

**Village of Cazenovia Planning Board
Meeting Minutes
April 8, 2024**

5 Present: Rich Huftalen, Chair; Steve McEntee; Anne McDowell; and Don Raleigh.

Absent: Adam Walburger.

Others Present: James Stokes, Village Attorney; Marlene Westcott, Recording Secretary; Matt
10 Vredenburgh; Caleb Sayers; Thomas Tait; Alice Young; Mimi Weber; Mark Ferguson; Bill Poglitsch;
Todd Enders; Jacqueline Silberberg; Michael Silberberg; Stefan Lutter; Lauren Lines; Jen Wong;
Ted Bartlett; Steve Kent; Susan Smith; Chip Hooley; John Khalil; Barb Arnold; Art Bigsby; Anne
Ferguson; John Foley; Amanda Bury; Cindy Bell; Brian Holmes; Mary Holmes; Marlene Burrell;
15 Jim Dungey; A (illegible) B. Ha (illegible)??

27 people signed in.

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20 R. Huftalen called the meeting to order at 7:00 p.m. He asked for any changes to the minutes of
December 11, 2023. R. Huftalen made the motion to approve the minutes as presented. D. Raleigh.
The motion carried with 4 in favor, 0 opposed.

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25 **Carlton-Sullivan LLC, 9 Sullivan Street, Parking Lot Addition**

R. Huftalen: We have the application. After conferring with our Village Attorney and the Code, it
is apparent that this project is going to require a variance. We will make sure the applicant
30 understands that. We will get a Zoning Board of Appeals (ZBA) hearing set up. It involves the
expansion of a parking lot at the apartments formerly known as the Cherry Valley Apartments. We
will table that for tonight. Are there any questions or other issues from the Board members? (No
one spoke.) We will schedule this for a public hearing at 7:00 p.m. on May 13, 2024.

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35 **Milana Residence, 9 Allen Street, Restoration**

Todd Enders was present as the representative.

40 R. Huftalen: It is a restoration project in an R-6 zone. Because it is in the Historic District, it is
going to require more than just this Board’s approval. The situation that exists now is that it is a
nonconforming structure. It is an old structure on a small R-6 lot. As we know from our Code, any
alteration to a nonconforming lot requires Planning Board approval. In this case, because it is in the
45 Historic District and because the proposal involves demolition of a garage, it is going to require
Historic Preservation/Architectural Committee (HPC) review and approval before proceeding any
further to getting a building permit. Mr. Enders, could you share what you are looking at here and
explain what your client’s desires are?

50 Todd Enders: Sure. Primarily, the client would like to put an addition on the back of the house.
Right now, the ridge of the house runs north/south so that the eave side faces Allen Street. We
would like to do a reverse gable addition off the back. Understanding that it's in R-6 and it's
nonconforming, what we are looking at is there is presently a garage not built at the same period that
the house was built. It is hugging the property lines on the north and west corner. Presently there is
55 a small addition on the back of the house that exists. There is a covered porch. There is a small
deck. There is a patio. We would take down the garage and pull that away from the property lines
as it is now, but take that square footage—the addition on the back of the house and some of the
other pieces—and combine and use that footage for the addition. We are suggesting that we are
taking something nonconforming and making it better than it is now. The customer would like to
60 strip the exterior and the interior and put it all back—the exterior—the part you guys are going to
care about the most, and put it back to its original form, so trim, siding, windows that belong on
there. The same with the addition. We are not trying to reach or stretch or make it worse, but make
it better. We are not asking for more square footage than the values of the garage and what is
presently there. So essentially we would be combining it and putting it into that addition.

65 R. Huftalen: As discussed with the applicant, in Code Section 180-131:

70 *“Alterations or additions to a nonconforming structure may be made upon approval by the Planning
Board and issuance of a building permit only to the extent that such alterations or additions do not
significantly increase the impact of the nonconformity on adjoining lots . . .”*

R. Huftalen: It appears to me that investment in this property will meet those criteria. I am
suggesting that they proceed to the HPC where they will have elevations. Mr. Bartlett will guide
you through the application process. Ted, do you have any questions or anything you want to
75 comment on?

Ted Bartlett: We will need to look at all of it, particularly the demolition first.

80 R. Huftalen: Jim, any implications or questions on this project?

Mr. Stokes: You may want to schedule it for a public hearing. It is optional, but I would suggest it
would be prudent in this case.

85 R. Huftalen: Will we want to check the ZBA schedule first?

Mr. Stokes: They will need to decide on a meeting night. I would just go ahead and schedule yours
and then you have it out of the way. It might save somebody an extra month.

90 R. Huftalen: I propose scheduling a public hearing for 7:00 p.m. at our next regularly scheduled
Board meeting on May 13, 2024. Do any of the Board members have any questions or comments
for the applicant? Any further questions from you, Mr. Enders?

Todd Enders: No.

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Silberberg - 99-103 Albany Street – Initial Site Plan Review

100 R. Huftalen: The Board has seen this project before. This has undergone significant modifications. They have some new information to present. To present information and the proposal for this project, we have Mr. Vredenburg. This is under Planning Board review, but also importantly, the Historic Preservation/Architectural Committee (HPC) has jurisdiction on this project and they will be meeting later this month. These materials are on file in the Village Office and available for review during regular business hours.

105 Matt Vredenburg: How far back should I go? Give a brief overview for people who haven't been here?

110 R. Huftalen: Start from the top.

Matt Vredenburg: My name is Matt Vredenburg and I'm a landscape architect. I'm helping on this project. This is Caleb Sayers with Beardsley Architects. We were here previously and we had a different design for the building.

115 R. Huftalen: Matt, I just want to interrupt for a second. Matt has been before this Board a number of times. His comment reminding us that he's a landscape architect and they have Beardsley onboard, I just want to clarify for the public here tonight. The purview of this Board is site plan. Part of the reason why the Historic Preservation/Architectural Committee (HPC) is involved is because they have experts on architecture. For this initial review tonight, we are going to work collaboratively as a Planning Board and HPC. I just want to clarify that the primary focus of this Board is the site plan and the related impacts.

125 Matt Vredenburg: I'm going to go through the architecture and get everyone aware of what we're doing and what's different from what was presented before. Then we will touch on the site and how we will deal with the site. The fourth Monday of the month we will be in front of the HPC to review the architectural aspects with them, and the exterior, the massing, and materials. We will touch on that tonight, but it's not our primary focus. Most of you are familiar. Our site is across the street. It is the old NAPA building and old auto repair shop. Then behind it is 7 Center Street—a house. We have those three properties. We are going to merge those together through the Planning Board.

130 Those properties have been dormant, derelict properties for quite a while. This should be an improvement. This is a bird's eye view from way up high to give you a quick idea of the building and how it sits among the other buildings around it. We will go quickly through the floor plan so you have an understanding of what we are proposing. We have commercial in the front. The site drops 13-14 feet from one side to the other in the front. It drops from west to east. We have some grade issues to deal with. We have commercial space on Albany Street. As you move up the hill, you can enter this commercial space up on this elevation. The lower elevation is 1206 and the upper elevation is 1214. We are proposing parking at the basement level. The next floor up, we have commercial. Then we have apartments in the back and above. We have upper floors—second and third—where we have apartments as well. We can go through this more later on. Then there is a fourth floor, which is considerably smaller because it is set back from the edge of the building so it is less visible from the street. We certainly could have expanded it to the same footprint and gotten more units, but it would have been much more visible. We thought this was a better option from a visibility standpoint. It is certainly not a better option from a cost standpoint for us because: 1) You are losing units and 2) It's a lot more efficient to construct when you are building a floor to repeat

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145 the same thing up on the next floor. When you start changing footprints, it becomes more expensive
because you have to deal with other things such as structural loads and so forth. This is the elevation
from basically the second floor of the library looking across. Before we had proposed a large,
warehouse-looking building that was just a big rectangle. As you can see, we have reduced the
massing next to Amanda's property. Then we get a little bit bigger where the grade drops down.
150 (Pointing to rendering): We have a commercial entrance here and commercial entrance here. And
the residential entrance is right here between the two. Caleb might be able to speak now about the
materials we are looking at using and how they were used to break up that massing.

Caleb Sayers: As architects we got to review the design that was proposed before. We considered it
155 as a jumping off point. When I looked at that design, I actually liked it a lot in terms of just the
architecture. However, I didn't think it was fitting for the area where it was supposed to fit. It was
kind of a take on a warehouse typology, which I think can be appropriate in the right context.
Cazenovia is more of, as architects more broadly consider, a Victorian downtown. It's small
storefronts often with residential above. There tends to be a rhythm and a punctuation. What we
160 tried to do is pay respect to that. It's not our intention to mimic and replicate what exists because we
no longer build the way we built 100 years ago. But we want something that is fitted, that doesn't
stand out as entirely different. As you head downhill on Albany Street, there is a dense center that
begins to break down a little bit. We also felt that it lacked punctuation, partially because of this
semi-vacant lot that we are proposing to utilize. Where we begin to break down, there are some
165 smaller buildings. We wanted to be respectful. We wanted to attempt to be as good neighbors as we
could be. We decided to make this part of the building (west side next to Amanda) two stories. We
have also pushed it back from the building line about 14 feet to try and make a little plaza that would
serve as a moment of interest and punctuation to signal that the walkable area where there are
businesses and cafés is kind of beginning to wind down. As we head downhill, our building gets
170 taller. The top floor, as Matt pointed out, is set back on the Albany Street side and on the Center
Street side. This is a 2-D drawing. It's a projection. So this isn't the type of view you will ever be
able to see. As we move into some of the perspectives, like this one, you can see how that top floor
begins to disappear entirely and you don't see it. We also have kind of a tower here that serves as
the home for one of the stairs and the elevator. We pushed that back from the front of the building.
175 Initially, when I looked at this, and I will talk more about it when I get to the materials, I had
schemed for this to be a kind of black metal. And it was really standing out more than we wanted it
to. So we transitioned to a lighter material for this with the intent of making it not stand out. That's
almost the purpose of our building here is to make something that doesn't stand out as entirely
different from the buildings adjacent. Obviously, it's a different kind of building. Obviously, we
180 have to think of modern materials that are common to contractors to use today. I will talk about
materials now. We are proposing a cultured stone that mimics limestone at the base course. We are
proposing two kinds of architectural wall panels; one that is a medium brick tone and one that is a
light, warm, gray sandstone. We are also proposing on the top floor and on the back of the building
a box ribbed metal siding. Our thinking was brick and stone are some common materials that you
185 see on downtown buildings. So we thought we could utilize those and kind of punch in and punch
out and vary those textures to break up the massing of the building. Then as we get to the roof and
as we get to the back side, the more utilitarian side of the building, we decided to go with a roofing
material, black metal, which is the kind of thing you would see on the more utilitarian sides of old
Victorian buildings and on their roofs. Those are the larger material choices for our storefronts.

190 Matt Vredenburgh: This is the east elevation, looking from the Center Street side of it. As a
landscape architect point of note, they are showing six trees here. I planned on eight. So there will

195 be more. On this side, you can see the residential. (Pointing to rendering): The apartments are all here and here. This is a commercial space on the corner. This is the entrance to the parking. The parking—we made a decision. There were a couple of different ways we could have gone with the parking. We could have had open windows here which allow ventilation and air to move through, and so forth. But we chose a different option. Caleb, can you talk briefly about how we are handling the garage and the visibility?

200 Caleb Sayers: Yes, absolutely. We looked at the parking in two different ways. The Building Code allows you to do two different kinds parking garages; one that is closed and mechanically ventilated, and one that is open and is ventilated naturally. There is a calculation you have to do to balance the amount of openings on both sides. That was going to be a little bit difficult because of how we go up hill. We would have to have open windows on this side and then breezeways through a grate at walking level on the other side. You would also be able to see cars because these openings for a naturally ventilated parking garage have to be quite big. I think we have all had experiences driving through downtowns and seeing open parking garages where you could see the cars. We made the decision that it would look a lot nicer. This course that is kind of a mix of concrete and that cultured stone looks a lot more like a traditional base course in a downtown area when it doesn't have a bunch of openings in it with cars. So we are envisioning this because the grade on our site has almost a foundation course, almost a pediment that the rest of the building sits on top of.

210 Matt Vredenburgh: The grade on the other side of the building is 10 feet higher than the sidewalk on this side. Just as a reference. (Pointing to rendering): This is the north side that very few people are going to see. This part of the building is set back maybe 80 feet from the street. The street continues to go up like this too. Hotel Lane continues up like this. It doesn't really level off. This is the view from the west, which no one will see because ProTel sits right here. This is Amanda's house right here. These renderings are really good. You can see how it sits down on the hill and how it relates to the buildings near it. This is the view from just down across from Colligan's.

220 S. McEntee: Matt, a quick question. You mentioned eight trees along Center Street. What is your vision along Albany Street?

225 Matt Vredenburgh: I think we can get four in there. On the site plan, you will see how and why things are positioned the way they are. A couple of more renderings. This is the view if you walked right out this door here (of the Municipal Building) and you looked down toward it, that's how it would sit in among the other buildings. This is the view if you were in your car at the intersection of Center and Albany. This is just a view from the curb looking at that recessed commercial space that Caleb was talking about. You can see we are planning to have planters in there because of that grade difference. We have this elevation here at 1214. But as the sidewalk drops down, we have to address that. A good way to do it is these nice little planters, which you can also see down here.

Bill Poglitsch: Is it handicapped accessible?

235 Matt Vredenburgh: It is.

240 Caleb Sayers: The grade change along the sidewalk is about the slope of an Americans with Disabilities Act (ADA) ramp, which does us some favors. The grade of the sidewalk matches the flat spot we are building here at the corner. A wheelchair could come in here, then go down, and then into this commercial space.

Matt Vredenburg: This is the view from the corner of Mill Street and Albany Street and how the building will sit down in there. Let me switch to the site plan.

245 Cindy Bell: Will parking change on Albany Street? Or any of the lanes?

Matt Vredenburg: We are proposing to add four new parking spots. I would like to get five, but I don't think we can because there is a hydrant right there at the corner. Apparently, the parking ends right about here. So we have enough room to get four new parallel spots here. There is a hydrant right there, so we can't have a fifth here. Physically, we have enough space, but it is too close to the hydrant. So we can get four. The question about ADA access, the sidewalk drops at about 7-8% down along here and will continue to. That's where the sidewalk is currently.

255 Tom Tait: How wide is the sidewalk going to be?

Matt Vredenburg: 5 feet. The Village standard is 5 feet. It is wider up here in spots where it goes in and out, where you have other parts of businesses out across the street, and you have stoops that extend out a little farther to accommodate the grade change. This entrance here is 1214. You can see the steps here that allow you to get down if you are able. If you are not, you can come down the sidewalk and go straight in there. So all the doors are handicapped accessible. Over on this side we have the garage entrance. There is a man door here, which I have to account for in my plantings. Other than that, we don't have any doors on this side. We have a man door here (north end of building on Center Street) for mechanicals only. In that corner of the garage we have a mechanical room. As you can see, we have plantings. Apparently, there is a sidewalk that runs down along the curb. We would extend that down along the curb here. We would put in a curb because right now this is all a driveway that gets you into the old auto repair shop. We would extend those sidewalks right up to the doors—in line with the doors. On this side, we would put some plantings between the building and the sidewalk to soften it up a little bit. Then the eight trees along the street. I'm thinking Ginkgo for these eight and then elms for these. Obviously, the disease resistant elms—the Princeton or Valley Forge. I'm a big fan of Ginkgo in these tight spaces because you go to places like a hotel in Alexandria and Ginkos are everywhere and they are thriving there. They really fit some of the tight old spaces they have there. We have the planters here. We are going to soften things up along the sidewalk, which will be nice. The other area I am looking at adding some planting is here to help buffer the adjacent property, as much as possible, if that is desired by the property owner.

275 Tom Tait: What is that green space behind the recess of the building?

Matt Vredenburg: At this point, it is just unprogrammed lawn space. We are dropping from a grade of about 21 here to about 14 here, so it would just be sloped. Unfortunately, there is not enough width to really get in there with a vehicle. There is 9-1/2 feet, but you have a building on one side. You have a property line tight on the other side and you have a very steep hill on Hotel Lane where it would be difficult to navigate a way in.

285 Cindy Bell: How many apartment units?

Matt Vredenburg: 31. We had previously proposed, I think, 40. Now we are down to 31. There are 27 parking spaces in the building and 4 out front.

290 Bill Poglitsch: What do you do for garbage?

Matt Vredenburg: We are looking at rollaway totes to come out one morning a week. They get picked up and then they go right back into the building. No dumpsters.

295 Bill Poglitsch: Two containers for every apartment?

300 Matt Vredenburg: I don't think that's necessary. It's my understanding that apartments don't generate as much trash as a single family home with kids and so forth. These are two-bedroom apartments for the most part. There are some three-bedroom and a few one-bedrooms. We feel confident we can manage it that way and it won't become a visual issue. They will roll right out here (the parking garage exit) the morning they are going to get picked up. They get picked up and they will go right back in.

305 Tom Tait: Is it premature to ask what the price point might be for the apartments?

Matt Vredenburg: Probably. I don't know that anyway.

310 Anne Ferguson: Is the intent of the commercial spaces, both on the west side and the east side, to be multiple shops as currently exist within our architecture on Albany Street? Or are these large commercial spaces for a single purpose business?

Caleb Sayers: They will probably each be single purpose. Neither of them is really particularly large.

315 Anne Ferguson: What is the square footage of the one on the east?

320 Caleb Sayers: This commercial space is about 1,600 square feet. I think this commercial space (on Albany Street) is about 2,500-2,600 square feet. We are thinking this space with the little open patio terrace area could be suitable for a small café or something. This commercial space (on Center Street) could be shops or office. That's how we are envisioning it right now. But obviously it would be up to whoever wants to rent those spaces.

325 Cindy Bell: If that was a café, how would delivery get to the commercial space without being on Albany Street?

Matt Vredenburg: There is access in the back. You just have to be careful. I said careful because there is not a lot of room. There is 9-1/2 feet. A car is about 6-1/2 feet wide. You could get vehicular access back there, but with the building proximity and so forth, we don't want a lot of people travelling back there.

330 Cindy Bell: What if it's a delivery truck?

335 Caleb Sayers: If it was a delivery truck, they would probably be parking and using hand trucks, I would think, on the walkway in the back.

A. McDowell: I am concerned about the parking. 31 units and 27 parking spaces. That means there is not a parking space for each unit and that concerns me—in a very congested area of the Village. Is there other land?

340 Matt Vredenburg: There are places to park, certainly. You have those huge lots back there (Library). We certainly have not planned for 1-1/2 spots for each unit.

A. McDowell: How many parking spaces in the garage?

345 Matt Vredenburg: 27. And four out on the street.

Cindy Bell: But the street spaces are on Albany Street. They may not be able to park there overnight because of snow removal.

350 Matt Vredenburg: In an environment like this or in an urban environment or semi-urban environment like we have here, there are several residential units above all the other businesses on Albany Street and they don't have dedicated parking. We are providing 27 more spaces than all of those units currently provide their residents.

355 R. Huftalen: We applaud your incorporation of parking integral to the structure. It is quite an investment and really important to create that type of density in the downtown corridor.

360 Matt Vredenburg: That's a good point. We certainly could have built this out on the fringes of the Village on an easier piece of land and had plenty of room for plenty of parking. This is an in-fill project. It is a derelict property. We are certainly doing everything we can, and more, to try to accommodate parking in an area that, frankly, is not required by Code.

365 Cindy Bell: And it is better than it was before when you had more apartments. You had less parking at that point. You have gotten down into a more reasonable ratio.

Matt Vredenburg: We had 29 questionable spots. We didn't know where the number was going to end up because of the way it was set up with 40 units. So we are moving in the right direction.

370 Tom Tait: Is there any consideration with the Colligan property?

Matt Vredenburg: I don't have enough money to buy it. I don't know. I know there has been a lot of interest by a lot of people in getting that property, but I don't know.

375 Anne Ferguson: Matt, can you show the elevation from the north, please?

Caleb Sayers: I should point out that for that siding product, a material, manufacturer, and color has not been selected yet. What we are thinking is not exactly black. I was thinking like a carbon or charcoal gray with a matte finish that's box ribbed.

380 Matt Vredenburg: Could you get a sample of that? Then we could have it at the HPC meeting.

Caleb Sayers: I will get samples.

385 Bill Poglitsch: How far back does the fourth floor sit on the third floor?

Caleb Sayers: It jogs in and out, but it's about 20 feet from Center Street.

Cindy Bell: What amenities are in the building?

390 Matt Vredenburgh: I believe there is a small gym for the residents. I don't think there is anything beyond that.

Cindy Bell: Is there anything up on the fourth floor? You are going to have that inset.

395 Matt Vredenburgh: Before we had talked about other things. But now we don't have anything like a building recreational space. You could get a unit on the fourth floor and have a roof deck.

Caleb Sayers: Some are separate and some is open to the whole building.

400 Stefan Lutter: What is the dimension of the sidewalk and the median on Center Street?

Matt Vredenburgh: The sidewalk is 5 feet because that is the requirement. The median is whatever is left over between the existing curb and the sidewalk. I don't remember exactly what it is--maybe 4-5 feet. Then there is planting on the other side of it.

405 Stefan Lutter: I'm talking about the devil's strip or whatever. How wide is that?

Matt Vredenburgh: 4-5 feet.

410 Stefan Lutter: Can you show the elevation on the Center Street side again? So there are no residential entrances on Center Street?

Matt Vredenburgh: Correct.

415 Caleb Sayers: Except for the entrance to the parking garage.

Matt Vredenburgh: You can definitely get into the building right there. Go into the basement and take the elevator up.

420 Stefan Lutter: How far is it from the curb to the building? About 10 feet?

Caleb Sayers: I would say about 10 feet.

425 Matt Vredenburgh: It might be a little bit more than 10.

Tom Tait: From a clarity standpoint, that is all residential where it is zoned commercial with the flexibility of going either way. The intention is all residential on Center Street?

430 Matt Vredenburgh: Yes, except on the corner.

Caleb Sayers: Commercial is on the corner. If you look at the existing buildings and rhythms along Albany Street, that is kind of what you see. There is commercial in front. Then often the walls off of the side streets are a little bit blank. And sometimes there are residential entrances quite close to Albany Street, but they are usually understated.

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Stefan Lutter: What is the rationale for not putting residential entrances on Center Street?

Matt Vredenburg: Frankly, the elevations are challenging. If you look at the floors and the way they are set up and the fact that we have to get parking in there, we would have to find a way to get up above the parking. The width of the building only allows for parking basically one bay on this side and one bay on this side. We can't go back any farther because we would run out of room. We can't push the parking back farther into the hill because we have a property line there. We looked at ways to get people from Center Street up to that first floor of residential. But without putting stairwells out into the right-of-way, it just wasn't possible.

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R. Huftalen: Is that a man door at the north end?

Matt Vredenburg: Yes it is, but only for mechanicals. (Pointing to rendering): If you look at this one right here, you have cars parked right here. So we wouldn't have been able to put steps in this space.

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Stefan Lutter: Is it possible to push it out into the right-of-way?

Matt Vredenburg: I don't think we have the width to accommodate steps going out and a walkway. And there is a little bit of a slope. And if we want a planting strip, there just wasn't enough room to accommodate all of that.

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Stefan Lutter: Narrow the street? I'm curious. The reason I ask is because the social engagement aspect of having a residential entrance on a residential street, I would say, is valuable from the prospective of the Village, I would think.

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Matt Vredenburg: We did briefly consider if we did make Center Street one way. But this is the only part of it that is two-way on Center Street. It is one way coming out. I don't know how you would configure that. I have worked on projects where we eliminated streets or intersections to make it flow better.

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Cindy Bell: Are those really tight parking spaces in the parking garage, would you say?

Matt Vredenburg: I would say so, yes.

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Stefan Lutter: Is there no way to make it two-way for access to that entrance? I'm just curious.

Matt Vredenburg: We have gone around and around on this one. We would have to take all of this and shift the whole building back. And there are structural issues and so forth.

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Stefan Lutter: Even if you were to get more space in other directions?

Matt Vredenburg: There is just not a lot of space between here and the curb, frankly.

480 Tom Tait: And from a fire suppression standpoint, it is tight as it is. You don't want to limit that anymore.

Matt Vredenburg: I would have loved to have that. But it's a challenge to do. We looked at parking coming in from different spots. But it was going to be extremely difficult and we wouldn't
485 get the parking spots. We would lose a lot of spots. We would lose efficiency if we tried to ramp something in from Hotel Lane. We would lose spots.

Stefan Lutter: Is there a residential entrance on Hotel Lane?

490 Caleb Sayers: There kind of is a residential entrance off of Hotel Lane. You walk down this on a sidewalk. Then there are double doors that lead you right into the same lobby area that you would enter into from Albany Street.

Matt Vredenburg: Can they get in here, or is that just an exit?

495 Caleb Sayers: Oh, you can get in there as well.

Stefan Lutter: I mean visually facing Hotel Lane. I'm curious from the prospective of socially where people are coming in and out of the building that is onto the residential street, in character
500 with a residential street. Whether it's Hotel Lane or not, it would be nice to have something, I think.

Caleb Sayers: I think I see that. There may be an opportunity to put up a little awning with a sign on the back side of the building that would help with that. Matt has already spoken to a lot of the constraints that pushed us in this direction. We are trying to provide as many parking spaces as we
505 possibly can and get as close to our unit count as we can, which is a limiting factor. But also, as you go up and down Albany Street, it is pretty common to see residential entrances into a lot of these buildings that are sort of nestled between commercial spaces. That was what we tried to mimic with the design of our frontage; to have these commercial spaces and then a smaller, less outstanding residential entrance between them. That was the typology we thought worked best with the
510 constraints of our site.

Matt Vredenburg: If you walk past the Dwyer Building, you wouldn't even know there is a residential door right there or the next one up.

515 Bill Poglitsch: Are there any townhouses?

Caleb Sayers: There are no townhouses. We explored that for a while. But ultimately we felt that we were putting the cart before the horse a little bit. And when we went away from it, we got a more efficient building.

520 R. Huftalen: It is important to note, overall, the net positive social engagement from having 31 residences there, relative to what exists there today. That is the definition of creating those opportunities. I totally agree with what you are saying, Stefan, about that's what we want; a vibrant downtown density. There's where I feel this project brings so much to the table.

525 Matt Vredenburg: This little café space also adds quite a bit of promise as well.

D. Raleigh: What was your thought with the amount of glass on the corner of the commercial spot? I like it. It is distinctive. I would like to know your thoughts and how that came about.

530 Caleb Sayers: It's kind of tall. It is a little bit modern. I guess this is a good opportunity to speak to where our heads were at when designing these spaces. As you go up in town, the downtown Cazenovia and a lot of other Victorian downtowns, there are a lot of storefronts that are mostly glass. Often the window elements themselves are built with wood and they nestle between either stone
535 structure or iron structure. Cast iron structure is a thing you see a lot of in these kinds of Victorian downtowns with storefronts on either side. What we are proposing is a more contemporary version of that where rather than cast or wrought iron, we are going to have exposed steel that is painted black. Our storefronts will fit between those in a way that we feel like pays homage to how these
540 buildings used to be built, but uses contemporary materials. This is kind of a tall space. We made efforts to try to shrink it visually by including this base course and by breaking up the light. We tried to mimic the patterns that you often see in downtown Cazenovia and other similar downtowns. That was our design thinking and our intent.

Michael Silberberg: Was your question on the height or just general?

545 D. Raleigh: Just general. I'm not concerned about the height. It is distinctive and I like it. But it's good to hear an explanation.

Michael Silberberg: The grade change obviously dictated that height.

550 D. Raleigh: When he describes it with that base, it definitely cuts it down.

Tom Tait: What is the rough dimension from the front corner or southeast corner to the northeast corner roughly?

555 Caleb Sayers: About 168 feet.

Tom Tait: And eight trees you said. What are you thinking about for lighting? Is it premature to ask that for Center Street?

560 Caleb Sayers: It is kind of premature. We have talked about it internally a little bit. But we haven't really gotten to the lighting piece yet.

Matt Vredenburg: Currently, I don't think there is any lighting on that stretch. I think there is one
565 on a pole with a transformer on it. Originally, we had envisioned lighting the entrances with sconces, low level down-lighting and so forth. (Pointing to the rendering): There are currently street lights here and here. That pole I was referring to is here.

Tom Tait: What is the building height on the Center Street side?

570 Caleb Sayers: It kind of depends on where you measure from. If you are talking about the grade here to the first roof, it is about 45 feet.

575 Tom Tait: So those trees in a short period of time are going to seasonally obscure a large part of that building both on the east and south sides.

Matt Vredenburg: Yes.

580 Anne Ferguson: This is more of a Planning Board question, but I'm just curious from the developer's or architect's point of view. What are you using in terms of planning data in terms of the demand for apartments? I know the Planning Board, over the last couple of years, has approved about 200 within the Village and Town. I'm curious in terms of is this an appropriate amount? Or are you looking at market research data showing this and vacancies? I know the Caz Barns properties have not been developed and that was approved about three years ago. I think that was
585 60 units. As much as I like to see dense apartment living in a community and making a walkable community, I just want to make certain we don't have overcapacity that drives rates down as opposed to up. Do you have that data to support this?

590 R. Huftalen: No. We are not an economic development board. We don't take into consideration that data. We review the compatibility of the projects that are put before us with the Code and the Comprehensive Plan. Those are the things that drive our decisions. Tom is a real estate agent here tonight.

595 Tom Tait: There is currently a demand. That's why I asked the anticipated price. The former Stearns & Wheler property, those are over \$2,000 a month for those apartments. And they are close to being sold out. The Caz Barns project is slowly moving forward. There is a gravitation toward this that they just don't want to have a residence. They would rather have simplicity of living.

600 Marlene Burrell: I have a question about the trucks on Hotel Lane. The Lincklaen House has a lot of delivery trucks. The Post Office now comes down Hotel Lane. You can't send trucks down beside the Pewter Spoon. It's a very large problem with trucks in that area. Is there enough room coming down Hotel Lane to turn those big trucks onto Center Street if you have parking there?

605 Matt Vredenburg: We are not going to have parking on Center Street. There will be more room. Currently, the house that sits at 7 Center Street goes over the property line. We are not going to go over the property line.

Amanda Bury: Does that mean the end of Hotel Lane will be a little wider?

610 Matt Vredenburg: It probably could flare a little more.

Amanda Bury: How do trucks get to Lincklaen House? Do they go up Center Street and go up Hotel Lane?

615 Marlene Burrell: Yes. Bill, do you know how the trucks get around that corner?

620 Bill Poglitsch: It's pretty difficult at times. Generally, they come off of Lincklaen Street, generally 75% of the time, then come down onto Center Street, and then out onto Albany. But occasionally, they do go the other way, but those are more box trucks. The short tractor trailers come down through there too. It's tight.

R. Huftalen: The Planning Board will refer this to the fire department to look at emergency access. We will get their opinion on that. We have requested the applicant to provide a traffic study for us. We will be evaluating that data as part of our review.

625

Cindy Bell: Will the Department of Transportation (DOT) look at it?

R. Huftalen: DOT will be an involved agency.

630 Unknown Woman 2 (possibly Susan Smith): I don't know if this is the right meeting to ask. I certainly think this is a lovely project and the Village will benefit greatly. My concern, as somebody who drives through the Village, is where the staging is going to take place for the construction. The building takes up the entire acreage. Where is the staging going to happen with the trucks and the cranes?

635

Matt Vredenburg: The State won't let us affect the flow of traffic on Route 20. I'm not a construction manager, but we won't be blocking traffic.

640 R. Huftalen: These types of projects happen in downtowns throughout the country. Construction managers get paid to manage these types of situations so this type of stuff can happen. They work in historic areas and high traffic areas.

Amanda Bury: It still would be nice to know the plan because people who live around it might have ideas.

645

650 R. Huftalen: It hasn't been approved yet. I appreciate all of the questions. We will set a public hearing. We will entertain more comments. It is very helpful to have this input from the public. It enables the Planning Board members to formulate questions in their heads. We really appreciate the thoughtful input. 100 people asking questions will make this a better project than just the members of the Planning Board, so it is much appreciated. There are unanswerable questions right now. We want to focus our energies and efforts on those things we can really consider and make this project better as a Planning Board.

655 Jim Dungey: I was at the last meeting. A lot of commentary spoke to the visual character of the last project. Quite honestly, when I came into the building this morning to take a look at it, I just want to commend the sensitivity that was done from the last project to this project. The idea of referencing the verticality of buildings has been addressed. It was something that came up before. Certainly the sensitivity to Amanda's area. Scale: I think the fourth floor has been well positioned in this new building. I think it is energizing to the area. The historic references, the eave lines, and certainly the scale next to Amanda's house as well. I think we can't lose sight of the fact that interested parties in this have been really very sensitive to the commentary that has been given so far. I say welcome.

660

Amanda Bury: What is the footprint next to my place? How many feet are you setting back from my house?

665

Tom Tait: Has that increased from the initial proposal?

670 Matt Vredenburgh: I think our initial proposal was right up to the line. I think we are back where the other building is now or farther. You can see the property line there. I think we are right where the NAPA building wall is right now. I will double check that.

Amanda Bury: How much space are you giving me?

675 Caleb Sayers: There is a 12-foot strip that is unexcavated. That is so our foundation can be shallower closer to your property.

Amanda Bury: There is a green space. Will your people be able to use that as a grass outdoor space? It might be nice for people who live there.

680 R. Huftalen: It's called "courtyard" on the rendering.

Matt Vredenburgh: We haven't programmed it yet.

685 Amanda Bury: Could you drop it down and level it out?

Matt Vredenburgh: It naturally drops down. I think it's nice in back of your property. You won't have to look at the back of the NAPA building.

690 Amanda Bury: This is two stories, correct?

Caleb Sayers: Correct.

Amanda Bury: Will you be using the roof as an overlook balcony or anything?

695 Caleb Sayers: No. We will probably have some mechanical equipment up there. We are not scheming any public space on the roof there.

Amanda Bury: I certainly appreciate the accommodations.

700 Matt Vredenburgh: I will do everything I can to plant this so we can give you a little more privacy.

Amanda Bury: It will be fun to visualize that. I'm going to go home and look.

705 Matt Vredenburgh: There is a large tree right there on the property line right up against the house.

Amanda Bury: A big walnut tree.

Matt Vredenburgh: I'm not sure that will survive the demolition.

710 Amanda Bury: I'm assuming I will lose a number of trees out there that are actually on your property. I've been enjoying the shade.

Anne Ferguson: You have flat roofs. Any thought to solar panels?

715 Caleb Sayers: That is a decision we often leave up to the owners to program and ask for. They haven't specifically asked for that. Sometimes solar infrastructure can be kind of costly up front. And it can be difficult to swing a building like this to begin with. Our approach in terms of energy has been more about thinking about how we can efficiently heat and cool and how can we insulate to make the building efficient. But we have not explored solar.

720 Stefan Lutter: For anyone who doesn't know, I'm a city planner. I think it's exciting this is being proposed. It is not particularly common, especially in smaller urban areas. I think it is very good. I think the design is quite good. I'm looking forward to it on Center Street and something that adds people to downtown, which is very sorely needed in this community. I have more questions. Matt, you just referenced the space between the development and Amanda's house. I'm curious whether you would give consideration to a natural vegetative green infrastructure on the Center Street line similar to Water Street in Syracuse, where it is more of a natural planting with street trees and not just a grass median to sort of soften the appearance on that side of the street and offer more privacy to folks across the street.

730 Matt Vredenburgh: I would be all for that. It is just a matter of maintenance. It is in the right-of-way.

735 Stefan Lutter: Village-wise, I don't think it's a huge undertaking.

Matt Vredenburgh: I prefer the native landscapes and natural landscapes.

740 Stefan Lutter: I would recommend that the Planning Board think about that. I have a question about Hotel Lane. You mentioned you are not building up to the line of the existing structure. What is the savings there in terms of feet from the existing street?

Matt Vredenburgh: It's only a couple of feet. The current house encroaches only a few feet.

745 Stefan Lutter: Is there any potential to make that a pedestrian walkway off Hotel Lane?

Matt Vredenburgh: It's really tight. I think most people who walk up Hotel Lane just walk on the road anyway. I know I did for about 12 years. That was my way to school every day. It would be a tight fit. I don't know if it's needed with the volume of foot traffic and vehicular. There is no room on the other side, of course, to accommodate such a thing because of the steep bank.

750 Stefan Lutter: The reason I ask is because people do use it from Center Street as a cut through often. Our other option besides going Route 20 is Lyman Street, which also conveniently has no sidewalk. There are plenty of kids on the street who often are walking either to school out of necessity or just because they are kids. There is no pedestrian infrastructure on the densest and probably the highest per acreage tax paying part of the Village.

Matt Vredenburgh: That's part of the Village charm. The houses on Lyman are right up to the edge of the road and there is no room for a sidewalk.

760 Stefan Lutter: Well, it is charming. But it doesn't need to be in a place where people drive 40 miles per hour.

765 Amanda Bury: It seems to me that as more development happens in our Village, these are things we can work on and improve, like the parking and access to that parking lot and making it more friendly, and the walking spaces. All this needs to be talked about. Maybe some issues can be resolved as these things come up. People who pay a good price for a nice apartment usually are a couple who might have two cars. How do they feel about not having parking in the building? We have this lot here (behind the Library), but it's not visible from Albany Street. There are issues with it and it is not user friendly. We should be seriously looking at how to make that better.

770

Tom Tait: That has been started.

Stefan Lutter: I must say, there is a lot of underutilized parking in the Village. Parking is a very poor use of space. This project is a fantastic use of space in the place we don't want parking.

775

R. Huftalen: Any other comments before we set a public hearing? Thanks, again, for everybody's comments to date. A couple of things I noted, Matt, is we will need a photometric lighting plan. We will want a more detailed landscape plan. Obviously, coordinate with the Tree Commission. I just want to make note that upon receipt of the official application, the Village Attorney sent out lead agency inquiries on behalf of the Planning Board to the other involved agencies, which includes the DOT and the sewer district, etc. The HPC meeting is the fourth Monday at 6:00 p.m. Jim, is there anything else?

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Mr. Stokes: Do you want to try to set that public hearing as joint with the HPC?

785

R. Huftalen: Yes. We have a number of involved agencies that we have notified for State Environmental Quality Review (SEQR) purposes. We are trying to establish a special collaborative relationship with the HPC and would really like to set up a joint public hearing so that we can incorporate input from both Boards together as everybody sees how tightly the architecture and the physical presence of the building relates to the site plan issues. I think it is really important to keep that tight coordination. We will be having our public hearing at our next regularly scheduled meeting, which will be May 13 at 7:00 p.m. I would like to invite the HPC and share that public hearing with them on May 13.

790

795 Ted Bartlett: Our Board said they wanted to have their own.

Mr. Stokes: We can talk about that afterward.

R. Huftalen: Ted, you should have the application. It was filed Monday. We will make sure the application gets to you.

800

Matt Vredenburg: We previously submitted a traffic study for 40 units. Will that suffice for this?

R. Huftalen: We will review that and see if we have any questions. It should be fine. I appreciate the presentation and all the information, and the significant modifications based on prior feedback from the public. It is much appreciated. The community appreciates it. We look forward to continuing to watch the project evolve. With that, I will make a motion to adjourn the meeting.

805

S. McEntee: I second.

810

The motion carried with 4 in favor, 0 opposed.

The meeting was adjourned at 8:20 p.m.

815 Respectfully submitted,

820 Marlene A. Westcott
Recording Secretary