

**TOWN OF RED HOOK PLANNING BOARD
APPROVED MEETING MINUTES
October 21, 2019**

Chairman Sam Phelan called the meeting to order at 7:31 pm.

A quorum was determined present for the conduct of business. Members present: Sam Phelan, Bill Hamel, Brian Kelly, Vanessa Kichline and Lisa Foscolo. Kallie Robertson and Kristina Dousharm were absent. Also present was planning consultant Michele Greig, and Town Supervisor Robert McKeon.

Mr. Phelan confirmed the agenda as published. Lisa Foscolo moved to approve the 10-07-19 meeting minutes. Bill Hamel seconded and all members present voted in favor.

Bill Hamel briefed the Board on the recent Aquifer and Watershed training, he and Vanessa Kichline attended. Lisa Foscolo commented on the potential value of the method for comparing an individual parcel's natural recharge with any proposed land use, as it appears in the Town of Amenia Aquifer Protection Overlay, in that Town's Code.

OTHER BUSINESS

Extension Request – Rose Hill Farm

Chairman Sam Phelan read the applicant's October 15, 2019 email to the Board, as follows:

We are again requesting to please extend the approved resolution for the Rose Hill Farm Site Plan. Unfortunately, our project is still pending approval with the Dutchess County Board of Health (DCH) for our new well and septic systems. This is the only remaining outstanding condition of our site plan approval. At the end of last week we received an email from DCH, requesting a few minor tweaks to the septic application, but it seems it will be the last (fingers crossed).

Michele Greig noted the County Board of Health is currently short-staffed, and has a backlog of applications to contend with. Lisa Foscolo commented the applicant's request is reasonable, given the situation. Chairman Phelan asked the Board if there was any further discussion on the matter, and there was none. Bill Hamel moved to grant a 90 day extension request to the project's site plan approval. Brian Kelly seconded, and all Board members present were in favor.

Extension Request – Ruge's Red Hook Holding, LLC

Chairman Phelan read the applicant's engineer, Mark Graminski's October 15, 2019 letter to the Board as follows:

The purpose of this correspondence is to request a six (6) month extension of the approval for the above referenced project. In an effort to finalize the approval requirement of entrance approval for Old Farm Road, the applicant has needed to wait for approval of the drainage improvements along Old Farm Road to complete the entrance design as discussed with the Highway Superintendent. This information became available at the end of September. Should you require any additional information or clarification of the above, please do not hesitate to contact the undersigned.

Chairman Phelan noted the Board's usual extension is for three months not six, and proposed a 90 day extension for the project's approval. There was no further discussion from the Board. Lisa Foscolo moved to grant a 90 day extension to the project's lot line adjustment approval. Bill Hamel seconded, and all Board members present voted in favor.

Empire State Trail Improvements LWRP

Chairman Phelan read the letter from the Hamlet and Design Review Committee as follows:

Empire State Trail

Design Review Committee comments 2019-10-7

2. Empire State Trail

This project has the ambitious goal of creating a non-motorized vehicle path connecting our area with areas of the state on either side of us, with the ultimate goal (as we understand it) of allowing non-motorized vehicles to cross from one end of the state to the other. Some of the areas of the trail that have already been built, like in Columbia County, have a combination of new off road trails and shared roadways where the driving lanes are shrunk to, say, 10 feet wide and a separate non motorized lane is created, separated by a variety of different means. For some reason, the roadway through our area, an area that has the significance of being:

- 1. within the Hudson River National Historic Landmark District*
- 2. within a "Scenic Area of Statewide Significance"*
- 3. recognized in the NYS Scenic Roads program*

is getting speed bumps and speed limit signs. While we applaud the goals of the program and realize that we don't want excellent to be the enemy of good, if possible it would be better to use some of the tools that have been used in other counties that are more elegant. Shrinking the road lanes to 10' and creating a contiguous but separate non-motorized lane would have the desired effect of slowing traffic without the irritation of speed bumps. And where possible, a separate lane through adjacent property would be preferable.

The signage proposed seems inappropriate to the scenic roadways that we're talking about. Perhaps when the roadway crosses a major road like 9G, aggressive signage make sense. But for the rest of the area being considered, less is more.

Thanks.

Chris Gilbert for the Architectural [sic] review committee

Michele Greig informed the Board she has spoken to Jason Wolfanger, the NYSDOT landscape architect, who informed her the agency's working group has studied 10 traffic calming techniques, and felt widening the road was not feasible. Ms. Greig also noted Scenic Hudson does not want a wider road and separate bike lane. Ms. Greig also informed the Board she had asked Mr. Wolfanger if he had spoken with individual landowners. Ms. Greig stated Mr. Wolfanger informed her they were concerned with public lands. Bill Hamel confirmed NYSDOT had not contacted private landowners along River Road. Ms. Greig stated she was informed they only spoke with Bard College, that the agency is open to future modifications, and that working with private landowners is not part of their mandate.

Chairman Phelan and the Board reviewed the locations, road surface indicators and signage of the proposed 10 speed tables, along River Road, noting the speed tables are an alternative to speed bumps, insofar as drivers can safely proceed over them at speeds up to 25 mph. Chairman Phelan informed the Board the two pertinent sections of the LWRP regarding the proposal were G. Historic Resource Policies and H. Scenic Quality Policies. Chairman Phelan commented SHPPPO had already signed off on the proposal, since it is not architectural or landscape-oriented. Michele Greig agreed the proposal involved scenic view sheds and road features to a greater degree than historic resources.

Ms. Greig also noted NYSDOT does not want extensive road widening, due to the presence of powerlines, road signs, and inconspicuous guardrails. Bill Hamel stated more clutter impacts the beauty of a very scenic road, and asked Ms. Greig if the speed table signs would be posted on existing sign poles, or if they would be separate from existing signs. Ms. Greig replied the signs would be on opposite sides of the road, approaching the speed table on the driver' side. Lisa Foscolo for clarification in what the Board is reviewing. Chairman Phelan stated it is speed tables, and alternatives in the context of what the agency has already considered. Ms. Greig also notes the Board must look at what the agency is proposing: 20 additional signs and 10 speed tables.

LWRP Section H Scenic Quality Policies

Chairman Phelan reads pertinent sections of the LWRP Form as follows:

24. Prevent Impairment of scenic resources of statewide significance, as identified on the Coastal Area Map. Impairment shall include (i) the irreversible modification of geologic forms, the destruction or removal of vegetation, the destruction, or removal of structures, whenever the geologic forms, vegetation or structures are significant to the quality of an identified resource; and (ii) the addition of structures which because of siting or scale will reduce identified views or which because of scale, form or materials will diminish the scenic quality of an identified resource.

24A. Prevent impairment of the Estates District Scenic Area (Michele Greig noted - these are lands in the National Historic District) of Statewide Significance.

25. Protect, restore or enhance natural and man-made resources which are not identified as being of statewide significance, but which contribute to the overall scenic quality of the Coastal Area.

25A. Prevent impairment of scenic resources incorporated within the Mid-Hudson Historic Shorelands Scenic District.

25B. Protect and enhance the scenic qualities of roads in the Town designated as scenic roads.

Lisa Foscolo stated the amount of signage seems excessive. Bill Hamel commented the reflective road paint, proposed on either end of the speed tables becomes a lighting issue, due to its highly reflective nature. Vanessa Kichline wondered if drivers will even recognize as such the design of the proposed road surface indicators. Michele Greig stated she thinks they will slow and divert traffic. Supervisor McKeon states NYSDOT is willing to remove the reflective paint, except for a six inch deep strip along each edge of the speed table. Chairman Phelan stated he objects to the reflective paint on roads, noting it should be minimized, and non-reflective. Lisa Foscolo stated she would prefer minimal road markings. Vanessa Kichline stated speed limit signs should be sufficient. Supervisor McKeon stated the agency is flexible on signage, but will not lower the number of proposed speed tables. Michele Greig informed the

Board if it were to find the proposal not consistent with the LWRP, it cannot be undertaken by the agency.

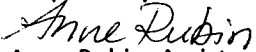
Bill Hamel countered the people who planned the project do not live here, and will not live with the impacts. Michelle Greig informed the Board, according to the proposal, each speed table needs two signs, one at each approach, and further noted, to reduce the number of signs, the number of speed tables would have to be correspondingly reduced. Brian Kelly noted a scenic road would, as a result of the proposal, be filled with signs and the backs of signs.

The Board reviewed each speed table location and determined two could be eliminated, at the proposed location south of Martin Lane, and north of the Montgomery Place entrance. The Board also determined the two speed tables, placed closer together, at the entrance to Poet's Walk could have one sign on either end of the pair of them, instead of at the end of each of them. The Board also determined the proposed advance pavement markings, using reflective paint, should be eliminated. Bill Hamel moved, Brian Kelly seconded, and all Board members present voted unanimously the proposal is not consistent with the above stated sections of the LWRP form, and all Board members present voted in favor of recommending the above changes, as well as the widening of the existing Annandale Path, along the west side of CR 103, on the Bard Campus, to accommodate bicycles, and extend the path south to Montgomery Place, locating the path west of the stone wall on that property. The Board charged Michele Greig with writing the agency a letter to accompany the LWRP form, outlining its recommended changes to the proposal.

ADJOURNMENT

There being no further business before the Board, Bill Hamel made a motion to adjourn. Vanessa Kichline seconded and all members voted in favor.

Respectfully submitted,



Anne Rubin, Assistant to
Kathleen Flood
Clerk for the Board