

CHILI PLANNING BOARD  
November 9, 2010

A meeting of the Chili Planning Board was held on November 9, 2010 at the Chili Town Hall, 3333 Chili Avenue, Rochester, New York 14624 at 7:00 p.m. The meeting was called to order by Chairperson James Martin.

PRESENT: Karen Cox, David Cross, John Hellaby, Dario Marchioni, John Nowicki, Paul Wanzenried and Chairperson James Martin.

ALSO PRESENT: Bob Hutteman, Town Engineering Representative; James Ignatowski, Architectural Review Committee Representative; David Lindsay, Commissioner of Public Works/Superintendent of Highways and Building Department Representative; Keith O'Toole, Assistant Counsel for the Town; Pat Tindale, Conservation Board Representative; Brad Grover, Traffic Safety Committee Representative.

Chairperson James Martin declared this to be a legally constituted meeting of the Chili Planning Board. He explained the meeting's procedures and introduced the Board and front table. He announced the fire safety exits.

JAMES MARTIN: Couple administrative things before we get into the discussion items on the agenda tonight. The public hearings that were scheduled for Metalico have been essentially tabled until the December meeting at the applicant's request, so we will not be hearing the applications for Metalico Rochester.

PUBLIC HEARINGS:

1. Application of Metalico Rochester, Inc., owner; 1515 Scottsville Road, Rochester, New York 14624 for preliminary subdivision approval to combine three lots into one lot to be known as Metalico Rochester Subdivision at property located at 1511, 1515 and 1525 Scottsville Road in GI zone.
2. Application of Metalico Rochester, Inc., owner; 1515 Scottsville Road, Rochester, New York 14624 for preliminary site plan approval to erect a mechanical metal shredder at property located at 1511, 1515 and 1525 Scottsville Road in GI zone.
3. Application of Metalico Rochester, Inc., owner; 1515 Scottsville Road, Rochester, New York 14624 for special use permit to allow an auto shredder and dismantling at property located at 1511, 1515, 1525 Scottsville Road in GI zone.

DECISION ON APPLICATIONS 1, 2 AND 3: The applications were tabled until the 12/14/10 Planning Board meeting at the applicant's request

JAMES MARTIN: We have one other administrative issue to deal with before we move into the discussion. The property at 741 Paul Road, which is the Greenwood Townhomes project was granted a two-year extension for the PNOD overlay dated December 3rd, 2008. That extension is about to expire obviously this December 3rd, 2010.

We have a request from the applicant to make a recommendation that -- which this Board does -- to the Town Board, to extend the expiration of the PNOD zoning to a later date, and that date to be determined by the Town Board.

So at this point, I would like to make a motion for the Planning Board to approve a recommendation to the Town Board to grant an extension of the PNOD overlay for the property located at 741 Paul Road known as the Greenwood Townhomes project.

JOHN HELLABY: I will second that.

JAMES MARTIN: The motion has been seconded. On granting -- I'm sorry, make -- approving a recommendation to the Town Board to extend the PNOD overlay zoning?

The Board was unanimously in favor of the motion by a vote of 7 yes.

JAMES MARTIN: We actually have two discussion items. Even though they're listed as two, they're locked together sort of from the standpoint -- from of the activity that is going to be going on over there. So basically we'll talk about these things together, but they are two different applications, since there are two different parties involved in the process or the project.

FOR DISCUSSION:

1. Five Star Bank -- proposed bank at 3171 Chili Avenue in GB zone.
2. Buckingham Properties -- proposed parking lot expansion at 3171 Chili Avenue in GB zone.

Steve Moolin, Drew Ingram, Andrea Delany, Dennis Hess, Mitch McLaughlin and Ken Glaser were present to represent the matters for discussion.

MR. MOOLIN: Good evening. My name is Steve Moolin. I'm a Principal and architect with Beardsley Design Architects.

By the way, Sandra, I have business cards for everyone here.

Tonight we have with us Andrea Delany, our Project Manager; Drew Ingram, our registered landscape architect; and two representatives from Five Star, Dennis Hess and Mitch McLaughlin.

We have met with the Town, both Town staff and a couple other bodies, three -- actually three different times, and we had an ongoing dialogue with the Town on both the property in question for Five Star Bank, and also we are working for Buckingham Properties for the development of the adjacent parking lot.

I will let Drew (Ingram) talk about the site issues. Just in -- in your cursory review or preliminary review of the drawings and other information, are there any upfront questions you have or things you would like to make sure we address this evening?

JAMES MARTIN: Um, I guess the only thing -- and again, it deals more with the parking lot extension than the bank itself, all right? Proximity to the retaining wall and any engineering issues that may exist around that particular aspect of the project. But I don't have anything specific to the bank itself.

I will go to the Board to see if there are any upfront questions.

PAUL WANZANRIED: Have you been to see the Architectural Board?

MR. MOOLIN: Yes, sir. We have.

JAMES MARTIN: Yes. We have recommendations from the Board -- Committee, yes.

PAUL WANZANRIED: There is no intention of connecting the two parking lots, creating a drive-through from the bank to this parking lot?

MR. MOOLIN: No, there is not.

PAUL WANZANRIED: Nor is there any intention of exiting that out onto your horizontal road?

MR. MOOLIN: You mean exiting the --

PAUL WANZANRIED: Parking lot extension?

MR. MOOLIN: No, sir.

PAUL WANZANRIED: Where is your snow storage going to be?

MR. MOOLIN: Well, that's a good one. I think that Drew (Ingram) and Andrea (Delany) can handle that in a little more detail as we go on.

PAUL WANZANRIED: Okay. All done.

KAREN COX: So we're just asking questions about --

JAMES MARTIN: You know, if they hear them now, they can come up and address them or --

MR. MOOLIN: We wanted to make sure we covered things.

KAREN COX: I guess my question that I have maybe is more to the parking lot, but is that to function as overflow parking for the bank?

MR. MOOLIN: No. No. Are the -- for Buckingham Properties and their -- and their office spaces.

JAMES MARTIN: For the existing office space?

KAREN COX: Okay. Okay. All right. That makes more sense.

JOHN HELLABY: Site related, I guess the only question I had that I was kind of curious about is several years ago when Wegmans owned this property, there was an extremely large ditch down through the road area there that they actually piped and covered. I'm just curious if you're going to utilize that existing pipe system that they had --

MR. MOOLIN: Yes, for their storm drainage, yes.

JOHN HELLABY: That's basically all I had.

JOHN NOWICKI: The only thing I thought I would comment -- because I know you have other banks in the area. You have one over in Henrietta by the Dome, and I think there is one in North Chili. So if anybody is interested in looking at what they look like and the site conditions and all of that.

MR. MOOLIN: In fact, this prototype was built at Ridgemont Plaza in Greece.

JOHN HELLABY: There you go.

JOHN NOWICKI: Good-looking project.

DAVID CROSS: Just curious about how storm water runoff will be handled.

MR. MOOLIN: We have the right people here tonight then.

DARIO MARCHIONI: So the -- the dotted lines is exactly where it is going to be part of the bank, right?

MR. MOOLIN: I didn't hear you. I'm sorry, sir.

DARIO MARCHIONI: You show here property lessee parcel lines. That is -- that is the set lines?

MR. MOOLIN: Right.

DARIO MARCHIONI: That's why you're not using the -- the additional parking?

MR. MOOLIN: Yes.

JAMES MARTIN: Why don't you go ahead and proceed.

MR. MOOLIN: Let's go right into site then, because I think that is where most of the questions are, and then we'll give an overview of the building.

MR. INGRAM: Good evening. I'm Drew Ingram with Beardsley. I'm a landscape architect. I will just walk you through the site development project.

Would you like me to remain here or can I approach the board, or is it --

JAMES MARTIN: You have two choices. We can put it on the overhead projector or go to the board as long as you talk loudly so everybody can hear you.

MR. INGRAM: I can stay here. That is fine.

So everybody knows where we are, Chili Crossing, just down the road in the Wegmans Plaza. The site that the bank is going to develop is actually .8 acres, so it is a little bit less than an acre. And it is now owned -- the larger property is owned by Buckingham Properties, and that -- their site is 3.2 acres, and it has the two office buildings and the associated parking there.

So right now, the spot that the bank is going to develop is just the lawn space between the office building and the Wegmans parking area.

Our -- the main entrance to our development is going to be down in the southeast corner, off the driveway that services the Buckingham office buildings and also the ESL Bank.

There is going to be a two-way drive. The main one on the southeast corner is a two-way entrance and exit. Then about 100 feet north of that is our one-way access drive to service the ATM area and the tellers, which is on the west side of our building.

Once you come in, the parking spaces on the south and east sides of the development, we have 31 parking spaces, two handicapped -- which includes two handicapped spots. The whole paving and access areas are enclosed with granite curbing. And then between the parking area and the building you have -- you know, concrete sidewalks and our landscape areas.

In terms of landscaping, we met with the Conservation Board and we gave them a little overview of the landscape design, which basically encompasses, you know, a mix of deciduous and evergreen trees, full foundation plantings around the building and some out -- plantings out in the lawn areas. What is not paved area will be either landscaped or lawn.

And then we also have our lighting, which will be about -- I think it's six -- about six light poles. About 24 foot tall. The building is 28.

The building itself is actually two stories. We'll talk a little bit more about the building. But the first floor, the footprint of the building is about 2,800 square feet, and there is about 900 square feet on the second floor, so it totals about 28 feet. The light poles will be a little less than that. A -- full cutoff fixtures.

And signage, we'll talk a little bit about that in terms of the -- there will be building identification signage, and we'll get into that on the building end.

What is out on the site will more or less be your directional signage at our entrance, directing customers which way to go for the ATM or exit and entrance, and there will also be some traffic control signage. For instance, the one-way, there will be a one-way sign on the -- on the ATM lane and fire lane signs, those kinds of things where necessary.

I think what we would like to add -- talk about the signage at this point, or go into the building?

MR. MOOLIN: Why don't we go through the sites because I think a lot of the Board's question was about the parking, Buckingham and this property. And snow removal, too.

MR. INGRAM: And snow removal. As -- as Five Star has done in the past, they -- because of the site configuration, there is not a lot of room for snow storage, so the intent is to remove the snow from the site. It may be stored temporarily for a short period of time, and we'll designate certain parking spots where that can happen, but the goal is to actually haul it off the site. And they have done that in the past for their other branches.

JAMES MARTIN: Before you get passed that, I noted on your plan essentially you're moving it off site to the pile in Wegmans parking lot.

Is that your intention?

MR. INGRAM: That hasn't been resolved yet, but that's something that they have done in the past. It may be removed entirely by the contractors that are hired to remove the snow.

JAMES MARTIN: There has been an issue that has come up in the past. Nobody likes these huge, ugly, black snow piles in the parking lot, and adding more to it, it is just something you might want to think about from a Planning Board perspective. We don't like it, but we have to deal -- we have to live with it. It has to go somewhere.

MR. HESS: Dennis Hess, the Facilities Manager for Five Star Bank.

We have already entered into discussions with our current landscape contractor that takes care of our plowing in the North Chili branch, and he currently is in the process of purchasing some equipment to be able to actually melt that snow and get that off the site all together. So in previous considerations with the previous boards we have met with, they said we could allocate as much as four spaces, two to four spaces, which we're more than willing to stay within those limitations, and anything beyond that would either be melted or trucked off the site.

JAMES MARTIN: Thank you.

MR. HESS: You're welcome.

MR. INGRAM: The -- we talked -- I want to talk a little bit about the utilities and the storm water. The -- yes, it is true. There -- there is a pipe on the south end of the property that

runs through our site, 24-inch storm site and two structures that were left. You know, it appears -- it takes the storm water right now. The site drains from north to south, and those will be connected into for our development. So that storm water basically goes to the west and then connects into the Target development, which then wraps around the building.

So the history of it is when Wegmans developed their building in 1992, they built a detention pond in the back of their building. The detention pond was sized for the entire development, which included future -- the large future retail which became Target, as well as the out parcels that are the banks and what were developing on now.

The -- since 1992 storm water regulations changed and additional requirements were made for storm water quality. And when Target came in, they modified the pond and added four bays to accommodate the storm water quality for again the entire site that drains into the pond.

So we're actually part of that system, so what we're doing is connecting into the infrastructure, the storm water pipe, which will then take the storm water off down to the detention pond.

We have -- we'll be connecting to the sanitary sewer. There is sanitary sewer in that driveway that runs north and south. There is a sanitary manhole that we're going to -- we're going to basically run another 60 feet south, put a new manhole in that will service our building. We have no need for a gas line, although there is a gas line in the -- our mechanical systems won't require a gas line.

The waterline, there was a recent separation between the Wegmans waterline and the Buckingham waterline, so we actually won't -- although there's a waterline that runs just on the east side of the driveway, that's privately owned by Wegmans. We won't be connecting into that. We'll be running our waterline actually up to Chili Ave. to hook in there. We'll need a 6-inch line because we'll have a sprinkler system in the building.

The other thing that we'll be running from Chili Ave. is running phone lines and cable and actually the power line to the building.

I think that -- I think that that -- unless you have questions about the Five Star lot, I could talk a little bit about the Buckingham lot.

JOHN HELLABY: Where does the sanitary sewer run to? Because I know Wegmans is -- is on a pump station and I likely believe Target had to put a separate station in.

MR. INGRAM: Actually, this one there is a pump station that services the Buckingham office buildings, which is just to the north of there, their northern office building and it pumps it up the hill. That is what we'll be connecting into.

JOHN NOWICKI: You said you will end up with a gas line. What are you using for heat?

MR. INGRAM: Well, I would love to turn that one over to our mechanical -- someone who could speak to that.

MR. MOOLIN: Let's shift over to building issues. Come on up, Andrea (Delany).

One of the systems that is being considered, we -- we had previously used a VRV system, which is a -- I just blanked out on the acronym name, but it is essentially -- it runs a variable refrigeration volume system that relies -- it's run on electrical power. It's a very high-efficiency system, also an expensive system as far as initial cost.

So -- we're looking at this site for the potential of geothermal on this site, and we're actually proposing that to the owner presently. But either way, we're not looking for a natural gas tie-in for this project.

MS. DELANY: Any of the heat pumps that are associated with a geothermal system will actually be electric, so gas isn't required for reheat, and pretty much that is it. We have preliminarily sized the service to come from the road with a 300 amp service, which should be sufficient for the building.

MR. MOOLIN: Like we said, it is -- it is a wood structure, and built very much like your home. It is a fully sprinklered building. Although, it is a dry system. Water is not sitting in the pipes. There is compressed air. When the sprinkler head is activated, the water comes into the building. It's 28 feet at its highest point. The -- the -- excuse me.

The materials are pretty traditional materials. Um, red brick with a brown shingle, which I think you saw at the Architectural Review Board.

And also what we did not have that night, for the Review Board to see, was we focused a great deal on how do we develop that roof edge. This is actually -- this is part of a -- it's a one-unit system. It's vented. The way the roofing insulation works, is the insulation all occurs above the roof sheathing, so we have a cold roof design.

This is some of the details of the building (indicating). This (indicating) happens to be Greece that it is built in.

PAUL WANZENRIED: The ingress and egress at -- towards the -- is that the -- the main access road?

MR. MOOLIN: This -- what we would call the south -- on Wegmans' side of the site, sir?

PAUL WANZENRIED: Yes, sir.

MR. MOOLIN: This -- Wegmans is down here (indicating).

PAUL WANZENRIED: Right. I know.

But your ingress and egress, do you see any potential traffic conflicts with that? In terms of people trying to get in, backing traffic up out into that? You know, you're -- you have people coming from ES&L constantly coming out there, stacking cars up. Was any thought given to that in terms of moving back, flipping the design? Making -- making it exit only?

MR. INGRAM: I -- I think that the -- the circulation for the vehicles coming into and out of our site is -- is going to work the best in this arrangement. It -- just the way that the circulation

needs to happen for the ATM, counter clockwise direction around the building, so that the car is facing the right way, and, you know, I -- I don't feel that there is going to be any real issues with making any problems worse with traffic congestion or anything like that in terms of how many cars are coming into and out of our facility at peak times.

MR. MOOLIN: One of the things, too, here, there is a bypass lane. For some reason these spots have a car there, those four spots, there is also room to move around all those cars, too. But our experience at other branches has not seen that kind of traffic flow really generated.

PAUL WANZANRIED: Okay. But I'm not sold on that.

JOHN NOWICKI: You have to keep in mind here, on traffic pattern, the changes made going up the hill from Chili Avenue from Wegmans, the other lane they put in for left-hand turn and also the light going in on Paul Road.

KAREN COX: I think Paul (Wanzenried) is thinking more about traffic on --

JOHN NOWICKI: On site.

KAREN COX: -- correct me if I am wrong, on the Wegmans --

PAUL WANZANRIED: Off the Wegmans road, going back. If there is traffic coming back A, to get into your facility; B, to go back to the doctors' offices, okay; and you have got people that are consistently exiting from ESL -- and they back up three or four deep, okay -- to get into that front entrance, a car is going to sit there and wait. Then I have another one behind it. Then I'm two out and I'm out into that Wegmans road.

KAREN COX: There is another way -- they can -- if there is back-up, they can certainly go up to the other -- to -- the other entrance isn't just for the drive-through. They can come in the other entrance.

PAUL WANZANRIED: I'm thinking that that should just be one ingress and egress. Separate it out.

KAREN COX: Will people pay attention to that? That is the other problem. You know, it --

PAUL WANZANRIED: I don't know.

KAREN COX: If -- if you have that, it's only as good as -- as enforcement. That's -- I'm not saying I --

PAUL WANZANRIED: I'm just saying that's a -- that's a pretty heavily trafficked area.

KAREN COX: Certain times of the day, yes. I mean, usually the times that I have seen the traffic bad -- or not bad, but the heavier traffic is also at times when the office buildings are closed, and there's a lot of traffic with ESL.

JOHN NOWICKI: There will also be two other factors factoring in that traffic there: When the bank has lowered their interest rates and Wegmans has a big sale.

(Laughter.)

JAMES MARTIN: From a timing perspective, um, I'm not sure how the shifts work with the medical building back there. Does the staff all leave at one time? Those are -- those are some concerns. Paul (Wanzenried) has a valid point. I mean, you could get into a significant issue with a traffic tie-up there, people trying to get into your facility because they can't -- because all of a sudden, you know, you have all of those doctors' offices back there and the staff is going home for the day.

So I just -- you know, something that you should think about from the standpoint of -- of your own benefit, I guess, on this to be sure that your customers do have access to your facility. And hopefully if somebody was in line with a left-turn signal on, somebody would let them through to get to the bank.

MR. INGRAM: If cars certainly do stack up on that existing driveway and you're trying to come into the first -- enter -- enter -- entrance, and it's blocked, you could certainly use the ATM entrance and then turn down into the parking lot. It -- it's an entrance. We have designated it enter only, but you could certainly get down into the parking lot from there.

And like I said, that's about 150 feet back from the road intersection. So it shouldn't be blocked -- I -- I have not been there during those hours, but I --

KAREN COX: My inclination as a customer, if I have to wait to get in an entrance and I know I can get in one further up from the location, I will take the one further up.

MR. MOOLIN: Frankly, we have stacking down here for 20 cars also.

KAREN COX: That's a lot.

MR. MOOLIN: So what I am saying is that would be a good indicator for the customer. Not good for my client.

DARIO MARCHIONI: Nice looking building.

JAMES MARTIN: Yes. We do have a letter from Mr. Ignatowski.

I will let you formally comment on that when you're in for preliminary approval, but essentially you like the design according to your notes.

We also have a letter from the Conservation Board. I think you have gotten reviewed, and likewise, Pat (Tindale), we're waiting for preliminary on this.

Let's talk about the property -- or I mean, the parking lot expansion at this point.

MR. GLASER: Good evening. My name is Ken Glaser. I'm here to represent 3179 Chili LLC. We're the property owners. Buckingham Properties is the management company for the property.

Um, we're looking to expand the parking because we currently have two 12,000 square foot buildings. We have 120 current spaces. That breaks down to about 5 to -- 5 spaces per 1,000 square feet. Um, we're about 70 percent occupied. For medical, you typically like about 7 per 1,000. So we're a little short on there.

We know we're not going to develop that little corner lot, and if we got to 100 percent occupied, we will have some parking problems. We're hoping to get there. All but one tenant is currently medical. We have one small office user. I think it is Liberty Mutual. Aside from that, it is dental, optometry, a couple others.

So basically we're in the -- we're trying to market as a medical complex. So we think that if we can add -- we're adding 21 spots, losing 3, a net of 18. We get our ratio up to about 5.8, which is a little better. It is the best we can do. We think it will work. It's pretty straightforward.

JAMES MARTIN: So you're essentially utilizing all your available space for the parking addition. You don't have any other spaces you could utilize at this point?

MR. GLASER: No. That is it.

JAMES MARTIN: Okay. As I said earlier, I guess, you know, you're getting pretty close to the retaining wall. I know Lu Engineers and Mr. Lindsay will take a hard look at that to make sure we're not going to disturb anything with the -- from an engineering standpoint that could be detrimental to the site.

Any comments on that?

MR. INGRAM: Actually, I would. The way that -- you see the configuration there where there is ten spaces on the -- on the east side and only five spaces on the west side. We actually had ten spaces, mirrored each other at one point, but found that on the west side, we were getting into grading modifications that would have required either modification to the existing wall or an extension to the wall.

So we backed away from that, and with this configuration, we shouldn't need -- there will be no modification to the existing wall, and we don't need a retaining wall to hold back any earth on that side. So we did that purposely to just avoid any issues with that.

JAMES MARTIN: Just for my clarification, you will be cutting into the bank slightly to --

MR. INGRAM: Very, very slightly. Very -- there is very little -- and you will be seeing the grading plans for that shortly, but there is actually very little modifications to the -- to the existing hill, as -- because we're actually filling. We're adding fill under the parking lot. As you know, it is quite a bit of a depression, so we're bringing grade up. That's just going to blend into the existing hillside.

JAMES MARTIN: Your previous comments about drainage, this will all drain --

MR. INGRAM: Same. No new structures on this portion. Just razing the existing structure on the line, that is on that 24-inch line, has to be brought up about 2 feet.

JOHN HELLABY: If I remember correctly, and it has been about several months since I have been back in there, but that lot, if I recall, was in pretty rough shape down through -- between those two buildings.

MR. GLASER: The what was?

JOHN HELLABY: The parking lot itself.

MR. GLASER: Yes. We have resurfaced the whole lot.

JOHN HELLABY: Have you already?

MR. GLASER: Yes. We put a new pump station in.

JOHN HELLABY: It has been several months since I have been there.

MR. GLASER: Yeah. We have done a whole lot. We have added a pump station that was sized to actually accompany another 12,000 square foot medical. This obviously is a lot smaller, so we should be all set there.

DARIO MARCHIONI: I was just thinking, is there any plans for -- for emergency vehicles since you have this huge parking lot? Basically, there's one entranceway up on the northern section. You were talking about tying up cars on this road. If there would be a possibility of putting an emergency exit on the west side of this parking lot, southern west side of it? Just --

JAMES MARTIN: You mean up the slope?

DARIO MARCHIONI: Right here (indicating).

MR. GLASER: Connecting to the main road?

DARIO MARCHIONI: Yes.

KAREN COX: Too close to the stop sign.

DARIO MARCHIONI: Just if you ever thought -- just discussions.

MR. GLASER: We actually would have liked to have done that. It would have helped our circulation, but stacking wise, it --

DARIO MARCHIONI: You have a lot of cars here. If you got a -- if you got -- an emergency problem, you know -- especially at a busy time.

JAMES MARTIN: We have asked to have Scott Miller, Fire Marshal, review this plan and issue a -- you know, his comments regarding the design and the layout, so I think, again, I'll let the Fire Marshal determine, you know -- you have a point. We'll let the Fire Marshal take a look at that and see what he has got to say about it.

Anything else on the parking lot addition? Anything else from the side table?

I see heads shaking no.

MR. MOOLIN: Could we talk a little bit about signage tonight? Is that an appropriate issue?

JAMES MARTIN: Sure you can talk about signage. This -- if you're going to ask for variances, this is the wrong Board.

MR. MOOLIN: No. I just wanted to give the Board an idea what is going on. We're looking for -- we'll be applying to get signage -- and I will show you an elevation, but on this side

facing Wegmans (indicating), here on this side of the building (indicating) and also on the drive-through side (indicating). And also we're looking at a potential for a ground sign here (indicating).

Signage is a very -- it's a -- it's a subtle star. These signs are edge lit. If you have been out to see either the Greece or the Henrietta properties, you will see what we mean by edge lit. So rather you're not looking at light coming at you. You're looking at light surrounding it. It is built into the signage itself.

The words Five Star Bank over here (indicating). So this is the face, that faces Wegmans.

Here is the face that faces that ingress drive, and then this (indicating) is the face that faces the retaining wall, essentially.

KAREN COX: So the words themselves will have the edge lighting?

MR. MOOLIN: Yes. They do. And also the sign -- or the star symbol. We have a couple designs going back and forth about what the ground sign might be, but it will probably be a brick base with the sign somewhere around here (indicating) and this height (indicating) to present to the Zoning Board.

JAMES MARTIN: Certainly monument signs are preferred as far as the signage goes.

As I said earlier, if you're in a position where, you know, you're having a code issue, the Zoning Board will have to --

MR. MOOLIN: We just wanted to make sure the Board was aware of the sign.

JAMES MARTIN: We appreciate that.

MR. MOOLIN: That's really all we have.

JAMES MARTIN: The project looks very nice, so we look forward to seeing you back here in December.

MR. MOOLIN: We'll see you on the 14th, right?

JAMES MARTIN: That's it.

DECISION ON FOR DISCUSSION MATTER #1: The questions and concerns raised by the Planning Board should be taken into account as the applicant prepares preliminary approval documents.

DECISION ON FOR DISCUSSION MATTER #2: The questions and concerns raised by the Planning Board should be taken into account as the applicant prepares preliminary approval documents.

The 9/21/10 and 10/12/10 Planning Board meeting minutes were approved as submitted.

The meeting ended at 7:44 p.m.