



TOWN OF WILTON
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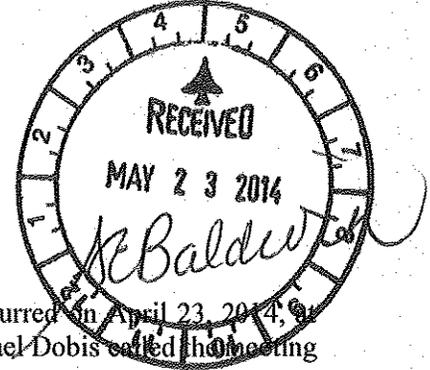
MICHAEL G. DOBIS
Planning Board Chairman

LUCY B. HARLOW
Executive Secretary

PLANNING BOARD MEETING

TOWN OF WILTON

Wednesday, April 23, 2014



A meeting of the Wilton Planning Board (the "Board") occurred on April 23, 2014, at the Wilton Town Hall, 22 Traver Road, Wilton, New York. Chairman Michael Dobis called the meeting to order at 6:32 PM.

PLEDGE OF ALLEGIANCE

I. REGULAR MEETING

PRESENT: Chairman Michael Dobis, Harold Van Earden, Vice-Chairman, William Rice, Sue Peterson and Ron Slone. Also present are Ryan Riper, P.E., Director of Planning and Engineering and Captain Gary Bullard, Greenwich Fire Department

ABSENT: Erinn Kolligian, David Gabay, Brett Hebner, Alternate and Mark Schachner, Planning Board Attorney.

APPROVE PENDING MINUTES: Chairman Dobis wants to address the meeting minutes of February 19, 2014 and he asks for a motion and a second to approve the minutes. On a motion introduced by Ron Slone, the board adopted the following resolution:

NOW, THEREFORE, BE IT RESOLVED, that the minutes from the Planning Board meeting of February 19, 2014 are accepted. The resolution was seconded by Harold VanEarden and duly put to vote, all in favor, on this day, April 23, 2014.

CORRESPONDENCE: Wilton ZBA Minutes 1/23/14; ZBA Notice of Decision No. 2014-06 re: Pietrosanto, Jeffrey; ZBA Notice of Decision No. 2014-07 re: Stewart Construction, Inc.; ZBA Notice of Decision No. 2014-08 re: Trojanski Builders, Inc.; ZBA Minutes 2/17/14; ZBA Minutes 3/27/14; ZBA Notice of Decision No. 2014-09 re: Macerich Company-Wilton Mall; Memorandum from Mark Mykins dated 2/3/14 re: Everglades Concept "E"; Letter from NYSDEC dated 2/11/14 re: 12 Commerce Park Drive; Letter from Brett Steenburgh dated 2/19/14 re: Everglades Mixed Use Site Plan; National Business Institute Notice of Seminar re: Local Government Law received 3/28/14; *Capital District Data*; January/February 2014, Vol. 37, No.1 received 3/28/14; *Towns & Topics*, Vol.28, Issue 2 received 4/4/14; Determination of Zoning Officer dated 4/2/14 re: Golub Corporation Appeal No. 2014-13; SCPB Referral Review letter dated 4/23/14 re: Golub Corporation/Price Chopper Store #39;

II. ZBA REFERRAL: APPEAL NO. 2014-13

This is a referral from the Zoning Board of Appeals. Applicant Golub Corporation proposes to amend the site plan of Price Chopper Store # 39 to add a pharmacy drive-through and a reverse vending addition ("bottle return"). Variances requested: a reduction in green space from 19.1% to 16.7%; also relief of 8 feet for side yard setback. The property is located at 3045 Route 50. Present for the applicant are Steven M. Duffy, Vice President in charge of store planning and design and Renee Charbonneau, senior lead for the project on the design side for Golub Corporation; Philip Koziol, P.E., Labarge Group; Michael Kopchik, Marchand Jones Architects.

Philip Koziol, site engineer, describes the site improvements and indicates them on an aerial photo. The new entrance will be at the opposite end of the building from where it currently is located. There will be a new entrance to the pharmacy and there will be a pharmacy drive-through with two 10 foot wide lanes coming in with stacking room for 3 cars with an exit lane 12 feet wide. There will be stop bars for autos before they enter the access road. A 30' x 15' addition will be built to house the "bottle return" center. It can only be accessed from outside the building. The connectivity between the main building and the bottle return center is a must. In the current bottle return location there are issues with smell during the summer; by moving it to the new location, that problem is isolated. The bottle return is accessed by 5 parking spaces (3 adjacent to entrance; 2 in rear including 1 handicapped); that number was arrived at by using the peak time of use and the size of the space. Mr. Slone asks how they know that going to be enough parking. He is told that ideally there would be 4 spaces but there is a handicapped parking space and an additional space to the rear of the building. Ms. Peterson asks about the delivery trucks going in and out of that same space (to the rear of the building) where cars are exiting the pharmacy drive-through. There will be a stop bar and stop sign but caution will have to be used. In the front of the building there will be an addition of a 10 foot sidewalk and a 5-6 foot fire lane where there is now a fire lane/no parking zone. That reduces the aisle lane to 24 feet (two 12 foot lanes.) The curb radius has been drawn back for ease of access and egress [that has been checked and it conforms to the Town's fire truck turning radius] and that has necessitated improvements to the sidewalk and restriping of the pedestrian walk.

There was a re-evaluation of an expansion that had been planned several years ago, but the same challenges with the parking and the setback issues relating to the ring road still exist. There are not enough parking spaces available to support such an expansion. Instead it was decided to do the reorientation of the building and maximize what exists within the confines of the existing site. The inside of the store is going to be "flipped" so that the produce area will be at the opposite end from the pharmacy. Regarding the renderings that are being exhibited, Mr. Koziol describes the introduction of a "marquis" element, another entry in the façade for a Starbucks and a café area. This will shift the most concentrated use of the parking lot to the end nearest the Nigro Plaza. Mr. Riper suggests that the employees park at the western most corner of the lot. It is a policy of Golub Corporation to have designated employee parking.

Mr. Duffy describes the significant remodel for the interior of the Price Chopper store and the façade. The plan is to stay within the four walls of the current building with the exception of the minor expansion for the pharmacy piece which is just a canopy and the reverse vending service area on the rear of the project which is entered from the outside. Mr. Stone asks what is meant by reverse vending and it is explained that it will be where bottles and cans are returned.

Chairman Dobis comments that even though this is just a referral to the ZBA, he'd like to make this a pre-application meeting. He describes one issue he has with the site plan amendment specifically vehicle queuing. The current entrance is a left turn off the access road from Route 50. His first concern is about the likelihood of cars stacking up in the drive-through and causing a bottleneck with cars entering the access road and trying to go left in to the Price Chopper parking lot. He is advised that the drive-through lane provides for 2 cars stacking.

The Chairman describes his experience with the bottle/can return that now exists with the greatest number of people using it after the holidays and during the summer. The new plan provides for 3 parking spaces adjacent to the entrance and he believes that is not adequate. In his opinion, the new scheme necessitates a 2 stop process rather than the 1 stop that exists now where you park, come in with your cans, recycle and then go shopping. The new scheme requires parking in one of the allotted 3 spaces, taking in the recycling, then returning to your vehicle and backing out and re-parking nearer the entrance to the store. Where is the overflow going to go even though there is a fourth parking space next to the handicap space? His concern is that you don't want to introduce regular vehicles into truck traffic especially when backing out. Also there is the likelihood of someone double parking. Ron Slone interjects his concerns about those parking in the recycle spaces and backing out into incoming traffic. It seems very congested and even with a lot of coordination, there is a lot going on in that narrow space. Applicant's team members indicate that this will be re-looked at and other possible scenarios evaluated: i.e. reconfiguring the parking and looking at the drive-through configuration. Applicant is also requesting a side setback of 8 feet. The setback is measured from the property line back towards the building. Chairman Dobis states he doesn't think the setback is an issue.

The Chairman's first concern is safety. Traffic coming in for the pharmacy and the queuing of two vehicles is for the most part reasonable. He doesn't believe there is enough parking available for the bottle return service center and if people can't find space to park, a bottleneck is created. Having to transport bottles and cans any distance isn't convenient or safe and the likelihood is that people will go elsewhere. Mr. Slone asks if there is a sidewalk so that people can safely load up their carts with the recyclable bottles or cans. There could be one installed at the expense of green space and ease of traffic circulation.

The goal is to leave as much green buffer as possible. The green space issue is discussed at length. The required green space is 35%; the Price Chopper site has 19.1% which is far below what is required and applicant is requesting a further reduction to 16.1%. Green space has been added around refrigeration unit to offset some loss of green space. Drainage can be handled by use of pervious pavement which would also offset green space reduction. Concrete porous pavers could be used. When blocking off the westernmost parking area, porous material could be put there instead of impervious black top. It would also channel people toward the new entrance creating a pattern. Ms. Peterson states she doesn't have trouble with the green space on this site because across the access road is a beautiful green space.

Chairman Dobis comments in view of all the discussions about green space, maybe it's time to look at whether 35% green space rule is really viable and whether it should be allowed to handcuff development in the remaining commercial area. In discussions with Mr. Riper, and from the Planning Board perspective the 35% green space had encompassed the whole mall area. As parcels were pulled off of the original mall lot, the effort was made to preserve the 35% but in many cases, the percentage was manipulated. The green space variance in this case wouldn't be necessary if one is using 2% of the total square footage with porous pavement. It allows improved drainage in the parking lot and satisfies the green space requirement. Mr. Koziol states that they are committed to using porous material in the drive-through and they intended to do that. The use of permeable material makes sense in terms of the drainage flow. Also it carves it out in an independent area for maintenance purposes. Mr. Riper says it can be used anywhere throughout the parking area. There will be a discussion about the smartest best way to do that. It is the applicant's position that the 19.1% green space can be maintained.

William Rice moves for a positive recommendation to the ZBA regarding the applicant's proposal to amend the site plan to add a pharmacy drive-through and reverse vending addition and relief of the 8 feet for the side yard setback for the property located at 3045 Route 50, zoned C-1. Harold Van Earden seconded the motion recommending the relief which passed with all board members in favor.

Mr. Riper's letter of April 9, 2014 is reviewed. Item number 3: with regard to the reduction in green space from 19.1% to 16.7%, the applicant has agreed to use porous pavement in lieu of reduction of green space. Item number 4: the quantity/time on the queuing of the vehicles in both the Rx drive-

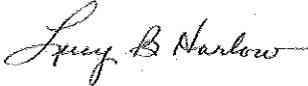
through and the reverse vending had been discussed. Item number 5: the sidewalk on the western side, west of the pharmacy; the applicant needs to describe that intention because it just dead ends in that green space. There should be a crosswalk there to draw people to the western side of the pharmacy. There is a discussion about the sidewalk that exists being maintained. Item number 6: at the eastern end there is outdoor seating along the corridor in front of the building. What is the plan to provide a vehicle barrier between the seating and the drive lane? In the large plaza area there will be a canopy with solid planters that are a physical barrier for the outside seating as protection. Mr. VanEarden suggests that at some point a solid buffer should be in place. Either a raised concrete planter or bollards could be provided to prevent any penetration by vehicles. Applicant would like the flexibility to phase that and gauge how the plaza is working. Mr. Riper asks that either a raised concrete planter or bollards be put on the drawings as a future phase. He noticed that the existing grease traps are under the bottle return center; that is something that can be dealt with Saratoga County Sewer District. There are some issues with drainage in the parking lot which need to be addressed and corrected with the improvement put on the plans. On the whole site, the inlets that are problematic will be corrected and some repaving components will be done. Mr. Riper indicates that the rest of his comments are administrative.

Chairman Dobis expresses his interest in attending any meetings with applicants before the next Planning Board meeting in May.

III. ADJOURNMENT

On a motion introduced by Sue Peterson that the meeting be adjourned; it is seconded by Harold VanEarden. All board members are in favor. The meeting is adjourned at 7:50 PM.

Approved: May 21, 2014



Executive Secretary