

TOWN OF THOMPSON

PLANNING BOARD

WEDNESDAY – JANUARY 9, 2013

6:00 PM – 7:00 PM – MONTICELLO DRIVE & RACE CLUB –
informational meeting on sound study

7:00 PM – WORK SESSION

Ted Lewis – Continental Cottages – deck replacement
Dan Yanosh – Yezerskiy – discuss fish hatchery

7:30 PM – PUBLIC HEARINGS

EAGLE CREEK – Starlight Road – 4-lot subdivision
GOLDEN RIDGE – Route 42N – senior and workforce housing

REGULAR MEETING

FOREST PARK ESTATES – Fraser Road – 61- single-family rental units
LENTINI – Route 52 N – request extension of approval
VIZNITZ INSTITUTIONS – Gibber Road – girl's school
K-SULLIVAN – I 86 DEVELOPMENT – East Broadway – 105-room hotel & 2
restaurants & inground pool
NEW HOPE COMMUNITY – Big Woods Road – two-family dwelling
SDTC – Center for Discovery – Old Route 17 – ambulance garage
MONTICELLO DRIVE & RACE CLUB – site plan review
SLAVIN – Lake Shore Drive E. – lot consolidation

**TOWN OF THOMPSON
PLANNING BOARD
WEDNESDAY, JANUARY 9, 2013**

IN ATTENDANCE: Chairperson Patrice Chester Lou Kiefer Anna Milucky
Matthew Sush Melinda Meddaugh
Bernard Cohen, Alternate
Logan Ottino, Code Enforcement Officer
Paula Kay, Attorney
Glenn Smith, engineer for the Planning Board - Monticello Motor Club
Dick McGoey, consulting engineer

**INFORMATIONAL MEETING 6:00 PM TO 7:00 PM
MONTICELLO MOTOR CLUB – SOUND STUDY**

Glenn Smith – was asked to review the sound study and provide the Planning Board with recommendations and conclusions.

The Monticello Motor Club has an approved site plan and is looking to modify that site plan to include new buildings with office space; moving the carting track, adding pedestrian bridges, a new club house, a sewage treatment plant and upgrade the water system. The intent is to have 3-4 race events per year with 1,000 to 5,000 spectators. SEQRA documents were submitted by the applicant along with a traffic and sound study. The sound study was done by AKRF. A part 3 EAF was also provided.

Sound Study – 6 receptor sites were identified:

- 1) intersection of Route 42 & Dingle Daisy Road
- 2) intersection of Cantrell & Route 42
- 3) Ripple Road – southern bounds of the Village approximately 1 ½ miles away from the site
- 4) Intersection of Cantrell & Cold Spring Road
- 5) Lena Road
- 6) Dead end of Rupp Road

The monitoring was done on four different days between the hours of 9 a.m. & 5 p.m.

9/15 was a race day

9/21 was a non-race day; only members and corporate sponsors

9/25 nothing was going on; ambient study of everyday noises

10/9 simulated landing and take-offs as if an operating airport (the site is the old Monticello Airport)

The study measured the difference between the ambient noise and race day and non-race days

The DEC states that a desirable noise level of 65 decibels or less for residential areas.

The Rupp Road was the most affected area with an increase of between 1 & 20 decibels

Other sites incurred decibel increases of less than 10

Lena Road had an increase in decibels from 42 to 45 on peak race day

Route 42 & Cantrell had an unnoticeable increase between ambient & race day

Route 42 & Dingle Daisy had 68-69 ambient & 67 decibels on race day

Helicopter & plane decibels were 61-69; planes can still be landed there

Lance Bischoff of AKRF. AKRF is a consulting firm in business for over 30 years I am the senior technical engineer in acoustical study. We were hired by Monticello Motor Club to do a noise study in conjunction with the Town of Thompson. Additional noise level receptor sites were identified. We did the study under a variety of conditions; racing, non-racing, ambient levels currently and as an operating airport.

Glenn Smith's assessment was right on the money. Conclusions were done based on the comparison of noise levels to that of an operating airport. We looked at the noise levels. Rupp Road had a significant enough increase to warrant some type of mitigation.

Chairperson Patrice Chester asked if the public had any questions or comments at this time.

Richard Chiger: The conclusions of the sound study don't sound right. In 40 years I never heard the airport. The noise from the motor club goes on all day. We are living through hell; it is annoying.

James Culligan: I live at the intersection of Route 42 and Cantrell. The noise is horrific. The sound study was done in a semi-circle to the south. The airport is not a discomfort. There was never a landing pattern over my house. How come there was no receptor on Route 42 by Mr. Willy's? or by Hamilton Road?

Beth Leidner: I hear the noise from Route 42; it comes and goes. But the noise from the track from 9-5 on and off all day. It is a lot of noise. They need to buffer all around the track and protect all of the residents.

Ann Culligan: why is this traffic study being done now? If they are making more track won't that add to the noise? I have a petition with 100 signatures. They were never on my property. This study would be moot. The quality of life has been taken away from us.

Mr. Bischoff: there are environments factors that affect noise levels. The race event day was one of the windiest days measured. Our company uses state of the art sound level meters; factory calibrated, field calibrated but they can't provide human perception of noise. Day of the race & noise levels were measured.

Ann Culligan asked which was the wind was blowing that day? At what height was the sound measured? At different levels in my house the noise varies.

Mr. Bischoff: the wind was blowing between 12-25 mph; West to Northwest. Temperature was between 55-65 degrees with broken clouds. The wind was blowing towards site 4 & 6.

Dick Kelly asked how strong is the noise>

At receptor 2 68 decibels was the highest measurement

Joan Bauman: I live in a community of 12 houses. She referenced a letter written by one of the residents of the community. He teaches physics. Ms Bauman insinuated that the study was biased based on who paid for it. She stated there was a need for an independent study.

Chairperson Chester said that the Monticello Motor Club was required by the town to do the study. They did pay for the study but the town approved the firm and the town set the parameters of the study. The study met the needs of the town.

Mr. Bischoff: I have a masters degree in acoustics; an expert witness. Do work in NY, NJ, CT & MD. I am offended by the statement of Ms. Bauman. We have provided a scientific qualitative study. The town approved the final scope of the project. They required extra things that we provided. We are not in the business of politics. Ask Monticello Motor Club if they are happy with the report. We are in business to measure and report. Mr. Bischoff had the letter that Mr. Chuckrow wrote and reviewed some of the items.

- 1) I disagree – it is not a claim it is a fact – based on years of study

- 2) An airplane is a different noise than a car; there is a traffic pattern. There were two people on the ground but 6 receptor sites. We measured the average sound level. This is a non-controlled, non-powered airport. Planes can come and go as they please. I completely disagree
- 3) Rupp Road – there was a change in level of ambient vs a race track event. That site was in the middle of the woods; very quiet. There is a curve in the track where the cars heavily brake and then accelerate. A sound barrier could be effective there.
- 4) We use state of the art equipment; operated by professionals. Sound levels were measured; not how you hear those sounds.

Chiger: when they are running our life has become horrible

Al Heins: I have a problem with the noise testing. I am not against the track. Why didn't they do the test at the houses of the people that complain?

Glenn Smith said that 3 of the 6 receptors were at sites where people have complained. Culligan, Chiger & Somers.

Gillman: I live on East Broadway near Nelshore Drive. I hear the engines

Culligan: why was it compared to an airport?

Glenn: they can still land planes there

Leidner: I am not questioning whether or not the sound study is accurate; people are here and complaining. Put up many sound barriers to block the sound.

There was no additional public comment.

Chairperson Chester: we had this informational meeting centered around the sound study. We wanted to get the concerns and interest of the public. We will be looking at the recommendations. Anything new for the Monticello Motor Club will follow our normal procedures.

PUBLIC HEARINGS

16 surrounding property owners were notified by certified mail

EAGLE CREEK RESOURCES – Glenn Smith

Chair Patrice Chester read the legal notice. Proof of mailing was submitted.

Glenn advised that this is a 14-acre parcel on Swinging Bridge Reservoir. The property is in the RR2 zone, which allows single-family dwellings on 2-acre lots. There is a private easement with rights to use by the owners of an 11-lot subdivision.

The applicant is proposing four lots; Lot 1 is 2.7 acres, Lot 2 is a 4 ½ acre lot that Eagle Creek will retain ownership of for access purposes, Lots 3&4 are about 3 acres each.

The soils are good; the percolation tests were done. Dick McGoey witnessed the test pits.

Chairman Chester asked for public comment.

Allen Kesten: My mother owns lot 4 of the 11-lot subdivision. I have no opposition to the subdivision. Will the three lots to be home developed have the same covenants and restrictions as the 11-lot subdivision?

Glenn said as far as he knows there is no intent to impose those same restrictions.

Kesten: will this affect that?

The response was it has not been addressed yet.

Bob Maloney: my house is adjacent to this subdivision. What restrictions will be on these new lots? This has not yet been discussed.

There was no other public comment.

A motion to close the public hearing at 7:40 PM was made by Anna Milucky seconded by Lou Kiefer.

5 in favor

0 opposed

Chair Patrice Chester informed the public that no action would be taken tonight.

9 surrounding property owners were notified by certified mail

GOLDEN RIDGE APARTMENTS – Joe Pfau

Chair Chester read the legal notice. Proof of mailing was submitted.

Mr. Pfau told the public that he is the engineer for this project.

The development will be accessed by a road off Route 42 North. The roadway will be developed as a town road; access to the project site will be off that town road.

We are proposing totally affordable senior and work force housing. The property is in the HC2 zone. The town board approved an overlay zone that allows for the development of both types of housing on one property. There will be 104-work force and special needs units and 220 affordable senior units.

The project will be completed in phases; one of each at a time. Water and sewer are available. A gravel emergency access will run through to Rock Ridge Road.

Chair Chester asked for public comment.

Roger Bisland: I am a neighbor. I own the dog kennels. I am not opposed to the project. During the summer and holidays I have about 60 dogs. We walk them three times a day; they bark. As a police officer for 20 years I have chased barking dog complaints; they are mostly from senior citizens. They don't bark all day long and I don't think it's that bad but I wanted to go on record about the noise. We have been in business there since 1988.

Mr. Pfau explained that the buildings are about 300' to the property line.

Mr. Mendelbaum stated that we have no problem with the kennels. In fact we are one of the few senior complexes that actually allow pets. There is vegetation between the site and the kennel property along with wetlands that will, of course, remain forever wild.

Ellen Nesin: when the Concord proposed the townhouses it was indicated that the sewer plant could not accommodate the sewage. Now, with what is set to happen with the Concord is the sewer plan going to accommodate more usage with this project.

Dick McGoey responded that the town sewer is designed to handle 2 million gallons per day. There is currently a 1 ½ million gallon reserve. The new Concord project will need 1 million so there is actually ½ million capacity left.

Ms. Nesin also wanted to know about the road.

Dick stated it was for emergency access and would remain gravel at this time. However, I would recommend that the road be completed to Rock Ridge when the other lot is developed.

Nesin: have you looked at the road? When was the traffic study done?

Mr. Pfau said that the study was done a couple of months ago.

Nesin: originally the road plan was to cut off the sharp curve (with the Concord project) is that still being proposed?

Dick said he would include that in future comments.

Nesin: we have appealed to have the speed limit reduced; but that did not happen

Mr. Mendelbaum: less than 60% of the seniors have cars; the traffic will be a lot less than what you think. Most of the units are one bedroom. There is a traffic light when you leave the site.

Bisland: if you complete the roadway people will be using that to cut through and avoid Route 42 which, as you know, is a nightmare in the summer. You are going to have a ton of cars going through the development.

Mr. Pfau: the traffic will not be going through the development. The access will be off of the roadway.

Nesin: what happens if you can't fill the units or people lose their jobs

Mr. Mendelbaum: seniors can move into the work force housing but not vice versa. There is a 2-year waiting list for senior housing.

There was no other public comment.

A motion to close the public hearing at 7:50 PM was made by Lou Kiefer seconded by Matt Sush.

4 in favor

0 opposed

Melinda Meddaugh abstain

REGULAR MEETING

A motion to approve the minutes from the previous meeting was made by Lou Kiefer seconded by Matt Sush.

4 in favor

0 opposed

Melinda Meddaugh abstain

FOREST PARK- Jay Zeiger

The developer agreement has been sign with the town. This was discussed during a work session at a prior meeting. The board needed to take action during a regular meeting. The amount of the restoration bond as been agreed to with the town engineer, town attorney and town board. The applicant has agreed to pay \$119,000 towards the installation of the sewer line. The restoration bond is for \$50,000.

A motion to accept the restoration bond in the amount of \$50,000 was made by Anna Milucky seconded by Matt Sush.

4 in favor

0 opposed

Melinda Meddaugh abstain

Chair Patrice Chester recused from the following project.

Lou Kiefer sat in as acting chairman.

LENTINI

A motion to grant extension of approval until August 15, 2013 was made by Anna Milucky seconded by Matt Sush.

4 in favor

0 opposed

VIZNITZ INSTITUTIONS – Tim Gottlieb & Abraham Taub

The applicant went over the technical review comments with the town engineer.

- 1) surveyor's maps should be changed to show lot improvement
- 2) Gibber Road – gratuitous offer of dedication – the deeds for the offer should be submitted for review
- 3) Clearly show the lot line to be eliminated
- 4) Title block should indicated girl's school; in the future there would be no confusion about what the plan was for
- 5) Kitchens – there is no restrictions in the code relating to kitchens
- 6) Label the plans 1 or 1 etc.
- 7) The highway superintendent said no permit would be required since they were just paving and there would be no construction

The planning board had previously asked if there wasn't a location at the main site where the girl's school could be located.

Matt Sush followed up on that comment. Wasn't there any place else that the school could be established instead of here in a residential area.

Abraham said there was no other location thought about.

Paula advised that a school was allowed in any zone. The school would be operated during the day eliminating them being there at night or on weekends.

A negative declaration motion was made by Lou Kiefer seconded by Matt Sush.

4 in favor

0 opposed

Melinda Meddaugh abstain

A motion for site plan approval and special permit for a girl's school was made by Lou Kiefer seconded by Anna Milucky.

4 in favor

0 opposed

Melinda Meddaugh abstain

K-SULLIVAN – Glenn Smith & Jeff Kaplan, attorney for the applicant

Glenn told the board that the site is 5.2 acres where the old Budoff's furniture store used to be; also most recently the Excellent Bus Station. The property is in the CI zone, which allows hotels and motels. The building will be a four-story hotel with 105 rooms. There will be a restaurant and a drive-thru type eatery also. The property is located in the Town of Thompson; the Village has water and sewer lines and the capacity to accommodate the hotel needs. Parking has been show. Glenn said that this property is next to 52 Automotive; there is an intent to purchase a small piece from they to allow for a larger setback of the hotel.

Lou asked about the traffic pattern around the drive-thru; will there be physical barriers between that and the parking area

Glenn said yes; in addition there is a median shown on the site plan

The board believes that the drive-thru traffic area needs tweeking; as it is laid out it doesn't leave much room for stacking.

Mr. Zabatta said that this would most likely be a Holiday Inn Express.

Melinda asked about landscaping; Glenn said he knows this is a big item with the planning board but hasn't put the plan together yet. There are some wetlands that will require a ACOE permit to fill in.

Chair Patrice Chester asked that the signage also be shown since there is more than one thing going on at the site.

Dick asked about a traffic study. At least some counts on East Broadway. A turning lane may be required.

The height of the building is ok with the code. The water and sewer details are being worked out with the Village.

Mr. Kaplan stated that they have a commitment and are now just working on the numbers.

NEW HOPE COMMUNITY – Glenn Smith & Jason Cromwell

Glenn told the board that New Hope Community has purchased this three-bedroom house on Big Woods Road. They are planning renovations and updating the septic system. The 1st and 2nd floors will house 4 clients. There will be 2 additional clients in the finished basement. The zone allows two family dwellings subject to site plan approval. They would like to start moving clients in.

A public hearing was discussed. Glenn said that this project was on a zoning board meeting last month and no one appeared for it.

Paula said that was for setbacks for a deck and this is hearing is for a change of use.

Chair Chester said that if there were no significant comments the board would consider acting on the same night as the public hearing. It will be added to the agenda also.

Logan had pictures of the house; the landscaping seems adequate.

Parking was discussed. There is room for 7 or 8 cars in the driveway. Dick said they need handicap parking since they have employees in addition to the clients.

Logan said in the past; even with the Center for Discovery these buildings are considered residential. The handicap parking would not be required.

SDTC – THE CENTER FOR DISCOVERY – Glenn Smith

This is the maintenance yard on Old Route 17 in Harris. The applicant is proposing a 24' x 64' addition to a pole barn. There will be concrete or block masonry walls. Proposed are ambulance bays, office space, room for staff and bathrooms. There will be 4 or 5 ambulances.

Lou Kiefer asked if they were planning to blacktop the area; Glenn said he would make that suggestion.

Glenn said that the center has been in discussions with Mobil Medic about their relocating to this property. Mobil Medic would be closer to the hospital and near the center. Glenn advised that Mobil Medic responds to the center a lot.

The center would probably be using the same siding as their office building located on this lot. The board would like to see the apron paved. The lights need to be shielded and confirmation that the siding will match the building next to it.

A negative declaration motion was made by Anna Milucky seconded by Lou Kiefer.

4 in favor

0 opposed

Melinda Meddaugh abstain

A motion for site plan subject to the comments being addressed and Dick's final review and approval was made by Anna Milucky seconded by Lou Kiefer.

4 in favor

0 opposed

Melinda Meddaugh abstain

Glenn Smith replaces Dick McGoey as reviewing engineer

MONTICELLO MOTOR CLUB – Ari Strauss, Peter Berman & John Petroccione, P.E.

Mr. Strauss stated that the overall site plan has not changed since they were before the board in June of 2012. We are looking for additional parking area for events; a place for trailers and pit crews. There will be a few minor modifications to the track; to include a medical facility and a secondary clubhouse. The medical facility will be a multi-use building. This will still be considered a private racetrack but we would like to hold 3 or 4 professional races per year; Grand Am, Indy & World Challenge. There are certain requirements that we must have to accommodate the races. A medical facility that can be for triage support, new paddock area and larger pit areas. We have two pit areas now but they are not large enough to accommodate the number of cars that would be coming in during the race. The sanctioning bodies would not consider the site without having the necessary items. We need additional asphalt for tents for our manufacturing events. These events allow car manufacturers to show off their current line of cars. 70-80% of the track time is allocated for members the other time was for track rentals which provided an income stream for the club. That became subject to complaints so we stopped that practice. There are private garages now; we show proposed additional parking garages for private members.

The plan includes 70 condo units for overnight facilities. Teams of 20, 30 & 40 people are brought in to run the events. Most want something right on site. The North Club House will be larger; but the same style as the existing. The carting track is an activity for member's kids. It is not open to the public. The current go-carts are 2 stroke engines, which do produce some noise; we are changing them over to 4 stroke engines for fewer complaints. They are not racing; just going around the track. It is strictly for family entertainment. This is moved about ½ mile away from where it was. There have been some safety improvements. There is a support building and mini-club house with a food area.

Proposed are pedestrian bridges for race event days. Lawn seating will keep the site green.

Trolley paths will allow movement around the site.

A new sewage treatment plant is proposed.

The off road track would be similar to the Jeep Jamboree

Mr. Strauss said that we have an approved site plan and we are looking to amend it.

A motion to set a public hearing for February 13, 2013 was made by Lou Kiefer seconded by Anna Milucky.

4 in favor

0 opposed

Melinda Meddaugh abstain.

SLAVIN-

A motion for lot consolidation of two lots in the Emerald Green area, #55.-2-20 & #55.-2-21 was made by Matt Sush seconded by Anna Milucky.

5 in favor

0 opposed

A motion to adjourn at 8:55 PM was made by Matt Sush.

Respectfully submitted,



Nora Hughson

Nora Hughson
Planning Board Secretary