

CHILI PLANNING BOARD  
February 8, 2011

A meeting of the Chili Planning Board was held on February 8, 2011 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 Nowicki, Theresa Reilly, Paul Wanzenried and Chairperson James Martin.

**ALSO PRESENT:** Michael Hanscom, Town Engineering 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; Matt Emens, Architectural Advisory Committee Representative.

**JAMES MARTIN:** Before we get into the formal part of the agenda tonight, I would like to make a presentation to a former member of the Planning Board.

Dario (Marchioni), would you come up, please, and Julia (Marchioni), please come up with him?

Karen (Cox)?

Right over here. Actually, it is my pleasure to present this plaque to you on behalf of the Town of Chili, to Dario Marchioni in appreciation for 26 years of dedicated service to the Town of Chili. 14 years on the Planning Board, I know. Some years on the Drainage Committee. Plumbing Board.

Anything I have missed?

**DARIO MARCHIONI:** A few more.

**JAMES MARTIN:** But anyways, on our behalf, we really want you to have this, and we thank you for your service very, very much.

We thank you for your service, Julia (Marchioni). I know you stood behind him all those years, so thank you very much for everything that you have done for Dario (Marchioni).

Thank you. (Applause.)

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:** We're going to move the discussion item up to the head of the agenda tonight. The discussion being presented by Bergmann Associates regarding proposed Town of Chili Highway Department building located at 200 Beaver Road in LI zone.

This is a courtesy presentation to the Planning Board, and I think those of you who are here from the public will benefit of getting a view of what the plans are for the new Town highway garage.

**FOR DISCUSSION:**

1. Bergmann Associates -- proposed Town of Chili Highway Department building at property located at 200 Beaver Road in LI zone.

**DAVID LINDSAY:** Thank you. I think you know my name is David Lindsay. I'm the Commissioner of Public Works for the Town of Chili. Tonight we have representatives from Bergmann Associates to provide you with a courtesy review of the Town highway garage, where we stand to date.

Again, these are our preliminary plans to date. We continue to work with the consultant for the Town to finalize the design and move the project forward.

If you have any questions for me, otherwise I will turn it over to Joe Istvan from Bergmann -- or Andy Hart, rather.

**MR. HART:** My name is Andy Hart with Bergmann Associates, civil engineer and landscape architect for the proposed highway DPW facility.

Here with me tonight is Joe Istvan, Principal of Bergmann Associates and also the lead architect on the project.

So as David (Lindsay) mentioned, we'll just give a brief presentation on the proposed DPW garage and where it stands to date. The drawings that you see over here represent our work to date.

The property is located at 200 Beaver Road, Town property that they previously owned. It is between Cedars of Chili, the residential portion to the west and the former Case Hoyt building to the east.

Programming for the site would basically include a 54,300 square foot highway facility building. 8,000 square feet of cold storage building. 7,500 square foot salt barn that would store 3,000 ton of salt. A fueling station with a canopy over it. Some bulk storage area material to the north of the site, and a community give-back area for the community to pick up mulch and other items that the Town DPW facility gives out.

Within the main building, which is seen over on the board to my right here, um, is the 54,300 square foot building, and there is four main areas within the building.

There is an administration function that -- up towards the front, about 7900 square feet for the admin staff and for locker rooms and so forth.

There is a fleet storage area which is really the majority of the building, square footage to store the fleet inside.

The maintenance facility will have six bays in roughly a little over 10,000 square feet. That is part of the L shape that heads up to the north there.

The Parks Department will be housed here, as well. That is about 5,400 square feet.

The site, placement of the building was towards -- this is only a portion of the whole site that the Town owns. It is about a 30-acre site at the moment, and the building is kind of placed towards the south, towards Beaver Road, about 300 feet off the road or so. We try to limit the utilities to the site as well as site disturbance, so we kind of placed it towards the south.

We also wanted to be cognizant of the residents to the west, so we'll kind of keep everything as far as we could to the east, and we also wanted to have the ability to expand the building in the future, both east and west, the way the building is set up.

The vehicle circulation towards the site is coming in off the north part of Beaver Road, and -- maybe if I can walk over, I can show you.

Enter through here (indicating). As you come to the left side of the driveway, there is parking for both the visitors and for the employees. There is 65 employee parking, 20 visitor parking. To the east, is the community give-back area. In this area here (indicating).

As you continue north through the site, there will be a cantilever gate entrance. The whole entire back area is fenced for safety and security reasons. The plow trucks and maintenance vehicles and fleet vehicles will come in this counter-clockwise motion around the site.

There is a fueling canopy station here (indicating), as well as before you come -- the salt barn and the cold storage area here (indicating).

This area here (indicating) is a gravel lay down area for the materials (indicating). The bulk storage and so forth.

We also have an outdoor covered wash bay, as well as a prewash bay. The prewash bay will help us get the extra dirt and mud off the vehicles before it enters into a covered wash bay, and the maintenance vehicle area is right in here (indicating), simple bays. Four from the west, and two from the east.

In terms of utilities, all utilities are on Beaver Road that we need. The sanitary sewer is to the southwest corner of the site. There is a pump station there that we'll connect to. Water is there, as well, so you can connect to that.

For storm water, what we have kind of done is sheet-drained everything towards the south, east and west, through grass swales to help with the green initiative of some -- some items you probably heard earlier this evening. What we want to do is create some rain garden areas for the roof drainage to go into, as well as create a larger pond to the south of the site.

Most of the landscaping we have provided is pretty extensive. We have done a vegetative buffer to the east of the site as required by the property purchase, and we have provided foundation plantings along the south side of the building, too. Shade trees and some decorative ornamental trees, as well.

For the areas that we're not -- to try to keep the maintenance of the lawn down, we have created a low mow area of lawn. It's basically a fescue that will only grow about 6 to 8 inches tall. You only need to mow it about every two to three -- two to three times a year. We'll use that around the periphery around the site. Close up to the building, we'll still use the normal lawn that we would normally use.

That's basically the site in a nutshell. I don't know if you have any questions.

JAMES MARTIN: For the bulk storage, will you use like Jersey barriers or something like that?

MR. HART: The Town would provide those items. The DPW said they would build those, so some type of concrete bunker that would store those materials.

JOHN NOWICKI: Any proposed porous pavements?

MR. HART: We're not proposing porous pavements at this time. We did propose sheet-draining, and we're trying to limit our underground conveyance system. So we are promoting the green grass swales and rain gardens.

KAREN COX: What is the -- what is going to be stored in the cold storage?

MR. HART: The cold storage has items -- a lot of the items are for parks, mowers and so forth, things that don't need to be heated, but do need to keep covered.

KAREN COX: It is shown on the plan as an alternate three. Is it possible it won't be built?

MR. HART: There is a potential when the pricing comes back if it is bid, we might be able to alter the footprint of the building and make it bigger which would eliminate the need for a cold storage. That is a potential.

JOHN NOWICKI: The color of the buildings, as we're seeing them now on these drawings to your right, is that the color they're going to be?

MR. HART: Yes. Joe Istvan is here and he can talk about the building, when you're ready.

MR. ISTVAN: Hi. My name is Joe Istvan, a Principal with Bergmann Associates.

What I wanted to talk a little bit about here today was just sort of the building materials and it may answer some of your questions.

Um, the salt barn is going to be a -- sort of a pre-engineered structure with a fabric roof. You have seen them around New York State. DOT is using them quite extensively now. They have a good warranty with them, and that is what we're intending to use for the salt barn.

For the cold storage building and for the main garage, we're looking at a pre-engineered metal building. Siding would be the blue color that you see there, and the roof would be a Galvalume type of material that is standing up there. Gutters and downspouts would be the tan color that is clipped to the roof there (indicating).

The administration building, which is the portion out front and the portion you see in the -- on the board on the right there, the view of that, would be faced mostly in masonry, and we would be using a couple of different kinds of split face, rock face, CMU to give it a little bit of interest and a little bit of texture.

So the roof of the administration building would also be the Galvalume roof panel that you see there.

So largely those are the materials. And as and I said, we do have a fueling station out -- out in the -- in the main yard, which will have a canopy over it, similar to what you would see at a gas station, and, we will have above-grade tanks for the fuel. We're not looking at burying or using any underground tanks, so we'll have the above-grade tanks with the proper containment and so forth. So that is a little bit about the materials, and Andy (Hart) and I are both available for questions.

JOHN NOWICKI: What about site lighting?

MR. HART: We haven't gotten to the point of the design of the site lighting at the moment. We are proposing to use probably a shoebox style fixture, but we haven't gotten to the selection of the site lighting yet.

JOHN NOWICKI: Okay. Security on the site will be primarily cameras and --

MR. HART: And fencing, yes.

KAREN COX: Is this going to go through the Architectural Advisory Committee?

MR. HART: The site plan -- or the landscape plan has gone to the Conservation Committee. We did receive their comments. I believe one of them was to select another shrub -- or tree from the Austrian Pine, which we'll do.

THERESA REILLY: Is there any extra space planned in both the cold storage building and -- I see where things are marked here. Is everything accounted for or is there any place for additional equipment in the future without doing the expansion?

MR. ISTVAN: At this time, the way the buildings are sized now, and what you see on the plan, this -- we have all of the inventory that the parks, DPW and the highway have -- currently have, with a little bit of growth. Not much, but a little bit of growth anticipated. So if there is significant growth in the Highway Department at this time, or in the future, the buildings are -- are designed to be expandable. So we can go on either end of the large building and just add on another bay or two, and we have situated the building on the site so that we can strategically do that in the future, if needed.

THERESA REILLY: When you say it accounts for the inventory now, is that with a little bit of room? Is that 95 percent of the inventory now?

MR. ISTVAN: I think it is 100 percent of the inventory.

THERESA REILLY: Is there any extra above that?

MR. ISTVAN: The question was, how much of the Town's inventory, in terms of equipment, vehicles, et cetera, are we accommodating in the new facility, and is there any accommodation for growth?

DAVID LINDSAY: We're accommodating 100 percent. We have a limited area within the proposed structures for growth.

We're also only utilizing half the site, which you don't see there in the shaded area. It really only represents about half the site. You see here (indicating), we're utilizing just the front half here. So we have area in the back for growth, as well.

DAVID CROSS: Do you anticipate any improvements will be needed on Beaver Road?

MR. HART: We haven't had any conversations with the DOT as of yet. At worse-case scenario, I could see a left-turn lane coming in, a decel lane.

PAUL WANZENRIED: Where would you store the plows? Will they be stored inside the building?

MR. ISTVAN: Yes. That is the intention. The plows will actually be stored in front of where the plow truck parks, so they can be disconnected and left there, so it has been sized to accommodate that distance.

DAVID LINDSAY: The main section of the building here -- we don't have the floor plan here, but this middle rectangular piece is the garage where all of the equipment, the plows, the loaders, all of the vehicles that we would like to keep warm and in a heated environment will be in there.

PAUL WANZENRIED: You drive them right through, in one side out the other?

DAVID LINDSAY: Yes.

MR. HART: They come in counterclockwise basically.

PAUL WANZENRIED: In from the west, out from the east?

MR. HART: Right.

MR. ISTVAN: And the larger vehicles will be parked on the Beaver Road side of that aisle -- south side of that aisle.

JAMES MARTIN: Any other questions from the Board?

Thank you. Very nice job. We'll look forward to the wonderful addition to the Town.

KAREN COX: David (Lindsay) is looking forward to the new home.

DECISION: The Planning Board thanked Bergmann Associates for its review of the proposed Town of Chili Highway Department facility at the February 8, 2011 Planning Board meeting. The Planning Board indicated the new facility will be a significant improvement to the Town's infrastructure.

PUBLIC HEARINGS:

1. Application of SunCap Property Group, 3419 Seward Place, NC 28211 for final subdivision approval of two lots to be known as FedEx Subdivision at properties located at 3516 & 3520 Union Street in G.I. zone.

JAMES MARTIN: I'm going to have to amend this application. Apparently at this point in time we're dealing with three lots and not two lots, so I'm going to make a motion to amend this application to now read for final subdivision approval of three lots to be known as the FedEx Subdivision at properties located at 3516 3520 and 3530 Union Street in a GI zone.

Do I have a second on amending this application?

JOHN NOWICKI: Second.

The Board was unanimously in favor of amending the application.

INFORMAL:

1. Application of SunCap Property Group, 3419 Seward Place, Charlotte, NC 28211 for final site plan approval to erect a 71,500 square foot regional freight terminal warehouse with 8,125 square feet office area, 8,720 square foot shop, and two miscellaneous accessory buildings at property located at 3516 Union Street in GI zone.

JAMES MARTIN: While we're amending applications, since we'll be hearing basically the Public Hearing for the final subdivision and then under Informal, we'll be hearing the final site plan, I need to amend the application on the final site plan, in addition.

Basically, the application for the final on the site plan is the application of SunCap Property Group, 3419 Seward Place, Charlotte, North Carolina 28211 for final site plan approval to erect a 71,500 square feet -- I need to amend that to a 91,260 square foot regional freight terminal warehouse with 8,125 square foot office area, 8,72 square foot shop, and two miscellaneous accessory buildings at property located at 3516 Union Street in GI zone.

Do I have second?

JOHN NOWICKI: Second.

The Board was unanimously in favor of the motion to amend the Informal Application Number 1.

Glenn Thornton was present to represent the application.

MR. THORNTON: Good evening. I'm Glenn Thornton with Thorton Engineering, civil engineer for the FedEx Freight Service Center project.

With me tonight I have members of the SunCap Property Group and DooleyMack team for this project, so I'm sure when questions come up, I will invite whoever with our team could most appropriately answer them to address the questions.

Um, yes, what we're proposing is a three-lot subdivision of properties owned by Jarvee Associates at 3516 Union Street, DLB Holdings at 3520 Union Street, and Edward Van De Water at 3530 Union Street.

The subdivision would create a right-of-way for a new Town street to be called Boon Drive, which will have a variable width right-of-way from 66 feet to 80 foot in width. The new roadway would -- would serve the properties along the street, which would be the Van De Water and Boon properties, as well as the new FedEx freight facility further to the east.

Um, the plans that we have developed for this we believe are in compliance with Town standards. We know they have been reviewed a number of times. We have responded to comments along the way, and I think we have satisfactorily addressed all of the Town comments on the roadway, on the road alignment, on the intersection alignment with Union Street. That is we -- we acknowledge it is a skewed alignment, but we believe, and I think we have presented enough documentation to -- to present a strong case that it is -- that it is the most appropriate and the safest and best alignment for the roadway, under the given conditions of the properties that we have to work with, and the adjacent wetland areas to -- to the north of where the roadway will be positioned.

The right-of-way and roadway will meet -- as I said, meet Town standards. There will be a gutter system along the roadway with a storm sewer and drainage inlet system. The -- the

adjacent areas outside the wetlands will be graded and seeded to lawn areas.

JAMES MARTIN: Okay.

MR. THORNTON: I think that probably presents what we're proposing to do, fairly completely.

JAMES MARTIN: Okay. A couple of things. At the December meeting, when we gave you preliminary on the site, there were a couple of things that the Planning Board requested. One was completed traffic study, and I haven't seen that yet.

Has that been submitted?

MR. THORNTON: That has been submitted, yes. The traffic study and a few follow-up letters, as well, from our traffic consultant.

JAMES MARTIN: So it just hasn't shown up in my mailbox yet.

MR. THORNTON: I think with that we also submitted the -- the traffic impact study acceptance letter from the New York State DOT, as well.

JAMES MARTIN: All right. I will double-check on that tomorrow.

Second thing is the applicant shall provide a detailed trip generation report to the Planning Board.

Has that been submitted?

MR. THORNTON: That has been submitted, yes.

JAMES MARTIN: In a letter dated February 1st from the Town Engineer, um, there were a couple of issues that I just wanted to quickly review. Have you had a chance to see that letter and to react to it? I'm assuming that the conveyance of the property at 3530 Union Street, the -- the -- the proper legal papers exist for that conveyance?

MR. THORNTON: Yes, they do.

JAMES MARTIN: All right. Previously, in the conditions, the December meeting, we talked about information that is required under Section P of the SPDES multi-sector general permit. That was still a comment on the most recent letter from the Town Engineer.

Has that been taken care of?

MR. THORNTON: That has. We prepared a multi-sector general permit SWPPP which was submitted to the Town, and the Town Engineer last week. I think it probably crossed paths with this -- with this comment letter from the Town Engineer.

JAMES MARTIN: Michael (Hanscom), you okay with that answer?

MIKE HANSCOM: Yes, I am. I received it the afternoon after I sent the letter out.

JAMES MARTIN: That included the oil/water separator that was requested and the -- in the letter?

MR. THORNTON: It was discussed. We have also responded to that comment about the oil/water separator, and I spoke to Michael (Hanscom) this afternoon about the separator, and we have not included that, the oil/water separator on our plans yet. It can be a condition of approval. We -- we have been kind of kicking it around.

We understand that the real push for the oil/water separator is primarily to control fuel spills. If a fuel spill was to occur at the facility. And we believe that with the FedEx spill control plan that they have in place, it would be adequately addressed, but if -- if the Town, the Town Engineer doesn't feel that spill plan is appropriate or adequate, um, most certainly we would -- we would look at an oil/water separator in the vicinity of the -- of the fuel -- the fueling area to contain an anticipated or potential spill in that area.

JAMES MARTIN: I think there was some other concerns around leaking fluids from parked trucks and things of that nature that a first flush would --

MR. THORNTON: Right in the SWPPP, what we presented was the use of good housekeeping practices to maintain the pavements, to inspect the pavements using drip pans, under trucks, monitoring the drip pans as well as providing filters within the surrounding drainage inlets, around the -- around the maintenance area and the fueling area. So we think we have addressed -- the first flush of runoff from this area, but as I said, the oil/water separator, it is something that we haven't included, but if -- if it is a condition of approval, most definitely.

JAMES MARTIN: Well, I think, you know, we always -- obviously put in the final provision of Town Engineer approval and Commissioner of Public Works, and if they deem it necessary, would it be covered under that condition of the approval process?

MR. THORNTON: Sure.

JAMES MARTIN: Certainly, you working in conjunction with the Town Engineer and Commissioner of Public Works, we want to be sure there is no negative impact on, you know, either the Van De Water property or the Boon property as a result of the construction that is going to go on from the FedEx facility, and I just wanted to highlight that, that certainly that needs to be scrutinized very carefully to make sure there is no negative impact on your neighbors from the standpoint of the drainage issues on the facility.

So again, it's covered under the final approval by the Town Engineer, Commissioner of Public Works. I'm sure that they will be on top of this, and I'm sure Mr. Boon and Mr. Van De Water is not negatively impacted by your construction of this facility.

There was another comment about existing culvert pipes that run under Boon Road to be replaced with new pipes before the Town could take dedication of the road. I'm assuming that is going to happen?

MR. THORNTON: Yes, it is.

JAMES MARTIN: All right. There was a comment about widening the storm water pond access easement from 15 to 20 feet.

Has that been addressed?

MR. THORNTON: It will be done.

JAMES MARTIN: All right. There is another comment about secondary access for emergency purposes to the facility. I did have a conversation with the Fire Marshal regarding this particular comment. It is his position right now that current design is satisfactory to meet his requirements for access to the site, that it is not going to require, you know, some sort of secondary access at this point, and he would document that in a letter to the file, indicating that he is basically approving your design as is for access or emergency purposes, okay? So -- so that point has been taken care of.

Um, certainly there is a comment about new slopes on the site, being 1-on-3 degree or less. Is that being addressed?

MR. THORNTON: It is currently with the -- with the current set of plans that we have developed, we to have one area where the slopes are steeper than a 1-on-3 slope, and that is in the vicinity of a wetland area, where we wanted to pull the toe of slope back to provide about a 10 foot buffer at least to the wetland area. I spoke to the Town Engineer this afternoon, and it's -- it's up to us now to demonstrate that we can construct such a slope and make sure it is stable. We do that by keying it in, providing fabric for stabilization. So we need to do that, but we can address that, I think.

JAMES MARTIN: That will be covered under final approval by the Town Engineer.

The lighting contours, um, for the site plan indicating that, you know, we're down half a foot candle to the perimeter.

Has that been addressed?

MR. THORNTON: It has. We presented a revised lighting plan last week with the submittal showing a lot of information at the property line to show that how the house side shields on the lights are preventing any light spill over.

JAMES MARTIN: Michael (Hanscom), that comment about the lighting, they have submitted a revised plan. Are we okay at this point?

MIKE HANSCOM: Yes, sir.

JOHN NOWICKI: Have they adjusted the height of the -- from what was it, 39 feet?

MIKE HANSCOM: Presently most of the poles are 39 feet. Some of them have dropped down --

JOHN NOWICKI: They have brought them down?

MIKE HANSCOM: Most are still 39 feet. They dropped from the original 50 feet that they had, and they have increased the number of poles to provide sufficient lighting over the -- over the parking lot.

JOHN NOWICKI: So the poles have been dropped down in height?

MIKE HANSCOM: Yes, sir.

JAMES MARTIN: Thank you. Thank you very much for doing that.

Okay. There is one other comment, that the pipe slopes and inverts must be shown on drawing U1.

Has that been taken care of?

MR. THORNTON: It has, yes.

JAMES MARTIN: All right. So that cleans up a lot of comments from the latest Town Engineer letter.

I don't have anything else at this time.

PAUL WANZENRIED: The vehicle parking and the parking requirements is 280 spaces required by code. Is that encompassing everything, or just the visitor parking? When you say in your -- in your S1, vehicle parking: Employees, 122; with 4 handicaps; visitor, 12 with 2 handicapped. Are they correlated the same?

MR. THORNTON: Yes. The total parking that we showed on the site plan, the 280 spaces is based upon code and square foot of the building.

PAUL WANZENRIED: Does it pertain to the visitors only, or is that the whole parcel?

MR. THORNTON: I think -- I think it's the whole parcel. Visitor, employee, everybody. And we did -- we were in front of the Zoning Board of Appeals on -- oh, January end. We did receive a variance for -- for the parking.

PAUL WANZENRIED: You did.

MR. THORNTON: For the number of parking spaces, as well as the front yard parking. That was the January 25th Zoning Board meeting.

JAMES MARTIN: Right. I have a copy of the approval if you want to see it, Paul (Bloser).

PAUL WANZENRIED: The other thing I want to ask about is, why does that fence extend so far to the north? Why is your barbed fence extend so far?

MR. THORNTON: You're talking this area up here (indicating)?

PAUL WANZENRIED: Yes. The --

MR. THORNTON: The fence is up in that area. We provided a graded area to the north of the existing paved yard area. Number one, we need to shed the water from that area into the storm water pond. FedEx also required that we provide such an area for future expansion. On the plan we have shown a future loading dock expansion. There are no plans at this time for the -- either the loading dock or any future expansion to the north of the yard area, but to save money in the future, they want these areas graded just in case they do find a need to expand.

PAUL WANZENRIED: So the area is -- so the area would be graded such it would just be extensions of pavement.

MR. THORNTON: It would be pavement. It is graded to accept about a 2 foot box-out in

pavement in that area and still drain everything down to the pond. The pond itself has been sized for any future development of buildings, of pavements up in that area.

PAUL WANZENRIED: And last question would be in the three corners, you have shown equipment parking. What equipment would park in those corners?

MR. THORNTON: You know, it's a good question, Paul (Bloser). I'm not absolutely certain. The only equipment I'm aware that they have, and they would be parking around the yard, would be the dollies, the converter dollies for hooking tandem trucks together. That's -- that's all I'm aware of. That's it. And I have looked at other facilities, and basically, that's all you see out in the yard area, would be the dolly parking.

PAUL WANZENRIED: Okay. I have no further questions.

KAREN COX: Um, is Planning Board going to get a chance to look at the traffic information that has been provided, or are we going to rely on the Town Engineer's review?

JAMES MARTIN: I will address that tomorrow with the Commissioner of Public Works and the Town Engineer. If I feel that it is necessary for us to review it before the mylars are signed or anything is signed, we'll have an opportunity to do that -- to do that.

KAREN COX: Okay. That was just the one question I had.

JOHN NOWICKI: Has the property been submitted for a Drainage District?

JAMES MARTIN: That was addressed.

JOHN NOWICKI: Because this still says "no" here on mine.

JAMES MARTIN: It's in the district.

JOHN NOWICKI: It is in the district? You have application for that?

MR. THORNTON: We have been told it's in the district and we didn't need to submit an application for it.

JAMES MARTIN: That's correct?

DAVID LINDSAY: That's correct.

JOHN NOWICKI: The Fire Marshal's requests, have they all been met?

JAMES MARTIN: Well --

MR. THORNTON: I'm not sure if I have seen any -- any comments from the Fire Marshal. We -- we are trying to schedule a meeting with the Fire Marshal which will probably occur later this week, or early next week, but I don't believe we have seen any comments from him yet.

JAMES MARTIN: If you want to take a quick look. It is basically flow rates, pressures -- they all have to be met.

MR. THORNTON: Can I borrow this for one second?

JAMES MARTIN: Sure.

MR. THORNTON: Yeah. Reviewing these -- these comments from the Fire Marshal, Mr. Miller, there is no surprises here. The one thing we will need to secure is an updated hydrant flow test data. I can only hope that the -- the results would be better than the previous test out on Union Street which showed a lot -- a lot of available flow but very low pressures, and we do -- we are designing a fire pump for the building, from our pressurized fire loop and sprinkler system inside the building. The fire pump will be placed within the FedEx building. A KNOX-BOX is -- we anticipated that, as well. That is not a problem.

Um, we will be providing the hydraulics for the system, as well, which will indicate that a fire pump is required.

His last comment, "Need additional information regarding fuel spill containment in the main fueling area of the complex."

We -- we will secure the spill control plan from FedEx for that, but this ties into our previous conversation on the need for an oil/water separator or some containment device down in that area, and we will -- we'll kind of hammer out the details on that.

JAMES MARTIN: Okay. I -- I will obviously talk to the Fire Marshal and require him to sign off on all of those issues once you have had that discussion again of his acknowledgment of his acceptance for the file, so we'll do that.

JOHN NOWICKI: I'm fine for now until I hear the comments from the side table.

THERESA REILLY: Just a quick question on the guard house. Would somebody be there to -- daylight hours, 24 hours? What is the plan for the --

MR. THORNTON: We're not sure how many hours it will be staffed. We do not believe it will be staffed 24/7 because they -- because they plan to shut down the facility for a period -- from late Friday afternoon to late Sunday night it will be closed, so it wouldn't be staffed at that time, I do not believe. I think otherwise the current -- the current plan is to have a guard at the guard house controlling access to the yard. At all times. And -- and they're open 24 hours a day.

KEITH O'TOOLE: As a condition of approval, we would like a title insurance policy satisfactory to the Town Attorney for future Boon Drive.

JAMES MARTIN: I'll ask you to send me an e-mail on that so I can include it on my condition list.

KEITH O'TOOLE: Happy to do that.

JAMES MARTIN: Everybody hear that?

KAREN COX: Yes.

DAVID LINDSAY: No comments.

MIKE HANSCOM: I just want to recognize I did receive some revised plans from Mr. Thornton, and the reply letter to some of my comments from him, and I don't have any comments on those.

PAT TINDALE: They came before us, and we have made some discussions, suggestions and they are coming back to us with revised landscaping plans, but everything looked pretty

good.

BRAD GROVER: I see on the plans they do have a right-hand turn lane coming off Union into the Boon Drive there, which is a good idea. Now as I understand, most of the traffic will be coming in and off 490.

Any plans for them going down Union and onto Chili Avenue?

MR. THORNTON: No. No. In fact, most -- all of the drivers will be local drivers. They will be instructed not to do that.

BRAD GROVER: It will be right off 490 and --

MR. THORNTON: The split is -- the traffic in and out, we have a number of employees coming in and out of the facility, but the split is 85 percent to the south, 15 percent to the north, from the new Boon Drive driveway, and that would include Boon Drive -- I mean the current traffic on Boon Drive, as well.

JAMES MARTIN: Matt (Nissen)?

MATT EMENS: I was not at the meeting, so I don't know if we have any comments. I'm sure if we did, have you them.

JAMES MARTIN: This doesn't come under the purview of the Architectural Advisory --

MATT EMENS: No comment.

JAMES MARTIN: As far as the Public Hearing goes, we're talking about the subdivision, not site plan issues. Any comments from the audience tonight on the subdivision per se?

COMMENTS OR QUESTIONS FROM THE AUDIENCE: None.

James Martin made a motion to close the Public Hearing portion of this application, and John Nowicki seconded the motion. The Board unanimously approved the motion.

The Public Hearing portion of this application was closed at this time.

JAMES MARTIN: As far as where we're at at this point in time, we have done SEQR at the previous approval in December. We really didn't identify any significant new conditions. You will have to check on the traffic study and the trip generation study conversation with the Fire Marshal to be sure he is on Board as far as meeting with you and submitting an approval letter on his issues that he has raised.

So at this point in time, as far as the vote, all previous conditions that have been imposed by the Board remain in effect from the previous meeting. Other than that --

For the record, the applicant did appear before the Zoning Board and got the variances again for the parking and also variance regarding the -- the 7 foot fence with the barbed wire on top, so it was approved by the Zoning Board.

DECISION ON THE FINAL SUBDIVISION: Unanimously approved, by a vote of 6 yes with the following condition:

1. All previous conditions imposed by this Board remain in effect.

JAMES MARTIN: I think there is a couple administrative -- we talked about the traffic study that was a condition. It is already in the record. So all previous conditions remain in effect.

DECISION ON THE FINAL SITE PLAN: Unanimously approved by a vote of 6 yes with the following conditions:

1. All previous conditions imposed by this Board remain in effect.
2. During discussion of this application the review letter submitted by the Town Engineer was addressed. Based on input from the applicant's engineer and concurrence by the Town Engineer and Commissioner of Public Works, all engineering aspects related to the site plan have been addressed or are in process of being addressed.
3. The Planning Board requests that the applicant meets with the Town Fire Marshal to address issues raised in his review letter dated January 27, 2011.
4. The Fire Marshal shall certify that all pertinent conditions have been met.
5. The Chairman of the Planning Board shall review the requested traffic study and trip generation report with the Commissioner of Public Works to determine if any further action is required by the Planning Board prior to mylars being signed.
6. Applicant shall provide a fee title insurance policy insuring the Town of Chili in an amount and form satisfactory to the Attorney for the Town for the Right of Way known as "Boon Drive." Said policy shall be free of

exceptions which, in the opinion of said Attorney for the Town Board, impair marketability. (By way of example and without limitation, all private easements shall be extinguished). Said title policy shall be provided at the time applicant offers the deed of dedication to the Town Board for said Boon Drive and this condition shall not prevent the Town from releasing or signing the mylar and the execution of the mylar by Town officials shall not serve as evidence that this condition has been satisfied.

JAMES MARTIN: I think we're done with this part of the process. A few administrative details --

MR. THORNTON: Thank you.

JAMES MARTIN: -- hopefully working again with the Town Engineer, but once again, thank you for choosing Chili. We welcome you to the Town, and we expect that we'll be working together and good things will happen. Thank you very much.

MR. THORNTON: Thank you very much.

INFORMAL:

2. Application of Ken (Hurley) Glazer, 1 South Washington Street, Suite 200, Rochester, New York 14614 for revised final site plan approval to expand parking lot at property located at 3171 Chili Avenue in GB zone.
3. Application of Five Star Bank, c/o Beardsley Design Associates, 64 South Street, Auburn, New York 13021 for revised final site plan approval to erect a 3,780 sq. ft. two-story bank at property located at 3171 Chili Avenue in a G.B. zone.

James Bonsignore and Ken Glazer were present to represent the applications.

MR. BONSIGNORE: I will just introduce myself again. I'm attorney James Bonsignore. I'm here on behalf of Five Star Bank. My business address for the record is 295 Wood Cliff Drive, Fairport New York.

I will just kind of do a double duty here just so we don't duplicate efforts. Mr. Glazer is here to discuss and answer any questions that you have regarding his application, but as they're interrelated, I think I can probably handle -- handle both at the same time.

If you recall, we were here in December -- I think it was December 14th -- for final site plan approval for both aspects of this project. This is for the Five Star Bank to be located on the out parcel in front of Wegmans.

In conjunction with that, Mr. Glazer was reorganizing some parking spaces and adding some additional parking spaces and Five Star is obviously going onto the out parcel.

At the time -- I will focus on Five Star first because I think that is where the bulk of the changes lie. If you recall, there were some conditions on final site plan approval for some reconfiguration of the northeast entrance into the site with regard to two-way traffic and allowing vehicles to enter and exit from that northeast portion of the site. There was also a request to add a sidewalk, crosswalk to the building to the north.

There was also some questions about landscaping and Conservation Board approval for the landscaping plan, et cetera.

What has happened since then is we have made those changes that the Board had asked to the plans and we anticipated coming in and reviewing this administratively.

However, we did get a little additional feedback from the -- from the anchor tenants of the plaza who requested some relatively minor changes to our site. Luckily, it's really more of a configuration issue and doesn't really substantively affect the final site plan approval that both Mr. Glazer and Five Star Bank achieved in December.

So what I will do, I will just step over here. I will draw your attention to the primary changes. As I mentioned, we have addressed the issues that the Board was looking for with regard to the northeast entrance, so it is both ingress and egress. We have put a landscaped island basically separating the entrance into the parking lot from the stacking lines of the drive-through which will address, I think, the concerns of the Board as far as Traffic Safety in and out of the site.

We have added the crosswalk leading from the site to the existing office building to the north.

The other major change is basically an extension of the leased area for Five Star Bank and the shifting of some parking spaces.

The Wegmans tenant -- Wegmans wanted this to be a little more open and a little more aesthetically pleasing, so what we have done is put more landscaping in along the southern boundary of the leased parcel and removed the parking spaces that were there previously. What we have basically done is bumped the site out and added those parking spaces to the west.

This is essentially the same exact place that Mr. Glazer's parking spaces were before, so we have essentially just shifted things around. In doing so, Mr. Glazer is actually reducing his parking request and shifting his additional spaces so that you now have the configuration that you see on the revised final plan for both.

In conjunction with the changes, we have also added sidewalk along the southern boundary

of the property, as well as another crosswalk, leading from the main parcel, into the site, so we have added some additional landscaping features and pedestrian friendly features, as well, in conjunction with the reconfiguration of the site.

Relatively minor, as I mentioned. It is simply moving some parking spaces around, more than anything.

The only other feature, and this was addressed in the Town Engineer's letter, they wanted some additional details on the proposed retaining wall, which is now going to be incorporated. Essentially if you're familiar with the site, it will be an extension in and -- and -- in design -- in keeping with the design of what is there now, basically just running it down along the western boundary of the property. I think at its highest point is 3 feet where it meets the existing wall and tapers down to 8 inches. So it -- so to the extent there is any additional engineering details associated with the wall that we need to provide, we'll certainly be happy to provide those to the Town Engineer. We don't think that is going to be an issue. Again, the grading and the topography of the site, again, at the highest point it will match the existing, and taper down.

That's basically it for -- for both projects. The majority of the change is really reconfiguration of the parking. We're actually going to be losing one parking space on the Five Star site with the changes. We are still going to be three parking spaces over the minimum requirement. The minimum requirement is 26. We're still going to have 29.

Just some other administrative changes. We have -- we have realigned and reconfigured the lighting to address the reconfiguration of the parking, but again, everything will be compliant with the Town requirements.

We have finalized the utility routing on the east side of the property and a lot of the technical issues that were raised at final approval in December.

So with that, if the Board has any questions, I think the plan pretty much speaks for itself as far as the reconfiguration. We feel because it still incorporates essentially the same amount of parking spaces between the two projects, this isn't a significant change and we're simply looking for -- for a modification to the site plan as it was approved in December to allow this configuration and move forward.

JAMES MARTIN: Okay. You did address the issue of -- request from the Town Engineer, design calculations, retaining wall, manufacturer's literature, et cetera. Has that been provided yet?

MR. BONSIGNORE: I don't think that's been provided yet. I think we just got this letter this morning, I think.

JAMES MARTIN: It's dated February 3rd. So Michael (Hanscom), you still need to see that for final approval?

MICHAEL HANSCOM: Yes.

JAMES MARTIN: All right. That will be an additional condition.

MR. BONSIGNORE: We understand that.

JAMES MARTIN: We have already put the other conditions in place at the previous hearing on that application.

MR. BONSIGNORE: I think, Mr. Chairman, the only other point I wanted to recognize is that the Conservation Board did review the revised plan as it was submitted and they have approved the revised plan at their January 31st meeting. So I think we -- we have addressed the -- the landscaping issues that arose in December, as well.

JAMES MARTIN: Pat (Tindale), are you okay with that comment?

PAT TINDALE: Yes, I agree.

JAMES MARTIN: Very good.

Mr. Glazer, any issues from your perspective? I mean, you are changing your design a little bit.

MR. GLAZER: No. We're okay with it. You know, it's not perfect.

JAMES MARTIN: You're getting a few more spaces. Not as many as would you like to have. Primarily employee parking over there?

MR. GLAZER: For the bank?

JAMES MARTIN: No, for your --

MR. GLAZER: Oh, yes, it is definitely for the employee. That is the idea.

JAMES MARTIN: That is all I have got.

PAUL WANZENRIED: Where are you going to put your snow?

MR. BONSIGNORE: There is an area -- keep in mind, with the bank use, we rarely utilize the entirety of the parking spaces that are allowed. We have designated a portion of the new parking area to the west as temporary snow storage, and to the extent that that is not feasible, obviously we would have to make arrangements with the rest of the plaza, and the site, to truck it out of there.

But -- but those couple -- probably like the first four or five spaces on the employee parking to the west area of the site is where they're intending to use for temporary snow storage, if necessary.

JAMES MARTIN: Hasn't been much temporary.

MR. BONSIGNORE: Not this winter.

KAREN COX: Not this winter. (Laughter.)

PAUL WANZENRIED: I guess that's all I have.

KAREN COX: I don't have anything except to say I think the parking change and the trees in the front of the building are going -- the trees are going to add some nice aesthetics to that area. So we appreciate that.

JOHN NOWICKI: I think the landscaping plans look great. You did a great job on it. I look forward to seeing you guys in Town.

DAVID CROSS: I concur.

THERESA REILLY: No comment.

JAMES MARTIN: You have reviewed the plans and everything is okay from your perspective?

MATT EMENS: Yes.

JAMES MARTIN: Very good. I guess no other questions or concerns, let's see. The first one is the application of Mr. Glazer for the revised final site plan. The only thing I can think of now is all previous conditions imposed by this Board will remain in effect. I will pick up the other one, the retaining wall and put that on the Five Star Bank condition of approval.

DECISION ON INFORMAL APPLICATION #2: Unanimously approved by a vote of 6 yes with the following condition:

1. All previous conditions imposed by this Board remain in effect.

DECISION ON INFORMAL APPLICATION #3: Unanimously approved by a vote of 6 yes with the following conditions:

1. All previous conditions imposed by this Board remain in effect.
2. The applicant shall provide to the Town Engineer and the Commissioner of Public Works the following:
  - A. Design calculations for the retaining wall located on the west side of the property.
  - B. Manufacturer's literature on the proposed retaining wall system.
  - C. Installation details for the retaining wall system, to include a cross section through the wall that also shows the excavation required and the location of the adjacent roadway to the closest approach of the retaining wall to the roadway.

The January 11, 2011 Planning Board meeting minutes were approved as submitted.

The meeting was adjourned at 8:05 p.m.