

**PLANNING BOARD
REGULAR MEETING
MONDAY, DECEMBER 11, 2017
7:00 P.M. – TOWN HALL – 1529 NYS RTE 12
BINGHAMTON – NY – 13901**

Approval of the November 13, 2017 Regular Planning Board Minutes.

PRESENT: Cynthia Paddick, Chair
Messer: Donnelly, Carl, Blythe, & Worden

ALSO, PRESENT: Alex Urda P.E. - Town Engineer
Scott Russell - Assessor
Michael Boland – Planning Board Alternate
Terry Kellogg - Councilperson

ABSENT:

The meeting convened at 7:00 p.m., at which time Mrs. Paddick called the meeting to order... The first order of business is the approval of the minutes from the Regular Planning Board meeting on November 13, 2017.

A motion was made by Mr. Carl, seconded by Mr. Blythe, to approve the minutes from the November 13, 2017 Planning Board meeting.

Roll Call: Ayes – 4 Nays – 0 Abstain – 1 (Paddick)

NEW BUSINESS

- **HOFFMAN DEVELOPMENT CORP** – 1261 Upper Front St. – TM#111.16-1-34 – Application for site plan review to construct a new car wash.

Mr. Urda, Town Engineer – While they set up their presentation I will give my comments regarding the project. I have merged the site plan review and variances into one letter. On 10/10/17 they were granted concept approval. On 11/21/17 the Environmental Review Board met and went over the Short EAF Part I – the ERB recommended the Part I have the following corrections:

- The description of the project to include the details for the variances.
- Number # 12 B - be changed to yes this is an archeological sensitive area,
- Number 18 – yes to impoundment of water (reclaim system and O/W unit) be corrected by the applicant on determined reviewed.

The Environmental Review Board with these modifications recommended the Zoning Board of Appeals adopt a "Negative Declaration" for this unlisted action as it relates to this project. The applicant should provide and maintain the ADA accessible standards in accordance with ICC/ANSI, A117.1, 2009 or latest revision they have a couple oversized parking stalls (10' x 20') on the south side of the building... They can be reduced to meet Town Code which is 8.5' x 18' and possibly add 2 more stalls. If they decide to make this change a revised pavement stripping would be necessary. A lighting photometric plan was submitted. However, the Board may want to discuss the candle foot rating is greater than 0.0 foot candles beyond the property line. This is located within the Aquifer Protection Zone 1 "Wellhead Protection Zone and will continue to comply with the Town Code §73-55, Attachment XII Schedule of Regulations- Wellhead Protection Zone. They need to provide detail drawings and design calculation for the drywells for aquifer protection. Details on the oil-water separator for the Town's acceptance prior to installation. We require the maintenance schedule and annual contract information for the Town's file. We also need dumpster enclosure details. Any cross access or utility easements with the neighbors need to be maintained. Signage has been submitted and will require a sign permit. Provide NYSDOT concurrence no adverse impacts resulting from the drainage. This is subject to Broome County 239 review. NYSDOT general comments on the entrance design and apron improvements according to NYSDOT details. Highway work permits, no signs, stacking cars, etc. in the ROW. Provide drainage information per permit requirements. . As for the variances, this was not self-created by the applicant. This is a pre-existing condition with the Pdd-c zoning. This zoning was an overlay onto an existing zoning. There are no actual Pdd-c businesses on Front Street We are attempting to clean up the zoning by having the applicant as they come in to apply for variances to clean up the zoning and be in compliance. Granting these variances will be in harmony with the general purpose and intent of this chapter and will not be injurious to the neighborhood. Therefore, I recommend site plan approval contingent upon the associated variances approval by the Zoning Board of Appeals and completion of the noted items and a favorable advisory for the variance requests.

Mr. Russell - The Ordinance Office gives a positive referral with the following conditions: a demolition permit, building permit and sign permit required. We also request that the designer contacts the Water Department to make sure sewer and water connections meet the Water Department's requirements for the project.

Mr. Stastny, Griffiths Engineer gave a brief presentation of the proposed new carwash noting the size and dimensions and traffic flow. This will consist of the demolition of the former Ponderosa Restaurant for the construction of a 160' x 40' tunnel car wash and vacuum bays. Multiple variances will be required for the acreage, road frontage and lot depth. A use variance is also necessary since it is not expressly permitted use in the Pdd-c zone. The photometric plan was submitted to the Town for their review. We just received today the GTS Consulting traffic impact assessment. (Copies were given to Ms. Paddick and for the file). The report gives the estimated amount of trips that will be generated during peaks hours. The traffic will enter the north driveway and continue straight into the queueing area for the car wash or

turn left to parking on the south side of the building for vacuuming and such. Once a vehicle enters the queueing area there are (2) 180' lanes for traffic queueing and a bypass lane to drive around the back of the car wash if motorists do not want to wait. This will provide up to 18 vehicles waiting for the car wash at any given time. The car wash can take up to 100 vehicles per hour or 1 vehicle every 36 seconds. The car wash duration is approximately 4 ½ minutes. The 18 vehicle storage is more than sufficient enough to accommodate any spikes in vehicles that may occur. There are 2 relief valves 1 in the back and 1 in front should the queue be unacceptable to an entering motorist. There will be very few people willing to wait for a car wash so that will reduce the lineup amount. In closing the amount of traffic being generated by this car wash will be minor with 60% or more of the traffic being from traffic already on Upper Front Street. Adjacent traffic will remain normal with no notable impact on the traffic. There are no off-site mitigation measures required according to this report.

Mr. Blythe- Can you go around the entire building.

Mr. Stastny – Yes.

Mr. Donnelly – How long does it take to go through the car wash?

Mr. Hoffman – It takes 4 minutes 27 seconds for each vehicle. There is a 30 second delay before the next car can start.

Mr. Blythe – How many cars do you anticipate annually?

Mr. Hoffman – I would like as many as possible, it is projected 100,000.annually. The maximum we can do is 100 vehicles per hour. But you have to take in consideration people don't wash their cars when it is bitter cold for obvious reasons. It is the same for rainy days. So you are never doing the maximum amount daily it is just an average.

Mr. Blythe – How many people vacuum first their car first then go through the wash?

Mr. Hoffman – Not many, they usually go through the wash first and then vacuum or towel off their windows. I'm basing this on our newest facility in Saratoga.

Mr. Donnelly – So it is possible to have 100 cars per hour.

Mr. Hoffman – We provided up to 18 vehicles for stacking, spaced 5' apart. There is enough room to queue 20 vehicles which is very unlikely that will happen.

Mr. Stastny – The car wash can accommodate up to 100 vehicles per hour at max capacity or one vehicle entering the car wash every 36 seconds. We designed it for 18 cars in queue with a 5' buffer between vehicles, so there is ample room to stack 20 cars, but are unlikely to happen.

Mr. Blythe – What are you doing about water runoff and freezing? I know that was one of Broome County's concerns. I've been to your Vestal location and it has a longer distance from the car wash to the street. That allows more time for the excess water to drip off before the vehicle enters the street. The Front Street location has a shorter distance. So how are you dealing with the excess water and freezing?

Mr. Hoffman – Once they come out of the facility obviously there will be some dripping. Usually when we are operating it is sunny out and once the water comes in contact with the blacktop the sun quickly dries it. We will also have a 160 horse power vacuum and heated system to dry off the vehicles, there is minimal amount of water spillage to create water problem entering onto Upper Front Street. Typically we are busier during the warmer day's verses colder days, so freezing should not be an issue.

Mr. Urda – This facility is also manned, so if there is any freezing issues the attendant can salt the area if necessary.

Mr. Hoffman – There are other facilities on Upper Front Street that have less of a front yard setback. This is not an issue.

Mrs. Paddick – There are 2 other car wash facilities on Upper Front Street I'm not aware of any issues with them. The Wash at Joe's site seems to be close to the road possibly the same distance and there been no complaints regarding water run off onto the street, that I'm aware of. to the road and has not been an issues.

Mr. Carl – Didn't the Ponderosa already have these variances in place? Why do we have to do it again?

Mr. Urda – Most of the property on Upper Front Street currently does not comply with the Pdd-c zoning... This is new construction so they need these variances in place to be in compliance with the Town Codes. – We are just trying to clean it up.

Mr. Blythe – Did NYSDOT get a copy of this traffic study?

Mr. Stastny – We just received the report today. We will be sending a copy over to Broome County and NYSDOT to review.

Mrs. Paddick – We can grant approval based upon NYSDOT approval.

Mr. Blythe –How many per minute do you anticipate existing onto Upper Front Street?

Mr. Hoffman – It is difficult to say, it depends on the weather conditions. People don't usually wash their cars during the extreme cold or on rainy days. Typically if there is a line, they will drive by and wash their car another time. Customers once their car has completed the wash cycle, usually pull over to o towel

off their windows for better visibility. Get rid of their trash and possibly vacuum out their car.

Mr. Blythe – What is the noise level for the car wash?

Mr. Hoffman –According to the decibel reading it is approximately 70 dbl, which is within the tolerance level.

Mr. Urda – Does the Board have any concerns regarding the photometric plan not being zero at the lot line?

Mr. Boland- It is all commercial businesses through that area. I think Wendy's and the car dealership would not mind the increase in lighting around their property for extra security.. The lighting I don't think will be an issue.

Mrs. Paddick – I don't feel this as a big problem.

Mr. Carl –I don't want to place a lot of contingencies on the site plan. I think if they respond to Mr. Urda's concerns that should be sufficient. So they can move forward for the variances approval with the Zoning Board. Can we make one motion to approve the site plan and variances?

Mr. Donnelly –We should include stipulations there is nothing that will impede their approval.

Mrs. Paddick – We will need 3 separate motions, site plan and another for the variances and the 3rd for the "Negative Declaration" if you agree with the ERB findings. You can place stipulations site plan contingent upon the variances being approved .

There being no further comments a motion was made by Mr. Carl , seconded by Mr. Worden to approve the final I site plan with the following stipulations:

- Address all of the concerns in the Town Engineer's letter.

Mr. Blythe amended the motion to include site plan approval contingent upon the variances (V-13 2017) being approved by the Zoning Board of Appeals and to forward a copy of the GTS Consulting Traffic Assessment to Broome County and NYSDOT for their review and approval.

Final site plan approval with the following stipulations:

- Provide & maintain exterior ADA accessible parking spaces, aisles, access routes markings & signage.
- Provide design details & calculations for drywells.
- Provide a detail of the oil-water separator to the Town for acceptance prior to instillation.
- Driveway entrances designed according to NYSDOT standards.
- Nothing to be placed within the states right-of-way, including signage or parking.

