

Testimony of a public hearing of the Town of Union Planning Board held at the Town Office Building, 3111 East Main Street, Endwell, New York, Tuesday, May 2, 2006, at 7:00 P.M.

PRESENT: Sue McLain, Chairman
Ralph Signorelli
Ada Elwood
Lisa Miller
Tom Crowley
Anthony Paniccia
Paul Nelson
Marina Lane

Tom Lowe, T.J. Madison Construction
William Frantz, Chief, Union Center Fire Company

MS. MCLAIN: The regular meeting of the Planning Board is called to order. The first item of business is the public hearing on the special permit for the Union Center Fire Station at 1807-1811 Union Center Maine Highway. I will read the Notice of Public Hearing and after that the applicant can present the plan and then Planning Board members can ask questions if they have them. If there are any visitors who would like to discuss that project, we will call on them afterwards. The Notice of Public Hearing, Town of Union Planning Board: The Town of Union Planning Board will conduct a public hearing relative to a special permit application by the Union Center Fire Station for the construction of a new fire station to replace an existing fire station at 1807-1811 Union Center Maine Highway, property tax map 124.08-1-19 and 124.08-1-18. The property is zoned commercial industrial and the proposed use is permitted with a special permit. The public hearing will take place on Tuesday, May 2, 2006 at 7:00 p.m. in the Town Board Meeting Room on the second floor of the Town of Union Office Building located at 3111 East Main Street, Endwell, New York. Is the representative ready?

MR. LOWE: My name is Tom Lowe, I represent the Union Center Fire Station and we are a design build contractor hired to construct a 7,000 square foot four-bay fire station at the present location of Station 1 at 1807 Union Center Maine Highway. The present fire station now lies in this area right here (indicates on a map). This is Union Center Highway,

this is Spring Street. The plan is to construct a new fire station, 7,000 feet fully and then demolish the existing 5,000 square foot fire station and build a parking lot in its place. The fire company obtained this lot here next door to the existing station, demolished the house and are able to build. At the present time the existing fire station has no parking whatsoever, so we will be improving it allowing 20 parking spaces in this area upon completion. We also ... the existing entrance is located adjacent to Spring Street and the trucks have to pull off of the Union Center Highway and back right into the existing buildings, the front of the building is located in approximately this location (indicates on plan). With the new facility, we are adding one bay and the trucks will be able to pull in off of the street, turn around and back in into the existing station, providing a much safer atmosphere for what they do. The operations will remain unchanged as to what they do now, where it's adding one more bay, which is about the 2,000 square foot difference to it to house their equipment. At present, the fire company has between 36 and 40 volunteers between two stations. Each response, they get approximately 14 or 16 persons, which allows for 20 parking spaces, it is the maximum we can possibly get on the site, which is 20 more than they have now. The DOT has reviewed the plan and has no objections to what they are doing. They met with the Planning Department person, Marina, and she indicated that Planning would like (them) to put a hedgerow

along the side here adjacent to this house, Mr. Frantz, the chief of the fire company, is talking to the people next door as to exactly the location and the type of hedgerow that is going to go in there. We have also located a sign that is going to be in the grass area, in the front. It will be at least 10 feet off the street with a nice low planting around it. It will kind of hide the DOT collection basin that they use for their storm water. All local state codes are going to be met based on the new facility being an essential facility, which they are not now, including seismic, winds, snow loads as outlined in the State Building Code. The septic system has been submitted to Broome County Department of Health for approval. We are waiting to hear back from them, they didn't seem to have any concerns whatsoever, we talked to them. The general appearance of the exterior of the building ... this is the building that is going to face Route 26, with the four bays for the trucks and equipment. There is an entrance door here (indicates on plan) and another entrance door on the side with windows located around it. There will be an overhang around the front of the building and the entire side of the building. The structure for the truck bays will all be masonry around for durability. Then we will run a brick front on here (indicates on plan) with a drivet type finish on the face and a textured overhang finish. The colors will be a dark gray masonry, a lighter gray panel and dark blue trim with a dark

blue accent stripe around the perimeter of the building. Does anyone have any questions?

MR. NELSON: The masonry product, is that a fractured block of some type?

MR. LOWE: It is going to be split faced around here and then we will run one smooth course for the accent stripe here.

MR. PANICCIA: What is the duration of the congestion that is going to occur from the time you demo the building and put in the parking spaces while the new buildings is up and running? I assume you have to build the building and then you said you will have 16 people show up, but the existing building is going to be there and you are going to have to demo that building to provide 20 parking spaces, because I assume this has to be a continuous operation, so what is that duration, a month? Six weeks? Two months?

MR. LOWE: Well, we are going to actually build it next door, so their present operation is going to be no different than it is now.

MR. PANICCIA: But the parking places are going where the existing building is.

MR. LOWE: Yes, but there is no parking now.

MR. PANICCIA: Well that doesn't make it right.

MR. LOWE: We're trying to correct it.

MR. FRANTZ: We are going to move the operations during construction to our station on top of Taft Avenue, which has ample parking. That station, we have made plans to be out of that station that we are in now, no later than the second or third week in August to allow them to demo,

get the sewer going and be fully functional before we move back in. That will give them ample time, also, to start adding pavement, because when October comes around it will be more difficult. So, our operations will be moved to our second station, we have made arrangements with a neighboring fire company to house our reserve apparatus, so for the parking congestion there isn't going to be any issue because we will be operating out of our other station.

MR. LOWE: During construction when we are building this, we are going to use this front part as a staging area as long as we possibly can and then pave this last. Right now they park, the station sits here (indicates on plan) and there is quite a large shoulder on the building and they parallel park along the street, which is how it has been.

MR. CROWLEY: That's a dead end street, too, right?

MR. FRANTZ: Yes.

MR. SIGNORELLI: Because it is a state highway, the curb cut along Route 26 – did the State approve – I notice you show four bays, are you going to have a curb cut the width of the four bays or is it more ...?

MR. LOWE: Yes we are and the State has ... the DOT has looked at it and has no objection. The whole point is to be able to get these trucks not backing out on Route 26, so it is a drastic improvement, that's really pretty unsafe right now.

MR. SIGNORELLI: So, when you're coming back, for example from a fire, are you going to have to ... I know in Endwell what they have to do, they have to

pull across Country Club and then back back in again, are you going to have to do that on Route 26?

MR. LOWE: They will be able to pull in and turn all the way around and then back in, there is 85 feet between here and here (indicates on plan). We set this back as far as we could to the property line in the back.

MR. FRANTZ: Our longest piece of apparatus that comes out of that station is our pumper tanker which carries 1,800 gallons of water which is just under 35 feet. What exists now, when we pull out, the front of that goes onto (Route) 26. So, doing that 85 feet is ample for us. It's almost the size of the apron that we have on our station on Taft Avenue, which we never have to pull onto Taft Avenue to back up or anything. Pull in the apron, back, turn around, K-turn, and come back in and we are all set.

MS. MCLAIN: Is there anyone here in the audience that has a question? If there are no more questions or comments, the public hearing is closed.

Hearing concluded 7:14 p.m.

I, KATHLEEN C. CARNEY, do hereby certify that the foregoing transcript of a public hearing of the Town of Union Planning Board is a true, accurate and complete transcript of my stenographic notes/tape taken at the above time and place.

KATHLEEN C. CARNEY