

THE VILLAGE OF PAWLING PLANNING BOARD MINUTES

Date:	December 11, 2018
Present:	Michael Cerny, Acting Chairman Sean Dalrymple, Member Gerald Locascio, Member Bill Foscatto, Member
Also Present:	Earl Slocum, Trustee Lauri Taylor, Trustee Brian Morgan, Village Attorney Joseph Berger, Village Engineer Kelly Libolt, Village Planner Peter Beck, Pawling Downtown, Applicant Daniel Leary, Esq. Phillip Grealy, PH.D., P.E. Maser Consulting P.A.

On Tuesday, *December 11, 2018* at 7:00 PM, the Planning Board met in the first floor meeting room in the Village Hall at 9 Memorial Avenue. The Meeting was called to order by Jennifer Strehle, Secretary, and began with the Pledge of Allegiance and the roll call as above indicated.

Public Hearing Pawling Downtown, LLC:

Mr. Cerny thanked everyone for coming to tonight's meeting. He advised where we are with the project and that the last public hearing was kept open and will be continued tonight. Mr. Cerny asked Mr. Grealy from Maser Consulting to give his report of the parking study.

Mr. Grealy introduced himself. They have prepared a parking study which includes several recommendations. The report is dated today December 11, 2018. The study is a calculation of several items. Looking at what current parking conditions are in and around the site area. Both for weekday and Saturday conditions. Also, looking at the proposed site plan in terms of the number of spaces proposed on the site. Also, some items relative to circulation and access. As part of the parking study identified are all the current parking regulations and or restrictions on some of the spaces in and around the site. There are two tables that summarize. They had several days of observation, Thursday, two Fridays, Tuesday and Saturday. Of those observations they looked at the condition thru the weekday from 7:00am to 7:00pm., to really get a feel for utilization and looking at the peak times of when it occurs. The area looked at as part of their study was focused on; Charles Colman Blvd., West Main Street, Arch Street, Broad Street, Union Street. In turns of the utilization studies that were looked at, (showed metro line on poster board) for their studies they break the area up by where spaces are available and where they are utilized. He didn't think it was any surprise to the Village that the lower end of Dutcher and

across the street and all the way up to Broad and around Oak Street and Arch are heavily used in the peak time. The highest peak utilization there are very few spaces available in that area. There is some turnover because most of that is either three hour parking or merchant restricted parking. There are some electric vehicle parking spaces, the Chamber spaces. So there are some restrictions but basically that area is heavily utilized. There is not availability in peak times which he thinks isn't a surprise to anyone. As you go further to the north, heading up to Pietricka's and near Union there is less utilization. In front of the current site near Downy's operation there are spaces generally open. There are areas along Union and also Elm Street that aren't heavily utilized and or not used efficiently because they are not stripped. In those areas where the parking spaces along Colman and Broad that are stripped are used efficiently in terms of people getting in and out of the spaces. Mr. Grealy has recommendations relative to that stripped and to get those spaces and when they did their survey they can estimate how many cars could park, availability and utilization on that whole section. In terms of, during the peak times they found as few as forty parking spaces available total for that entire area. But, most of those are in the northerly end. These are just public parking spaces, the private spaces they did observe but, again those are not available to the general public so they are not counted. In terms of the recommendations for parking there are some areas that can pick up efficiently by stripping along Union and Elm. They did notice that many of the merchant spaces to the north and of course on the other side of the tracks a lot of those merchant spaces are not utilized. In and around the site there is available on street parking even in the busiest times. From the Karate studio those areas are heavily utilized. Mr. Grealy doesn't think we can count on any available spaces there. In terms of the surveys that they did they weren't able to separate out so for example the current operation of Downey's someone there was parking on the street they didn't subtract them out. They had no way of fully identifying if the car parked on the street was at that business. So, those are included in counts the reports that they had done. In terms of current conditions, that's where they ended up. The other area they focused on was the parking ratios. And were talking about age restricted housing. They asked the applicant many questions he responded to in terms of the operation and what's planned to be used with the common room in the facility and commercial space in the facility and other variables that looking at what the parking demand would be. In terms of looking at parking demand, there is really two periods because you can't park on the street between midnight and 7:00 between November 15th and April 15th you can't count on that space being available. Even thou the space may be open those times of the year they aren't available those times of the year. We then need to know what's on site parking vs. what's available during the day. In terms of on street parking some of the visitors could use on street parking. For the commercial space technically could use merchant spaces. The actual business owner which they have asked clarification on that, all come into play. When you look at the data that the applicant compiled a whole series of published reports relative to senior housing and showed the range of demand for parking for these types of facilities. A lot of the data was from other parts of the county so, they don't necessary agree that they apply here. However, senior housing in general does have a lower parking requirement than other housing. The way the information is compiled is they look at design and providing parking for facilities in addition to looking at the local code is they look at the organization that publish those reports. One being the Institute of Transportation Engineers, The Urban Land Institute,

and other agencies like that they have compiled information and used that as the guide lines. In this particular category the complication is the way the data is stratified it doesn't break down every variable. Some developments are sixty-two and older some are fifty-five and older. They have to look at it from the higher range of those rates. The parking ratio that typically would be used would be in the order of point seven spaces per dwelling unit for the facility. That's the higher end of the range. What's recommended by ITE, ENO Foundation and other agencies as opposed to some of the independent studies. The site plan as proposed does not provide that ratio, it's a little bit less than that and they have some other recommendations that are in terms of how to possibly improve the onsite parking but, also some areas that the applicant should address relevant their site plan circulation. In their report on page 4, the second paragraph, item 5 refers to for medical office parking requirement of five spaces per square feet, it is five spaces per thousand square feet. When they do ratios it's per thousand square feet. His apologies (error on report).

In their report they have several recommendations. He mentioned a couple already. Restriping different road segments along Union and Elm Street and strip the areas where parking is permitted to make it more efficient and to specify where the spaces are. Look at along Charles Colman there may be the ability to pick up another space or so. As part of the project proposal they are planning to access the site with a one way circulation pattern. The current site has similar access but, it's two way. So they are proposing restriping of the spaces along the frontage. There losing a couple of spaces to the south but there picking up some spaces in the middle and it looks like there is a net gain of a couple of spaces in that area. In terms of the site access and circulation they looked at the ability they are opposing to have a van service. So the van can access that adequately. There are some areas where they would like the applicant to look at some of the parking spaces when vehicles are parked in these spaces. The ability to get in and out of populated spaces. In terms of looking at the Village where there are other areas where parking can be picked up.

Some things Mr. Grealy wants to clarify for example are if the employees of the commercial space or building employees are permitted to park at the merchant dedicated spaces. He is assuming that that is the case, and needs to be clarified. In terms of parking along Arch Street between Oak and Charles Colman again need to get those spaces stripped to be better utilized.

Mr. Grealy conclusion is that there is parking in the area and there are things that can be done to improve it. Along Charles Colman Blvd. where there is merchant designated spaces it may be beneficial to change some of those spaces maybe put some merchant spaces along further north which will provide better parking for some of the other businesses that exist just to the south of Broad Street and that whole area. Which will help street parking in the area. Based on his survey there is available space on street during the day which could accommodate this development. His concern is the overnight parking to make sure that that is adequate. He is recommending a higher ratio than what the applicant has opposed but again that is something they can look at in a little bit more detail and explore other offsite parking opportunities. He doesn't know if that has been done yet. That is his conclusion of the study.

Mr. Cerny thanked him.

Mr. Cerny asked Mr. Grealy to confirm the onsite parking and the number that they came out with was thirty-five spaces? Mr. Grealy said that based on the ITE parking they identify the eighty-fifth percentile of peak parking utilization ratio of point .66 spaces per dwelling. However that doesn't have any lead way in it in terms of if you have snow and where you're going to put it. That's another condition of the site plan to have removal of snow so you don't lose any spaces during snow events. The commercial space has been talked about as a medical office which has a higher demand during the day and he thinks that could be absorbed on the street, you would like to have some cushion. Typically you would take that rate and increase it by ten to twenty percent. To come up with a manageable number. Part of that occurs relative to that operations during the day so there is opportunities to accommodate on the street. They are also talking about having a van designated space. And a space for the onsite super attendant. Mr. Grealy feels that ratio should be raised up and right now they are proposing twenty-seven spaces and they feel it should be up around thirty-five spaces for the site. Mr. Cerny asked thirty-five parking spaces plus a space for the van and the site employee. Mr. Grealy said correct. Mr. Cerny thanked him and asked the other board members if they had any questions for Mr. Grealy. They board members had no additional questions and said it was a very detailed report.

Mr. Cerny now went through all the reports that were provided regarding Pawling Downtown for the public's Knowledge.

Mr. Cerny asked Mr. Berger who has expertise in this area his comments about the report that was provided by Heather Roth, P.E. Fire Protection Engineer 2 of NYS Office of Fire Prevention and Control.

Mr. Berger said the report was good. The summary with a building like this it would have sprinklers and the report covers all the concerns that were raised. It was broken down by two things the constructive ability what the building is being made out of weather it requires a sprinkler or not and there's going to be a sprinkler. The second is access to the building with fire apparatus NFPA 13 requires that you have fire access apparatus area. Twenty-six feet wide within ten feet to fifteen feet but no more than thirty feet away from the building. Charles Colman provides that access. Mr. Berger looked at the site again this morning and there are no aerial constraints on it, it's within twenty-eight feet from the face of the proposed building to where the fire apparatus would be so it would be in proper use. So Charles Colman does meet the standard for the fire apparatus route. So the fire truck does not have to go around the back which would be a preferred way for a firefighter to fight any fire in this case. So basically with the sprinklers proposing the answer for the first series of questions and the second one is the location of the fire hydrant which is very good you need to be within six hundred feet and it's right across the road. Mr. Berger talked to Joe Zarekki regarding the water from the town said it is one of the best fire hydrants in the town for flow.

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Mr. Cerny asked based upon Mr. Berger's review of the report from Heather Roth would it be fair to say that the project as currently designed and presented to us should satisfy the fire code requirements. Mr. Berger said yes it does. Mr. Cerny thanked him.

Mr. Cerny said the next item received is a letter from Mary Linge from Hudson River Housing who is in the audience. Mr. Cerny is going to read the letter. It responded to a number of comments that came from the public also it presented what Hudson River Housing intends to be involved here. Mr. Cerny read the letter.



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Michael Grogan - Chair
Village of Pawling Planning Board
9 Memorial Avenue
Pawling, NY 12564

RE: Pawling Senior Housing

Dear Mr. Grogan,

Pawling Senior Housing will provide affordable housing for people in the Pawling community. Many seniors are on a fixed income, and finding and keeping housing that is affordable to them can be difficult. As our senior population continues to grow, this issue will become more pressing for communities, including Pawling. Pawling Senior Housing will help secure a good quality of life for Pawling seniors. The market study that was conducted during the predevelopment of Pawling Senior Housing looked at what the need for housing is in Pawling *specifically*, not at how many people in *other* communities need housing that would be provided to them in Pawling. This study found that the senior population in the area is in indeed in need of more affordable housing.

There is a misconception that affordable housing means "Section 8" or "HUD housing". These misunderstood and often misused terms only describe different financing mechanisms that help keep the costs of housing down. It is true that Hudson River Housing provides housing for the entire spectrum of individuals in our community. That is because we believe that *everyone* should have a safe, affordable place to call home. Pawling Senior Housing is not homeless housing. It is not very low-income housing. It is designed for any senior in need of a safe, affordable place to call home. Residents of Pawling Senior Housing will pay rent based on established county-wide income metrics. For this project, that means the average unit rent will be \$795 a month.

There is a misconception that those in need of affordable housing are only a certain subset of people. The truth is that we all need housing that is within our income limitations. We do not want to deny seniors in our community access to housing as their income situation changes at retirement, death of a spouse, illness or any number of other reasons. When we describe Pawling Senior Housing as affordable, we are referring to how we calculate rent and make sure that housing is going to those seniors who are on limited incomes. It does not describe the quality of the housing, or the families that will reside in it. Similar examples of senior housing that we have partnered on are Red Hook Commons, StoneLedge in Hyde Park, Cannon Street Senior Housing in Poughkeepsie, and Maybrook Gardens in Orange County.

Emergency Housing • Affordable Housing • Senior Housing • Housing Development • Property Management • Home Buyer Education

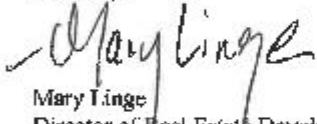
Hudson River Housing, Inc. is funded by Federal, State, Dutchess County, local and private dollars.

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The integration of affordable senior housing into existing communities is very important. It allows seniors to remain engaged with and connected to the community. As community needs change - in this case as we address the "graying" of our population - community planning experts promote using town centers as they were intended - as the hubs of a community that link commerce, housing, recreation, and municipal services. This "smart growth" practice preserves open space, helping ensure that our Hudson Valley stays the scenic region we love it for. Smart growth also encourages residential projects be in close proximity to town centers to reduce reliance on cars and lessen parking demands. In this case, this also allows seniors easy access to the surrounding community.

Hudson River Housing continues to be committed to providing housing with compassion and development with vision. The Pawling Senior Housing project does just that. We look forward to continuing to work with the Village of Pawling to ensure adequate affordable housing for all members.

Sincerely,



Mary Tinge
Director of Real Estate Development

Mr. Cerny thanked Ms. Linge for the letter and asked her questions.

The statement section eight or HUD is a misunderstood term which Mr. Cerny agrees with her. She is indicating that it describes essentially financing mechanism that keeps the cost of housing down. Mr. Cerny said he understands that and asked if the current project as proposed is it including section eight or HUD financing mechanism? Ms. Linge said no that it's not proposing any section eight vouchers in its financing. Mr. Cerny asked or Hud Housing? Ms. Linge said or Hud Housing. Mr. Cerny said these mechanisms, he's assuming that there is some other state mechanisms that's involved? Ms. Linge said they are proposing NYS low income housing tax credits so, that brings in automatically levels of income and this is fifty percent. So people won't be over the fifty percent of the area needed income and the rent is calculated on what they can afford which translates to about thirty percent of their monthly gross income. Mr. Cerny asked what numbers is fifty percent of the gross medium income from the county now? Ms. Linge said she believed it's around fifty to sixty thousand. Or Forty to fifty. Mr. Cerny said in terms of who this housing is available for the Planning Board understands and is in full agreement for affordable senior housing is extremely important in our area so that's what's great about a project that can provide that. Is there some way or mechanism where this housing is made available to residents of our area or is it available to anyone anywhere. Someone from Westchester? How does it work and provide the affordable housing to folks in this community? Ms. Linge said Pawling has zoning for affordable housing, the Town of Pawling does. When you have low income housing tax credits or other financing mechanisms through the state you can't give priority but, again our marketing plan is primarily to Pawling residents because that's who were trying to build this for but no we can't. If someone else applies and their eligible they would have to do a lottery system to be fair. Mr. Dalrymple asked what meets the eligibility. Is there a medium income? Ms. Linge said it's your income level. Mr. Dalrymple asked what is the lowest and maximum they could qualify for? Ms. Linge said the rents have to be set first. If they set the rent in their funding application at X the medium income would be set at fifty to sixty percent of medium income. Mr. Dalrymple asked if they know the number yet. Ms. Linge said forty to fifty-five thousand dollars. Mr. Beck said it's a little lower between twenty-five and thirty-five thousand. Twenty-five thousand for a single house hold. Ms. Linge said she has to confirm those numbers. Mr. Beck said they will e-mail the board back. Mr. Dalrymple said a lot of folks want to know that answer. Ms. Linge said they would set the rent based on that, but she knows that the rent for this project is set between six ninety and eight something. Somewhere in between that BMI. She said they figure out what the target is with the medium income, then they have to set the rent, the rent is based on those incomes who can afford. So say it's seven ninety three. While you can be eligible to apply if you are under fifty percent, if you commit to ten percent but you can't afford the rent because the rent is already set based on those incomes. Does that make sense? Mr. Cerny said you're going to have to pay the rent within that range six ninety to eight ninety. If you're below that you're still going to have to pay that rent. Ms. Linge said you won't be eligible if you can't afford the rent. Mr. Cerny said that was very helpful and asked the board if they had any other questions?

Mr. Locasio said that there studies have shown the need for that in Pawling but there is now way for us to give priority for residents. Ms. Linge said it doesn't meet fair housing laws so, no they

can't. Mr. Beck said one thing they can do is work with the community to make sure that they are heavily marketing locally so they can work with the Village Board to identify people who should be invited to apply. They can work with the Pawling Resource Center or through other organizations within the community. So they are getting everyone a chance to submit an application. Mr. Beck said marketing will be focused locally. Mr. Cerny thanked them.

Mr. Cerny explained rules to continue the public hearing.

1. Susan Schwartzman of 88 Kings Way. Her concern is not enough parking at the post office. She feels the board needs to make more assessments.
2. Resident of 12 Elm Street. His concern is parking and stripping.
3. Joe Downey of 68 Charles Colman Blvd. His concern is the commercial parking spaces. He said that nobody parks on Elm Street in the early morning on Saturdays and had suggestions on how to fix the parking issue.
4. Brian Avery the Library Director. He thinks it's great to have more walking residents to the library but is concerned about the parking.
5. Ray of Hurds Corner Road. He does welcome senior housing but thinks there is a better site for this on Route 22. He thinks this should be marketed to young professionals who commute to NYC.
6. Lori Covell of Walnut Street. Asked about the parking on Union Street. Wanted to know how many of the Planning Board members lived in the Village. Also concerned about the school bus stop.
7. Janette of Walnut Street. She agrees that it is nice to have affordable housing for seniors. She is concerned about the increased calls to the ambulance service calls by senior housing. Also, the traffic and size of the proposed building. She would like all residents in the area receive notice of the public hearing.
8. Denise of West Main Street. Her concern is the amount of housing and no shopping or recreation activities.
9. Jim Reinhard of 14 Maple Lane. His concern is about where the restriping will be and who is going to finance it. He supports senior housing and feels that the OTB property would be a better site.
10. Cynthia of 11 Dutcher Avenue. She appreciates the idea of senior housing and is wondering why the applicant is trying hard to propose the idea when so many people are against the project.

11. Ben of the Tap House and Tacos & Cones. His main concern is merchant and handicap parking.

12. Diana Tomasetti of Quaker Hill. Her question is who will be helping the tenants pay the rent, section eight and HUD?

Brian Morgan said he wanted to remind the Planning Board of a state and federal law that says owners of property cannot base their decision to rent property to people based on where the rental income is coming from.

13. Terrance Wansley of 11 Sage Road. He said source of income is the law in several counties including New York City, Nassau & Suffolk but is not a state law. Source of income can be used as a determining factor.

14. Yvonne Potter of 11 Elm Street. She is concerned what the tenants are going to be doing, parking, drugs, bangers and needles on the ground. She would like a holiday break from the meetings and wants the next meeting to be in the New Year.

Mr. Cerny said that the next scheduled meeting would be January 22, 2019.

15. Helen Grosso. She said she spoke with Mary Linge from HRH and she looked up a couple of the places she quoted. They do have a percentage devoted for section eight. She is also concerned of how it is not confined to the Pawling seniors and offered to the town employees and veterans of Pawling. Also, the parking issue and the impact on the Resource Center and the ambulance service. She appreciates how the meeting is being handled.

16. Margaret Yates of 6 Union Street. Her question is the ratio of how many people are allowed to have cars if it's fifty-five and up? Parking is her concern.

17. James Schmitt 790 Old Quaker Hill. He said that the Planning Board has done a great job with development and growth in the village. His concern is the burden on the ambulance service and who covers the cost.

18. Jim Reinhardt of 14 Maple Lane. His concern is overnight parking.

Mr. Cerny asked the applicant if they had anything they would like to say. Mr. Leary said they had nothing to say.

Mr. Dalrymple made a Resolution that residents may provide further public comments in writing to the Planning Board on the parking study, the HRH submission and the Heather Roth firematic

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submission may be submitted and included in the hearing record. A submission due date of two weeks. Mr. Foscatto seconded and all present Members were in favor.

Mr. Dalrymple made a Resolution for the consultants to prepare final recommendations to the Planning Board due date of two weeks. Mr. Locasio seconded and all present Members were in favor.

Mr. Locasio made a Resolution that the board should instruct the staff and consultants to assemble the hearing minutes and exhibits and send to the other SEQR involved agencies (ZBA and Trustees) and advise them that the hearing is closed, further written public comment will end in two weeks, and they will be advised when the SEQR determination of significance or non-significance has been adopted. Mr. Dalrymple seconded and all present Members were in favor.

Adjournment:

Mr. Foscatto made a Motion to adjourn the meeting. Mr. Locasio seconded and all present Members were in favor.

Submitted by:

Jennifer Strehle, Secretary