

TOWN OF SKANEATELES PLANNING BOARD
MEETING MINUTES
June 23, 2015

Mark J. Tucker, Chairman
Elizabeth Estes
Donald Kasper
Joseph Southern
Scott Winkelman absent
Scott Molnar, Legal Counsel
John Camp, P.E. (C&S Engineers)
Howard Brodsky, Town Planner
Karen Barkdull, Clerk/Secretary

Chairman Tucker opened the meeting at 7:30 p.m.

Continued Review –Site Plan Review

Applicant

Lakelawn Properties LLC	Property:
1 Winthrop Square	3384 West Lake Road
Boston, MA 02110	Skaneateles, NY 13152
	Tax Map #049.-02-03.0

Present: Robert Eggleston, Architect; Rudy Zona, RZ Engineering; Peter Simpson, RZ Engineering;

At the site visit last month regarding the location of the proposed tennis courts, the Board had inquired about the lighting for the tennis courts. The lighting will be shielded from the Parker property and a row of spruce will be placed along the road with transplanted deciduous trees to screen the view of the lights and tennis court from West Lake Road. The lights will be conforming that the night sky compliant heads and to a 20' height maximum. Lights on the paddle court will be pointing downward on the small court and will comply with the height restrictions.

The property will continue to have a sewer connection and be part of the Town sewer district in process that would include the Country Club, this property, the Parkers and four others on West Lake Street. The planting and relocating of trees will occur this fall.

In the construction sequence, the tennis court base will be constructed early to provide a parking and staging area in addition to the existing tennis court area.

Mr. Zona stated that as there will be over five acres of disturbance on the property, a SWPPP permit is required that includes bi-weekly inspections to ensure that the runoff is managed properly. There will be silt fencing along the watercourse with a topsoil stockpile area in the proposed garden location that is fairly flat with silt fencing along the front to protect the lake area. The stormwater plan would utilize the meadows with drainage to the low areas. There are two areas, a bio-retention area with 1 on 10 contours providing a gradual flow of stormwater. There will also be a stormwater swale behind the gatehouse to manage the stormwater from the

new driveway connection. A small stormwater BMP that will manage the service driveway drainage. The geo-thermal field will be located below the driveway court that will consist of approximately 30 wells.]

The lakefront work is on hold and will be seeking board approval in approximately one year after the first phase of the project is further along. Mr. Camp inquired about the stormwater pond located to the east of the bio-retention pond. Mr. Zona stated that it is an overflow pond that will have riprap and a 4" perforated pipe to have the water splashed over the grass for additional treatment of the stormwater. Mr. Camp inquired about the excavated walkway on the southeast portion of the property. Mr. Zona commented that it is a secret garden there. Mr. Camp stated that his concern that an underground waterline might be unearthed. Mr. Simpson stated that the existing waterline is planned to be removed and replaced at a deeper level as it is the waterline to the boathouse. Mr. Zona stated that the water will be turned off during the replacement of the waterline to the boathouse. Mr. Camp stated that if it will be trenched to the boathouse in preparation for the new waterline, then it should be shown on the erosion control plans. Mr. Zona stated they are looking to replace only a portion of the line unless it requires full replacement and that would be determined at the time of construction. Mr. Camp stated that there would be two or three major work areas on the site and suggested that there is more detail provided in the construction sequence with a breakout for each of the areas. Member Kasper recommended a timeline be provided on the construction of the project. Mr. Eggleston stated that Kevin Stack will be the construction manager on the project and he has handled several large projects in Skaneateles.

Mr. Camp inquired whether the road to the boathouse is being relocated. Mr. Eggleston stated that the existing road is less than 20' to the neighbor's property. The proposed road is in a similar location that provides a gradual approach to the boathouse. Any trees marked in red on the sketch plan will be removed.

Member Estes inquired about the water line being too shallow. Mr. Zona stated that the water line will be relocated as is now rests under the proposed secret garden, and the line will be dropped deeper into the ground. The 2" water line has some flexibility on traversing the ground. The sewer pipe in the area is a 4" steel pipe from the Skaneateles Country Club that is a forced main to a certain point and then becomes gravity fed.

Member Kasper inquired about the engineering review of the project. Mr. Camp stated that he has not reviewed the nitty gritty detail of the project however, that can be completed quickly. He continued stating that the sizes of the proposed facilities seem reasonable. Mr. Zona commented that there is some water quantity they are providing with their design, but mostly it is water quality for treatment of the runoff from the impermeable surfaces. The existing treatment is only for the grass areas. Mr. Camp inquired what the intent was with the roof leaders. Mr. Simpson stated that they will be tied into the stormwater system in the back. There is a trench drain at the bottom of the secret garden with the drainage leading into the pipe. Member Kasper inquired if the roof will be flat or pitched. Mr. Simpson stated that there is a portion of the roofs that will be flat.

Member Kasper inquired if the watercourse floods. Mr. Camp stated that he had done some research and determined that it does overflow its banks and has extensive flooding with a 100-year event. He continued stating the he will review it when he looks at the details. Mr. Zona stated that the culvert under the road restricts a lot of the stormwater flooding. Mr. Camp inquired if the sizes of the culverts are being replicated. Mr. Simpson stated that there is a 30"

culvert now that chokes off a bit of flow on the southern drive, and the size will be increased. The northern one will be increased as well and boxed culverts will be used to minimize creek disturbance. Chairman Tucker stated that the creek has backed up in the past with the culverts contributing to the flooding. Mr. Camp stated that the worst-case scenario is that the bio-retention pond may need to slide up back the hill but it would not be too difficult. Chairman Tucker commented that the northern part of the creek was in a flood plain. He inquired the reason the stormwater retention pond is directly connected to the stream or if it should be allowed to run over. Mr. Zona stated that they thought it would be better to put it right in there but they could consider switching it to let it overtop and spill away. Riprap or erosion control measures would need to be implemented to limit any erosion from when it spills out. Mr. Camp stated that usually when water comes out of these facilities, it is clean, but it would be treated and cleaned more if it ran across the grass, and the weir was longer rather than shorter. Mr. Zona stated that they will redesign so there is more filtration.

Member Estes inquired if there is drainage around the proposed tennis court. Mr. Simpson stated that there is a grass filter strip in the area. There is a minimal slope and it will be coming off very gently going into a 150' grass filter strip before it goes to any sensitive area. Member Kasper commented that the location of a concrete washout pit should be shown on the site plan. Mr. Zona stated that it could be placed right next to the construction entrance and far away from the creek. Mr. Camp commented that it should be close to the sediment trap. Mr. Kasper recommended that the truck traffic come down Kane Avenue rather than driving through the Village with a possible sign so that the trucks go left as they are leaving the site. Mr. Stack stated that he had bid the project that way with the trucks using Kane Avenue as access.

Continue Review – Hidden Estates Subdivision

Applicant: Emerald Estates Properties, LP
3394 East Lake Rd
Skaneateles, New York

Property:
2894 East Lake Rd
Skaneateles, New York
Tax Map #036.-01-37.1

Present: Donald Spear, Representative; Robert Eggleston, Architect; Rudy Zona, Engineer;

Mr. Zona: This is a continuation from last time and I know it had to do with the conservation analysis. We do not have anything new from a drainage standpoint or a road standpoint other than the maintenance issues that I know the Board was concerned with. We are attempting to now address and I know Don did do some of that, didn't you Don, down by the entrance where it was overtopping and entering the ditch at the northern end where it was supposed to go to the south. Brillo was supposed to have been there and started in the last couple of days fixing that up. I don't know if John has any further comment from an engineering standpoint other than what you had said at the last meeting. We haven't received any comment letter so I am assuming you have not gone further on the review.

Chm. Tucker: John, would you like to go over the comments that you had submitted to Todd.

Mr. Camp: Sure, I went out and conducted a site visit - -

Mr. Zona: This was not directly in response to our engineering submission, this is from a site visit.

Mr. Molnar: As a result of a public information meeting, the last meeting when this application was reviewed, the Board noted that there were several issues alleged concerning the current conditions on the project site and how it affects neighboring properties down below.

Mr. Zona: They were read for the most part, I was just making sure we knew that's where we were going and that there wasn't anything from my submission.

Mr. Molnar: As a results of the conversation and issues raised, the Board asked the Codes Enforcement Officer, Todd Hall, to please work with John and inspect the property concerning the issues raised, compliance to prior plans and specifications and approvals, and try to from some conclusions on the state of affairs.

Mr. Zona: So we have a list of those and we will go through them now.

Mr. Molnar: Todd just completed his letters and he is providing courtesy letters to you Don, the Nangles, and to the Weavers as well concerning the observations that Todd saw on site and those he prepared today.

Chm. Tucker: That's new to us.

Mr. Zona: So we are all get this at the same time.

Chm. Tucker: I thought John could review his comments first so that we know that there have been some observations of the site.

Mr. Camp: So I went and conducted this site visit at the request of Codes Enforcement Officer on June 10. The Primary intent was to look at the site and make a judgement as to what there and what has been built to date was in conformance with the approved plan. I put together a two and a half page memo outlining what I had found. The first page just describes the existing drainage system and I won't read it word for word but paraphrase here. I described the drainage system starting from the top elevations down. Generally speaking, the drainage system has four parts; up on the individual building lots on the upper part of the project here, lots one and two, the intent was to have individual stormwater management system facilities that were to treat for both quality and quantity before discharging into the ditch along the side of the driveway. The second component of the stormwater management system is the driveway itself and its associated ditches. According to the approved plans, the driveway, particularly this part down here, was intended to pitch from the south and west to the north and east, so that stormwater that fell onto the road and ran down the road is directed to the ditch on the uphill side of the road, the northeast side of the road. That is the second component of the stormwater management system. The third component is a larger scale stormwater management facility that is to the west. This stormwater management facility was designed to provide treatment for both quantity and quality, so that any runoff from any developed part of the project approved so far was to be tributary to this stormwater management system. The forth component of the system is a rip rap lined ditch that runs west then turns to run south and discharges to the road side ditch of East Lake Road.

That was the first page of my memo. The second page starts with my comments and observations on each of the four components, so I will move back up to the top of the hill, or top of the developed part of the hill. My observations for each of the two lots here was that both of these lots are substantially disturbed. On one of the lots, the on-lot stormwater management facility has been constructed but the yard was not graded to direct in water into those facilities.

On the other lot there does not appear to be facilities constructed at all. Both lots are substantially disturbed; and while silt fencing was present, it was in need of repair and possibly rearrangement. My observation was that it wasn't particularly effective. Toward the end of that descriptive paragraph, I made a mention that the stormwater runoff from these two lots is the likely the primary contributor to the discolored appearance of runoff toward East Lake Road. In other words, the brownish water that has been seen by all of us in several different forms of media. We made a recommendation that these sites are stabilized and their stormwater management facilities be constructed as soon as is practicable. Those were our comments on the first component of the stormwater management system.

The second component of the stormwater management system is the driveway itself and the driveway-side stone-lined ditch. The observation made that has been made by several others, that stormwater is not sheeting off the road to the uphill side as intended and that that fact is resulting in water essentially running down the road and out toward East Lake Road and missing the stormwater management facility. At the end of that descriptive paragraph, is this situation is likely a primary contributor to localized nuisance flooding near the intersection of the driveway and East Lake Road. We have a lot of water running down the driveway out of control and onto East Lake Road. We also noted that the lining in the stone-lined ditch has been displaced in several places, exposing the fabric liner. That is not causing an immediate concern as there is fabric underneath, as the fabric is preventing any soil erosion right now, but we make a recommendation that the stone lining be replaced because eventually that fabric will breakdown in the ultraviolet light of the sun then there would be erosion. We also recommend that the stone be a little larger. We've made a recommendation that the driveway be graded as shown on the approved plan and that the driveway-side ditch be repaired. The ditch repairs should be constructed with larger stone.

The third part of the stormwater management system is the near East Lake Road. Based on a visual observation it appears that facility has been constructed as designed and noted that it will function entirely as designed until the road drains as was intended. There is also a small amount of silt and soil in the bottom of the stormwater management facility that is likely from the soil running off these disturbed lots. We make a recommendation that the facility be cleaned once the lots are stabilized.

Mr. Zona: Hey John, underneath that silt is still fabric that I think is got to be removed, but it is also protecting the filtration that was installed.

Mr. Camp: There was an underdrain in there, and that is good that it is in there. Generally, the memo says that this appears to be built the way it is supposed to be, and it has a little bit of silt and sediment that has to be cleaned up here then cleaned up.

The fourth component of the stormwater management system is the stone-lined ditch that the outflow of the facility here that is directed into. Again that stone-lined ditch runs around the bend, goes south, then into the ditch on the side of the State highway. The stone-lined ditch was design to be 2 feet deep, 3 feet wide at its bottom and 9 feet wide at its top. This stone-lined ditch does not currently conform to these dimensions, particularly with respect to its depth. In addition, the curve in this stone-lined ditch appears to be considerably sharper than shown on the plan by RZ Engineering dated June 27, 2014. The current condition of the stone-lined ditch is likely a primary contributor to the nuisance flooding complaints to the south of the intersection of the driveway and East Lake Road. We talked about some of the nuisance flooding here and I broke it up to the separate nuisance flooding here as the cause of the being the effect of this ditch

apparently not what it is supposed to be. We recommend as part of that section that this stone-lined ditch be constructed according to the approved plans.

One other note is that we did not that there is a relatively large landscaping bed immediately north of the stormwater management facility. When we were there, there was quite a bit of exposed soil and it appears that some of that soil is eroded and transported to the west toward the intersection of the driveway and the highway.

Mr. Zona: North or south of the property line.

Mr. Camp I don't know here the property line is out there.

Mr. Zona: It is at the edge of the basin

Mr. Camp This is immediately north of the basin. The stormwater runoff from this landscaping bed is likely a contributor to the discolored appearance of runoff toward East Lake Road. We recommend that the areas of bare soil to the north of the stormwater management facility be stabilized.

Chm. Tucker: Thank you John. Now Rudy, you said that there has been some work out there.

Mr. Zona: In talking to Don, that forth component of John's well-described stormwater management ditch up here. John described some of the dimensions of that and the sharp turn in that which has been enhanced a little bit by the addition of bermed soils and other things along the driveway side of it so the ditch is here, the driveway here and as you turn that corner there has been some fill added to make sure that it doesn't go pop and straight into the DOT ditch and continues to make that turn.

Mr. Spear: It is a substantial berm.

Mr. Camp: Was that done after I was out there.

Mr. Zona: Yes.

Mr. Spear Yes, it was done yesterday. More rock has been added to the existing - -

Mr. Zona: Heavier as well. Those two components of John's discussion have , what we are talking about is the riprap stone that is in this ditch that is along this road. Don has already done some repair work in there for the areas that John has witnessed because we saw - -

Mr. Spear: That's all been repaired. I asked Brillo to also add larger stone, he hasn't done that yet, but he knows he is supposed to do that.

Mr. Zona: Just a couple of this to be aware of is that since your visit a couple of things have been done. Anything else you did, Don?

Mr. Spear: I just want to say we thought that, you know the bottom of the large stone is called medium riprap, so that is what we thought we would add to the upper sections.

Mr. Camp: that makes sense.

Mr. Zona We were talking before about removing that filter fabric at the bottom of the basin, and I agree with you that I don't think it should be removed or the silt cleaned out until we get everything taken care of at the top of the hill

Mr. Camp: I think that it is a good thing that that is there.

Mr. Spear: I will say that one thing about the lining, the original plan for that ditch alongside the road just called for check dams and grassy patches. When we built that we thought that that wasn't going to work so we rip rapped that whole thing. If you look at the original design, it did not call for that.

Mr. Camp: I did notice that, it looks like the blowouts in the lining were just downstream of that culvert - -

Mr. Zona: The culvert, we added the pull off because it was only the width of the driveway. This driveway was designed here with a straight line shot just the driveway width. We added a pull off here, a cut in here so if any car came upon another one could pull off and the other could bet by. What happened was that encroached on the ditch on the side so we put in a culvert to go underneath it so as not to impede the flow. That also concentrated the flow a little bit and blew out a couple of sections of stone so we have to add some;

Mr. Spear: Here's a technical difficulty the contractor and I have. Because a lot of the fabric is on pure shale, it seems that the water is getting under that and causing a little bit of lift like a car on a highway hydroplaning. Once you get a fractional lift, the rock wants to slide. I'm guessing that the heavier rock will stop that but I don't know that

Mr. Camp: Yes, that what I would probably do in that situation.

Mr. Spear: The other thing about the pitch of the road, twice we have done that. Coming off of Weaver, you haven't seen that, the wash out of Weavers - -

Mr. Zona What happens is it is beyond where the culvert crosses and takes the drainage from this side of the road to that side. There is a culvert right in here and that drainage - -

Mr. Camp: Down the hill from the house - -

Mr. Zona: Down the hill from the house that is in here and then that rain garden that is there downstream of that culvert, so the rain garden is not getting across the road. We have some thoughts about what we want to do.

Mr. Spear: Rudy suggested to Weaver's father, the retired engineer who lives in the red barn, you know how we have that shoulder on the curve, Rudy suggested that we continue that berm up to the corner of his rain garden to prevent that wash out

Mr. Zona: Those contours send it down that hill as it is. I thought it should go where it normally goes.

Mr. Camp: I would have to go look at the site - -

Mr. Zona: Check it and look at the water sites when you go out, how they are split, to make sure that we aren't sending them - -

Chm. Tucker: Is this design on the original plan and also the turnoff or was that put in after?

Mr. Zona: Yes, - -

Mbr. Estes: I'm getting concerned that we're adding things - -

Mr. Zona: The Board was not -

Mr. Spear: The turnout was part of the original plan was accidentally dropped off the June drawing, but we did it anyway.

Mbr. Estes: So it wasn't on the plan. It wasn't approved. We're adding, what I am taking notes right now is that you're adding a shoulder or a berm on West Lake Road to help store the water over; you've added a pull off on a driveway that was not approved on the plan; and now we are putting in a bermed curve all the way up the road that also wasn't on the plan.

Mr. Camp: The berm was on the plan.

Mbr. Estes: We're changing the site plan - -

Mr. Zona: The berm was on the plan.

Mbr. Estes: Not all the way up - -

Mr. Zona: The grading of the original road was separate from the grading on the individual lots.

Mbr. Estes: So no offence to the engineers, and I am an engineer too, but we are flying by the seat of our pants it sounds like and you're just trying anything and it is not being proven.

Mr. Zona: I wouldn't agree with that at all, it may sound that way but it is not.

Mbr. Estes: First of all, it is not coming in front of the Board for approval. We have three new things that have been brought up tonight that are not on the plan and do not have Board approval.

Chm. Tucker: They need to be checked on the plan.

Mbr. Estes: It has to come to the Board for approval. The next question is how much else is going on there that isn't coming for approval.

Mr. Zona: Each line would have to be individually approved. You're getting a site plan for each one of those lots that includes all of the drainage measures on the lots and this why some of it is after. Each one is individually designed. You have such a big lot - -

Mbr. Estes: But we are still looking at the stormwater system and not even looking at the lots yet.

Mr. Zona: You're looking at lots 1 and 2 right here. They're all together.

Mbr. Estes: The berm - -

Mr. Zona: The berm hasn't changed - -

Mbr. Estes: You did say it changed, you added a pull off,

Mr. Zona: five feet of stone, and the effect of that is pretty much zero. We are adding just a little more stone - -

Mbr. Estes: Maybe, I thought what I heard you say is that the effect of it is that it encroached on the ditch on the other side. Isn't that we just heard a second ago.

Mr. Zona: No. The stone in the ditch we added, yes. But that's more conservative, not less. You had a grass swale there that had check dams in it and now we have a stone swale with check dams in it, which lowers the velocity of it coming down the side of the road.

Mr. Spear: We added more stone, how is that a problem.

Mr. Zona: And does more stone need us to come back to the Planning Board to get approval.

Chm. Tucker: John, have you looked at the plans of the original design.

Mr. Camp: I reviewed a few aspects of the plan that I knew were contributing to the drainage problem when I went out there. I don't recall if the pull off was on the approved plan or not, it was on and off and I am not sure if it was on the final plan.

Mr. Spear: By the way, the swale we just fixed with the 90° turn that was not our swale. We didn't build it, we did just fix it.

Mr. Zona: That was part of the Goldmanns.

Mr. Spear: We tied into that, it was a sharp corner, it was overtopping, so we fixed it so it wouldn't overtop.

Mbr. Kasper: Who built it?

Mr. Zona: It was the contractor for the Goldmanns for the septic below there.

Mr. Spear: It goes around the septic field.

Mr. Camp: Todd's letter basically states to fix this stuff to the approved plan.

Mr. Spear: That's what we are doing.

Mr. Molnar: What if that is inadequate.

Mr. Spear: We're exceeding it, that why there is additional - -

Mr. Camp: I don't know if we can say that it is inadequate because it is not built to the approved plan.

Mbr. Estes: You can say it is inadequate if the water is racing across the road.

Mr. Camp: It is not built to the approved plan.

Mr. Spear: There is no water racing across the road, where is the water racing across the road?

Mbr. Estes: This just seems to be an ongoing issue. It has to be resolved. Three years into this with conditions for drainage that works.

Mbr. Southern: This berm that you built, how high is it?

Chm. Tucker: That's something that needs to be looked at by the engineer.

Mr. Spear: It's about two and a half feet.

Mbr. Southern: Have you seeded it and mulched it?

Mr. Spear: Oh yes, it has fabric on it.

Mr. Zona: The berm he is talking about is right there.

Mr. Spear: It has the seed mat down - -

Mbr. Southern: Is that on Goldmanns?

Mr. Spear: It's in my right of way on Goldmanns property. It might be in the state right of way for that matter.

Mbr. Estes: Did you get NYSDOT approval for that?

Mr. Spear: They knew about it when we did the weir. It's part of that work plan with the NYSDOT.

Mr. Zona: That's it right there, it's all been built up. So the water stays in here and heads that way instead of overtopping right there.

Mbr. Kasper: John, is that where you were saying it wasn't two feet deep?

Mr. Camp: Yes, it is supposed to be two feet wide deep, three feet wide at the bottom, and nine feet wide at the top in that area.

Mbr. Kasper: Whose plans were those?

Mr. Camp: Those were a set of plans in the file a year after they did it. I don't know if it was the Goldmanns.

Chm. Tucker: It seems like you are using the Goldmann's property for your project, so there has to be some type of agreement to make it work.

Mr. Brodsky: Wasn't that corrected plan done in concert with NYSDOT as something wasn't right earlier?

Chm. Tucker: It really didn't change, they just put the weir in and that was about it.

Mr. Zona: Correct, what happened was the weir that was in the NYSDOT's ditch along this road was not there. As part of that, it was constructed and now a bigger storm event either eroded this. There is a stop sign and a bunch of other stuff in there that we don't know how it got in there. There is some debris and stuff in there that needs to be cleaned out. This ended up either eroding or overtopping, either one - -

Chm. Tucker: I think it was overtopping, it was substantial when I looked at it.

Mr. Zona: John is saying, according to my previous plan it was supposed to be three feet wide and nine feet at the top, and it is not. That's the way it is dug, it doesn't mean you can't build it up and make it wider at the top. Which is what we have done where we have expanded it upwards along the top of this berm.

Mr. Spear: John, this pitch was right and that is why we went to the berm, we didn't interrupt the pitch.

Mr. Zona: The other end of this thing meets the bottom of the swale in the NYSDOT ditch down here, this is the weir that was built and beyond that down here is the ditch. You can't go too much lower, you have to expand the channel you have; that's what we have done. Marchuska's septic system is right here so we don't want to get that corner right here too much closer to this.

Mbr. Kasper: That picture shows that that swale is at capacity.

Mr. Spear: You can see what we built is this, you can see how substantial that is.

Mr. Camp: That's what is pretty close to what was intended to be - -

Mr. Spear: That is what exists.

Mr. Southern: Note the date, May 16, 2014, and it was a condition.

Mbr. Estes: It sounds like we have a design that was approved that we can't build because you said you wanted to have it nine feet, needs a bigger radius, and they're saying they can't do that because of the septic field.

Mr. Zona: There is some room there, I wouldn't get too much closer. I would caution you on getting too much closer.

Mbr. Estes: But we have to get nine feet.

Mr. Zona: Which is why we built it up to get nine feet.

Mbr. Kasper: Built it up on both sides

Mr. Zona: Just the one.

Mbr. Kasper: The road side so that it will flood in - -

Mr. Zona: Your capacity is bigger because you have built up the berm. You have a wider angle on the left side and a steeper angle on the right, but there is more capacity in the swale because you have risen up the right side.

Mbr. Estes: So you are raising it up, then you are taking the nine feet from the top down at an angle down to the bottom.

Mr. Camp: the nine-foot dimension is horizontal at the top.

Mr. Zona: It is probably more than that the way the berm is built up now.

Mr. Camp: That will give you more capacity.

Mr. Zona: This is up to here now and this comes all the way out to - -

Mr. Camp: The plan shows this and what he as is that.

Mbr. Southern: There's no danger of forcing water onto the leach field?

Mr. Zona: No, it's not going to get that far. It push comes to shove you could raise that side up if you have to. Most of the time it's going to stay right in that channel you have right now. If you get a bigger storm event then you will raise up.

Chm. Tucker: I think what you have to do is look at the plan and see if it has to be reengineered or studied, I believe. We have an approved plan you didn't quite meet what was approved.

Mr. Zona: What was built was not approved.

Mr. Spear: Don't forget, one of the things that have changed over the last few years is that we have not seen an inch of rain in 20 minutes. A 100-year flood is 5.2 inches in 24 hours and that is very difference than an inch of rain in 20 minutes. That is one of the things you are seeing and that is what we are adjusting for.

Mr. Zona: But the color of that water is not going to change until you get the top site buttoned up and the property that John described in here on the other side of that property line fixed up.

Mbr. Kasper: Who engineered Weavers and Nangles.

Mr. Zona: Well, it's under construction, but we did that as well. The drainage plans for those are on file with the Town as well, they are just not complete.

Mbr. Kasper: You certified the plans as well?

Mr. Zona: I stamped them.

Mbr. Kasper: They're drawn, but have they been built?

Mr. Zona: I don't know, I'm not inspecting them.

Mbr. Kasper: Well there are problems up there definitely that have to be corrected.

Mbr. Estes: a comment that you just made, about certifying and stamping drawings - -

Mr. Zona: That was the drawings, he was asking about the construction.

Mbr. Estes: You are certifying the designs and stamping the drawings. It sounds as though you are changing the design as you go along. At what point do we get a completed stamped, certified drawing again because you are adding things that aren't on our drawings.

Chm. Tucker they would be reflected on the as built.

Mr. Zona: I've designed them and your engineer approved them, they have to be built according to the design.

Mbr. Estes: Now you are changing them.

Mr. Zona: If you want an as built you can ask for that.

Mr. Camp: We have a recent survey of the road construction as part of the new application. We didn't get an as built of the stormwater management facility itself to review to compare to see if it was built to plan.

Mbr. Southern: We have as-builts for the properties under construction.

Chm. Tucker: No, not yet and that is part of the problem.

Mr. Camp: Will those as-builts include the on lot stormwater facilities for the individual lots.

Mbr. Southern: Just the location of the structures and setbacks.

Mbr. Southern: Maybe we ought to make note that we include the stormwater management systems on the as-built surveys.

Mr. Camp: We had an as built for the retention pond when it was originally installed. It would not be a typical Town practice to get one for the driveway.

Mr. Zona: You don't have any survey information for the two lots at the top as they are not done yet.

Mr. Camp: I am speaking more to the process as typically the driveway would not be an as-built survey. The residents wouldn't do it either, but in some cases, it could be helpful.

Mr. Molnar: It was Todd's recommendation as well, to get the current conditions corrected. That there is compliance with the approved plans and to the extent that the plan for the driveway has been achieved, plus additional measures to prevent erosion - -

Mr. Zona: Well what you have is a set of drawings you are trying to meet and you have a set of comments your engineer is providing that we are also trying to address with some components on our property and some that aren't. I think Don could comply with anything on our property; if it is not on the property then someone else would comply unless it was one of those two lots at the top that are not complete yet. You would hope that any builder they selected would be able to meet any drawing that we drew up. Sounds like you are in a position where once all of the parties say they are finished, somebody has to come up with an as built and bring it to the Board. Also, provide to the engineer to review to make sure it complies with the drawings.

Mr. Molnar: And be presented to the Planning Board to be used as the final fix as the amended site plan and other drawings relative to the current subdivision as it exists. Then you can achieve compliance and have engineering review, there will be an inspection to insure that the compliance has been met and that will close the loop.

Mbr. Estes: My concern with that is that we are engineering a very steep slope and a lot of water. We are trying to engineer it to follow a man made 90° path, which isn't normal for water like this.

We put it on paper as engineering and it works. How long to we test it before we approve this again. Because we are into two or three years, yep we fixed it, yep we fixed it, yep we re-graded it again and it continues to fail. My concern is that even if we have done it on paper that we have some period of time to see if it works.

Chm. Tucker: It has never been built to what was engineered.

Mbr. Estes: Once it is built to the way it is engineered and designed properly, I still think we should have a waiting period to make sure it works. After all this time and when you see the water going across the road, it is too risky for our lake at this point.

Mr. Zona: That's a good point Don, originally the water went through the northern culvert, we are now redirecting it to the southern culvert. That 90° that you are talking about by the NYSDOT road is exactly right, a man made condition.

Mbr. Estes: Part of the conditions two years ago with the first subdivision and it was agreed to.

Mr. Zona: No, it was directed towards the ditch and the ditch went through that northern culvert. Now the ditch does not go through the northern culvert and we it all directed towards the southern culvert.

Mr. Camp: That is not entirely true, prior to the project at all there was a ditch that cut off the drainage coming from the hill and directed it to the southern culvert. Now I'm sure that overtopped occasionally. Somebody had done that at some point. There was a ditch in that field before this project started - -

Mr. Zona: Yes, there was a ditch further up that was off the road quite a ways, it was there and I remember that in my drainage. But, a lot of that property to the north that is now cut off and going to the south didn't go south.

Mr. Spear: John, that water all went north with the north pipe being the low pipe. By DOT design, there are two pipes in every swale. Down pitch in the belly of the road in every road in the State of New York. There is a high pipe and a low pipe; the north pipe is the low pipe, and even though that ditch you are referring to before there was anything else went into the DOT roadside ditch then it went north and down to that north pipe. Larry Hazard was never concerned about that 90° overtopping because it was going into the DOT and going right through the pipe. He was never the least bit concerned. It wasn't until the Town wanted that stopped that that corner became a new issue after the subdivision was put in.

Chm. Tucker: But the plans show it was going to go to the southern culvert.

Mr. Zona: The plans released it into that ditch that was an existing condition on that parcel.

Chm. Tucker: But that was supposed to go further towards the south one not cut off where it is now.

Mr. Zona: If I remember, I am going back to 2006, - -

Chm. Tucker: Also, the vegetation has changed a lot up there that was there previously. It makes quite a difference - -

Mr. Zona: If it is built right, there is mitigation procedure for that.

Chm. Tucker: we haven't gone that yet.

Mr. Zona: You have two septic plots there for easement. When those were originally created to put septic there for the properties across the road, that's when that ditch that cut across those two septic bent a little bit around the corner and then discharged to the DOT swale that was left alone. Because there is a channel between the septic systems and Don's driveway, we were able to discharge our dry sale into that channel that went along the driveway and it just went down there and that's where it went. After that we needed some kind of measure to keep the water out, the Town requested that we keep it out of the northern culvert which is why we are now adding that berm around the corner to further force it into the weir and the DOT ditch and further force it towards the southern culvert. Both culverts have capacity to handle all of our runoff. That's not an issue, it just getting it there so that everybody is happy with the final result. Yes, you are right, it took some massaging to get it right with a couple stages to this thing and the septic came first, the driveway came second, and then the berms and other things and the DOT right of way came third.

Mr. Spear: I think that is about right. John, will you give me a heads up when you are going to make your next visit so we can walk it together.

Mr. Zona: But I think he is right, whatever little ditch was there was overtopped and used to go to both culverts and now we are trying to force it to go just to one.

Mr. Camp: Part of the reason we are having this trouble is because we are fighting the natural grade on the hill. The northern culvert is the lower culvert.

Mr. Spear: It is almost two feet lower.

Mr. Zona: And the ditch actually pitched that way for part of it.

Mr. Camp: At one point before that pink house was there that was the dominant culvert. There were attempts over the years to try and change that and that is often difficult to do.

Chm. Tucker: I think we are at the point where we've got to work on this and see how we can get this - -

Mr. Zona: We have to address all of John's comments, and unless you see this differently, I would like to proceed to address as many of the comments that apply to us as possible. How the Town will address the other property owners to address theirs is a different issue, but Don agrees with pretty much most of all of John's comments. Repair the road as it was originally designed, and when we are done, we can give you an as built of what we fixed.

Mr. Spear: John, the observation you made about the landscaped area north of the dry swale is not my property. If you want to draw someone's attention to it, you will need to draw up a letter to the property owner.

Mr. Molnar: I will connect with Todd concerning that last issue to see if an additional letter should go out.

Mbr. Estes: Are we going to , have the engineer draw up new plans with new calculations?

Mr. Camp: That is not the intention. Everything from my visit on June 10th was to inspect what is there in accordance to the approved plans.

Mbr. Estes: Do we know if the approved plans are designed to handle the runoff.

Mr. Camp: Yes. Stamped by a professional engineer and review by a professional engineer on behalf of the Town.

Mbr. Kasper: Doug Wickman.

Mr. Camp: Doug and I reviewed them together.

Mbr. Estes: If built as designed you felt this will handle the stormwater. My concern is that we have a higher level of looking at this this time to say that we are going to build it as designed because as Joe pointed out, we sat in this room a year ago doing this and the year before that doing this.

Mr. Camp: Doing what?

Mbr. Estes: Seeing that the drainage doesn't work.

Mr. Zona: Well the Town moved the goal post on us. You asked us to relocate the drainage from the northern culvert to the southern culvert.

Chm. Tucker: That was part of the original plan.

Mr. Zona: No, I don't think so.

Chm. Tucker: I think it was.

Mr. Zona: Since last summer, we had to put an additional weir in the DOT right of way to prevent water from going in the northern culvert that already went there.

Mbr. Estes: Because they didn't design it right the first time

Chm. Tucker: Because it was supposed to go to the south in the first place.

Mr. Molnar: The two septic pinched your curve.

Mbr. Kasper: That was a DOT requirement.

Mr. Brodsky: We required it from the very beginning to have the drainage go to the southern culvert because that was what Doug was pushing for.

Mr. Camp: When the pipe came under the road originally before the septic systems were there, the existing cutoff ditch was essentially left in place. But then the septic changed all that. That was a separate project.

Mr. Zona: It was not part of these design drawings.

Mr. Spear: It didn't matter where you discharge between the two pipes.

Mbr. Estes: We need to back to the original resolutions and original conditions and make sure that that is clear.

Mr. Molnar: They were tied to specific drawings.

Mr. Brodsky: There was a chronology at the time you approved it and certain things happened. Discussion may have happened after certain problems were found. We need to build that chronology over again.

Mr. Zona: Regardless, we still have to repair the facilities to meet the approved designed drawings. Once that is done, we can provide an as built to show that they are built in accordance with the plans.

Mr. Camp: There should be an approved set of drawings for each step along the way. It shouldn't be that complicated.

Mr. Brodsky: My concern is you going to find corrections out in the field that are not reflected in the approved drawings. The pull off on the driveway, the change in angle on the drainage, those things, particularly the change in angle on the driveway, those things should be reflected somewhere in the Town records, engineer records and probably your records. We should all build a chronology and your records should show here is the pull off that was approved as an amendment on the specific date. Somewhere along the line, those things need to be updated to say that this is a valid or good engineering correction to the approved plan and that needs to be brought back to the Board.

Mr. Kasper: Is that grade changing where the pull off is if you go forward with another subdivision?

Mr. Zona: That is part of the road that we are trying to keep the same.

The meeting minutes of May 19, 2015 were previously distributed to the Board and all Members present acknowledged receipt of those minutes.

WHEREFORE, a motion was made by Chairman Tucker and seconded by Member Southern to approve the minutes as corrected. The Board having been polled resulted in the unanimous affirmance of said motion.

RECORD OF VOTE

Chair	Mark J. Tucker	[Yes]
Member	Joseph Southern	[Yes]
Member	Donald Kasper	[Yes]
Member	Scott Winkelman	[Absent]
Member	Elizabeth Estes	[Yes]

Discussion

The Planning Board reviewed the proposed draft Skaneateles, NY Joint Comprehensive Plan 2015. Comments included: more direction is needed for the lake watershed. Additional rationale is needed for the goals to explain what the reasons are for the goals. Rewriting the code will address the issues as the comprehensive plan that has been written vaguely. More direction is needed in the comprehensive plan to provide focus for the code amendments. The purpose of the comprehensive plan is to give meaningful guidance to the Town members of what to do with the code. The zoning code will address the details and how the Town will implement the comprehensive plan. The Town should go forward with a zone change as soon as possible.

WHEREFORE a motion was made by Member Joseph Southern and seconded by Member Donald Kasper, that the Town of Skaneateles Planning Board, was **RESOLVED** to endorse the Joint Comprehensive Plan 2015 in its present form, cautioning the Town Board that the true challenge will be in amending the code to strengthen protections as recommended and that effort should be taken as soon as possible. The Board having been polled resulted in the unanimous affirmance of said motion.

RECORD OF VOTE

Chair	Mark J. Tucker	[Yes]
Member	Joseph Southern	[Yes]
Member	Donald Kasper	[Yes]
Member	Scott Winkelman	[Absent]
Member	Elizabeth Estes	[Yes]

As there was no further business, a motion was made by Member Southern and seconded by Member Kasper to adjourn the meeting. The Board was in unanimous affirmance of said motion and the meeting was adjourned at 9:50 pm.

Respectfully Submitted,

Karen Barkdull, Secretary/Clerk