved to schedule a Public Hearing** and Notice in the Post-Star that shall take place on May 10th at 7:15 at the South Glens Falls Village Hall, 46 Saratoga Avenue, South Glens Falls NY to review O’Reilly Auto Parts Store [Tax Map Parcel No. 50.21-1-2] site plan and in particular traffic concerns of Route 9. The site plan involves the proposed construction of an **10,625** sq. ft. structure for O’Reilly Automotive Stores. The plan proposes a common egress of NYS Route 9 - with a contiguous parcel of land to its north. The address of the proposed construction is 110 Saratoga Road, S. Glens Falls, Saratoga County, New York. The hearing and review is in accordance Village Code Chapter 119-6 D. which includes a special report on traffic impact / safety concerns. The traffic analysis and site plan will be available for public review at S. Glens Falls Village Hall. At that time all interested parties will be given an opportunity to be heard. **Gayle Osborn seconded the motion and the motion was approved unanimously.**

The chair stated that he would also have the traffic impact analysis [dated 2.19.17] and supplemental [dated 4.20.17] posted on the website for public view and thanked Mr. Osterhoudt for making those digital reports available.

Mr. Osterhoudt reviewed the enlarged floor plan is to accommodate additional “back of house” storage and employee space, on-site parking was increased to 42 stalls satisfying code requirement and a proposed sidewalk along beach road to facilitate pedestrian accessibility. Mr. Osterhoudt reported that the traffic analysis confirm that there was insufficient traffic generated from the use to warrant additional analysis. Peter Faith Greenman-Pedersen had initial traffic comments needing to be addressed in January. The **AtlanticTraffic+Design** [Bohler consultant] analysis has been sent to **Peter Faith** [Greenman-Pedersen - **village consultant.**] Bohler anticipating their comments back soon.

Mr. Patricke confirmed that he has yet to receive Mr. Faith’s comments. **Mr. Wade asked** - due to the increased size of the store -; if there was to be an increase in traffic generated?

Mr. Osterhoudt stated that because of the additional ‘back of house’ storage space added to the building the Atlantic Traffic +Design report letter finds that **fewer trips** / deliveries may be a result.

Planning board determines NO major environmental impacts for 113 Saratoga Ave. Project

Final Action May 10th

Planning board moved/approved to reschedule a Public Hearing for O’Reilly site plan / traffic originally planned for March but canceled due to changes

O’Reilly Impact Analysis to be placed on website.

P. Faith’s comments not yet available Fewer delivery trips possible due to increase size of building for

Chairman Linehan stated for the record that due to Mr. Patricke’s insistence to prepare a traffic analysis that he had changed his initial thoughts concerning the need for a traffic study. The chair stated that now he thought the Atlantic Traffic+Design study to be good as it referenced earlier studies /plans and addressed traffic speeds in the area [DOT data of the 2 speed zone sections of Rt.9 and the Gansevoort.] Gayle and the chair questioned the 53 mile an hour speed of Gansevoort Road. p.5] and the Route 9 speed of 48 mph south of Rt. 32 intersection and Rt. 9. The chair feels the reason for the “safety improvements” was to move traffic faster [more efficiently] maintaining a 30 mph speed so as to handle a greater volume of vehicles [by means of eliminating on street parking [main street / Rt.9] - and an additional center lane from 5th street intersection south, new pavement and striping.] the chair liked the reports [satellite] photo that included a tractor-trailer truck just south of the site's egress opposite Baker Avenue. It helps illustrates obstructions an exiting patron may have heading north due to the intersection in northbound and [maximum allowable] speeds of traffic. **Mr. Osterhoudt disagreed stating that the DOT safety** improvements were intended [Goal] to reduce speeds [see Analysis P.9.] He noted there was no current data available for traffic speeds – post safety improvements. [The Atlantic Report states...” It is expected prevailing speeds have been reduced by the State project.p.7] **The chair stated** he had looked into other studies regarding traffic calming and read an article titled Effects of Vehicle Speed on Pedestrian Fatalities [reference see attached.] The chair asked what O’Reilly’s position might be in regards to lowering the 40 mph between Rte. 32 /Rte.9 intersection and William Street and Rte. 9 intersection. **Mr. Osterhoudt responded** that it would be a village concern. The chair thanked Mr. Osterhoudt study and also providing PDFs of the analysis allowing the chair post them on the village website prior to the public hearing. Mr. Osterhoudt also stated that they are submitting to DOT to get there feedback as they remain subject to DOT permitting here. **Debbie Fitzgibbon asked** about any considerations as to additional traffic with existing Beach Road [summer] traffic that desire to turn left North bound on Rte.9. **Mr. Osterhoudt responded** that for now these are neighborhood facilities, and that question would be addressed by a larger traffic study. [SEE: BFJ 2002 study.] The hope for patrons would be the use the North O’Reilly exit from the site. The chair wished to address specific questions of the site plan with the building’s increase in size; its impact on the proposed storm water management AND a proposed sidewalk that runs partially along the site’s S. boundary and jumps across Beach Road towards the upper path - rather than the full-length of the boundary. **Mr. Osterhoudt stated that ideally** they would have liked to provide a sidewalk the entire length of beach road entrance on the South side. However, near Rte. 9 intersection There is a 3 to 3 1/2 foot grade change along with significant utility infrastructure in that area. For that reason the sidewalk is planned for the North side of beach road crossing before E. of the O’Reilly entrance with signage. The reason for mid-walk crossing beach road before the 90° bend of beach road is [sight distance] for pedestrian safety reasons. The walk leads to upper trail to secondary trails down toward beach. Recognizing that Beach “Road” with its limited width there are steep grades and an inability to meet ADA standards the walk does not extend along the road. He noted there was a clear separation of the sidewalk from the entrance road off Rte. 9 – a buffer between in both sections. **Mr. Osterhoudt** stated that he has met with Joe P., Gary R., and Brian A. with respect to the storm water design. He reported that the new design has more gradual slopes [see very gentle 6:1 slope between access drive and pretreatment area - a depth of no more than 5 feet.] These retention areas are all infiltration basins not intended to hold water. All water will percolate following the storm. The depth of the soils has been measured at 30 feet to the water table. The chair mentioned high sodium levels found on the village’s drinking water report that likely due to the disassociation of road salt (sodium-chloride.) His concern would be for continued accumulation due to road salt use and from the access road and parking lots. The chair hoped that the pretreatment area soils would could(?)somehow trap chemicals of environmental concern. He wished the DOT storm water

‘back of house’ storage

Effects of Vehicle Speed discussed

Left-hand turns out of Beach Road discussed [SEE BFJ 2002 Traffic study]

pipe that runs from the culvert /invert at Route 9 - N. of the project site's entrance to the ravine and exiting at a rip-rap slope N. of Beach Road was mapped on the survey. **Mr. Osterhoudt reported** that the treatment area will have nice landscape plantings (?) **Mr. Osterhoudt desired to 'offer up' a mitigation measure** - due to a "village level" concern of an open stormwater infiltration basin - **an attractive rail fence fitting in this village situation.** **The chair** stated it may also deter mountain biking within basin terrain. **Mr. Osterhoudt** presented a two-page exhibit detailing the fence [similar to that found along Hudson Avenue at the Cumberland Farms site.] SEE attached. The pictures show how the fence /with piers visually hides the storm water management areas for certain views. The fence will not enclose the entire basin as access for maintenance of the structure needs to be maintained. The pictures also show steeper slopes than what this sites treatment areas would be. **Having reviewed with Mr. Patricke** he sketched where other portions of the fence detail may be located around the basin in addition to along Rte. 9. The chair asked that [for the minutes] to identify the maintenance responsibility for the structures and easements for inspections. **Mr. Patricke reported** that the information is filed at the county BEFORE Notice of Termination (NOT of SWPPP) as part of the deed covenant for the property. The chair's concern was for a signature landscape planting treatment of the storm water utility. The Chair suggested the landscape architect choose native plant material that attracts and creates bird habitat [butterflies /beneficial pollinators] and suggested trees such as Amelanchier, deciduous shrubs such as Cranberry Bush Viburnum, Dogwood sp. **Mr. Osterhoudt** stated that they are in the process of having surveyor's prepare an easement to the village of the area in the South West corner of the property. The chair thanked **Mr. Osterhoudt for his attendance and update** Ahead of May's meeting. **Bridget Martin asked about the planning board's setting a public hearing(s)** for bylaw update and the status of updating the Village's comprehensive plan. The chair responded that the planning board is currently in the midst of several site plan reviews. And he believes the Village Board to be the lead agency for the 2008 Comprehensive Plan - implementation /update. The chair thinks professionals should assist in the update of the plan that may address zoning or other regulatory issues.

Planning board awaits village board to lead in Comp plan update.

V. OLD BUSINESS

1. Village ASH Tree Survey **FOR EAB (Agrilus planipennis or Agrilus marcopoli) using NYS Heritage Program iMapInvasives** Request for supply of 2 Garmin eTrex Venture HC GPS Receiver units made] Chair to attempt to consider recommendations of (1/7/15) CAPMO PRISM Task Force where local governments are now encouraged to conduct surveys of their Ash trees and alerting landowners to the threat of Emerald Ash Borer. [www.emerald-ash-borer-confirmed in SARATOGA Co 6.16](#)

VI. NEW BUSINESS for 2017?

1. [Review an Annual Report / Update Planning Board Bylaws](#) [set public hearing date?](#) /
2. **UPDATE WEBSITE**
3. **Update 2008 Comprehensive Plan Village describing changes in the village since 2008** [March 2008 DRAFT S.G.F. Comprehensive plan on-line](#)
4. [NYS Citizens Guide to Local Budgets](#)
5. https://en.wikipedia.org/wiki/South_Glens_Falls,_New_York
6. **Edit- by priority - detailed list - Goals / objectives / Tasks of the Matrix** *[use of*

Survey Monkey?]

7. Amend PLANNING AND ZONING codes.

VII. CHAIR's REVIEW OF CORRESPONDANCE / Resources

1. Various E-Mails, Calls

2. Planning Commissioner's Journal

All content on PlannersWeb.com is now free membership is no longer required. Check out the hundreds of articles on a wide range of planning topics -- especially aimed at the citizen planner.

Check out Form Based Code Article

<http://plannersweb.com/2014/12/fbc1/>

3. DFL_in receipt of Village Board Meeting Minutes

4. Internet Resources:

[DOS Opinion-explanation on Alternates](#)

[Guide to Planning and Zoning Laws of New York State](#) [p.91-140]

South Glens Falls [Village Code Chapters \[153-35 Amendments authorized](#)

Saratoga County Map-Viewer <http://www.maphost.com/saratoga/>

NYS Local Gov. Handbook [NYS Local Government Handbook](#)

Site Plan Reviews Pursuant to sections 7-718 of the Village Law

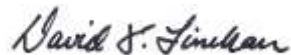
Local Gov. and School Accountability [Local Accountability / Gov. & Schools](#)

Governor's Initiative <http://cutpropertytaxes.ny.gov/>

VIII. REVIEW FUTURE AGENDA ITEMS - ANNOUNCEMENT for next
PLANNED Planning Board is scheduled for **Wednesday April 19th, 2017.**
Submittal Deadline is Wednesday May 22nd, 2017.

IX. REQUEST OF CHAIR FOR MOTION TO ADJOURN

The chair asked for a motion to adjourn **Gayle Osborn moved to adjourn** the meeting
Debbie Fitzgibbon seconded, the motion passed unanimously and **meeting was adjourned**
at 7:55 P.M.



David F. Linehan, Chairman
For: SGF Village Planning Board

This meeting has been recorded and found on You Tube
<https://www.youtube.com/watch?v=MG5djbUd1kE&t=16s>

Effects of Vehicle Speed on Pedestrian Fatalities

Newton's laws dictate that a doubling in vehicle speed results in a stopping distance four times as long and four times as much kinetic energy absorbed during an impact. Driver response times further increase stopping distances. As a result, a small increase in roadway traffic speeds results in a disproportionately large increase in pedestrian fatalities. This relationship is illustrated in the references listed below.

From *Embarcadero Road Traffic Calming Project, Preliminary Report*, Patrick Siegman Siegman & Associates, Town & Transportation Planning 260 Palo Alto Avenue Palo Alto CA 94301, siegman@sirius.com, as posted on Pednet:

For both stopping distances and the severity of crashes, speed matters. Travelling at 40 mph, the average driver who sights a pedestrian in the road 100 feet ahead will still be travelling 38 mph on impact: driving at 25 mph, the driver will have stopped before the pedestrian is struck.

Source: McLean AJ, Anderson RWG, Farmer MJB, Lee BH, Brooks CG. *Vehicle Speeds and the Incidence of Fatal Pedestrian Collisions - Volume 1*. Federal Office of Road Safety, Australia. See also *Traditional Neighborhood Development Street Design Guidelines*. Transportation Planning Council Committee 5P-8, Institute of Transportation Engineers. Washington D.C., 1997, p. 15-16.

The following table shows how, when a pedestrian is struck, the likelihood of death increases faster than the percentage increase in vehicle speed, in a nonlinear fashion:

Relationship of Vehicle Speed to Odds of Pedestrian Death in Collision

Vehicle Speed	Odds of Pedestrian Death, Source 1	Odds of Pedestrian Death, Source 2
20 mph	5%	5%
30 mph	45%	37%
40 mph	85%	83%

[Source 1: *Killing Speed and Saving Lives*, UK Dept. of Transportation, London, England. See also Limpert, Rudolph. *Motor Vehicle Accident Reconstruction and Cause Analysis*. Fourth Edition. Charlottesville, VA. The Michie Company, 1994, p. 663.]

[Source 2: *Vehicle Speeds and the Incidence of Fatal Pedestrian Collisions* prepared by the Australian Federal Office of Road Safety, Report CR 146, October 1994, by McLean AJ, Anderson RW, Farmer MJB, Lee BH, Brooks CG.]

The implications of this relationship on the impact of speed limits and law enforcement policy is explored in Reference [2] above:

Abstract:

The aim of this study by the NHMRC Road Accident Research Unit was to estimate the likely effect on pedestrian fatalities of a reduction in vehicle travelling speed. Results were based on detailed investigations of 176 fatal pedestrian collisions in the Adelaide area between 1983 and 1991. Estimates were developed for a range of speed reduction scenarios. The study found that a reduction of 5 km/h in the Adelaide area could be expected to result in a reduction of 30% of the incidence of fatal pedestrian collisions.

Under this scenario 10% of collisions would have been avoided altogether. Volume I of this report contains detailed findings for each speed reduction scenario along with a description of the method used and supporting references. Volume II contains the details of all 176 cases.

....

In Zurich, the urban area speed limit was lowered from 60 to 50 km/h [37 to 31 mph] in 1980 in response to a reduction in the open road speed limit (following political pressure from the Green movement to reduce pollution levels from cars to save the forests). In the year after the change in the urban speed limit there was a reduction of 16 percent in pedestrian accidents and a reduction of 25 percent in pedestrian fatalities (Walz et al, 1983). (The authors of this study observed that, because of those who "don't believe in the influence of driving speed on impact speed" or who "just don't care at all", "it must be proven in every country that the laws of Isaac Newton are true".)
[page 41]