

**TOWN OF SWEDEN
Planning Board Minutes
January 16, 2006**

An adjourned meeting of the Town of Sweden Planning Board was reconvened on Monday, January 16, 2006, at the Town Offices, 18 State Street, Brockport, New York, commencing at 6:00 p.m.

Members present: Ellen Bahr, David Hale, William Hertweck, Craig McAllister, Matthew Minor, Arnold Monno, Edward Williams

Also present: James Oberst, Town Engineer, Ron Bronstein, Shane Hajjar, Taylor McDermott, Steve Ferranti, SRF

The meeting was called to order at 6:00 p.m. by Chairman McAllister.

No correspondence to pass or minutes to approve.

Lowe's of Brockport. Owens Road & Rte. 31. 084.01-1-19.1

Mr. Ron Bronstein addressed the Board regarding subdivision approval. Mr. Bronstein stated that all the changes have been addressed from last week, which include floodplain information and extraneous lines taken off and property owners added. For final subdivision approval, Irene D'Agostino's name should be added to the plan and the mylar should be in black and white.

Discussion took place regarding whether preliminary approval was completed at the January 9 meeting. Mr. Hale stated that it was. The Clerk checked the notes of the meeting and it was determined that the motion for preliminary approval was made and carried.

The Board continued with site plan review. Mr. Bronstein distributed copies of MRB's comments and corresponding responses prepared by Lowe's engineer, Shane Hajjar. Chairman McAllister asked Mr. Oberst to go through the comments and explain the ones that are not technical in nature.

- Comments 1 – 4 are regarding the survey plan and were just covered
- Comments 5 – 7 are technical notes
- Comment 8 regarding traffic – Mr. Hale added that a north/south median was added to help with traffic in the parking lot.
- Comments 9 – 20 are technical issues regarding drainage and grading
- Comment 21 – Mrs. Bahr asked about the public utilities that come onto the property. Mr. Hajjar stated there is one public utility which is sanitary that runs in a proposed easement across the property.
- Comment 22 – note change
- Comment 23 & 24 – regarding landscaping and separation for utilities; isolating those proposed trees for curbed islands in the parking lot. Mr. Hajjar stated the trees in the parking lot were close to the storm sewer lines so they were removed. A grass strip was created for the water line to go.
- Comment 25 – added detail to the sanitary sewer connection
- Comment 26 – confirmed that the light poles are 36 ft. high which is the same as Wal-Mart
- Comment 27 – requested a guardrail at the culvert crossing for the sidewalk
- Comment 28 – requests that the Town and MRB be copied on any submittals to DOT regarding improvements to Rte. 31
- Comment 29 – architectural elevations should be submitted – those elevations will be presented tonight

Mr. Oberst stated that covers the site plan review.

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The Stormwater Management comments are based on the report submitted by Paradigm and are of a technical nature regarding the design and verifying conformance with Stormwater Phase II Regulations. The detention pond design was changed to incorporate a chain link fence with black vinyl coating. Also, there is a stone access drive to the pond.

Mr. Minor asked how the storm water management pond was sized. Mr. Hajjar explained it was sized for the Lowe's and the out parcel directly south because it's contiguous and both parcels are on this side of the creek.

Mr. Oberst added that Page 10 is a summary of the traffic concerns/improvements. Mr. Bronstein stated that he had invited Mr. Steve Ferranti, Traffic Consultant, SRF, to explain this issue. Mr. Ferranti introduced himself and stated that a meeting was held on Friday with Mr. Oberst to review in detail the simulated traffic conditions under the latest proposal with a secondary entrance only on Route 31. Mr. Ferranti distributed copies of Mr. Oberst's comments and corresponding answers for the Board's review:

1. Update the traffic impact study to include revised counts per the DOT comment that traffic would not be allowed to exit onto Route 31. Traffic would exit onto Owens Road.

Mr. Ferranti referenced Page 2, Revised Capacity Analysis Results Table, which summarizes what the conditions were at full development under the original access conditions and then what they are with the ingress only on Route 31. Mr. Ferranti stated by looking at the numbers, there are delays overall in average of Saturday (site) and PM (commuter) traffic. There is a slight benefit/ increase in average delay for motorists traveling westerly through the intersection of Route 31 and Owens Road.

Mr. Monno asked what are the store hours of the new Lowe's. Mr. McDermott stated Monday through Saturday, 6 a.m. to 10/11 p.m. and Sunday, 8 a.m. to 7/8 p.m.

Mr. Ferranti stated by diverting traffic over to Owens Road driveways, the level of service drops to a D, which is still considered acceptable conditions for urban areas. For westbound lefts coming out of the south site driveway on Owens and the middle driveway, the westbound left coming out of the south goes from a C to a D. The middle driveway still operates at fairly good levels of service.

2. The next question pertains to how much more queuing will there be with traffic attempting to exit Owens onto Route 31. We analyzed and simulated traffic during peak times and the results indicate that the right hand lane be extended to at least 50 ft. Mr. Hajjar stated per the latest roadway widening plan, the right turn lane has been extended to 200 ft. per Mr. Ferranti's recommendation.
3. Sensitivity Analysis – Because Route 31 is heavily traveled and highly congested, people will decide to take an alternative route. A sensitivity check is done to see what the ramifications of that would be. Mr. Ferranti stated traffic was diverted and the counts doubled for travel patterns coming into the site. Owens Road and State Street have ample capacity. The intersection of State Street and Route 19 show that the signal timing change is recommended to go from 45 seconds to at least 60 seconds.

Mr. Hale commented that the simplicity of it is that anyone that lives north of the canal will not go to Route 19 and Route 31, and also, the durability of the load carrying capacity of the roads should be considered. The intersection of Owens and State Street/E. Canal Road is questionable. Mrs. Bahr agreed stating the sight distances are not good at all. Mr. Monno added that a weight limit sign will need to be put up on Owens Road because E. Canal Road is posted and it is very narrow.

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Mr. Monno proposed changing the speed limit of 45 mph on Owens Road. Mr. Ferranti stated it would be very appropriate to ask to do another speed study based on a radar shoot to see how fast people are going afterwards, plus it's a function of marginal development along the road.

4. Owens Road Access Drives – to be addressed later.
5. All driveway intersections will be designed to accommodate a WB 50 Design Vehicle (truck).
6. Owens Road Improvements – Mr. Ferranti stated that SRF is in agreement with the recommended road improvements.
7. Per MRB's comments, the southwest driveway should have three lanes; one in, two out. SRF supports this recommendation. As part of this, it has been suggested and incorporated that the access drive to the out parcel to the south be relocated to give at least 150 ft. of frontage. Mr. Minor asked if any of the parking spaces to the south of that are still included. Mr. Bronstein explained that those 25 spaces are land banked, which is when green space is created for what is believed to be excess parking with the plan that at some point in the future, if the municipality finds that the parking is not sufficient, the parking spaces will then be put in. For now, Lowe's meets its required parking so these 25 parking spaces will be land banked. Mr. Hale added that this area could be used temporarily for snow storage.
8. Mr. Bronstein commented that the concerns discussed briefly at the end of last week's meeting regarding the northern most driveway were taken seriously. After much discussion and thought, these are the alternatives that resulted:
 - Mr. Hajjar explained that there is the original layout as presented in the plans which complies with the parking.
 - Version 1 – moves the driveway down approx. 75 ft. and creates a 90 degree intersection at Owens Road, a T intersection internally and a T intersection in front of the Garden Center. This version invites a lot of different movements and issues with traffic decisions.
 - Version 2 – 12 parking spaces are lost with this revised configuration, and thus makes the parking requirement short by 12 spaces.

Mr. Ferranti reviewed the original layout and the two versions. He supplied a drawing of a typical design with the road in front of the building that fire emergency vehicles are familiar with. Mr. Monno asked for clarification as to what is taking place in front of the store starting from the east part of the building. Mr. McDermott from Lowe's explained that there is a sidewalk flush with the pavement for loading. There are the entrances with one main exit/entrance. During the peak season, March 1 to July 1, 95 % of business is done from the Garden Center. Then there is a covered lumber canopy to the left where one would pick up lumber under cover and then drive into traffic. Discussion followed.

Mr. Hale commented that the main point is that traffic will have a straight run through with the original layout, and that Wegmans, Chase Pitkin, Greece Lowe's, Wal-Mart and the proposed Wal-Mart don't have one, and there's no reason why this Lowe's should have one. Mr. McDermott stated one of the reasons this Lowe's should use the original layout is that if you are driving a trailer that is loaded or emergency vehicle, Versions 1 and 2 will have difficult turns to maneuver.

Mr. Ferranti stated the following points were taken into consideration:

1. What is the safest layout?
2. How does queuing at the intersection impact the operations and safety?
3. Is the decision-making for the average motorist simplified as much as possible?
4. Type of vehicle using the intersection, i.e., fire and emergency response.

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Mr. Ferranti continued that when reviewing the different plans, the potential for the number of accidents is determined. The number of intersections created or points of conflict is looked at. For Version 3 there are 36 points of conflict and for Version 2, there are 27 points of conflict. The original plan has 18 points of conflict which would make this the preferred option for safety.

Mr. Ferranti continued to look at queuing or the ease of vehicles getting in. Versions 2 and 3 have many issues regarding this. As far as emergency vehicles, which layout is the easiest to get in and out of. Version 3 is definitely not a choice.

Mr. Ferranti stated it is easy to conclude that the best choice is the original layout, and that the other issues at hand should be addressed. The Town of Henrietta and the Town of Penfield have similar layouts. The town engineers from those Towns were asked for their opinion, and both commented that there has not been a significant or major issue with the drive in front of the store.

Mr. Minor asked what direction emergency vehicles would be coming through the site. Mr. Perrine stated that the emergency vehicles would be coming from the north. Discussion followed. Mr. Minor stated the loading dock design is flawed because you have loading material versus pedestrians. Mr. Minor suggested the loading dock be on the side of the building so that the pedestrians don't have to cross in front of the building, or consider inverting the layout of the store. It was determined that traffic would have to go entirely through the site.

Mr. Monno asked for clarification regarding the truck route in back. Mr. Hajjar stated tractor trailers go in and make a 180 degree turn, drop off there material and leave. Mr. Monno asked if all trailers are parked perpendicular to the building. Mr. Hajjar stated that there is no dock area in the back of the building. Mr. McDermott explained how deliveries work. Seventy-five percent of Lowe's deliveries are scheduled.

Mr. Oberst commented on the amount of traffic generated in front of the store. If crossing areas with stops are provided in front of the Lowe's store versus traffic from the development going out to the south entrance, the path of least resistance will be taken, which is the south entrance as opposed to going in front of the store and having to stop several times.

Mr. Hajjar explained after discussing the main driveway in front of the store with Mr. Oberst, Lowe's proposed incorporating a raised, stamped crosswalk as you enter. Mrs. Bahr asked why there isn't a stop sign at the exit. Mr. Hajjar stated the stop sign would be moved to create a pedestrian type zone. Also, Mr. Hajjar stated a raised concrete median with two cart stalls has been added all the way through the center of the parking lot to help prevent vehicles cutting across.

Supervisor Lester commented that Paradigm Developers was asked to consider creating an access from Owens Road to the easterly boundary. Paradigm agreed that north of the Lowe's project along the railroad tracks, an easement would be given to the Town, or a dedicated strip of land that would run to the east for future developers who want to contribute towards the cost. Lowe's would not be responsible for negotiating with the developers or land owners. Mr. Bronstein stated that is correct and that Paradigm is committed to working with the Town and dedicating the land necessary to create that road.

Mr. Hertweck questioned whether Lowe's would generate as much traffic as Wegmans, both of which have a driveway in front of the store. Mr. Ferranti stated that Wegmans generates approximately 600 to 700 cars per/hour and that Lowe's generates 300 to 400 cars per/hour.

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Mr. Minor asked what the status of DOT's approval was. Chairman McAllister confirmed that per NYSDOT, there will be no right turn out of the plaza onto Route 31. It was discussed that there would be a westbound right turn in, an eastbound left turn in via a turning lane. Discussion followed. Mrs. Bahr asked if the driveways would be lighted and Mr. Hajjar stated yes all the way to the end.

Discussion turned towards the road improvements in the "gap" area. Mr. Hajjar stated that Wal-Mart is responsible for improvements in front of its property to right before Mr. Kuster's property. Mr. Minor stated that the tapers end depending on which way you're going in front of Talamora Trail with no turning lane provided for at that point.

Mr. Hajjar showed the taper overlay as well as the 3rd lane overlay for Wal-Mart. There would be a dedicated left turn into Talamora Trail. Mr. Hajjar continued that from where the Lowe's widening ends and from where the Wal-Mart widening ends, there has been discussions to fill the "gap" by creating a left hand turn lane into Talamora Trail and a left hand turn lane into Mrs. Baltz' property, whenever it is developed.

Mr. Hajjar stated that the revised traffic analysis indicates that by eliminating the outbound traffic onto Route 31, there would be more traffic onto Owens Road. In response to that, the turn lane has been increased to 200 ft. in length, and there will be a southbound dedicated left and right turn lane. Owens Road, heading north, will have a dedicated right hand turn lane into the southern entrance only, which will encourage people coming from Route 31 to enter into the plaza this way.

Mr. Bronstein stated that all questions have been answered and that the proposed layout Lowe's is recommending is the best one for all the reasons Mr. Ferranti stated. All of Mr. Oberst's and DOT's questions have been addressed regarding traffic.

Chairman McAllister asked if there were any other questions before discussing the architectural design. Mr. Minor asked if the internal road design will be able to accommodate full build out of traffic. Mr. Ferranti stated yes. Mr. Minor also asked about the development to the northeast. Mr. Bronstein stated there are major wetlands, which limits development to the north. Mr. Bronstein added that there are no commercial plans to develop north of Lowe's.

Mr. McDermott distributed a copy of a proto-typical building. Keeping in mind the community and what Wal-Mart has designed, the building materials were upgraded from a split face painted block to a quick brick two-tone color. Also, presented was a picture of the type of fencing upgraded to a wrought iron look that will be used in front and around the side of the Garden Center. The lumber canopy and main entrance have been broken up with pilasters, and an EIFS exterior to break up the expanse of the building and give it character.

Mrs. Bahr asked how many feet of tubular fencing would be used. Mr. Hajjar stated the fencing is approximately 274 feet. Mrs. Bahr asked why the Garden Center is built like that. Mr. McDermott explained because it's used for storage. Mrs. Bahr commented she hasn't seen anything quite like that; it reminds her of a prison.

Mr. Minor asked if the Garden Center was lit. Mr. McDermott stated that the Garden Center is lit and partially covered for shade plants.

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Chairman McAllister asked if there was a berm on the west side along Owens Road. Mr. Hajjar stated no, but there is landscaping. The store is 3 ft. higher than the midpoint of the road. Discussion followed on how to provide screening. Along the gate, there are 13 evergreens, 7 deciduous, and shrubs and flowers proposed.

Mr. McDermott added that the security lighting in the parking lot is at 25%; one out of four stays lit. Mr. Minor asked Mr. Perrine what berm height he would like to see. Mr. Perrine stated 3 ft. Mr. Bronstein stated a 1 to 3 ft. berm with plantings is proposed to help block the building all the way to the truck delivery on Owens Road. Mr. Minor asked for the berm to come into the parking lot too. Mr. Hajjar stated okay and as far as delineating the mounding, it would be called out on the Landscaping Plan, but shown pictorially on the Grading Plan.

Mr. Minor added that land banking of parking spaces is a good idea and the Board was in agreement. Mr. Bronstein explained that concludes our discussion after going over all of Mr. Oberst's comments and traffic. The project is scheduled for final approval on January 23.

Mr. Hale added that he revised Attorney Pronti's final resolution for Wal-Mart. The Clerk will email the resolution to the Board for review.

Planning Board Secretary