

APPROVED:

MOTION BY:

AYES:

NAYS:

SECONDED BY:

ABSTENTIONS:

ABSENT:

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By: _____
Rosaria Peplow, Town Clerk

Date: _____

WORKSHOP MINUTES
TOWN OF LLOYD PLANNING BOARD

Thursday, October 16, 2014

CALL TO ORDER TIME: 5:30pm

PLEDGE OF ALLEGIANCE

ATTENDANCE Present: Dave Plavchak, Scott Saso, Carl DiLorenzo, Fred Pizzuto, Peter Brooks, William Ogden, Fred Riley, David Barton; Building Department Director, Andrew Learn; Engineer

Absent: Lawrence Hammond, Brad Scott, Michael Horodyski; Town Board Liaison.

ANNOUNCEMENTS: GENERAL, NO SMOKING, LOCATION OF FIRE EXITS, ROOM CAPACITY IS 49, PURSUANT TO NYS FIRE SAFETY REGULATIONS. PLEASE TURN OFF ALL CELL PHONES.

New Public Hearings

Fisher, Armen and Cynthia, 203 Lily Lake Rd, Subdivision SBL#79.4-1-48.112, in R1 zone.

The applicants own 78.5 acres +/- located on the west and east side of Lily Lake Road. They are proposing a two lot subdivision to create a 6.00 acre lot with the existing residence on the east side of the road. The remaining lands with the existing barn and pool will be approximately 72.49 acres in size.

Patti Brooks, the applicant's representative, was present for the meeting.

The Board reviewed this at last month's meeting, with no additional comments or concerns. The public hearing is set for next week.

New Business

Rodrian Lara, & White, Christopher; 7 Homestead HI (aka 19 Mile Hill Rd.), SBL#88.17-5-19, in R1/4 zone.

The applicant is adding a 16' x 77' addition to their home. The objective is to put in an accessory apartment, in the basement, for their mother as well as increase living space in the upstairs. The accessory apartment will be 610 ft.

The applicant's Lara Rodrian and Christopher White were present for the meeting.

The Board reviewed a survey and the plans for the accessory apartment. They reviewed the layout and square footage of the apartment. The plans showed entry access, parking, in addition to other details handled by the Building Department.

The Board anticipates setting the public hearing next week for December 4, 2014.

Old Business

Passante, Jeffry and Dawn, 847 N Chodikee Lake Rd, SBL#79.2-2-2.120, in R1 zone.

The applicants would like a two lot subdivision of their existing 7.67 acre lot. Lot 1 will be 4.853 acres and contain the existing house. Lot 2 will be 2.816 acres for future development. Lot 2 has been given Board of Health approval to construct a waste disposal system.

On Oct. 9, 2014 the Passantes were granted an area variance of .31 acres by the Town of Lloyd Zoning Board of Appeals to fulfill the one buildable acre requirement.

Jeff and Dawn Passante were present for the meeting.

This application was last seen by the Planning Board on May 15, 2014 and has since been granted an area variance from the Zoning Board of Appeals. The Planning Board reviewed the survey maps and discussed road frontage, septic area, and wet land buffer. The requirements for this subdivision are satisfied. The Board anticipates setting the public hearing next week for the December 4, 2014 meeting.

Pedro, Jon (and Cunniff), 399 Elting Corners Rd, Subdivision, SBL#79.4-1-18, in R1 zone.

The applicant would like a subdivision of 45.45 +/- acres of vacant land in the R-1 zone to create four new buildable lots with individual driveway access.

Revised maps, engineer's comments and SWPPP have been submitted 10/10/14.

Patti Brooks of Brooks & Brooks Land Surveyors, P.C., the applicant's representative, was present for the meeting.

Nadine Carney of Peak Engineering, the applicant's engineer, was present for the meeting.

Andy Learn: The last time we met we had a site meeting and there were some issues with sight distance for lots 3 & 4. New maps show that they were combined a little bit and shifted. We were worried about slopes of driveways and water coming down the hill, ways we could slow it down and disperse it. I just received the maps yesterday and it looks like they have done a lot of that.

Andy had a few questions on the lot frontage of lot #3; does that meet the requirement of 125 ft?

Patti B: It is 100 ft. It is the lot width that has to be 125 ft.

Andy: I thought I read in the code that the frontage needed to be 125 ft.

Nadine: We did move the lot line slightly because of the issues we had with the entrances. It was wider there at one time.

Patti: I could move the division line between lot #2 and lot #3 to make it the 125 ft. I am not sure that I need to. I was trying to follow the stone wall because as a surveyor we like to follow physical features. Obvious we have the frontage there so I can move it.

Andy: I think that we needed a note about no further subdivisions on the map; I think that is in the code if you have a flag lot.

The engineers discussed lot #3 and lot #4

Andy: I think the driveway entrance for lots #3 & #4 does need to be widened to avoid common driveway easements and maintenance agreements, because it is shared.

Nadine: They are going to have to have that anyway because there is not going to be a line down the center but I can make it wider at the entrance portion.

Andy: My point is that I thought we were going to try to avoid that by making it wider, if we can't avoid it then make it 12ft.

Scott: I think you want to make the first portion of the driveway wide enough so if need be they can put a piece of tape down the middle and you could not stop the other one from getting onto the property.

Discussion continued on how wide the shared driveway should be and can maintenance agreements be avoided.

Scott: Mountainside Woods road is 18ft. wide, can we do 18ft.

Nadine: Sure.

Patti: And you will note that where that existing driveway is that we are proposing to upgrade to a wider driveway, is the only place where the wetland buffer crosses the road. So we sent it to DEC (Department of Environmental Conservation) for them to hopefully sign off on, if not we will be applying for a permit to upgrade a driveway.

Andy: We knew the driveways were steep and they are still steep. I would ask that you double check on lot#1, when I scaled the profile I get a edge of pavement elevation 351.5 but the plan calls it out as 350.5. That could make a difference in your slopes. My concern is that there is a discrepancy between that spot elevation and the existing grade shown on the profile.

Driveway profiles were discussed and updates will be made by the applicant's engineer.

Andy: Another issue is the runoff from the driveways. You do not like to see velocity of more than 4 ft. per second and we are seeing 8 ft.

Nadine: That is up to a 25 year storm though, that was the request. We do propose that any channels on slopes greater than 8% be either rip rap or have a permanent reinforcement installed.

Peter: Is your concern just water or is it also Rich Klotz's' concern about the driveway material being washed away.

Andy: Everything including sediment.

Nadine: We looked at these driveways and we do direct some of the storm water off; it does not come from the very top. It goes off in certain locations and it can go off in certain locations with the grading.

Nadine Carney reviewed different methods of mitigation.

Andy: One other thing we talked about when we were on site was the tree clearing.

Patti: If the Board would consider 100ft maximum around the house. I thought that would give the applicant ample room to improve the houses going on the plat area and clear for septic area. The concern was that if we showed limits of disturbance on this map with proposed houses exactly where they are, then somebody came in to get a building permit and wanted to move the house 50 ft., how do we handle that situation? So Andy had come up with the solution of why don't you come up with a maximum limit of disturbance.

The Board discussed the maximum limit of disturbance and decided on a 75ft radius.

Andy: I think we still need to show the pavement thickness for the first 30 ft. of the driveway on the detail. Also the Board may want to discuss a bond for the driveways.

Andy will put his comments into a memo. (See attached)

Patti Brooks will not be at the next meeting but inquired about setting a public hearing next week for the December meeting.

The Board anticipates setting the public hearing next week for the December meeting.

Vlami, Leonidas (Part II), Mowbray Rd, Subdivision SBL#94.2-1-15, in A zone.

This application is submitted in order to re-apply to the Town for Preliminary Subdivision Approval for the identical subdivision which received preliminary approval from the Town of Lloyd Planning Board on Sept. 23, 2010.

Newly revised maps have been submitted, awaiting the subdivision agreement from the attorney.

Mr. Vlami, the applicant, Michael Moriello; the applicant's attorney, and Alan Dumas, the applicant's engineer were present for the meeting.

Dave B: The maps have been updated with the pull off in the correct location. Sean Murphy (Town Attorney) is reviewing the maintenance agreement.

Mike Moriello will draft the resolution of approval. No public hearing is necessary due to the fact that preliminary approval has previously been granted.

Sign Approval

Ultimate Auto, 514-520 Route 299

The applicant would like to install a double sided 40sf internally illuminated freestanding sign with an electronic reader board.

Wesley Walker, the applicant, and Nancy from Gloede signs were present for the meeting.

The Board reviewed information and looked at photos of the proposed sign.

The old sign was knocked over and the applicant would like to put up a new one.

Nancy: This sign is an electronic reader board static message, when we did the fire house the Board requested an 11 second hold time. I have been doing a lot of these signs around the County; they are the new updated version of the hand changeable letters. Some advantages to this type of sign is that they can really clean up a property by avoiding all signs being stuck out on the road. I would like to point out that the first thing people say to me is that they think of Times Square and Vegas, do they have those capabilities? Absolutely. Are towns allowing them? Absolutely not. Different towns restrict them in different ways.

Peter: Are they just letters or do they make designs too?

Nancy: This is a full color unit, you can import anything. A lot of towns have this on automatic hookup to amber alerts; you can hook into the national weather broadcasting for severe weather. Most people are willing to use it for town emergencies. This is a very good location with a lot of traffic to get information out quick in addition to broadcast town events.

Scott: Who does all of the changing of the messages?

Nancy: It could hook right into his computer or he can do it remotely from home. I have a lot of information on these signs.

Bill: How bright is it?

Nancy: We have done a lot of research and this company is all produced in the United States, they are a fantastic company. They are a little higher priced but it is worth every penny of it. They have an automatic dim down; during the daylight hours you are running 100% as you get to a certain amount of darkness it goes down to less than 30%.

Scott: What is the allowable sq ft. for this property based on (did not finish).

Dave B: It is 50 sq ft per side; the hiccup is I think it is too tall. Did Shari Riley, Code Enforcement Officer in the Building Department, talk to you?

Nancy: She did and she said it appeared that it would be grandfathered for height.

Bill: How tall is it and how far back from the road is it?

Nancy: It is 12ft. to the top of it.

Wesley Walker: It is about 20ft from the road, exactly where it used to be.

Nancy: This type of sign being only 6ft high could actually work against you. Going that speed in your car and the sign being that low you would not see it until you were almost on top of the sign. The purpose of this sign is to see it when it is ahead of you.

Carl: I just think that as fast as they are going on that road and those intervals of what is being said, someone catches the end of it and then they want to see it again this could be very dangerous. What about putting up whatever you want to say for that whole day.

Planning Board Workshop

October 16, 2014

Bill O: If you use at least the 12 second hold time and then black it out for a few seconds that should prevent that 'I should catch it again' feeling.

Dave: This was the point of the Zoning Board of Appeals interpretation. It was sent to the ZBA because the code says no flashing signs, so the question was what is the interval?

Scott: I think it is a benefit that it can be used for the Town. The overall concern is the height but if that is grandfathered in it is okay.

Peter: How are those letters lit?

Nancy: LED lights.

A **Motion** was made to approve this sign by Fred Pizzuto, seconded by Dave Plavchak. All ayes.

Dave B. informed the Board that the zoning for the Winery project was approved last night.

Dave P: Do we know which of our changes they put in; we never got a read out on that.

Dave B: I will give you the letter that they sent to the County.

Carl: Any follow up on the Bed and Breakfast updates?

Scott: We have done our part on Bed and Breakfasts and sent it to Town.

MINUTES TO APPROVE NEXT WEEK: Planning Board Workshop Sept. 18, 2014 and
Planning Board Meeting Sept. 25, 2014

September 30, 2014

Town of Lloyd Planning Board
Town Hall
12 Church Street
Highland, NY 12528

Attn: Chairman Scott Saso and Planning Board Members

Re: Jon Pedro Subdivision, SBL 79.4-1-18,

Dear Chairman Saso and Planning Board Members,

Enclosed please find the Stormwater Pollution Prevention Plan (soil erosion and sediment control only), Grading Plan, Driveway Profiles and Soil Erosion & Sediment Control Details for the above referenced project revised as per comments from Morris Associates and as per a site visit conducted on September 9th. The site visit offered the opportunity to view the existing roadway, drainage structures and site conditions and was attended by the following:

- Richard Klotz, Town of Lloyd Highway Superintendent
- Peter Brooks, Town of Lloyd Planning Board Member
- Andrew Learn, P.E., Morris Associates
- Richard and Patti Brooks, Brooks & Brooks, P.C.
- Nadine Carney, Peak Engineering, PLLC

The following is an outline of revisions:

1. The plans reflect improvements to the drainage swale along the easterly side of North Elting Corners Road (Town road), replacement of a culvert crossing the Town road at the north end of the site and locations of the driveway access points. This plan should be submitted to the Highway Superintendent for final review.
2. The angles of approaches at the driveway intersection at the Town road have been revised. Please refer to the Proposed Driveway Intersection enlargements on Sheet PE-2 which demonstrate vehicle turning movements for the fire apparatus expected to respond to these lots.
3. The profiles have been revised to note to provide minimum distance of 30' from the edge of pavement at a slope no more than 5%.
4. Details and notes have been provided to indicate that the driveway approach, for a minimum distance of 30' from the edge of pavement, shall be paved. Notes on Sheet PE-1 have been revised and add to the Typical Driveway Section on Sheet PE-2 to read "For driveway grades in excess of 8% it is recommended that the traveway surface shall be paved for stabilization.
5. Additional topography and site information has been supplied by Brooks & Brooks, P.C. along the road frontage of the site providing contours at 2 foot intervals. The Proposed

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Driveway Intersection enlargements on Sheet PE-2 have been revised to reflect this data and to show detailed grading in this area. Please note that the overall grading plan (Sheet PE-1) shows only the 5 foot contours.

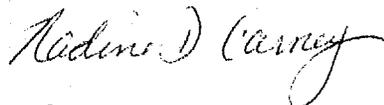
6. The SWPPP has been revised to include a section for Driveway Drainage Swale Criteria which describes surface treatments required, flow capacity, flow velocity and HydroCAD output data for review. Please note that only critical swales were evaluated, each on slopes greater than 10% and which discharge off site to the channel along the Town road, however, the proposed surface treatment requirements apply to all drainage swale segments. The plans provide notes indicating that all swales on slopes of 8% or greater shall be stabilized by rip-rap or permanent turf reinforcement. Details have been provided for installation.
7. Addition detail on the plans have been provided to show locations to disperse runoff to undisturbed areas on site along with location of culverts to allow runoff to pass under the driveways to further disperse and reduce the amount of runoff flowing through the swales. It is noted that all culverts shall be provided with rip-rap outlet protection and details have
8. Silt fence has been added to the plan at the lower edge of the site and spacing criteria for placement on slopes is indicated on the detail. Precise silt fence placement along the driveway is not shown and may not be require if the guidelines (added to the plans) are followed during the construction process. Guidelines:
 - a. Diversion of up-slope water (where appropriate)
 - b. Stabilize site entry/exit point
 - c. Minimize site disturbance and duration of disturbance
 - d. Install sediment controls (silt fence) along the lower edge of the site
 - e. Appropriate location and protection of stockpiles
 - f. Early installation and stabilization of driveway drainage swales
 - g. Continued monitoring and maintenance of all control measures
 - h. Re-vegetation and stabilization of disturbed areas.

It is noted that ALL disturbed slopes steeper than 3:1 shall be protected with erosion control blanket (TENSAR Roll Max - Enronet SC150 or equal).

We hope that you find that the revisions as outlined above are satisfactory and address the comments and concerns as discussed. We look forward to being on your next meet agenda.

If you have any questions or need additional information at this time, please contact our office.

Sincerely,



Nadine Carney
Peak Engineering, PLLC

Memorandum

Morris Associates PLLC

To: Scott Saso
Dave Barton
Patti Brooks
Nadine Carney

From: Andy Learn, PE 

Date: September 15, 2014

Re: Jon Pedro Subdivision
Site Meeting
SBL# 79.4-1-18
MA# 214502.000

As discussed at the August 21, 2014 Planning Board Workshop, a meeting was held at the site of the proposed Jon Pedro Subdivision on September 9, 2014. Those in attendance at the meeting were as follows:

Peter Brooks, Planning Board Member
Rich Klotz, Town Highway Superintendent
Patti Brooks, Project Surveyor
Rick Brooks, Project Surveyor
Nadine Carney, Project Engineer
Andy Learn, Planning Board Engineer

The focus of discussion was primarily on the location and orientation of the proposed driveways. It was observed that sight distance for the combined Lot 3 & 4 driveway is limited and additional grading will be required to remedy this concern. It was agreed that revisions to the design of both the Lot 3 & 4 driveway as well as the Lot 1 driveway would be provided to make them intersect with the roadway at an angle closer to 90 degrees. Where the driveways cannot be made to intersect perpendicularly the driveway aprons may be widened to accommodate larger emergency or delivery vehicles that will need to access the lots. The location of the Lot 3&4 driveway may need to be shifted to the north and/or retaining walls may be necessary to achieve a more desirable configuration. Although the Planning Board generally discourages the use of common driveways, it may be necessary for Lot 3 & 4 if the driveway must be shifted and the corresponding adjustments to the proposed lot lines cannot maintain the required lot frontage. It was agreed that if a common driveway is necessary for Lots 3 & 4, the length of the driveway that is common will be minimized.

Rich's main concern was that the proposed un-paved driveways with steep slopes will likely result in gravel washing off the driveways and onto the Town Road during storm events, something that has happened elsewhere along North Eltings Corners Road recently. As a result, it was agreed that at a minimum the first 30 feet of the driveways (measured from the existing edge of pavement) will be paved. In addition, in order to provide the required

culverts under each driveway, the existing roadside ditch must be re-graded by the applicant, particularly immediately south of the current Lot 3 & 4 driveway and north of the Lot 1 driveway where the existing 12 inch culvert under North Eltings Corners Road will be covered by the proposed driveway grading. It was recommended that the existing 12 inch culvert be replaced by a new 18 or 24 inch culvert. The revised grading and culverts should be indicated on the site and driveway grading plans.

In order to minimize the amount of runoff that reaches the road from each lot, it was agreed that runoff from the site will be diverted and dispersed to existing level areas along each driveway as much as possible. Additionally, in order to reduce the increase in runoff that will result during lot development, it was recommended that a tree clearing note be added to the plans indicating that tree clearing for yard creation purposes will be limited to a certain distance from each residence.

It was also noted during our meeting that a DEC wetland exists along the west side of North Eltings Corners Road immediately across from the proposed development. Although the development does not directly impact the wetland, the proposed driveways are likely to be within the 100 feet adjacent area of the wetland. The applicant should contact the DEC to determine if a permit will be required prior to construction of the driveways.

If there are any questions please feel free to contact me at (845) 454-3411 x20 or via email at alearn@morrisengineers.com



MORRIS ASSOCIATES

ENGINEERING CONSULTANTS, PLLC

9 Elks Lane, Poughkeepsie, New York 12601 Tel: (845) 454-3411 Fax: (845) 473-1962
 64 Green Street, Suite 1, Hudson, New York 12534 Tel: (518) 828-2300 Fax: (518) 828-3963

October 21, 2014

Town of Lloyd Planning Board
Town Hall
12 Church Street
Highland, NY 12528

Attn: Chairman Scott Saso and Planning Board Members:

RE: Jon Pedro Subdivision
SBL: 79.4-1-18
MA# 214502.000

Dear Chairman Saso and Planning Board Members:

As discussed at the October 16, 2014 Planning Board workshop meeting, I have reviewed the plans and reports listed at the end of this letter for consistency or compliance with the pertinent provisions of the Code of the Town of Lloyd and my previous comments. Based upon my review, the following comments are offered:

1. The applicant should deliver a set of drawings to the Highway Superintendent for comment.
2. The Typical Driveway Section detail should be revised to indicate the asphalt pavement and subbase specifications for the sections of each proposed driveway that will be paved.
3. Due to the very steep grades proposed for the driveways in this application it will be critical that the driveways be constructed in accordance with the design drawings presented to the Board for Approval. The Board should discuss Town Code Section 89-19.M.3.o requiring driveways to be bonded to ensure construction in accordance with the approved plans. This office recommends requiring the bond to be provided at the time of building permit application.
4. The minimum road frontage required for lots in the R-1 district is 125 feet. The Preliminary Subdivision Map indicates 112.22 feet of frontage for Lot 3. It is assumed that Lot 1 is the single flag lot allowed for this subdivision, therefore the frontage for Lot 3 should be increased to at least 125 feet.
5. The following note should be added to the Subdivision Map per Town Code Section 100-14.A.5, "No further subdivision of Lot 1, a flag lot, shall be permitted."
6. The shared portion of the Lot 3 & 4 driveway should be widened to at least 18 feet to create a twin driveway up to the point at which the driveway splits. It is my understanding that locating the common lot line along the centerline of the shared driveway will allow each lot to maintain their own side of the driveway and eliminate the need for common driveway easements and agreements. A complicating factor to

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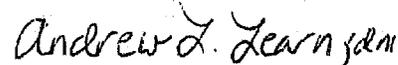
RE: Jon Pedro Subdivision
SBL: 79.4-1-18
MA# 214502.000

- this plan may be the locations where swales from one lot discharge onto an adjacent lot. Generally wherever concentrated runoff from pipes or swales crosses a property line, a drainage easement is required. The Planning Board Attorney should be consulted to ensure the proposed plan conforms to all legal requirements.
7. The edge of pavement elevation for North Elting Corners road noted on the Proposed Driveway Intersection enlargements on Sheet PE 2 of 3 does not correspond with the edge of pavement elevation noted in the Lot 1 Driveway Profile. The plans and profiles should be updated to reflect the correct edge of pavement elevation.
 8. The swale on the south side of the Lot 1 driveway intersects the proposed road side swale in a manner which will require runoff to make a sharp turn to flow north through the proposed driveway culvert. This configuration is likely to result in flooding and sediment deposition on North Elting Corners Road. The Lot 1 driveway design should be revised to rectify this condition.
 9. As a means to minimize the amount of stormwater runoff resulting from this development, the Subdivision Map should be revised to include a note regarding the maximum allowable tree clearing limit for each lot. As discussed during the site visit and at the October 16th Planning Board workshop meeting, it is recommended that this note indicate a maximum of 75 feet of clearing from each side of the primary residence constructed on each lot.
 10. A portion of the Lot 3/4 driveway is located within the 100 feet adjacent area of NYS Wetland CD-6. Documentation from the NYSDEC should be provided indicating whether a wetland disturbance permit will be required for the Lot 3/4 driveway.

If you have any questions, regarding the above, please do not hesitate to contact me at 845-454-3411, X 20.

Very truly yours,

Morris Associates
Engineering Consultants, PLLC



Andrew L. Learn, PE
Senior Engineer

AL/dm

cc: David Barton (via email)
Patti Brooks (via email)

RE: Jon Pedro Subdivision
SBL: 79.4-1-18
MA# 214502.000

Materials Reviewed

- The Preliminary Map of Subdivision of Lands of Jon Pedro was prepared by Brooks & Brooks Land Surveyors and dated last revised October 8, 2014
- The following plans were prepared by Peak Engineering and dated last revised 9/29/2014:
 - o Sheet PE 1 of 3, Site & Driveway Grading and SE&C Plan
 - o Sheet PE 2 of 3, Driveway Profiles, Notes and Details
 - o Sheet PE 3 of 3, Soil Erosion & Sediment Control Details & Specifications
- The following report was prepared by Peak Engineering:
 - o Stormwater Pollution Prevention Plan, dated last revised September 30, 2014