

VILLAGE OF HARRIMAN PLANNING BOARD MEETING

Workshop Meeting

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Chairman Don Danzeisen opened the Village of Harriman Planning Board Workshop Meeting of June 16, 2014 at 6:35pm.

Present: Board Members: Chairman, Don Danzeisen; Irma Escallier, Juan Quinones and; John Russo, Engineer; Kevin Dowd, Attorney; and Jane Leake, Deputy Clerk/Recording Secretary

Absent: Ron Walker, Building Inspector
Member Frank Borowski
Member Martin Stanise

VILLAGE VIEW ESTATES

101-1-1.4

Present: Jim Sweeney, Attorney, Dave Ziegler, Engineer & Philip J. Grealy, Ph.D., P.E., Traffic Consultant

Mr. Sweeney addressed the Planning Board by thanking them for having the Workshop meeting so they can talk one on one about the new entrance on the Village View Estate project and discuss what the pros and cons of the new entrance are and hopefully they are all pros and better than what was originally proposed along Dry Hill Lakes Road and then we can move this project along to another Public Hearing which you had suggested and we agreed. We have Phil Grealy here with the Traffic People and John Sarna's commentary.

Mr. Grealy addressed the Board by showing them the site plan map explaining where the proposed new access to Overlook is. Explaining where Overlook intersects with Orchard Drive.

Mr. Sweeney stated this was the previous plan coming in on Dry Hill Lakes Road which was a night mare.

Mr. Grealy continued stated this plan is an enlargement of that area on Overlook Road. We are coming in between two existing residences. This is Lexington Ridge back here, just for orientation purposes. This is our proposal for access and then Overlook comes out and intersects with Orchard Drive. The traffic generation for this type of development, we are looking at somewhere between 30 – 35 trips in the peak hour. That is in the one hour time frame. The majority of those trips are expected to extend down Orchard down to Route 17M. We had done a traffic study years ago for the property for the original access. We did an update this February. New Traffic counts last fall and then we waited for fine tuning of the plan and then we completed the report in February of 2014. That study focused primarily on the intersections approximate to the site which was Overlook and Orchard, the access drive, just to see what types of volume's are there today and what the expected traffic would be from this. As part of that submission there were comments from your traffic consultant, John Sarna. John asked us to look again at the intersection with Orchard Drive. What we had looked at in the original study back in 2005. So we did new counts because back in 2005 there was no Quik Chek. So we did new traffic counts and we did a new analysis of that intersection. He also suggested to even pushing more of our traffic out through there to see how it would function. So we had 80% of our traffic to and from this project through the intersection of 17M and Orchard Drive and that is what we evaluated. John had reviewed our resubmission in addition to the intersection of 17M and Orchard Drive he had asked us to look at some of the site distances exiting from the access and we provided that information and we just received a copy of his report, which we reviewed our most recent submission, which is the John Sarna report which I think you received today. John kind of summarizes what we did. He reviewed what we did at the intersection of 17M and Orchard. As you could imagine making a left turn out of there during the afternoon rush

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hour is somewhat difficult. A lot of the traffic is generated by the Quik Chek. In terms of our traffic that would be added there we may be looking at 4 vehicles in an hour. So one car every 15 minutes in the afternoon that would want to make that left turn movement and just to paraphrase, John had asked us to break down by movements. Left turns vs Right Turns and he did that in his summary here and basically those 4 vehicles while from a calculation stand point delays may increase by 4-5 seconds. Reality is you wouldn't know the difference from one day to the next with that addition of 4 vehicles making that left turn. In the morning the majority of the traffic comes down and makes a right turn on to 17M. The morning didn't have the same issues as the afternoon. I think John's conclusion which was our's is that the additional traffic generated by this project is not going to drastically change the operation of that intersection. Even though a level of service E, which means the lanes of around 35 - 45 seconds per vehicle, in the peak hours that is not unusual and since that intersection was improved when Quik Chek went in the left turn lane off of 17M and then the two lanes exiting from a geometric stand point there is nothing else you can really do at that intersection. The next step would be to look at signalization of an intersection like that but the volumes that we are talking about don't meet the criteria for signalization. So there won't be a signal there unless something major happens in the area. So I think John covered that in his memo. He doesn't see a big change from this projects additional traffic. The next item was our analysis was conservative because we assumed 80% of the traffic would all go out that way. The remaining issue was looking at the site distances we had provided a table of which was with our April submission of the actual site distances at the proposed access and because there is a curve just to the east of us, there is a hedge row along the edge of the curve. If that was trimmed back, not removed, that would improve the site distance here. Now we have what is called the stopping site distance which means if someone was to come around the curve and someone was exiting here you would be able to stop, but the criteria that we use when we look at site distances is what is called an intersection site distance. Which means that the vehicle on the main road which in this case Overlook Road wouldn't have to slow down by more than 5 miles an hour if somebody pulled out and made a left and they were coming around that curve, so we meet the stopping site distance, but if we were able to basically trim back that vegetation it would improve the visibility. Even if this wasn't here that is the type of improvement that would typically be done it is just more of a maintenance type of improvement.

Mr. Dowd asked are those hedges on the private property?

Mr. Grealy replied it looks like the area we are talking about is in the right-a-way of the road. Whether the root base is right on the property line or straddles it is a question. But the way that it is grown out it is definitely within the right-a-way because it almost at road edge and if you look at where the right-a-way is we have another 15 feet back.

Mr. Dowd asked is the speed limit under 30?

Mr. Grealy replied the speed limit in the area is 30. If you look at that curve that curve restricts vehicles to less than 30.

Mr. Dowd asked I know it is supposed to, but does it really?

Mr. Grealy replied yeah. If you look at the curves in that area what happens is when coming through that corner, from the other end of Overlook Drive this is almost a 90 degree turn here (pointing to the map) and then this is the curve that you are talking about and our access is right in here (pointing to the map) so the hedge row we are talking about is right around this curve here (pointing to map). So even with this, there is no reduce speed limit or anything here but you are coming around a curve that is probably around a 25 miles per hour curve because of the horizontal alignment there and then the nature of this road is almost a right angle turn here (pointing to map) and then you almost have another right angle turn when you are coming out of Orchard Drive. It almost acts as a traffic common because you don't

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have the ability which on some of these other roads where you have straight a ways where people can go at a higher speed. These almost control the speeds throughout this section of road as it is today, which is kind of a good thing as a neighborhood stand point.

Mr. Russo asked Dave, you can locate those evergreen, shrubs and put them on the plan and determine where the right-a-way is?

Mr. Ziegler replied yes.

Mr. Russo stated I thought I had some pictures but I must have left them.

Mr. Russo responded I wouldn't want to have someone go in and trim it and find out otherwise.

Mr. Dowd commented that is probably a general town requirement.

Mr. Sweeney responded Monroe has a trim ordinance. I'm not sure what the details are.

Mr. Dowd replied probably no more than 3 feet high, that is pretty much the standard.

Mr. Grealy stated I think in terms of traffic and road access that is a kind of quick synopsis of things and you have your report from your consultant.

Mr. Russo asked in the intersection itself, our road coming out is going to be Stop Sign controlled?

Mr. Grealy replied yes that is our proposal.

Mr. Danzeisen asked didn't we have a concern some time ago at this intersection with the headlights?

Mr. Sweeney replied yes, that is a design issue for the road itself. Dave, didn't you remove that?

Mr. Ziegler responded what we did was our original road coming out was almost dead center and that would have put your headlights because you are on the right side of the road directly in to the windows of the house. So we off set the alignment so as you come out here on the right side of the road your headlights will be shining into her garage actually where the cars are parked. So we off-setted it like that.

Mr. Russo asked didn't you have a cross section?

Mr. Ziegler replied yes, we have a cross section and we also have a landscaping plan for the area. There is a very large driveway; her house sits right in here (pointing to the map). When we were coming out in the center we would have been doing something like that so we kind of shifted it over.

Mr. Russo asked you are planting these (pointing to the map) in the town's right-a-way?

Mr. Ziegler replied yeah. It was an idea but we would have to get permission from the neighbor.

Mr. Russo stated and the Town and if the Town says no, the neighbor may say yes, and put it right on her property.

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Mr. Ziegler replied we would like to aim for that. That was the intent. We can kind of inch them over as we work.

Mr. Sweeney stated coming up probably sooner than later, we are going to have to sit with the Town of Monroe and work out, if we can, an arrangement for the maintenance of these roads. The normal cause of events there would be a municipal agreement and the Town, generally speaking, would maintain these for a cost. I'm not sure what would happen it may end up that the Village forces may maintain this stuff or maybe a Homeowners Association. I don't know. The right thing would be a municipal agreement with the Town that would approach this problem as well as the maintenance problem, but that is down the road at the moment.

Mr. Dowd asked are the Village Road specs the same as the Town's?

Mr. Sweeney replied I think they are.

Mr. Russo responded a little bit different.

Mr. Ziegler stated 24 foot and our's are 30.

Mr. Grealy replied we narrowed it here (pointing to map) showing to be channeled, so it is a little bit different.

Mr. Dowd stated so the entrance way on to the Town highway.

Mr. Ziegler replied the pavement is 24. Yours is 30. A little difference.

Mr. Sweeney stated we have to approach the problem, can't avoid it forever.

Mr. Dowd stated you would have to talk to the Village Board and see if they want to talk to the Town Board as well.

Mr. Sweeney replied maybe the Village wants to do it themselves. I don't know. The first step would be to the Village Board, I suspect. We have to first get this thing approved and then move ahead with that.

Mr. Dowd stated part of the approval would be the width of the road, I guess.

Mr. Sweeney replied oh, sure.

Mr. Russo stated the width of the road and the maintenance of that road. That is an issue they would have to run in conjunction with one another. I would get in front of the Village Board sooner than later.

Mr. Sweeney replied that end of it is an easy deal. If we get this solidified to some degree, this design and the traffic issues solidified will be sitting down with the Village Board to talk about it.

Mr. Ziegler stated basically the other things we did. We had a comment sheet from John on the whole plan and as although this looks the same as what you are looking at there are a lot of changes in the grading, along the rear here (pointing to map) some back in here (pointing to map), get rid of some walls. There is extra drainage and those questions by John we have to address, but looking at it quickly it looks the same but there are some major changes in drainage, reconfiguring of the retention area. We did get a new delineation from the Army Corp. We don't have a letter yet, but that is being worked on. So there

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are changes in the plan. I dropped the plan off tonight so hopefully it will be on the next agenda to discuss or have comments.

Mr. Dowd comments I know one of the issues with the Village will be the maintenance of that drainage, the drainage pond.

Mr. Ziegler replied right.

Mr. Dowd stated it is always an issue and how best to handle that.

Mr. Sweeney asked what has the Village done recently in the past with those?

Mr. Russo replied they haven't accepted them.

Mr. Sweeney asked what do they do for maintenance? What is done?

Mr. Russo replied we haven't really had any large subdivisions. They have all been on site plans on large parcels or smaller parcels so it is all to the individual property owner.

Mr. Dowd asked is that drainage/retention pond part of a lot?

Mr. Ziegler replied it is part of a lot; one lot, it is not standing on its own. It is part of lot 23. So 23 owns that whole area behind it where the old road use to go out.

Mr. Dowd stated it is more of a mechanical thing. I don't think the Village Boards desire is that it falls upon the general tax payer of the Village.

Mr. Sweeney replied I understand that, 100 percent.

Mr. Dowd stated so we are talking about whether it is going to be a Homeowner Association?

Mr. Sweeney replied the Village has the ability to set up addition for this type of thing.

Mr. Dowd responded not the Village?

Mr. Sweeney replied yeah they do, I will show you how.

Mr. Dowd stated I never saw the Village do a district before. The Village is the district.

Discussion broke out.

Mr. Dowd asked they don't want to do a Homeowners Association?

Mr. Sweeney replied we haven't thought about it at this point.

Mr. Dowd stated I know that is going to be an issue with the Village. I don't think they want to stick the general tax payer. So the question is, it is not a free standing lot so you are not going to not pay the taxes and the Village will inherit it anyway. The County won't inherit it.

Mr. Russo replied you will never sell that lot if you put it on to the Homeowner.

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Mr. Dowd responded you would sell it but then you would have problems with that Homeowner. They will think this is great the Village will take care of it.

Mr. Russo replied until they have to maintain it.

Mr. Dowd stated well usually you have an easement to maintain it, the Village.

Mr. Sweeney replied you have a default easement.

Mr. Dowd stated then you have questions, is it standing water, is it going to be a fences in area? Then it becomes other maintenance issues and accesses.

Mr. Sweeney responded it is something we have to deal with.

Mr. Dowd stated I just wanted to through it out there, so it is out there.

Mr. Russo commented it can also be an issue with DEC when we have to file the paperwork with a notice of intent and we have to sign off because there are declarations or actual changes to the deed that have to be recorded with the County as far as the maintenance and ownership and everything else that the County wants.

Mr. Sweeney stated we are basically here tonight to get your feelings on the traffic arrangement. Hopefully, you agree with it. My view is this is a whole lot better than the other.

Mr. Dowd asked how far do you think the Army Corp is with the delineation.

Mr. Ziegler replied I would have to ask Bob. It has been a couple of months, but I would say at least a couple of more months because we had it and we didn't want to give them the plan until we finished the details so we made sure we had the right area. We are asking for a Nation-Wide in the back of 23 and we are also asking for a Nation-Wide for the utility to pass through. So we are asking for two Nation-Wide's so that is going to take a couple of months.

Mr. Sweeney stated you want to hold a Public Hearing at your level anyway, so we have some time here.

Mr. Dowd commented I am trying to get a general idea how this is going to play out timing wise.

Mr. Sweeney replied it is not going to happen tomorrow.

Mr. Dowd responded at the Public Hearing they may start asking questions about this.

Mr. Sweeney replied we want to try to get as much out of the way by the time of the Public Hearing as possible. I want to have the answers. Have we laid out a new final site plan design?

Mr. Ziegler responded yes. It is all delivered.

Mr. Sweeney stated so maybe we can get back on the regular agenda and you give us a design blessing and then I'll go off to the Village Board and see what we can do there.

Mr. Russo asked what does everyone think about the entrance and traffic?

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Mr. Danzeisen replied I'm fine with the entrance and I don't see a problem with the traffic pattern.

Ms. Escallier stated I don't have issues with either one.

Mr. Quinones responded I know there is a project on the top of the hill, some development up there, is that development completed? I'm just trying to figure out the analysis.

Mr. Grealy replied we included back ground traffic to account for that, so when we are talking about these levels of service it includes the background traffic as well as ares.

Mr. Russo stated so it includes future growth just from general growth in the area.

Mr. Quinones replied I don't see any problems.

Mr. Sweeney stated we will come to you to see if we can get you to bless the design at the Regular meeting. Then I will go to the Village Board. Maybe we will have an answer on the Homeowner's Association.

Mr. Dowd asked on the entrance on to the Town Highway they are going to make a right.

Mr. Grealy replied most of them may.

Mr. Dowd stated it is basically a right out and then around. If they went left would they end up on 17M?

Mr. Grealy replied they could if you make your way down and around.

Mr. Dowd asked would it be the fastest way?

Mr. Sweeney & Mr. Grealy replied no, by no means.

Mr. Dowd stated so people coming out from the development and making a left would probably be driving to local places and not in a hurry.

Discussion broke out.

Mr. Grealy replied or if you go back toward Pine Tree, but that would be for other purpose trips.

Mr. Danzeisen stated your client needs to update his escrow account.

Mr. Sweeney replied let us know how much you want.

Ms. Leake stated I sent him a letter.

Mr. Sweeney asked how long ago?

Ms. Leake replied May 6th.

Mr. Sweeney stated you will have it.

Mr. Dowd asked you want to be on July's Agenda?

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Mr. Sweeney replied yeah, I think so.

Mr. Dowd stated I will not be here for the July meeting.

Discussion broke out.

Mr. Sweeney replied and then maybe after that I will get to the Village Board in August. I will see where we stand then. Okay, again, thank you for this meeting. It was very helpful.

There being no further business the Workshop Meeting concluded at 7:00pm.

Respectfully Submitted:


Jane Leake, Recording Secretary